

**PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA**

Rail Safety and Carriers Division  
Rail Engineering Safety Branch  
Rail Crossing Engineering Section

Resolution SX-24  
June 3, 1999

**RESOLUTION**

**RESOLUTION SX-24, AUTHORIZING LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA) TO DEVIATE FROM THE PROVISIONS OF SECTION 6.7 OF GENERAL ORDER 75-C BY INSTALLING PEDESTRIAN GATE-TYPE SIDEWALK SIGNALS AT VERNON AVENUE, GAGE AVENUE, FLORENCE AVENUE, AND 103<sup>rd</sup> STREET JOINT AT GRADE CROSSINGS, ACROSS MTA'S AND UNION PACIFIC RAILROAD COMPANY'S TRACKS IN LOS ANGELES, LOS ANGELES COUNTY.**

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**Summary**

Los Angeles County Metropolitan Transportation Authority (MTA), by a letter dated November 23, 1998, requests authority to install pedestrian gate-type sidewalk signals at the following at-grade joint crossings of MTA and Union Pacific Railroad Company (formerly Southern Pacific Transportation Company): Vernon Avenue, Gage Avenue, Florence Avenue, and 103<sup>rd</sup> Street, in Los Angeles, Los Angeles County.

MTA also requests a deviation from the provision of Section 6.7 of General Order (GO) 75-C to install only one flashing red light on the gate arm rather than a minimum of three as required by GO 75-C. This resolution authorizes installation of the proposed warning devices.

**Discussion**

MTA is the primary provider of transit-related services for the Southern California region. MTA was created in the state legislature by Assembly Bill 152 in May 1992. This bill merged the Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District (RTD) to become the Los Angeles County Metropolitan Transportation Authority. The merger became effective on February 1, 1993.

Commission Decisions (D.) 88-08-048, dated August 24, 1988 in Application (A.) 86-12-022, D.88-01-039, dated January 28, 1988 in A.86-12-020, and D.88-03-073, dated March 3, 1988 in A.87-11-015 granted authority to LACTC (Now MTA) to construct the four at-grade crossings. Warning devices at each of the four crossings are two standard 9A automatic gate-type signals with cantilever and flashing lights. Additionally, there are two modified light signals for pedestrian traffic in the southeast and northwest quadrants of Florence Avenue and 103<sup>rd</sup> Street. There is a modified flashing light signal for pedestrians descending the station ramps at Vernon and 103<sup>rd</sup> Street stations.

Very few crossings statewide have additional gate-type signals for pedestrians. It is usually adequate warning to pedestrians to see the vehicular gates descended, with the accompanying flashing lights and bell ringing. Extra pedestrian gates are not normally installed because of the ease with which pedestrians can go around, over, or under the gates. Also, at locations where pedestrian gates were installed in the past, there were problems with vandalism (causing the gates to be out of service often).

Since 1990 there have been 25 pedestrian accidents, resulting in 7 fatalities, involving light rail trains at the Vernon Avenue, Florence Avenue, and 103<sup>rd</sup> Street Crossings. While there have been no pedestrian accidents at Gage Avenue, visibility in the Southeast quadrant of the crossing is restricted.

By a letter dated November 23, 1998, MTA submitted plans of a proposal to provide pedestrian gates to supplement the existing warning devices at the four crossings listed above. MTA also requested a deviation from Commission requirements to install the pedestrian gates. The proposed plans call for gates that will adhere to the standard Commission number 9 gates except that one flashing light is proposed to be affixed to the gate arm rather than the minimum three required by Section 6.7 of General Order (GO) 75-C. A deviation from GO 75-C is needed to authorize installation of this non-standard warning device. The new pedestrian gate-type warning devices are proposed to be installed across the sidewalks as follows:

<u>Street Name</u>	<u>UP Crossing Number</u>	<u>MTA Crossing Number</u>	<u>Quadrant</u>
Vernon Avenue	BBH-486.42	84L-4.2	Southeast
Gage Avenue	BBH-487.92	84L-5.7	Southeast
Florence Avenue	BBH-488.43	84L-6.2	Southeast and Southwest
103 <sup>rd</sup> Street	BBH-490.60	84L-8.4	Southeast and Southwest

The plans for the pedestrian gate installations are attached to the letter submitted by MTA, and have been reviewed by engineers from the City of Los Angeles, County of Los Angeles, Union Pacific Railroad Company, and the Commission. Installation costs will be borne by MTA, and maintenance costs will be shared by MTA and UP in accordance with current agreements.

Upon review of material submitted by MTA, as well as an onsite inspection of the crossings, the Rail Safety and Carriers Division staff are in agreement with MTA's proposal to grant an exemption to the requirements of GO 75-C in order to install special automatic gates for pedestrians at the four crossings listed above.

This is an uncontested matter in which the resolution grants the relief requested. Accordingly, pursuant to PU Code Section 311 (g) (2), the otherwise applicable 30-day period for public review and comment is being waved.

### **Protests**

There are no protests at this time. Union Pacific Railroad Company, Los Angeles County Metropolitan Transportation Authority, and Commission staff support this proposal.

### **Findings**

1. Los Angeles Metropolitan Transportation Authority (MTA) requests authority for installation of gate-type signals for pedestrians on Vernon Avenue, Gage Avenue, Florence Avenue, and 103<sup>rd</sup> Street joint crossings at grade across MTA's and Union Pacific Railroad Company's (UP) (former Southern Pacific Transportation Company's) tracks.

2. Installation costs will be borne by MTA, and maintenance costs will be shared by MTA and UP in accordance with current agreements.

3. Commission staff has reviewed the MTA proposal and finds that the request has merit and should be granted.

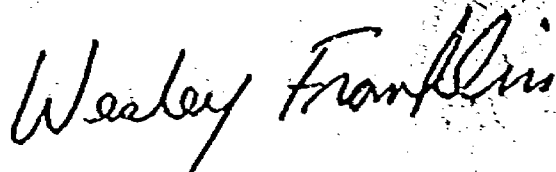
**Conclusion**

**THEREFORE, IT IS ORDERED that:**

Los Angeles County Metropolitan Transportation Authority (MTA) be granted a deviation from the provision of Section 6.7 of General Order (GO) 75-C to install only one flashing red light on the gate arms of gate-type signals for pedestrians on Vernon Avenue, Gage Avenue, Florence Avenue, and 103<sup>rd</sup> Street at grade crossings across MTA's and Union Pacific Railroad Company's (UP) (former Southern Pacific Transportation Company's) tracks, as shown on the plans attached to the MTA proposal.

This resolution is effective today.

I hereby certify that this resolution was adopted by the Public Utilities Commission at its regular conference on June 3, 1999. The following Commissioners voting favorably thereon:



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**WESLEY M. FRANKLIN**  
Executive Director

**RICHARD A. BILAS**  
President  
**HENRY M. DUQUE**  
**JOSIAH L. NEEPER**  
**LORETTA M. LYNCH**  
**TAL C. FINNEY**  
Commissioners