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Decision 88 07 015 JUL 8 1988

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the Santa Clara County)	
Transit District for a Petition to)	
amend California Public Utilities)	
Commission Decision 87-07-068 as it)	
pertains to crossings 82A-1.78D and)	Application 85-10-008
82AS-1.85D in the Downtown San Jose)	(Filed October 3, 1985;
Transit Mall by the new Light Rail)	Petition for Modification
Transit Line of the Guadalupe Corridor)	of D.87-07-068 Filed
Project in the City of San Jose,)	May 16, 1988)
California.)	

ORDER MODIFYING DECISION 87-07-068

By Decision (D.) 87-07-068, dated July 29, 1987, the Santa Clara County Transit District (SCCTD) was authorized to construct its light rail vehicle (LRV) tracks on the Downtown San Jose Transit Mall along First Street and Second Street at grade across 19 streets and driveways in San Jose, Santa Clara County.

On May 16, 1988 SCCTD filed a Petition for Modification of D.87-07-068, which seeks authority to delete the requirement that traffic control signals be installed at Paseo de San Antonio, a pedestrian street, where it crosses the LRV tracks along First Street, Crossing 82A-1.78-D, and Second Street, Crossing 82AS-1.85-D.

The physical layout and design of the mall area is such that pedestrians may cross both the tracks and streets anywhere in mid-block, and installation of traffic signals at a designated mid-block crosswalk could discourage use of the crosswalk. In addition, pedestrians who obeyed the signals could be tempted to wait for a walk signal on the tracks, which are located in the sidewalk area.

The Commission's Traffic Engineering staff has re-examined the need for traffic control signals at Crossings 82A-1.78-D and 82AS-1.85-D and recommends that SCCTD's Petition for Modification of D.87-07-068 be authorized subject to installation of warning signs.

The application 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. A sketch of the project vicinity is set forth as Appendix A.

SCCTD wishes to operate along this portion of its LRT system in June 1988. SCCTD therefore requested that the usual 30-day effective date on an order be waived. We will make our order effective immediately.

Notice of the petition was published in the Commission's Daily Calendar on May 19, 1988. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. SCCTD requests authority to delete the requirement that traffic control signals be installed at Paseo de San Antonio, a pedestrian street, where it crosses the LRV tracks along First Street, Crossing 82A-1.78-D, and Second Street, Crossing 82AS-1.85-D, in San Jose, Santa Clara County.

2. Public convenience, necessity, and safety require modification of D.87-07-068 to permit completion of the LRT crossings of Paseo de San Antonio with deletion of the requirement for traffic control signals to be installed at Crossings 82A-1.78-D and 82AS-1.85-D.

3. Public safety also requires that Crossings 82A-1.78-D and 82AS-1.85-D be equipped with signs warning pedestrians of the trolley tracks.

Conclusions of Law

1. SCCTD's request to modify D.87-07-068 should be granted as set forth in the following order.

2. The usual 30-day effective date on an order should be waived as SCCTD wishes to operate along this portion of its LRT system in June 1988.

O R D E R

IT IS ORDERED that D.87-07-068 is modified as follows:

1. The Appendix is modified as follows:

A P P E N D I X

As a part of the Guadalupe Corridor Project to construct a light rail transit (LRT) system, the Santa Clara County Transit District (SCCTD) proposes to construct its tracks on the Downtown San Jose Transit Mall along First Street and Second Street with crossings of the streets and driveways set forth below, as shown on plans attached to the application, to be identified as indicated, in San Jose, Santa Clara County.

Vehicular movements at each of the listed street crossings shall be governed by traffic control signals (TCS) with some degree of preemption. Pedestrian movements at each of the listed crossings of Paseo de San Antonio shall be controlled by "Trolley Crossing" warning signs (WS). Vehicular movements at each of the driveway crossings shall be controlled by arterial stop signs (SS).

At certain of the driveway crossings, the SS shall be supplemented by an internally illuminated "No Right Turn" (NRT) sign which is activated by the LRV's. The movement of LRV's at each street crossing shall be controlled by signals, as described in the application, which are for the exclusive use of LRV's. Construction of SCCTD's LRV tracks along First Street and Second Street is authorized at grade across the following streets and driveways:

Crossings Along First Street

<u>Location of Crossing</u>	<u>Crossing Number</u>	<u>Traffic Control Devices</u>
San Carlos Street	82A-1.90	TCS
Paseo De San Antonio	82A-1.78-D	WS
San Fernando Street	82A-1.67	TCS
Santa Clara Street	82A-1.52	TCS
Driveway 126 feet south of St. John Street	82A-1.42	SS
St. John Street	82A-1.40	TCS
St. James Street	82A-1.29	TCS

Crossings Along Second Street

<u>Location of Crossing</u>	<u>Crossing Number</u>	<u>Traffic Control Devices</u>
San Carlos Street	82AS-1.96-C	TCS
Driveway 381 feet north of San Carlos Street	82AS-1.88	SS, NRT
Paseo De San Antonio	82AS-1.85-D	WS
San Fernando Street	82AS-1.72	TCS
Driveway 200 feet north of San Fernando Street	82AS-1.69	SS, NRT
Santa Clara Street	82AS-1.58	TCS
Driveway 258 feet north of Santa Clara Street	82AS-1.52	SS
Driveway 310 feet north of Santa Clara Street	82AS-1.51	SS
Driveway 394 feet north of Santa Clara Street	82AS-1.50	SS
Driveway 440 feet north of Santa Clara Street	82AS-1.49	SS
St. John Street	82AS-1.46	TCS
St. James Street	82AS-1.34	TCS

2. In all other respects, D.87-07-068 shall remain in full force and effect.

3. The application is granted as set forth above.

This order is effective today.

