

**PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA**

Consumer Protection and Safety Division  
Railroad and Crossing Safety Branch  
Rail Crossings Engineering Section

Resolution SX-51  
November 21, 2002

**RESOLUTION**

RESOLUTION GRANTING THE REQUEST OF THE LOS ANGELES TO PASADENA METRO BLUE LINE CONSTRUCTION AUTHORITY TO MODIFY ITS PLANS SUBMITTED WITH APPLICATION 00-11-016 AND APPROVED BY DECISION 02-05-047 IN REGARDS TO THE PLACEMENT OF FIBER OPTIC TRAIN SIGNS AND LUNAR BAR INDICATORS IN THE MARMION WAY STREET-RUNNING SECTION OF THE PROPOSED PASADENA METRO GOLD LINE LIGHT RAIL LINE, IN CITY OF LOS ANGELES, COUNTY OF LOS ANGELES.

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**Summary**

The Los Angeles to Pasadena Metro Blue Line Construction Authority (PBL), by a letter dated August 23, 2002, requests authorization from the California Public Utilities Commission (Commission) to modify the plans submitted in Application (A.) 00-11-016, which were subsequently approved by Decision (D.) 02-05-047, relating to the construction of crossings on the street-running segment of the Los Angeles to Pasadena Metro Blue Line light rail line, which has been renamed Los Angeles to Pasadena Metro Gold Line (Gold Line). The proposed modifications involve the relative positioning of fiber optic train signs and lunar bar indicators to be used on traffic signal mast arms along Marmion Way in the City of Los Angeles, Los Angeles County. This Resolution authorizes PBL's request.

**Background**

PBL was created by the Legislature pursuant to Section 132400 et seq. of the Public Utilities Code to award and oversee all design and construction contracts for the completion of the Gold Line. Upon completion of the Gold Line it will be deeded to Los Angeles County Metropolitan Transportation Authority (MTA)

for operation and maintenance. MTA is the primary provider of transit-related services for the Southern California region.

The Gold Line will run approximately 13.6 miles from Los Angeles to Pasadena, and will be similar to the Los Angeles to Long Beach Blue Line (Blue Line), which has been in operation since 1990. The Gold Line will begin at Los Angeles Union Passenger Terminal, and then will run on an aerial bridge on exclusive right-of-way northward along Vignes Street and across intervening streets to a location north of College Street and east of Broadway. Then it will transition from an aerial structure to ground level and continue northward on exclusive right-of-way to across a bridge over Los Angeles River and then northward to Avenue 33 in the City of Los Angeles. Then it will continue northward on approximately 1.9 miles of semi-exclusive right-of-way. It will transition to street-running alignment along Marmion Way for approximately one-half mile in the City of Los Angeles, then continue on approximately 4.2 miles of semi-exclusive right-of-way in the Cities of Los Angeles and South Pasadena to across Del Mar Boulevard in the City of Pasadena. The Gold Line will continue northward on exclusive right-of-way for approximately 5 miles to the median of the I-210 Freeway and eastward within the median to the eastern boundary of the City of Pasadena.

## **Discussion**

The relative positions of the fiber optic train sign and lunar bar indicator as submitted in plans with A.00-11-016 filed by PBL are shown in Appendix A. The fiber optic train signs will be activated when a train is approaching to warn motorists and pedestrians. The lunar bar indicators will be traffic signals for train operators. They are different in color and shape than the usual red-yellow-green circular traffic signals in order not to confuse motorists.

Appendix B shows the relative positions of these same signs as currently used on the Blue Line along Washington Boulevard in the City of Los Angeles.

MTA train operators will operate both the Blue and Gold Lines. Positioning the signs in the same manner on the Gold Line as they are currently placed on the Blue Line would avoid confusing the train operators.

