PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
Sacramento, CA 95834-2939

September 8, 2011

File Number: G.11-08-002
City of South Pasadena, Los Angeles County

Matthew Sweeney
Public Works Director
City of South Pasadena
1414 Mission Street
South Pasadena, CA 91030

Re: **General Order 88-B Request for Authority to Alter the El Centro Avenue/Glendon Way At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 084P-7.03 and DOT No. 026290K, in the City of South Pasadena, Los Angeles County.**

Dear Mr. Sweeney:

This refers to your letter, dated April 8, 2011 (received on August 1, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing El Centro Avenue/Glendon Way at-grade crossing of the Los Angeles County Metropolitan Transportation Authority's (LACMTA) Pasadena Gold Line tracks in the City of South Pasadena (City), Los Angeles County. The crossing is currently identified as CPUC Crossing No. 084P-7.03 and DOT No. 026290K.

Glendon Way is a two lane roadway oriented in a north-south direction. It terminates in a T-intersection with El Centro Avenue. El Centro Avenue is also a two lane roadway oriented in a west-east direction. The El Centro/Glendon Way at-grade crossing has two existing LACMTA Gold Line tracks that traverse the T-intersection diagonally from the southwest corner to the northeast corner.

Currently the crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate) and two curb mounted Commission Standard 9E (Commission Standard 9 installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices on El Centro Avenue west of the tracks and on Glendon Way south of the tracks. There is one curb mounted Commission Standard 9 and one curb mounted Commission Standard 8 (flashing light signal assembly) on El Centro Avenue east of the tracks. In addition, pedestrian gates and swing gates at each sidewalk approach, advance warning pavement markings and signage are also present. There are three crosswalks at the crossing; one approximately 45 feet east of the crossing; the second one approximately 35 feet west of the crossing; and the third one approximately 40 feet south of the crossing. There is one raised median on the east approach on El

Centro Avenue to the crossing that extends in excess of 60 feet from the crossing. LACMTA operates Gold Line light rail transit trains over this line.

City proposes to modify the crossing as follows:

- El Centro Avenue, east of the crossing: replace the existing curb mounted Commission Standard 8 on the departure side (southeast quadrant) with one curb mounted Commission Standard 9E with vehicle presence detection system, and relocate it so it lies directly across from the existing curb mounted Commission Standard 9 on the entrance side (northeast quadrant) of the crossing;
- El Centro Avenue, west of the crossing: reorient the existing crosswalk to be parallel to the existing curb mounted Commission Standard 9 and 9E and the tracks;
- Glendon Way, south of the crossing: relocate the existing curb mounted Commission Standard 9 closer to the tracks and orient it and the existing curb mounted Commission Standard 9E and the crosswalk parallel to the tracks;
- Modify the driveway at southwest corner of intersection to create a physical separation between the driveway and a new Americans with Disabilities Act (ADA) compliant access ramp at crosswalk;
- Install ADA compliant standard detectable warning tactile strips on all sidewalk approaches to the crossing; and
- Application of MUTCD compliant signage and pavement markings, including W10-1 advance warning signs, W48 (CA) 2 tracks signs, and RxR pavement markings.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by the City and finds it adequately addresses compliance and safety. As City and LACMTA 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 request dated April 8, 2011 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

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

This authorization shall expire if the above conditions are not complied with or if the work is not completed within three 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, RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, LACMTA 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.

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

Sincerely,

Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

C: John Miller, LACMTA, One Gate Plaza – Mail Stop: 99-18-8, Los Angeles, CA 90012
Habib Balian, Foothill Construction Authority, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016
Gabriel Nevarez, City of South Pasadena, 1414 Mission Street, South Pasadena, CA 91030