Dated JUL 8 1988, at San Francisco, California.

STANLEY W. HULETT
President

DONALD VIAL

G. MITCHELL WILK

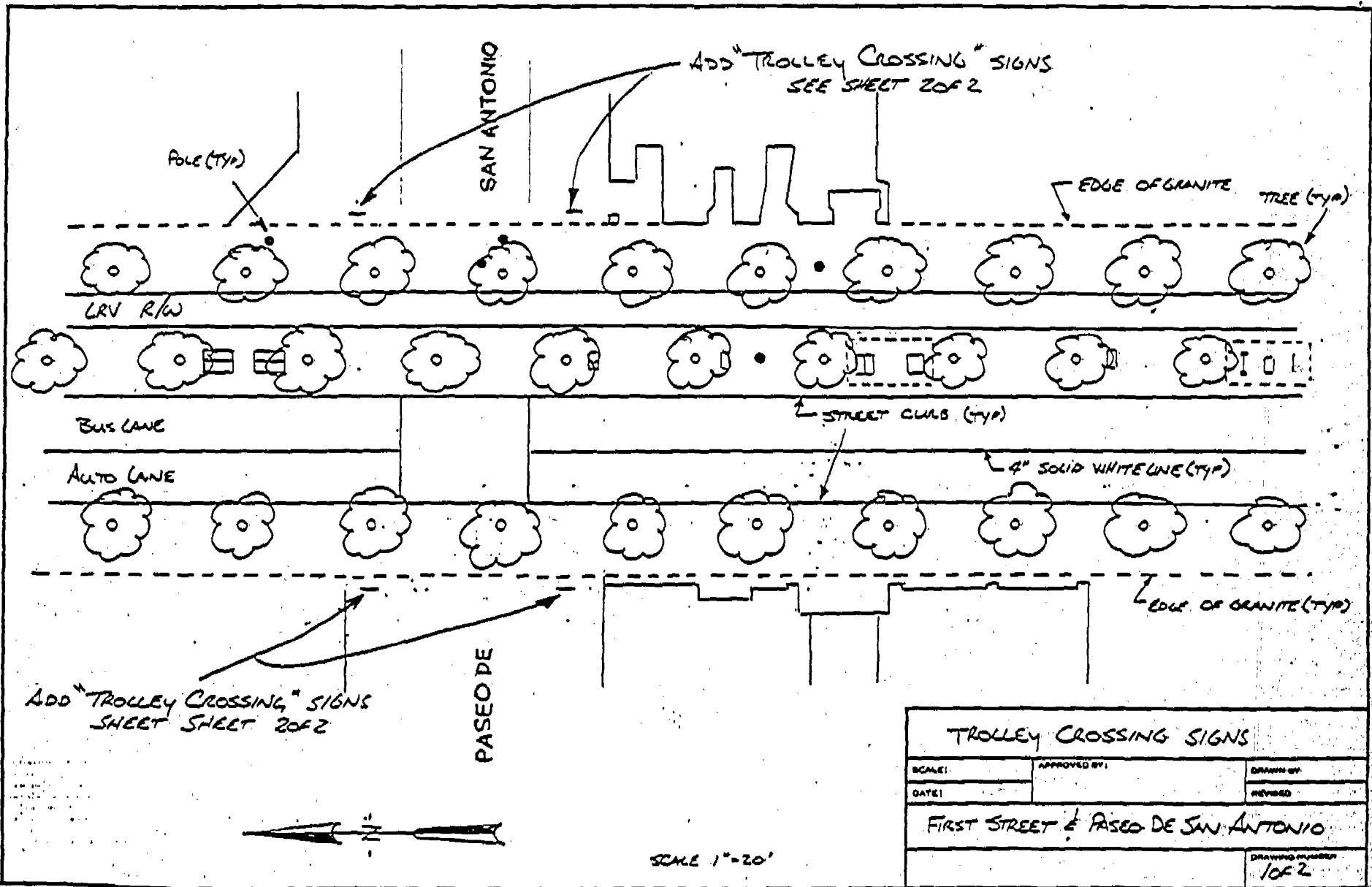
JOHN B. OHANIAN

Commissioners

Commissioner Frederick R. Duda
being necessarily absent, did not
participate.

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

Victor Weisser
Victor Weisser, Executive Director



TROLLEY CROSSING SIGNS		
SCALE:	APPROVED BY:	DRAWN BY:
DATE:		REVISED:
FIRST STREET & PASEO DE SAN ANTONIO		
		DRAWING NUMBER 1 OF 2

APPENDIX A