

PUBLIC UTILITIES COMMISSION

320 W 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



May 26, 2015

File Number: XREQ 2015050003
Little Tokyo Station South Pedestrian Crossing
City of Los Angeles
Los Angeles County

Girish Roy
Project Director – DEO
Los Angeles County Metropolitan Transportation Authority
432 East Temple Street
Los Angeles, CA 90012

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Modify and Close the Little Tokyo Station South Pedestrian Crossing, identified as CPUC Crossing No. 84E-0.58-D in the City of Los Angeles, Los Angeles County.

Dear Mr. Roy:

This refers to your letter dated February 11, 2015, received by us on February 12, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the Little Tokyo Station South Pedestrian Crossing (pedestrian crossing) of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Eastside Gold Line tracks in the City of Los Angeles (City), Los Angeles County. The crossing is identified as CPUC Crossing Nos. 84E-0.58-D.

LACMTA is constructing the Regional Connector Transit Corridor Project (Regional Connector) consisting of approximately 2 miles of new below grade rail to connect the at-grade Eastside Gold Line (Gold Line) at Little Tokyo Station (station) to the below grade LACMTA Blue and Expo Lines at the 7th Street/Metro Station. The Gold Line embedded track runs from the station, south at a skewed angle across the westbound lanes of First Street, north of the Alameda Street/First Street intersection then along the median of First Street. The pedestrian crossing provides access to the station across the northbound Gold Line tracks. Warning devices consist of two Commission Standard 8 (flashing light signal assembly) warning devices on each approach to the crossing, with swing gates on the sidewalk approach. Approximately 145 LACMTA Gold Line trains travel through the crossing per day.

Connection of the Regional Connector to the Gold Line requires construction of a temporary at-grade shoofly track to maintain Gold Line light rail service during construction. The shoofly track will connect from the southern end of the Little Tokyo Station, turn to the west while remaining entirely within LACMTA property north of First Street, and then tie-in to the Gold Line street-running track at the First Street and Hewitt Street intersection. The shoofly is anticipated to remain in operation for approximately 3 to 5 years while excavation work for the Gold Line connection to the Regional Connector takes place. Part of the Gold Line track, approximately between Vignes

Street/First Street and Alameda Street/Commercial Street will be relocated underground to facilitate the connection to the Regional Connector. Once the connection between the Regional Connector and the Gold Line is complete, the Little Tokyo Station will be demolished and removed. It will be replaced by the new underground station at 1st Street and Central Avenue.

Construction of the shoofly track necessitates temporary interruption of revenue Gold Line train service between Union Station and the Pico/Aliso Station. Passengers will be transported between the two stations via a bus bridge. Additionally, the shoofly track will shift track alignment north, off of First Street onto LACMTA's property, resulting in alterations to the Little Tokyo Station, removal of the pedestrian crossing, and construction of a temporary pedestrian crossing across the shoofly track as follows:

Little Tokyo Station South Pedestrian Crossing (84E-0.58-D) Alterations and Removal:

- The southern portion of the station platform will be demolished and shortened to accommodate the shoofly track alignment;
- The embedded track south of the platform will be removed;
- The pedestrian crossing, related warning devices, swing gates and fencing will be removed, and relocated approximately 25-feet to the north;
- A new 55-foot ramp will be installed from the end of the new operating station platform to a 6-foot wide landing;
- LACMTA will construct a 22-foot wide pedestrian crossing across the southbound shoofly track, as shown per plans;
- LACMTA will install a 12-foot sidewalk between the crossing to the Alameda Street/First Street intersection, as shown per plans;
- LACMTA will install two Commission Standard 8 warning devices, one at the end of the landing, and one at the sidewalk west of the crossing, as shown per plans;
- LACMTA will install swing gates on the sidewalk approach to the pedestrian crossing, as shown per plans;
- LACMTA will install fencing along the right-of-way to prevent trespassing;
- LACMTA will install Americans with Disabilities Act (ADA) compliant detectable warning tactile strips on all approaches, as shown per plans;
- California Manual on Uniform Traffic Control Devices (CA MUTCD) standard signage and pavement markings shall be applied, as shown per plans;
- Upon completion of the underground connection between the Regional Connector and the Gold Line, the shoofly track will be removed; and
- The station will be demolished, and the pedestrian at-grade crossing shall be closed and all related warning devices shall be removed.

The Commission's Rail Crossings Engineering Branch (RCEB) investigated the request by LACMTA, and finds it adequately addresses compliance and safety. As LACMTA 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 dated February 11, 2015, and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the current version of the CA MUTCD, published by California Department of Transportation (Caltrans). All parties shall comply with all applicable rules, including Commission General Orders, Americans with Disabilities Act, and the CA MUTCD.

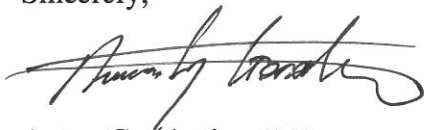
This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Pubic Resources Code 21084].

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

Within 30 days after completion of this project, LACMTA and/or City 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 at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg.htm>. This report may be submitted electronically to rceb@cpuc.ca.gov.

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 Section
Safety and Enforcement Division

cc: **(SENT VIA EMAIL)**
Sean Skehan, LADOT
Lawrence Hsu, LABOE
Robert Pohlman, RCC
Lisa Karwoski, RCC

