

PUBLIC UTILITIES COMMISSION

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



June 19, 2012

File Number: G.12-02-024

Branford Street

City of Los Angeles, Los Angeles County

Kang Hu
Senior Transportation Engineer
Department of Transportation
City of Los Angeles
100 S. Main Street, 9th Floor
Los Angeles, CA 91722

Re: General Order 88-B Request for Authority to Alter the Branford Street At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 101VY-17.87 and DOT No. 746055A, in the City of Los Angeles, Los Angeles County.

Dear Mr. Hu:

This refers to your letter, dated December 8, 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 the Southern California Regional Rail Authority's (SCRRA) Valley subdivision railroad tracks and Branford Street, in City of Los Angeles, Los Angeles County, identified as CPUC Crossing No. 101VY-17.87 and DOT No. 746055A.

Branford Street is currently a two lane roadway, one lane in each direction, that intersects San Fernando Road (which exists as two separate streets on both sides of the tracks) at signalized intersections northeast and southwest of the crossing, approximately at equal distances of 90 feet from the crossing in both directions. Currently the crossing is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices with advance warning pavement markings and signage. In addition to SCRRA passenger trains, Union Pacific Railroad Company (UPRR) operates freight trains over this line. Branford Street has an estimated eight thousand average vehicle daily trips and 29 trains cross it per day.

The Commission's Rail Crossings Engineering Section (RCES) attended a field diagnostic meeting at the crossing location on January 23, 2012 with representatives from City of Los Angeles Department of Transportation (LADOT), LADOT's consultant and SCRRA. At that meeting, the need for civil improvements to the road, sidewalks, pedestrian treatments and related traffic signalization were identified.

RCES cannot authorize the City's request at this time because the submitted plans do not include a number of the improvements identified and discussed at the diagnostic meeting. We note that the SCRRA concurrence was issued before the date of the diagnostic meeting. Constructing a bike path introduces hazards to a crossing that are unique and require a separate evaluation. Please

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arrange another field diagnostic review with RCES to discuss these changes that have not yet been addressed.

RCES recommends you coordinate your design efforts with SCRRA to ensure that the finalized plans correctly identify the necessary railroad signal equipment and circuitry. The design of the crossing and railroad signal equipment must comply with the Commission's GO 75-D, the California Manual on Uniform Traffic Control Devices, and SCRRA standards.

Once your plans have been successfully reviewed and evaluated, and all parties have reached agreement with your new proposal, LADOT may reapply under the Commission's GO 88-B for authorization to construct the modifications to the crossing.

If you have any questions, please contact Oliver Garcia at 213-576-7077 or og1@cpuc.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Daren Gilbert".

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

C: Patricia Watkins, SCRRA
Kenneth Tom, UPRR