The proposed change in the relative positioning of these signals would also help avoid confusing motorists. In the street-running section of the Blue and Gold

Lines, the trains travel through the center of the roadway. A motorist attempting to make a left turn might accidentally drive in front of a train approaching from behind or from the opposite direction. The fiber optic train approaching sign is primarily designed to warn motorists making these types of left-turn movements. In the figure shown in Appendix A, the lunar bar indicators are placed at the end of the traffic signal mast arm; this usually is the location where motorists would expect left-turn arrow signals. Therefore, motorists might confuse a horizontal lunar bar indicator for a green left-turn arrow signal. In the figure shown in Appendix B, the fiber optic train approaching sign is located at the end of the traffic signal mast arm. Motorists attempting to make a left turn would have this sign in front of them, and would be alerted that a train is approaching from either behind or from the opposite direction. This warning, in addition to the red left-turn arrow, would inform motorists not to make the left turn. Also, the configuration shown in Appendix B has the lunar bar indicator on a traffic signal mast, as far away as possible from the view of motorists making a left turn.

D.02-05-047 authorized the construction of the crossings on the street-running section of the Gold Line along Marmion Way. The Decision approved the plans submitted with A.00-11-016. The Commission's Rail Crossings Engineering Section (RCES) concurs with PBL in granting a modification of the plans, submitted in A.00-11-016, for positioning fiber optic train signs and lunar bar indicators on traffic signal mast arms along Marmion Way in the City of Los Angeles.

This is an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to Public Utilities Code Section 311(g)(2), the otherwise applicable 30-day period for public review and comment is being waived.

## **Findings**

1. PBL requests approval to modify its plans submitted with A.00-11-016 and approved by D.02-05-047, relating to the construction of crossings on the street-running segment of the Gold Line. The proposed modifications involve the relative positioning of fiber optic train signs and lunar bar indicators to be used on traffic signal mast arms along Marmion Way in the City of Los Angeles, Los Angeles County.

2. The City of Los Angeles Department of Transportation and MTA representatives reviewed the street and roadway geometrics, considered the operation of vehicular and train traffic and concur with the proposed installation of signals at the crossings.
3. RCES has reviewed the proposal and finds that the request has merit and should be granted.

**Therefore, IT IS ORDERED that:**

The Los Angeles to Pasadena Metro Blue Line Construction Authority is granted authority to modify the plans submitted with its Application 00-11-016, and which were subsequently approved by Decision 02-05-047, relating to the construction of crossings on the street-running segment of the Los Angeles to Pasadena Metro Blue Line light rail line, which has been renamed Los Angeles to Pasadena Metro Gold Line. The proposed modifications involve the relative positioning of fiber optic train signs and lunar bar indicators to be used on traffic signal mast arms along Marmion Way in the City of Los Angeles, Los Angeles County, from those shown in Appendix A to those shown in Appendix B of this Resolution.

This Resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed, and adopted by the Commission at its regularly scheduled meeting on November 21, 2002. The following Commissioners voted favorably thereon:

s/s WESLEY M. FRANKLIN

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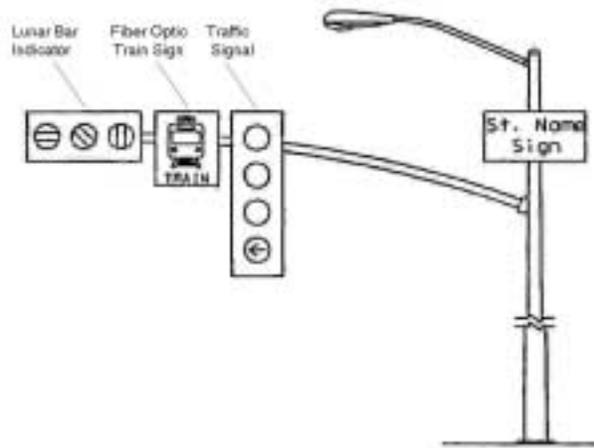
WESLEY M. FRANKLIN  
Executive Director

LORETTA M. LYNCH  
President  
HENRY M. DUQUE  
CARL W. WOOD  
MICHAEL R. PEEVEY  
Commissioners

Commissioner Geoffrey F. Brown, being necessarily absent, did not participate.

