

PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
Sacramento, CA 95834



July 22, 2010

File Number: G.10-05-007
11 Driveway Crossings on Flower St.
North of Washington Blvd
City of Los Angeles

Eric R. Olson, PE
Chief Project Officer
Exposition Metro Line Construction Authority
707 Wilshire Boulevard, 34th Floor
Los Angeles, CA 90017

Re: General Order 88-B Request for Authority to Alter 11 Driveway At-Grade Highway-Rail Crossings along Flower Street across the tracks of the Metro Blue Line, in City of Los Angeles, Los Angeles County.

Dear Mr. Olson:

This refers to your letter, dated May 19, 2010, received May 20, 2010, requesting authorization, pursuant to Commission General Order (GO) 88-B, to alter the 11 driveway at-grade highway-rail crossings (crossings) of Los Angeles County Metropolitan Transportation Authority's (Metro) Blue Line Light Rail tracks in City of Los Angeles (City), located along Flower Street north of Washington Boulevard. The 11 crossings are identified in the table below.

CPUC Crossing No.	Location
084L-0.73D	Driveway north of Pico Boulevard
084L-0.83D	Driveway south of Cameron Lane
084L-0.84D	Driveway into parking lot
084L-0.85D	Driveway A - 1358 Flower Street
084L-0.86D	Driveway B - 1360 Flower Street
084L-0.91D	Driveway C - 1370 Flower Street
084L-0.92D	Driveway D - 1416 Flower Street
084L-0.94D	Driveway between Pico Boulevard & Venice Boulevard
084L-0.97D	Driveway north of Venice Boulevard
084L-1.04D	Driveway between Venice Boulevard & I-10 Freeway
084L-1.17D	Driveway between 18 th Street & Washington Boulevard

Each of the 11 crossings is a driveway that provides access to local businesses in the downtown Los Angeles area. The Exposition Metro Line Construction Authority (Expo Authority), as part of its Expo Light Rail project, and at the request of the Commission's Rail Crossings Engineering Section (RCES), explored potential closure of every driveway crossing along Flower Street. The Expo Authority's efforts resulted in the closure of Cameron Lane (G.10-05-006) and the driveway/alley between 12th Street and Pico Boulevard (G.10-05-005). Unfortunately, the remaining 11 crossings provide sole access to local businesses, and as such, could not be closed.

Metro currently operates its Blue Line light rail trains in street-running mode along Flower Street. Each of the driveway crossings is currently controlled by traffic signals consisting of active "No Left Turn" signs and static "Look Both Ways" signs. Exposition Line light rail trains will also use this same section of the Blue Line. Therefore, Expo Authority proposes to modify the crossings by replacing the existing active and static signs with new activated blank out Light Emitting Diode (LED) "No Left Turn" (R3-2) and "Train Coming" signs. Expo Authority will install these new signs facing the southbound left-turn pockets along Flower Street for vehicles turning left into the driveways, and facing the westbound driveway approaches for vehicles exiting the driveways and turning left onto southbound flower Street. These new activated blank out signs will serve to warn drivers of approaching light rail trains.

RCES investigated the request by Expo Authority and finds it adequately addresses compliance and safety. As Expo Authority, Metro and the City are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the improvements as described in your letter dated May 19, 2010, and summarized above are authorized. Improvements shall comply with all applicable Commission General Orders and the California Manual on Uniform Traffic Control Devices published by the California Department of Transportation.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended. [California Pubic Resources Code 21084]

This authorization shall expire if the above conditions are not complied with or if the work is not completed within two years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, the Commission's RCES may reevaluate the crossings prior to granting an extension.

Within 30 days after completion of this project, Metro shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

Eric R. Olson, PE
G.10-05-007
July 22, 2010
Page 3 of 3

If you have any questions, please contact Jose Pereyra at (213-576-7083) or jfp@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive, flowing style.

Daren Gilbert, Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

C: John E. Fisher, Los Angeles Department of Transportation
Curtis Tran, Los Angeles Bureau of Engineering
Vijay Khawani, Metro
John C. Miller, Metro
James Okazaki, Expo Authority