

## PUBLIC UTILITIES COMMISSION

320 W 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



June 3, 2019, 2019

File Number: XREQ2019040023  
Arrow Hwy  
City of La Verne, Los Angeles County

Chris Burner  
Chief Project Officer  
Metro Gold Line Foothill Extension  
Construction Authority  
406 East Huntington Drive, Suite 202  
Monrovia, CA 91016

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Alter the Arrow Hwy At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 101SG-30.15, DOT No. 747329C in the City of La Verne, Los Angeles County.**

Dear Mr. Burner:

This refers to your letter dated April 25, 2019, received electronically, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the at-grade crossing (crossing) on Arrow Hwy of the Southern California Regional Rail Authority (SCRRA) in the City of La Verne (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 101SG-30.15/US DOT No. 747329C.

Arrow Hwy is an east-west oriented six lane roadway traversing the crossing. Arrow Hwy intersects with Fairplex Drive approximately 800 feet west of the crossing to form a four-legged intersection. Arrow Hwy also intersects with White Avenue approximately 900 feet south of the crossing to form a four-legged intersection. The roadway volume, as of 2013, is approximately 23,500 vehicles per day.

The Arrow Hwy crossing has one track and SCRRA operates 42 trains daily at a maximum speed of 40 mph. The crossing is equipped with one curb mounted and one median mounted Commission Standard 9 (flashing light signals with automatic gate arm) warning devices for each vehicular approach, with 12-inch light emitting diode flashing lights. In addition, there is one existing raised median in excess of 150 feet on each vehicular approach.

As part of the Metro Gold Line Foothill Extension Phase 2B project, the Metro Gold Line Foothill Extension Construction Authority (Foothill Authority), conducted a traffic simulation and operational analysis (the La Verne Multi-Location Traffic Study) that identified queuing impacts by its project at several intersections in the City of La Verne. The proposed modifications to the Arrow Hwy crossing serve to mitigate those impacts.

Specifically, Foothill Authority requests authority to modify the Arrow Hwy crossing, as follows:

- Install a traffic signal at the crossing to serve as a queue cutter signal for both westbound and eastbound vehicular traffic;
- Install queue detection loops both east and west of the crossing to detect vehicular queue buildup and activate the traffic signal;
- Interconnect the new traffic signal to the crossing, as well as with the traffic signals at the intersections of Arrow Hwy with Fairplex Drive and Arrow Hwy with White Avenue;
- Interconnect new traffic signals with the proposed signalized intersection that will provide access into the proposed Metro Gold Line station parking facility;
- Install Americans with Disabilities Act (ADA) compliant sidewalks on all approaches to the crossing, around warning devices and across the tracks;
- Install ADA compliant standard detectable warning tactile strips on the sidewalk approaches to the crossing;
- Apply California Manual on Uniform Traffic Control (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning signs, R10-6 “STOP HERE ON RED” signage and “RXR” pavement markings.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by Foothill Authority and finds that it adequately addresses compliance and safety. As the City, Foothill Authority, and SCRRA 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 April 25, 2019 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with current version of the CA MUTCD. All parties shall comply with all applicable rules, including the 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 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, RCEB may re-evaluate the crossing prior to granting an extension.

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Within 30 days after completion of this project, Foothill Authority 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 Separation*. Form G requirements and forms can be obtained at the Commission web site at <http://www.cpuc.ca.gov/Crossings>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov) as outlined on the web page.

At the conclusion of the project, SCRRA shall submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. Title 49 CFR Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every

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three years. Commission requests a concurrent copy of the updated inventory form be submitted to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

If you have any questions, please contact Jose Pereyra at (213) 576-7083 or at [jfp@cpuc.ca.gov](mailto:jfp@cpuc.ca.gov).

Sincerely,



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

cc: **(SENT VIA E-MAIL)**  
Jeanet Owens, LACMTA  
Justin Fornelli, SCRRA  
Candice Bowcock, City of La Verne

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