

T/RWS/SR/WPSC *

Decision 84 06 100

JUN 6 1984

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of Redwood)
 City acting through its City)
 Council for an order authorizing)
 the modification of Decision)
 No. 83-05-069 relative to Grade)
 Crossing EA-27.80-C in Redwood)
 City, California.)

Application 84-02-12
 (Filed February 6, 1984)

Application of the City of Redwood)
 City acting through its City)
 Council for an order authorizing)
 the conversion of a private)
 crossing at grade across the)
 Southern Pacific rail tracks)
 parallel to Seaport Boulevard in)
 Redwood City, California.)

Application 83-01-02
 (Filed January 4, 1984)

ORDER MODIFYING DECISION 83-05-069

By Decision (D.)83-05-069 dated May 18, 1983 in
 Application (A.)83-01-02, the City of Redwood City (City) was
 authorized to construct Chesapeake Drive at grade across Southern ✓
 Pacific Transportation Company's (SPT) tracks in Redwood City, San
 Mateo County.

On January 4, 1984, City filed A.84-02-12 which sought to
 have the protection devices at the proposed Chesapeake Drive ✓
 crossing reduced from three Standard No. 9 automatic gate-type
 signals (General Order (GO) 75-C) to one Standard No. 9 automatic
 gate-type signal. City further proposed to install preempted

traffic control signals on Seaport Boulevard and an internally illuminated no right-turn signal to prevent westbound vehicular traffic on Seaport Boulevard from making a right turn into Seaport Centre on the approach of a train.

By protest filed March 9, 1984, SPT objected to the proposed reduction in the number of Standard No. 9 (GO 75-C) automatic gate-type signals required to be installed at the crossing. By letter of March 22, 1984, SPT stated that it would no longer protest the reduction in the number of crossing protection devices provided that the device was a Standard No. 9-A (GO 75-C) automatic gate-type signal with cantilever rather than a Standard No. 9 automatic gate-type signal.

Under cover of April 2, 1984, City submitted an alternative plan which included a preempted traffic control signal on the Chesapeake Drive median to control outbound traffic from Seaport Centre. The traffic control signal, along with the previously proposed Standard No. 9 (GO 75-C) automatic gate-type signal, would be in lieu of the Standard No. 9-A automatic gate-type signal with cantilever proposed in SPT's March 22, 1984 letter. By letter of May 10, 1984, SPT agreed to City's April 2, 1984, proposal for revised protection at the Chesapeake Drive crossing.

City states that it wishes to provide public access to Seaport Centre at the earliest possible date. It is, therefore, requested that the usual 30-day effective date on an order be waived. We will make our order effective immediately.

Notice of the application was published in the Commission's Daily Calendar on February 9, 1984. There are no outstanding protests to the application. A public hearing is not necessary.

Findings of Fact

1. City requests authority under Public Utilities Code Sections 1201-1205 to change the protection required at the proposed Chesapeake Drive crossing of SPT's tracks in Redwood City, San Mateo County, by D.83-05-069, from three Standard No. 9 (GO 75-C) automatic gate-type signals to one Standard No. 9 automatic gate-type signal.

2. In lieu of the two Standard No. 9 (GO 75-C) automatic gate-type signals to be eliminated, a traffic control signal will be installed on the Chesapeake Drive median and all traffic control signals at the Chesapeake Drive - Seaport Boulevard intersection will be preempted upon the approach of a train, as set forth on Seaport Boulevard at Chesapeake Drive Signal System Drawing 83014, Sheet 1 of 1, dated and printed March 30, 1984, which was attached to City's April 2, 1984 letter to the Commission.

3. An internally illuminated, train activated, no right-turn signal should be installed in the northwest quadrant of the Chesapeake Drive - Seaport Boulevard intersection to prevent westbound vehicular traffic on Seaport Boulevard from making a right-turn onto Chesapeake Drive on the approach of a train, also as set forth on the drawing identified in Finding 2.

4. Modification of D.83-05-069 is required to improve safety by permitting the installation of traffic control signals at the Chesapeake Drive - Seaport Boulevard intersection while minimizing the number of signal aspects which motor vehicle drivers must contend with.

5. Public convenience, necessity, and safety require the change in automatic crossing protection devices and the addition of preempted traffic control devices as proposed by City under cover of April 2, 1984.

Conclusions of Law

1. The application should be granted as set forth in the following order.

2. The usual 30-day effective date on an order should be waived as City wishes to provide public access to the Seaport Centre at the earliest possible date.

O R D E R

IT IS ORDERED that Decision 83-05-069 is modified as follows:

1. Ordering Paragraph 4 is modified to read:

"4. Protection at the crossing shall be one Standard No. 9 (GO 75-C) automatic gate-type signal."

2. A traffic control signal shall be installed on the Chesapeake Drive median for outbound traffic from Seaport Centre. ✓

3. All traffic control signals at the Chesapeake Drive - Seaport Boulevard intersection shall be preempted on the approach of a train. ✓

4. An internally illuminated, train activated, no right-turn signal shall be installed in the northwest quadrant of the Chesapeake Drive-Seaport Boulevard intersection. ✓

5. The automatic protection device, traffic control signals, no right-turn signal, and traffic control signal preemption phasing shall be as shown on Seaport Boulevard at Chesapeake Drive Signal System Drawing, Sheet 1 of 1, dated and printed March 30, 1984, which was attached to the City of Redwood City's April 2, 1984 letter to the Commission. ✓

6. In all other respects, Decision 83-05-069 shall remain in full force and effect.

7. The application is granted as set forth above.
This order is effective today.

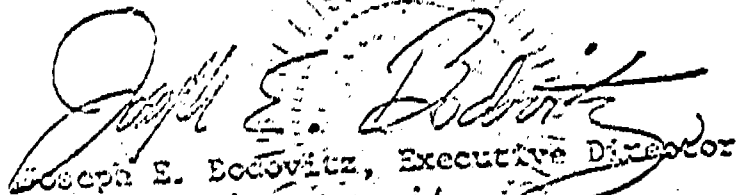
Dated JUN 6 1984 at San Francisco, California.

LEONARD M. GRIMES, JR.
President

VICTOR CALVO
DONALD VIAL
WILLIAM T. BAGLEY
Commissioners

Commissioner Priscilla C. Grew,
being necessarily absent, did
not participate

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY.


Joseph E. Bodovitz, Executive Director