

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Resolution ST-1
Safety Division
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R E S O L U T I O N

**AUTHORIZING SANTA CLARA COUNTY TRANSIT AGENCY TO
DEVIATE FROM SECTION 5.3 OF GENERAL ORDER 143 ON THEIR
LIGHT RAIL LINE AT AND NEAR THE NORTH END OF VIRGINIA
STREET STATION IN SAN JOSE.**

By letters of May 24 and June 1, 1990 Santa Clara County Transit Agency (SCCTA) requests authority to deviate from the side clearance and emergency walkway requirements of General Order 143, Section 5.3, at two locations at and near Virginia Street Station in San Jose.

The first location for which a deviation is sought is north of Virginia Street Station, along a highway barrier wall and adjacent to the southbound track. From 68 feet north of Traction Electrification System pole 3.29A to 28 feet south of that pole, the side clearance between a light rail vehicle and the wall ranges from 10.25 inches to 11.75 inches. General Order 143, section 5.3.3.2 requires a minimum side clearance of 12 inches.

A deviation is also requested for a second location adjacent to an elevator structure. That structure is between the northbound and southbound tracks at the north end of Virginia Street Station's passenger platform. Along the southbound track, a light rail vehicle is as close as 18 inches from the highway barrier wall and 20 inches from the elevator/stairway structure. Along the northbound track, a light rail vehicle is as close as 15 inches from the side of the barrier wall and 21 inches from the elevator/stairway structure. The sides of the elevator/stairway structure extend 33.5 feet along both tracks. General Order 143, section 5.3.4 requires side clearances provide sufficient space to allow passengers to leave a stalled train and reach a station or safe point in an emergency. Under any circumstance, not more than two of the eight side doors on a standing light rail vehicle would be adjacent to the elevator/stairway structure.

At both locations being requested for deviation, the light rail right-of-way is constrained by the rights-of-way of State Route 87.

The staff of the Rail Transit Safety Branch has reviewed the request for deviation from the requirements of General Order 143 and has inspected the sites with representatives of SCCTA. No protests or objections have been received.

The staff agrees that the safety of the general public, passengers and employees of the rail transit agency, in the area of the reduced clearances, will be adequately maintained with the implementation of the following ordered conditions.

IT IS ORDERED that said authority is hereby granted and that appropriate notice be given of the granting of said authority subject to the following conditions:

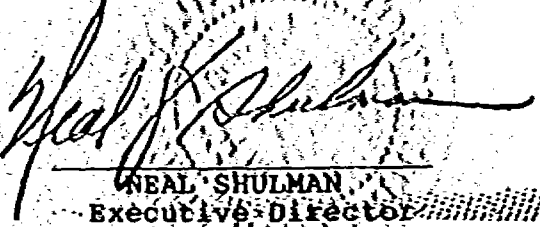
1. Authority to deviate from General Order 143, Section 5.3.3.2 applies to the highway barrier wall adjacent to the southbound track from 68 feet north of TES pole 3.29A to 28 feet south of that pole.
2. