

Decision 90 08 023 AUG 8 1990

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
the San Diego Metropolitan Transit)	
Development Board, for an order)	
authorizing the construction of two)	Application 89-05-068
light rail vehicle tracks at-grade)	(Filed May 30, 1989,
at Cedar Street, Beech Street, Ash)	Amended April 25, 1990)
Street, Broadway and Kettner Boulevard/)	
G Street, in the City of San Diego,)	
County of San Diego.)	

ORDER MODIFYING DECISION 89-09-018

By Decision (D.) 89-09-018, dated September 7, 1989, in Application (A.) 89-05-068, San Diego Metropolitan Transit Development Board (MTDB) was granted authority to construct two light rail transit tracks at grade across Cedar Street, Beech Street, Ash Street, Broadway, and the intersection of Kettner Boulevard and "G" Street, in San Diego, San Diego County. The decision also granted authority to alter crossings of these streets over the relocated track of The Atchison, Topeka and Santa Fe Railway Company's (AT&SF) San Diego subdivision.

On April 25, 1990, MTDB filed a Petition for Modification of D.89-09-018, stating that there has been a change in the design of one of these crossings. The new design at the crossing of MTDB and AT&SF at the intersection of Kettner Boulevard and "G" Street keeps two-way traffic on "G" Street. The joint crossing was originally designed with "G" Street one-way eastbound, and this was the design approved under D.89-09-018.

The modification of the design, to keep "G" Street two-way, is an improvement in downtown traffic circulation and is beneficial from a traffic and transportation standpoint to surrounding businesses and residents. The "G" Street crossing over the existing AT&SF track, at its intersection with Kettner Boulevard, is presently two-way. Kettner Boulevard will remain two-way as originally proposed in A.89-05-068.

The design drawings showing the proposed two-way striping plan for "G" Street, the proposed traffic signals, and the proposed crossing protection have been circulated to staff of the Commission's Traffic Engineering Section, City of San Diego Engineering and Development Department, and AT&SF's Public Projects Section for comment and review. Their recommendations were presented at an on-site meeting January 22, 1990, and incorporated into the plans submitted with the application. The proposed crossing protection is four Standard No. 9-A cantilevered flashing light signals with gates (General Order 75-C) with traffic signal preemption, as described in the appendix attached to this order and the Petition for Modification. The deviation to Section 7.8 of GO 75-C granted by D.89-09-018 for this joint crossing is not affected by the change, and will remain effective. It is also described in the appendix attached to this order.

The Commission staff, after review of the plans, believes the change requested by MTDB is a safe and reasonable alternative to the previously authorized crossing design.

MTDB has completed 90% of the Bayside extension of its light rail system, which includes the work at the intersection of Kettner Boulevard and "G" Street, and wishes to finish the work at the intersection 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 Petition for Modification, was published in the Commission's Daily Calendar on April 30, 1990. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. MTDB requests authority to modify D.89-09-018 in A.89-05-068 by keeping "G" Street a two-way street in connection with the construction of the Bayside extension light rail transit tracks and the reconstruction and alteration of AT&SF's San Diego subdivision track at the joint crossing over the intersection of Kettner Boulevard and "G" Street in San Diego, San Diego County, as set forth in the appendix.

2. City of San Diego traffic studies indicate that keeping two-way traffic on "G" Street after construction and operation of the joint crossing will be beneficial from a traffic and transportation standpoint to surrounding businesses and residents.

3. MTDB's modified design for the joint crossing is a safe and reasonable alternative to the design previously approved in D.89-09-018.

4. Public safety requires that protection at the joint crossing be automatic type signals as set forth in the appendix.

5. Public convenience requires that MTDB be permitted to deviate from the provisions of Section 7.8 (warning aspect) of GO 75-C at this crossing as authorized by D.89-09-018 and as described in the appendix to this order.

6. MTDB, AT&SF, City of San Diego, and staff of the Commission's Safety Division - Traffic Engineering Section are in agreement over the modified design of the dual crossing.

Conclusions of Law

1. The Petition for Modification of D.89-09-018 in A.89-05-068 should be granted as set forth in the following order.

2. The usual 30-day effective date on an order should be waived as MTDB wishes to commence construction at the earliest possible date.

IT IS ORDERED that:

1. The San Diego Metropolitan Transit Development Board (MTDB) is authorized to construct two light rail transit tracks at grade and alter and relocate the track of The Atchison, Topeka and Santa Fe Railway Company's (AT&SF) San Diego subdivision at the intersection of Kettner Boulevard and "G" Street in San Diego, San Diego County, as set forth in the Petition for Modification of D.89-09-018 filed April 25, 1990.

2. Section 5 of the appendix attached to D.89-09-018 should be replaced by revised Section 5, Page 1 of Appendix A. Pages 6 and 11 of the appendix attached to D.89-09-018 should be replaced by Pages 2 and 3, respectively, of Appendix A. The deviation to Section 7.8 of General Order 75-C granted by D.89-09-018 is reproduced on Page 1 of Appendix A, and is not affected by this order.

3. Within 30 days after completion of the work under this order MTDB shall notify the Commission's Safety Division in writing that the authorized work has been done.

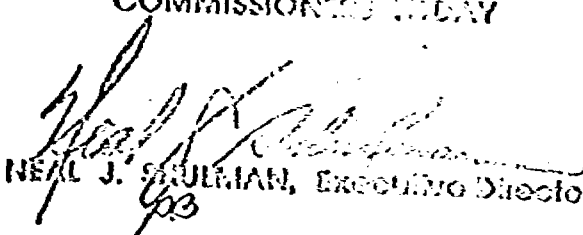
4. The Petition for Modification is granted as set forth above.

