

PUBLIC UTILITIES COMMISSION

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



June 13, 2025

File Number: XREQ 20250600001
59th Street
City of Los Angeles, Los Angeles County

Mark Van Gessel
Executive Officer, Project Engineering
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: General Order 88-B Request for Authority to Alter the 59th Street Rail Crossing

Dear Mark Van Gessel:

This refers to your letter dated May 12, 2025, and received by us on May 14, 2025, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the 59th Street rail crossing (crossing) of the Los Angeles County Metropolitan Transportation Authority (LACMTA) tracks, in the City of Los Angeles (City), County of Los Angeles. The crossing is identified as CPUC Crossing Number 084A-6.06.

The crossing is an East-West, two-lane roadway intersecting with a North-South six-lane roadway (Crenshaw Boulevard) that consists of two tracks on a street-running Light Rail Transit (LRT) alignment along the center median of Crenshaw Boulevard. The crossing is equipped with traffic signals that control vehicular and pedestrian traffic, and special LRT signals that control train traffic.

LACMTA proposes installing Left Turn Gate (LTG) assemblies in the Crenshaw Boulevard northbound and southbound left turn lanes at the crossing. The LTGs have short gate arms to block through traffic in the left turn lanes. The LTGs will serve as supplemental traffic control devices to the existing left turn arrow traffic signal heads and LRT Approaching-Activated Blank-Out warning signs (W10-7) at the crossing. The LTGs will operate in coordination with the traffic signals to inform motorists when left turns are not permitted. LACMTA intends to use the LTGs as additional safety measures to prevent motorists from making left turns in front of approaching LRT trains resulting in collisions.

LACMTA obtained both Federal Highway Administration (FHWA) and California Traffic Control Devices Committee (CTCDC) authorization to experiment with installation and monitoring of LTGs at the crossing. LACMTA will submit semi-annual reports and a final evaluation report to FHWA at the end of the two-year study period.

The LTGs are designed to operate in the following manner, regardless of the presence or approach of an LRT train:

- The gate remains in the up position while the green and yellow arrow indications are on.
- The gate will begin to lower 3 seconds after the red arrow phase begins and will finish lowering within 5 seconds of the red indication.

- The gate will remain active or “down” during a red left turn signal indication.
- The gate will begin to raise a minimum of 3 seconds prior to the beginning of the green arrow phase, based on the yellow and all-red clearances of the preceding phase.
- The default emergency and fail-safe gate position will be in the vertical up position. This includes vehicle loop failure, loss of communication with the traffic signal system, when traffic signal system is on flash, and loss of power (once backup battery system begins to lose power).

The Commission’s Rail Crossings and Engineering Branch (RCEB) reviewed the request by LACMTA. As LACMTA and the City agree on the alterations and apportionment of costs under the provisions of GO 88-B, the following crossing alterations as described and specified in the request letter and its attachments are authorized:

- Install an LTG at the southbound left turn lane of Crenshaw Boulevard.
- Install an LTG at the northbound left turn lane of Crenshaw Boulevard.
- Install detection loops under each left turn gate to prevent lowering the gate arm if vehicles or bicycles are stopped under the gate.
- Install a battery backup system that will provide for at least 300 gate open and close cycles in case of a power failure.
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including R10-6 “STOP HERE ON RED” signs, limit lines for LTG, and “WAIT HERE” pavement markings.

Temporary traffic controls shall be provided in compliance with 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 authorization shall expire if the full scope of alterations is not complete within three years of the date of this letter. LACMTA may request a time extension at least 30 days prior to the expiration date. The time extension request shall include evidence of agreement by involved parties. This authorization may be revoked or modified if public convenience, necessity, or safety requires.

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

The following requirements pertain to this authorization:

- The crossing shall have the configuration and operational characteristics as described and specified in the request letter and its attachments.
- Within 30 days after the authorized scope of alterations is complete, LACMTA shall notify RCEB of the alterations by submitting a Form G to rceb@cpuc.ca.gov. Form G requirements and forms are available on the CPUC web site at <http://www.cpuc.ca.gov/crossings>.
- LACMTA will coordinate with the City to conduct static and dynamic testing of LTGs once installed to confirm proper operation.

- LACMTA will inform RCEB of the planned testing to witness it.
- LACMTA will copy RCEB on all semi-annual reports and the final evaluation report that are submitted to FHWA and CTCDC.

If you have any questions, please contact Jose Pereyra at (213) 479-0181 or Jose.Pereyra@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Matthew Bond".

Matthew Bond, PE, TE
Program and Project Supervisor
Rail Crossings and Engineering Branch
Rail Safety Division

cc: Jeannie Shen, City of Los Angeles
Ricardo Rivera, City of Los Angeles
Edward Boghossian, LACMTA
Tom Eng, LACMTA
Vijay Khawani, LACMTA