

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Safety Division

Resolution ST - 7

Date January 10, 1992

R E S O L U T I O N

GRANTING THE LOS ANGELES COUNTY TRANSPORTATION COMMISSION AUTHORITY TO DEVIATE FROM SECTION 9 OF GENERAL ORDER NO. 26-D IN THE CONSTRUCTION AND OPERATION OF THE METRO RED LINE TRANSIT SYSTEM

SUMMARY

The Los Angeles County Transportation Commission (LACTC) requests authority to deviate from the minimum side clearance requirements of General Order No. 26-D. LACTC's proposal for the Los Angeles Metro Red Line requests clearances similar to those safely employed for nearly twenty years by the Bay Area Rapid Transit District (BART), another heavy rail transit system. LACTC's proposal will not compromise safe operations. This resolution grants LACTC's request.

BACKGROUND

The Los Angeles County Transportation Commission (LACTC), by letter dated November 6, 1991, requests authority to utilize minimum side clearances on the Metro Red Line similar to those safely employed for nearly twenty years by the Bay Area Rapid Transit District (BART) as listed in Resolution No. S-1040 dated November 12, 1963. BART is the only other heavy rail transit system currently operating in California. The Metro Red Line is a comparable heavy rail transit system and it can be operated safely under comparable clearance requirements. There is no safety hazard involved, since the Red Line operates in an exclusive right-of-way with no pedestrian or vehicular traffic in the vicinity when the trains are in motion.

DISCUSSION

The Metro Red Line has been designed with due consideration for the safety of passengers and employees. It will operate primarily in a subway tunnel. In the storage and maintenance yard, which is at grade, employees will not be permitted to enter areas with restricted side clearances while trains are in motion. Coupling and uncoupling of cars will be performed from within the vehicles, and the turnouts in the storage yard area are remotely controlled from the yard tower.

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The other heavy rail system in California, The Bay Area Rapid Transit District, has been operating in a similar manner for nearly twenty years under clearances authorized by the Commission that deviate from Section 9 of General Order No. 26-D (Resolution No. S-1040, November 12, 1963). The Metro Red Line is a comparable system and it can be operated safely under comparable clearance requirements.

LACTC is requesting that the minimum side clearance of tracks located outside of subways and tunnels be 14" from the side of the widest equipment operated. They are also requesting that this minimum side clearance may be reduced for tracks in subways and tunnels to the dynamic envelope of the largest vehicle operated provided all windows and other openings are effectively barred.

PROTESTS

No protests have been filed. No notices have been issued because there are no other affected parties.

FINDINGS


Staff has reviewed LACTC's request and finds it appropriate and reasonable. Approval to utilize clearances similar to those used safely by BART in areas where passengers and employees are prohibited when trains are in motion is reasonable and safe.

THEREFORE, IT IS ORDERED that:

The Los Angeles County Transportation Commission is granted authority to deviate from General Order No. 26-D in the construction and operation of its Metro Red Line transit system. A minimum side clearance of 14 inches from the side of the widest equipment operated shall be provided for tracks located outside of subways and tunnels. This minimum side clearance may be reduced for tracks in subways and tunnels to the dynamic envelope of the largest vehicle operated provided all windows and other openings are effectively barred.

I hereby certify that this resolution was adopted by the Public Utilities Commission at its regular meeting on January 10, 1992.
The following Commissioners approved it:

DANIEL Wm. FESSLER
President
JOHN B. OHANIAN
PATRICIA M. ECKERT
NORMAN D. SHUMWAY
Commissioners


NEAL J. SHULMAN
Executive Director