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PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Resolution S-1479
Transportation Division
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R E S O L U T I O N

AUTHORIZING THE CITY OF REDWOOD CITY, CALIFORNIA TO
CREATE A PERMANENT REDUCED WALKWAY WIDTH ALONG
SOUTHERN PACIFIC TRANSPORTATION COMPANY'S HARBOR LINE
(EA LINE) FROM HELLER STREET TO VETERANS BOULEVARD IN
CONNECTION WITH THE RECONSTRUCTION OF CHESTNUT STREET

By letter of July 22, 1986 the City of Redwood City, California requests authority to create permanent reduced walkway widths adjacent to Southern Pacific Transportation Company's (SPTCO) Harbor Line (EA Line) from Heller Street to Veterans Boulevard at the time of the reconstruction of Chestnut Street. The Harbor Lead Track currently in the street pavement is in a deteriorated condition and is in need of renewal work. The existing track is located in the westbound traffic lane. Numerous train/auto conflicts have developed over the years. The current situation is dangerous and unacceptable from the view of public/railroad worker safety. A right-of-way width of seventeen feet (17') is required for standard walkway widths. To center the track in the middle of the street will reduce the available side clearance widths to fifteen feet (15'), which will not allow for the minimum outside walkway dimension of eight feet six inches (8' 6") from the centerline of track (General Order 118).

The new street/track configuration will be constructed with platforms on each side of the track at a distance of four feet eight inches (4' 8") from the center line of the track (General Order 26-D). The platforms shall be no higher than eight inches (8") above the top of the rail and shall extend outward to a minimum of seven feet six inches (7' 6") from the center line of the track to allow for a trainmen's walkway. The platforms will accommodate the movement of standard gauge railway vehicles and will allow a railroad worker alighting or boarding equipment to do so from the top of the platform. The proposed street/track relocation project will also allow three of nine current crossings at grade to be eliminated, thus reducing train/auto conflicts.

The staff of the Railroad Operations and Safety Branch is of the opinion that overall risk to employees and the public from railroad operations in this area will be reduced under the ordered conditions. While the narrower walkway width adds some risk to employees occupying this area, the project as proposed will reduce risk in the following areas:

- a. Reduction of accidents by eliminating three grade crossings, and by providing a permanent separation between train/auto traffic thereby eliminating accidents caused by vehicles driving out of driveways or attempting to pass a train in a traffic lane.
- b. Allow auto movements (through traffic) to proceed on both sides of the street without train interference.
- c. Increase efficiency of train operations due to less delays in clearing autos from the track area.
- d. Upgrade of track and street will lessen derailments and potential damage to automobiles.

The United Transportation Union has been advised of the circumstances in this reconstruction proposal and to date has not filed any objections on the matter.

IT IS ORDERED that the requested authority is granted subject to the following conditions:

1. Walkways shall comply with the requirements of General Order 118 with the following exception allowed: The minimum outside dimension of the walkway may be reduced to seven feet six inches (7' 6") from track center line.
2. A yellow line shall be painted parallel to the track on each platform at a distance of five feet five inches from center line of track. Extending diagonally inward from these lines to the edge of the curb will be lines painted at intervals so that the overhang of the railroad equipment over the platforms is clearly marked.

3. The City of Redwood City shall notify the Southern Pacific Transportation Company and the Commission sufficiently in advance of construction and SPTCO shall issue appropriate instructions to its employees of the substandard conditions during construction and instruct engineers on trains to whistle freely when approaching the construction area.
4. Upon completion of the reconstruction project SPTCO shall issue appropriate notice of the permanent reduced walkway widths informing its employees of the non-standard walkways at this location.
5. This authority to reduce legal walkway widths is limited to the area covered by Redwood City's letter. The full provisions of General Order 26D (clearances) and General Order 118 (walkways) shall continue to apply to all other common carrier trackage operated in the City of Redwood City.
6. Construction activity shall (to the maximum extent possible) occur at hours that will minimize delays and hazards to the motoring public.
7. During construction activities the track area and walkway areas will be kept as free of construction materials as possible during the passage of trains to afford maximum railroad worker safety.
8. During non-construction hours and at times of rail movements in the area no barricades or other materials (except the curbing being constructed) shall be left closer than 8' 6" from the center line of the track (9' 6" on curved track).
9. Redwood City and SPTCO shall furnish qualified inspectors and radio equipped flagpersons in sufficient numbers to insure safe train operations on the line during any construction activity.
10. Mobile equipment shall maintain a distance of at least ten feet from the center line of the track when the approach of a train is imminent at any point on the line where construction is occurring.
11. Copies of all instructions issued by the railroad to operating employees shall be filed with the Commission at least five but not more than 15 days in advance of the date the instruction will be implemented.
12. This authorization, if not exercised, shall expire within three years of the effective date of the resolution.

I certify that this resolution was adopted by the Public Utilities Commission at its regular conference on DEC 3 1986.
The following Commissioners approved it.

DONALD VAL
President
VICTOR CALVO
FREDERICK R. DUDA
STANLEY W. HULETT
Commissioners



Victor Weissel

Executive Director