APPENDIX A

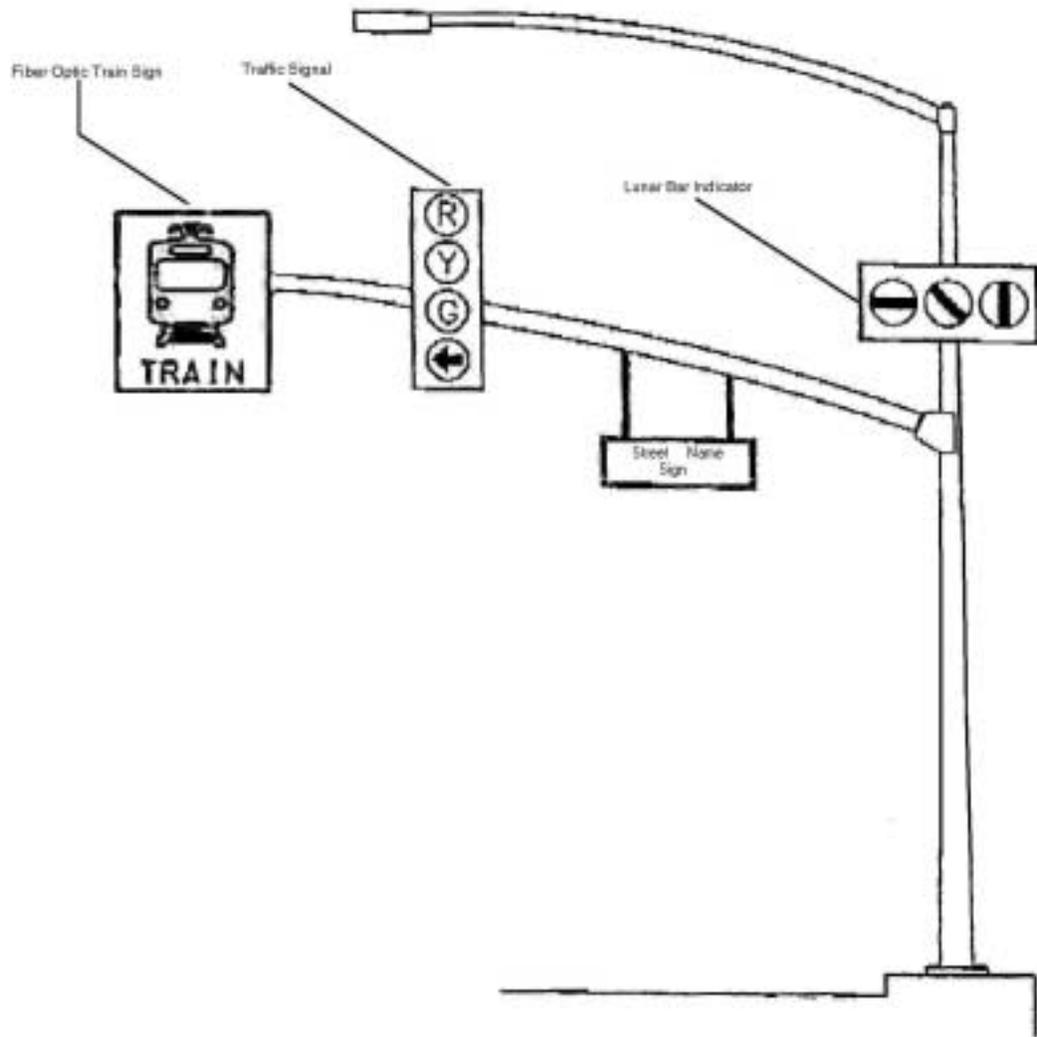
CONFIGURATION OF SIGNS AS SHOWN ON  
PLANS SUBMITTED WITH A.00-11-016



PBL is requesting Commission approval to modify this configuration to that of the one shown in Appendix B.

APPENDIX B

CONFIGURATION OF SIGNS CURRENTLY IN USE  
ON THE LONG BEACH BLUE LINE



This is the configuration of signs that PBL requests Commission approval to use on the street-running section of the Gold Line along Marmion Way.