

T/SD

Decision No: 92279

DEC 8 1980

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of Sacramento,
a municipal corporation of the State
of California, for permission to con-
struct a grade separation crossing
under the Southern Pacific Transpor-
tation Company's railroad tracks at
I Street, in the County of Sacramento,
State of California.
Bikeway Station 50+40
Railroad Station 3158+20

Application No. 59493
(Filed March 4, 1980)

O P I N I O N

As part of the Sacramento River Parkway Master Plan development project, the City of Sacramento requests authority to construct the Sacramento River Bikeway at separated grades under the tracks of the Southern Pacific Transportation Company's Main Line in the City of Sacramento, Sacramento County.

The City of Sacramento is the lead agency for this project pursuant to the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code, Section 21000 et seq. After preparation and review of an Environmental Impact Report, the City of Sacramento approved the project. On July 21, 1976, a Notice of Determination was filed with the Sacramento County Clerk which found that: "said project will have a significant effect upon the environment."

The Commission is a responsible agency for this project under CEQA and has independently evaluated and assessed the lead agency's Final Environmental Impact Report. The site of the proposed project has been inspected by the Commission staff.

The planning area of the Sacramento River Parkway is located along the easterly bank of the Sacramento River within the city limits of Sacramento. The area extends along the east bank of the River from the confluence of the American River at Discovery Park,

downstream to the city limits near Freeport. The easterly border of the area is generally the Interstate 5 Freeway.

Major adverse impacts include potential significant increases in levee erosion, traffic conflicts at access areas and increased parking along residential streets, potential increases in theft and vandalism to residences adjoining the parkway, and a reduction in privacy to residences abutting the parkway. Mitigation measures include prohibition of equestrian and motorized vehicle uses on levee berm areas, provision of access points easily reachable from arterial streets and controlled access to the parkway to aid in providing parkway and residential safety and security.

Applicant advises that it desires to put the project out to bid at the earliest possible date and, therefore, requests that the usual thirty-day waiting period be waived.

Notice of the application was published in the Commission's Daily Calendar on March 5, 1980. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. Applicant should be authorized to construct the Sacramento River Bikeway at separated grades under the tracks of the Southern Pacific Transportation Company's Main Line in the City of Sacramento, Sacramento County, at the location and substantially as shown by plans attached to the application, to be identified as Crossing A-88.7-BD.

2. Clearances should be in accordance with General Order 26-D. Walkways should conform to General Order 118.

3. Positive barrier posts should be installed at Bikeway Stations 48+40 and 51+50 as shown on Southern Pacific Transportation Company's Sacramento Division Drawing No. U-2730.

4. Construction and maintenance costs should be borne in accordance with an agreement to be entered into between the parties relative thereto, and a copy of the agreement, together with plans of the crossing approved by the Southern Pacific Transportation Company, should be filed with the Commission prior to commencing construction.

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Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

5. Applicant is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended.

6. The Commission is a responsible agency for this project and has independently evaluated and assessed the lead agency's Final Environmental Impact Report.

7. This project will have a significant impact on the environment; however, the proposed mitigation measures will either eliminate or reduce the severity of the adverse impacts.

8. Applicant desires to put the project out to bid at the earliest possible date; therefore, the usual thirty-day waiting period should be waived.

Conclusion of Law

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 Sacramento is authorized to construct the Sacramento River Bikeway at separated grades under the tracks of the San Pacific Transportation Company's Main Line in the City of Sacramento, Sacramento County, as set forth in the findings of this order. Within thirty days after completion pursuant to this order, applicant shall advise the Commission in writing. This authorization shall expire if not exercised within three months. Authorization may be extended or modified if necessary. Authorization may be revoked or modified if public health, safety, necessity or safety so require.

CORRECTION

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THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY

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IT IS ORDERED that:

1. The City of Sacramento is authorized to construct the Sacramento River Bikeway at separated grades under the tracks of the Southern Pacific Transportation Company's Main Line in the City of Sacramento, Sacramento 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 three 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.

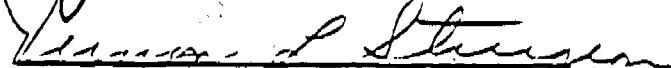
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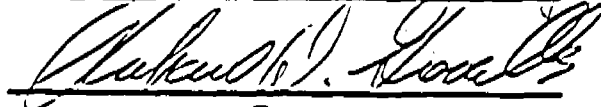
The effective date of this order is the date hereof.

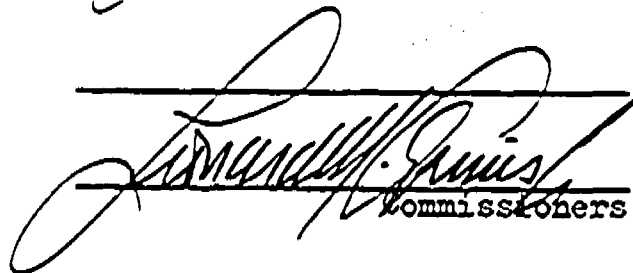
Dated OCT 8 1898, at San Francisco,
California.



President







Commissioners

Commissioner Claire T. Dedrick, being
necessarily absent, did not participate
in the disposition of this proceeding.