

PUBLIC UTILITIES COMMISSION

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



June 19, 2012

File Number: G.12-02-020

Paxton Street

City of Los Angeles, Los Angeles County

Patricia Watkins
Assistant Director, Public Projects
Southern California Regional Rail Authority
279 E. Arrow Highway, Suite A
San Dimas, CA 91773

Kang Hu
Senior Transportation Engineer
City of Los Angeles
Department of Transportation
100 S. Main Street, 9th Floor
Los Angeles, CA 90012

Re: General Order 88-B Request for Authority to Alter the At-Grade Crossing of Southern California Regional Rail Authority's Valley Subdivision track and Paxton Street, CPUC Crossing Number 101VY-20.05 and DOT No. 746050R, in City of Los Angeles, Los Angeles County

Dear Ms. Watkins and Mr. Hu:

This refers to your letter, dated December 19, 2011 (received on February 9, 2012), requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing at-grade crossing of Southern California Regional Rail Authority (SCRRA) Valley Subdivision railroad track and Paxton Street, in City of Los Angeles, Los Angeles County. The crossing is identified as CPUC Crossing Number (No.) 101VY-20.05 and DOT No. 746050R.

Paxton Street is a five-lane roadway, two lanes in the north direction and three in the south direction that cross over one SCRRA track. The crossing is currently equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices with advance warning signage and pavement markings. The crossing is approximately 50 feet north of the San Fernando Road/Paxton Street intersection. The current annual average daily traffic at the crossing is 18,000 vehicles per day. Approximately 22 SCRRA (Metrolink) and National Passenger Railroad Company (Amtrak) passenger trains per day and five (5) Union Pacific Railroad Company (UPRR) freight trains per day operate over this line. The maximum speed for the passenger trains and the UPRR freight trains is 79 and 50 miles per hour, respectively.

The City of Los Angeles (City) and SCRRA are working on two concurrent projects in the vicinity of the crossing: City's San Fernando Road Bike Path project – Phase 2, and SCRRA's Pedestrian Safety Improvement project – Phase 2. The Bike Path Phase 2 project includes construction of a 12-foot wide and 2.73-mile long Class 1 Bike Path located along the right-of-way between San Fernando Road and SCRRA's track. The bike path will extend from Jessie Street/Wolfskill Street in City of San Fernando to Branford Street in City of Los Angeles. A fence will also be constructed between the bike path and the SCRRA track to prevent trespassing. The Paxton Street crossing is part of the two concurrent projects that propose improvements along this corridor at five crossings.

As part of the Bike Path Phase 2 project, City proposes the following improvements in the Paxton Street crossing:

- Install pedestrian crosswalk pavement markings on the north side of San Fernando Road, at the Paxton Street and San Fernando Road intersection south of the crossing and install push button-actuate pedestrian walk signals, as shown on plans;
- Provide interconnection of the Paxton Street/San Fernando Road intersection traffic signals and the crossing warning devices with advance preemption;
- Install fencing along bike pathway to channel pathway users along the right-of-way to prevent trespassing, as shown on plans;
- Install Americans with Disabilities Act (ADA) compliant sidewalks on both sides of crossing;
- Install curb ramps, curb, gutter and ADA compliant sidewalk landing on the north side of the intersection of Paxton Street and San Fernando Road, south of the crossing; and
- Install an Integrated Solution Professionals International telecommunications shelter, as shown on plans; and
- Install California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings for the bike path, including R9-6 'YIELD TO PEDS,' R81 (CA) 'BIKE LANE,' R44A(CA) 'NO MOTOR VEHICLES OR MOTORIZED BICYCLES,' and R81B(CA) 'END,' as shown on plans.

Concurrently, SCRRA proposes to add pedestrian safety improvements at the Paxton Street crossing, as follows:

- Install Commission Standard 9 pedestrian gate warning devices in combination with swing gates at all four pedestrian sidewalk approaches to the crossing;
- Install pedestrian channelization in the form of hand railing and 4-feet high fencing to prevent trespassing, as shown in plans;
- Install ADA compliant detectable warning tactile strips for all sidewalk approaches to the crossing;
- Install new street lighting at crossing and at Paxton Street and San Fernando Road intersection, per plans;
- Construct roadway curb and gutter improvements, minor drainage improvements and minor roadway paving incidental to the installation of pedestrian safety features, as shown on plans;

- Upgrade train circuitry to provide preemption of the traffic signal at the Paxton Street and San Fernando Road intersection;
- Install R3-1 'NO RIGHT TURN' train activated blank out sign as shown in plans;
- Install illumination on northeast and southwest quadrants at crossing, as shown in plans; and
- Application of CA MUTCD compliant signage and pavement markings, including W10-1 and W10-4 advance warning signs, R8-8 'DO NOT STOP ON TRACKS', R15-1 'RAILROAD CROSSING', R10-1 'CROSS ONLY ON GREEN' and 'KEEP CLEAR', and RxR pavement markings as shown in plans.

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

Temporary traffic controls shall be provided in compliance with the current version of the 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 (3) years of the date of this letter. Upon written request to RCES, 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, SCRRA or City 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 Commission 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.

At the conclusion of the project, SCRRA should submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

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

Sincerely,

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

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

C: Harry Steelman, Division Engineer – West, Amtrak
Kenneth Tom, Manager Special Projects Industry & Public, Union Pacific Railroad Company