

PUBLIC UTILITIES COMMISSION

320W 4th Street, Suite 500
Los Angeles, CA 90013



October 9, 2014

File Number: XREQ 2014090021
MGLEE / MBL
Los Angeles County

Bruce Shelburne
Executive Director
Operations Strategic Planning-Rail
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Conduct a Trial Demonstration of In-Roadway Warning Lights at 12 At-Grade Highway-Light Rail Transit Crossings, in City of Los Angeles and Unincorporated Areas of Los Angeles County.

Dear Mr. Shelburne:

This refers to your letter, dated July 24, 2014, received by us on July 28, 2014, requesting authorization, pursuant to California Public Utilities Commission (CPUC / Commission) General Order (GO) 88-B, to modify 10 at-grade highway-light rail crossings (crossings) of the Los Angeles County Metropolitan Transportation Authority (Metro) Gold Line Eastside Extension (MGLEE) tracks, and two crossings of the Metro Blue Line (MBL) tracks at the roadway intersections listed below, in the City of Los Angeles (City) and unincorporated areas of Los Angeles County (County).

	CPUC Crossing No.	Street Name/Intersection/Crossing	Location
1	084E-1.19	1 st Street/Mission Road	City
2	084E-3.42	1 st Street/Indiana Street	City
3	084E-3.89	3 rd Street/Rowan Avenue	County
4	084E-4.04	3 rd Street/Gage Avenue	County
5	084E-4.29	3 rd Street/Downey Road	County
6	084E-4.92	3 rd Street/Ford Boulevard	County
7	084E-5.05	3 rd Street/McDonnell Avenue	County
8	084E-5.33	3 rd Street/Mednik Avenue	County
9	084E-5.44	3 rd Street/Civic Center Way	County
10	084E-5.53	3 rd Street/La Verne Avenue	County
11	084L-1.70	Washington Boulevard/Los Angeles Street	City
12	084L-2.08	Washington Boulevard/San Pedro Street	City

In September 2012, Metro, City, and County secured authorization from the Federal Highway Administration (FHWA) and the California Traffic Control Devices Committee to conduct a trial demonstration project (project) of In-Pavement Warning Lights (IPWL) that will supplement the

existing traffic signal system at 10 signalized intersections/crossings on the MGLEE street-running light rail line. In May 2013, Metro, City, and County secured authorization from FHWA to expand its demonstration project by adding two signalized intersections/crossings on the MBL street-running light rail line.

The purpose of the project is to use IPWL to provide additional visual warning to motorists and pedestrians that a train is approaching the intersection/crossing. Metro hopes to increase public awareness of street-running train operations in order to help reduce left turn violations, the most common cause of train-vehicle incidents on Metro's street running light rail systems.

IPWL consist of a series of light emitting diode lights embedded in the roadway. Metro will apply them in a manner which will not conflict with existing traffic signals. Metro will install a single row of IPWL parallel to the train tracks for the entire width of the intersection/crossing. The IPWL will be embedded in the pavement at different angles in order to be visible to both through traffic across the tracks approaching at 90 degrees (perpendicular to the tracks), and left turn traffic across the tracks, at an appropriate angle for maximum visibility. The IPWL will be installed in an alternating pattern, with one set aimed at approaching through traffic and the next aimed at the adjacent left turn lanes.

Metro indicates it will synchronize IPWL with train activated light rail transit vehicle approaching blank-out warning signs (W10-7) and illuminate in a steady red light only when a train is detected while approaching the intersection/crossing. The IPWL will remain illuminated for the duration that the train receives the green signal phase, same as the activated blank-out W10-7 warning signs.

Metro will conduct its demonstration project for a two-year period and will evaluate the effectiveness of the IPWLs by using data collected by its existing Photo Enforcement Camera (PEC) program. Metro's PEC program provides monthly tracking reports. The photo enforcement cameras have recorded left turn traffic activities on the MGLEE for over two years.

Metro will use past photo enforcement data for comparison to the data obtained during the IPWL demonstration project. In addition, there are seven photo enforced intersections/crossings on the MGLEE that are not included in the demonstration project that will be used as the control group for the IPWL effectiveness analysis. Metro will specifically analyze average monthly left turn volumes and violations for each left turn movement recorded at the 17 intersections/crossings on the MGLEE and the two intersections/crossings on the MBL. Metro will quantify whether there has been a statistically significant change in the number of monthly and annual left turn violations.

There is one intersection/crossing that is not photo enforced (1st Street/Indiana Street) on the MGLEE. For purposes of the demonstration project, Metro will manually take traffic counts during a three-consecutive day period prior to installation of the IPWL system. Metro will follow up at six-month intervals with manual traffic counts for the remainder of the two year project.

Metro will prepare biannual progress reports during the two-year project. The biannual reports will summarize the collected data and compare it to the pre-installation data for each crossing. Upon completion of the demonstration project, Metro, City, and County will prepare a final project report.

The Commission's Rail Crossings Engineering Branch (RCEB) requests that Metro submit their biannual progress reports within 30 days from the end of each six-month period. RCEB also requests that Metro submit its final project report within 45 days of project completion.

RCEB investigated the request by Metro and finds it adequately addresses compliance and safety. As Metro, City, and County 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 July 24, 2014, 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 GO's and CA MUTCD.

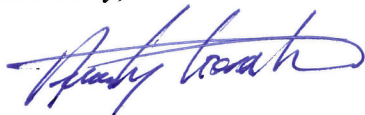
This project is categorically exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public Resources Code 21084]

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 RCEB, 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 re-evaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, Metro shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rceb@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,



Anton Garabetian, P.E.
Program and Project Supervisor
Rail Crossings Engineering Branch
Safety and Enforcement Division

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cc: **(SENT VIA E-MAIL)**
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