

SD\*

Decision No. 91572

APR 15 1980

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the CITY OF REDWOOD CITY, a municipal corporation, to construct Blomquist Street at grade across the tracks of the Southern Pacific Railroad Company's Blomquist Street Drill Track Line in the City of Redwood City.

Application No. 58482  
(Filed November 21, 1978)

O P I N I O N

As part of the project to develop an industrial area between Bayshore Freeway and Blomquist Street, the City of Redwood City requests authority to construct Blomquist Street at grade across Southern Pacific Transportation Company's drill tracks in the City of Redwood City, San Mateo County.

The City of Redwood City is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended, Public Resources Code, Section 21000 et seq.

After preparation and review of an Initial Study, the City of Redwood City issued a Negative Declaration and approved the project. On August 9, 1976, a Negative Declaration was filed with the San Mateo County Clerk which found that "The proposed action will not have a significant effect on the environment."

The Commission is a responsible agency for this project under CEQA and has independently evaluated and assessed the lead agency's Initial Study and Negative Declaration. The site of the proposed project has also been inspected by the Commission staff.

The project is located in an area that is zoned "IR" (Industrial Restricted) containing about 20.5 acres. The crossings are part of a city planned extension of Blomquist Street. When completed, the extension of Blomquist Street will provide a direct route between Harbor Boulevard and Maple Street.

Notice of the application was published in the Commission's Daily Calendar on November 22, 1978. No protests have been received. A public hearing is not necessary.

F I N D I N G S

After consideration, the Commission finds:

1. Applicant should be authorized to construct Blomquist Street ✓  
at grade across Southern Pacific Transportation Company's industrial  
drill tracks in the City of Redwood City, San Mateo County, at the  
location and substantially as shown by plans attached to the application,  
to be identified as Crossings EA-27.74-C and EA-27.86-C.
2. Construction of the crossing should be equal or superior to  
Standard No. 1 of General Order 72-B.
3. Clearances should conform to General Order 26-D. Walkways should  
conform to General Order 118.
4. Protection at Crossing EA-27.74-C should be two Standard No. 1-R  
crossing signs (General Order 75-C).
5. No on-rail vehicle should operate over this crossing unless it  
is first brought to a stop and traffic on the street protected by a  
member of the train crew, or other competent employee of the railroad,  
acting as a flagman. The flagman should place a minimum of two fusees  
on each side of the track prior to entry on the on-rail vehicle into the  
crossing.
6. Written instructions should be issued by the railroad to train-  
men, operating over the crossing, to comply with flagging instructions.  
A copy of the instructions should be filed with the Commission within  
thirty days after installation of the crossing. Suitable signs should  
be installed on both sides of Blomquist Street, calling the attention ✓  
of trainmen to the flagging instructions.
7. Protection at Crossing EA-27.86-C should be two Standard No. 8-A  
automatic flashing light signals with cantilevers (General Order 75-C).
8. For a period not to exceed one year from the effective date of  
this order, protection at Crossing EA-27.86-C may be two Standard No. 1-R  
crossing signs (General Order 75-C). Until such time as the specified  
automatic protection is installed and operative, rail operations across  
Crossing EA-27.86-C should be subject to the stopping and flagging require-  
ments set forth in Findings 5 and 6.

9. Parking on Blomquist Street within 25 feet of the crossings should be prohibited. ✓
10. Construction expense of the crossings and installation cost of the automatic protection at Crossing EA-27.86-C and signs at Crossing EA-27.74-C should be borne by the applicant. ✓
11. Maintenance of the crossings should be in accordance with General Order 72-B. Maintenance cost of the automatic protection at Crossing EA-27.86-C should be borne by the applicant pursuant to the provisions of Section 1202.2 of the Public Utilities Code.
12. Construction plans of the crossings, approved by the Southern Pacific Transportation Company, together with a copy of the agreement entered into between the parties involved, should be filed with the Commission prior to commencing construction.
13. Applicant is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended.
14. The Commission is a responsible agency for this project and has independently evaluated and assessed the lead agency's Initial Study and Negative Declaration.
15. This project will have no significant impact on the environment.

### C O N C L U S I O N

On the basis of the foregoing findings, we conclude that the application should be granted as set forth in the following order:

### O R D E R

IT IS ORDERED that:

1. The City of Redwood City is authorized to construct *Blomquist* Street at grade across Southern Pacific Transportation Company's industrial drill tracks in the City of Redwood City, San Mateo County as set forth in the findings of this decision. ✓
2. Within thirty days after completion, pursuant to this order, applicant shall so advise the Commission in writing.

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

A. 58482 SD

The effective date of this order shall be thirty days after the date hereof.

Dated APR 15 1980, at San Francisco, California.

\_\_\_\_\_  
President  
*Vernon L. Stansbury*  
\_\_\_\_\_  
*Robert D. Hanks*  
\_\_\_\_\_  
*Clayton J. ...*  
\_\_\_\_\_  
*James W. ...*  
Commissioners

Commissioner John E. Bryson,  
being necessarily absent, did  
not participate.