

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

SAFETY DIVISION  
Rail Transit Safety Section

RESOLUTION ST-13  
Date: Oct. 26, 1994

R E S O L U T I O N

RESOLUTION ST-13. AUTHORITY GRANTING LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) AN EXEMPTION FROM GENERAL ORDER 143-A, SECTION 9.06C(2) SIDE CLEARANCE REQUIREMENTS AT SPECIFIED LOCATIONS ALONG THE PASADENA BLUE LINE RIGHT OF WAY.

---

SUMMARY

By letter dated August 23, 1994, the Los Angeles County Metropolitan Transportation Authority (LACMTA) requested an exemption at specific locations along the Pasadena Blue Line right-of-way from the minimum side clearance requirements of General Order 143-A, Section 9.06C(2).

BACKGROUND

Section 9.06C(2) of General Order No. 143-A requires a minimum side clearance of 18 inches between light rail vehicles and obstructions higher than eight inches above top of rail and longer than five feet at locations and in areas where passengers, employees and other persons are normally prohibited while trains are in motion.

The Pasadena Blue Line will be 13.6 miles long. Approximately seven miles will operate over fully exclusive right-of-way which consists of aerial, below grade and freeway median alignments. The remaining 6.6 miles will operate over semi-exclusive right-of-way which consists of an at grade, fenced alignment with at grade, street crossings. It is at five specific locations along the semi-exclusive right-of-way where the Pasadena Blue Line will pass under existing fixed bridge structures that LACMTA is seeking relief from the 18 inches minimum side clearance requirement of General Order No. 143-A, Section 9.06C(2).

DISCUSSION

The following table lists the specific locations and distances along the track where an exemption from the 18 inches minimum clearance requirement is requested, and the range of substitute clearances that LACMTA requests be allowed at each location. Because of the track curvature at these locations, the minimum side clearance will vary and, therefore, the requested side clearance deviation is a range of values rather than a single value.

|    | <u>LOCATION</u>  | <u>DISTANCE<br/>ALONG TRACK</u> | <u>REQUESTED MINIMUM<br/>SIDE CLEARANCE</u> |
|----|--|---------------------------------|---|
| 1. | Oak Lawn Ave.<br>Bridge (SB Track)                         | 20'                             | 10" to 18"                                  |
| 2. | Immediately North<br>of Oak Lawn Ave.<br>Bridge (NB Track) | 150'                            | 16" to 18"                                  |
| 3. | Columbia Street<br>Bridge (SB Track)                       | 7'                              | 13" to 18"                                  |
| 4. | Fair Oaks Ave.<br>Bridge (NB Track)                        | 10'                             | 9" to 18"                                   |
| 5. | Fair Oaks Ave.<br>Bridge (SB Track)                        | 55'                             | 11" to 18"                                  |

Commission staff from the Rail Transit Safety Section has performed a physical inspection of each of the five locations listed in the above table. Based upon this inspection, staff believes LACMTA's request for a deviation from the requirements of General Order 143-A, Section 9.06C(2) is reasonable and necessary, and can be granted without compromising Pasadena Blue Line system safety provided the following conditions are complied with:

1. At each of the five locations the height of the chain link fence shall be increased from 6 feet to 8 feet and topped with three strands of barbed wire.
2. Signs prohibiting trespassing shall be prominently displayed at the at grade street crossings which mark the end boundaries of the semi-exclusive right-of-way alignment containing the five listed locations.

3. Impaired clearance signs and appropriate paint striping shall be applied at each of the five specific locations as a warning of the impaired clearance.

**PROTESTS**

There are no known protests to this request.

**FINDINGS**

Commission staff has reviewed LACMTA's request, and after performing a physical inspection of the trackway finds the request to be reasonable and necessary. Approval to deviate from the minimum side clearance requirements of General Order 143-A, Section 9.06C(2) can be safely granted subject to the three qualifying conditions noted in the DISCUSSION above.

**THEREFORE, IT IS ORDERED that:**

At the stated locations and subject to the three (3) qualifying conditions noted in the DISCUSSION above, the Los Angeles County Metropolitan Transportation Authority is granted authority to deviate from the minimum side clearance requirements as requested in DISCUSSION of General Order No. 143-A Section 9.06C(2) in the construction and operation of the Pasadena Blue Line light rail transit system.

I hereby certify that this Resolution was adopted by the Public Utilities Commission at its regular meeting on Oct. 26, 1994. The following Commissioners approved it:



---

Executive Director

DANIEL Wm. FESSLER  
President  
PATRICIA M. ECKERT  
NORMAN D. SHUMWAY  
P. GREGORY CONLON  
JESSIE J. KNIGHT, Jr.  
Commissioners