

ORIGINAL

Decision No. 92268 SEP 16 1980

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of the Santa Clara County Transit)
District to assume responsibility)
for the provision of commuter)
parking and depot services at the)
Palo Alto University Avenue Train)
Depot.)

Application No. 59816
(Filed July 16, 1980)

O P I N I O N

Southern Pacific Transportation Company (SP) maintains a train passenger depot and parking lot near University Avenue in Palo Alto. SP permits Santa Clara County Transit District (District) to use the area as a transfer center.

District seeks the Commission's authority^{1/} to modify and improve the depot and parking area in the following ways:

1. District will assume SP's sublease of the area presently held by SP.
2. SP will sublease space in the depot building from District and will continue to operate a ticket office there.
3. District will assume the responsibility to maintain and to operate the depot building and parking lot.
4. District will construct a bus transfer center in a portion of the parking lot. This project will reduce parking spaces available to rail patrons from 175 to 77. However, only 45 spaces are currently used by rail patrons.

^{1/} In Decision No. 74007, dated April 16, 1968, in Case No. 8697 we ordered that:

"Southern Pacific Company shall keep in operation and shall not withdraw from use for the parking of its patrons, including commuter patrons, the parking areas which it owns or controls adjacent to its stations as described in ordering paragraph 2 hereof, until such time as it may receive authority to do otherwise by an appropriate order of this Commission."

Discussion

We note that in designing the new transfer center District intends to discourage its use by automobiles. Appendix A to the application states:

"...the University Avenue Transfer Center must emphasize pedestrian and bicycle access. The facility will be designed with a minimum of parking and efforts will be made to encourage transit access to the SP. In addition, few if any regional bus routes will be brought into the Transfer Center."

* * *

"...the University Avenue Transfer Center would be designed more for local transit users and would emphasize a pedestrian, rather than auto, access."

The remaining 77 parking places are to be placed at the extreme northeast end of the long, narrow site. The train depot is at the opposite end. The bus depot and access roads lie between the parking lot and the train depot.

The application states that the project has received extensive public review, as follows:

". . . The Project's Negative Declaration has been circulated without comment. Although not required for the environmental document, a well advertised public hearing was held to provide public comment for consideration early in the planning process. The project has been assured continued local support and input through the use of the project's Citizens Advisory Committee chaired by City Councilperson Fletcher and composed of local transit users and residents. Local official input was secured through the project's technical committee composed of representatives from the City of Palo Alto, Stanford University, the Southern Pacific Transportation Company, the Santa Clara County

Transportation Agency, CALTRANS and SamTrans. The project has been given conceptual approval by the Palo Alto City Council and has been approved by the City of Palo Alto Planning Commission and Architectural Review Board. . . ."

Attached to the application is a copy of the notice of public hearing published in the Peninsula Times Tribune. Copies of the application were mailed to SP, city of Palo Alto, San Mateo County Transit District, California Department of Transportation, and the American National Red Cross (Red Cross).^{1/}

Notice of the filing of the application was printed in the Commission's Daily Calendar on July 4, 1980. No protests have been received. A public hearing is not necessary.

Conclusions of Law

1. The authority sought by District should be granted.
2. The effective date of this order should be the date it is signed because there is no known opposition and there is no reason to delay granting the relief requested.

O R D E R

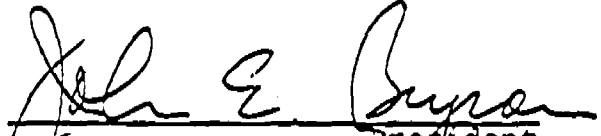
IT IS ORDERED that the Santa Clara County Transit District is authorized to assume Southern Pacific Transportation Company's sublease of the depot facilities, to make the improvements specified in the application, and to assume the responsibility for the maintenance and operation of the depot and parking lot facilities, provided


^{1/} Red Cross occupies a building adjacent to the project site. Reserved parking spaces will be provided in the new lot for Red Cross staff.


that at least seventy-seven parking spaces, excluding those reserved for the American National Red Cross personnel, remain available for parking of automobiles by train users.

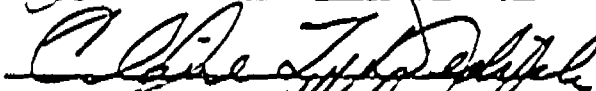
The effective date of this order is the date hereof.


Dated SEP 16 1920, at San Francisco, California.



President








Commissioners