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Decision 88 02 011

FEB 10 1988

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BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the Santa Clara County)
Transit District for an order authoriz-)
ing construction of at-grade crossings)
of Almaden Boulevard/Vine Street,)
Market Street and pedestrian crossing)
by the new Light Rail Transit Line of)
the Guadalupe Corridor Project in the)
City of San Jose, California.)

Application 87-06-041
(Filed June 24, 1987)

O P I N I O N

As part of the Guadalupe Corridor Project to construct a light rail transit (LRT) system, a four lane freeway and expressway, and bicycle facilities, the Santa Clara County Transit District (SCCTD) requests authority to construct its light rail vehicle (LRV) tracks at grade across Almaden Boulevard/Vine Street, Market Street, and to construct a pedestrian crossing across its LRV tracks on San Carlos Street in San Jose, Santa Clara County.

The multi-modal transportation improvements will provide relief to the congested major highways and local streets in the area. The LRT system is approximately 20 miles in length between Great America Amusement Park in north Santa Clara and the IBM business park in south San Jose. Major impacts include displacement of 69 residential and 17 non-residential structures, increased traffic congestion at isolated locations, and removal of mature trees along North First Street. Mitigation measures will include relocation assistance, possible future grade separations, and a landscape replacement program.

The Guadalupe Corridor Joint Powers Board (GCJPB), consisting of SCCTD; the State of California, Department of Transportation; the County of Santa Clara; the City of San Jose; and the City of Santa Clara, is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as

amended, Public Resources Code Sections 21000, et seq. The project is covered by a Final Environmental Impact Statement (FEIS) which was approved by the Federal Highway Administration on August 12, 1983. On September 15, 1987 a Notice of Determination was filed with the Santa Clara County Clerk which found that "The project will have significant effect on the environment."

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's FEIS. The site of the proposed project has been inspected by the Commission's Traffic Engineering staff. The staff examined the need for and safety of the proposed crossings. The staff recommends that the new crossings be approved subject to the installation of traffic signals for automobiles and pedestrians, and separate signals to control movement of LRV's at signalized intersections.

Application 87-06-041 meets the filing requirements of the Commission's Rules of Practice and Procedure, including Rule 40, which relates to the construction of a railroad track across a public highway. Separations of grade at the proposed crossing locations are impracticable because the crossings are located in a highly developed area of downtown San Jose where right-of-way is inadequate. A sketch of the project vicinity is set forth as Appendix A.

Notice of the application was published in the Commission's Daily Calendar on July 2, 1987. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. SCCTD requests authority under Public Utilities Code Sections 1201-1205 to construct its LRV tracks at grade across Almaden Boulevard/Vine Street, Market Street, and to construct a pedestrian crossing across its LRV tracks located on San Carlos Street approximately 600 feet east of Almaden Boulevard in San Jose, Santa Clara County.

2. Construction of the crossings is an essential element in the construction of the LRT system.

3. Public convenience and necessity require the construction of the crossings.

4. Public safety requires that vehicular and pedestrian movements at the crossings should be governed by traffic control signals, with some degree of preemption, with the movement of LRV's to be controlled by signals which are for the exclusive use of LRV's.

5. GCJPB is the lead agency for this project under CEQA, as amended.

6. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's FEIS.

7. The Guadalupe Corridor Project will have a significant effect on the environment; however, mitigation measures will reduce the severity of the adverse impacts to acceptable levels.

Conclusion of Law

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

O R D E R

IT IS ORDERED that:

1. The Santa Clara County Transit District (SCCTD) is authorized to construct its LRV tracks at grade across Almaden Boulevard/Vine Street, Market Street, and to construct a pedestrian crossing across its LRV tracks located on San Carlos Street approximately 600 east of Almaden Boulevard in San Jose, Santa Clara County, at the locations shown in the appendix and substantially as shown by plans attached to the application, to be identified as Crossings 82A - 2.18, 82A - 1.97, and 82A - 2.07-D respectively.

2. Clearances at the crossings shall be in accordance with General Order (GO) 26-D.

3. Construction of the crossings shall be equal or superior to Standard No. 1 of GO 72-B.

4. Vehicular and pedestrian movements at the crossings shall be governed by traffic control signals, with some degree of preemption, as set forth on plans attached to the application. The movement of LRV's at the crossings shall be controlled by signals, as described in the application, which are for the exclusive use of LRV's.

5. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between SCCTD and the City of San Jose (City). A copy of the agreement, together with plans of the crossings, approved by City, shall be filed with the Commission prior to commencing construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

6. Within 30 days after completion of the work under this order, SCCTD shall notify the Commission in writing that the authorized work has been completed.

7. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

8. The application is granted as set forth above.

This order is effective 30 days from today.

Dated FEB 10 1988, at San Francisco, California.

STANLEY W. HULETT
President

DONALD VIAL
FREDERICK R. DUDA
G. MITCHELL WILK
Commissioners

Commissioner John S. Ohanian,
being necessarily absent, did not
participate.

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



Victor Weisser, Executive Director



CITY OF SAN JOSE

PROPOSED CROSSING LOCATIONS

Appendix "A"
SKETCH OF CROSSING LOCATIONS

No Scale