This order is effective today.

Dated AUG 8 1990, at San Francisco, California.

G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
JOHN B. O'HANIAN
PATRICIA M. ECKERT
Commissioners

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


NEAL J. SULLIVAN, Executive Director

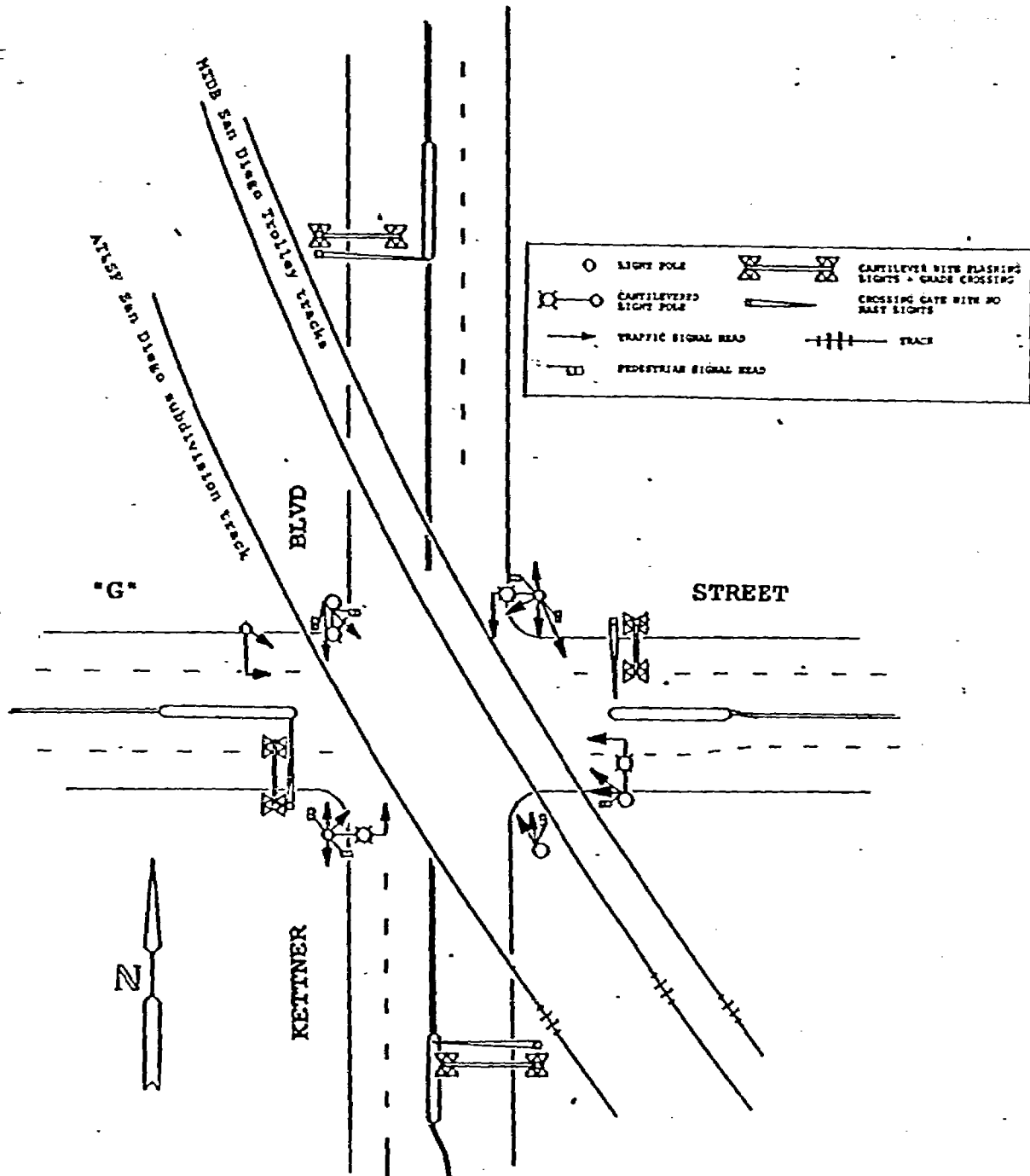
Section 5 of D. 89-09-018 is changed to read as follows:

"5. The intersection of Kettner Boulevard and "G" Street; one Standard No. 9-A automatic gate-type signal with cantilevered flashing lights for eastbound traffic on "G" Street, one Standard No. 9-A automatic gate-type signal with cantilevered flashing lights for westbound traffic on "G" Street, one Standard No. 9-A automatic gate-type signal with cantilevered flashing lights for southbound traffic on Kettner Boulevard, and one Standard No. 9-A automatic gate-type signal with cantilevered flashing lights for northbound traffic on Kettner Boulevard. Traffic signals at this intersection should be preempted by train and LRV movements at this crossing as indicated in the Petition for Modification. This joint crossing is identified as 2-267.8 (AT&SF) and 81-0.37 (MTDB)."

Note: Ordering paragraph 7 of Decision 89-09-018 stated:

"MTDB is granted an exemption from the provisions of Section 7.8 (warning aspect) of GO 75-C to allow the bells to ring for the approach and during gate lowering and to cease ringing when the gates are fully down. However, during use by AT&SF the bells will ring during the complete operating cycle. This exemption applies only at the Kettner Boulevard/"G" Street intersection crossing."

This ordering paragraph remains in effect.



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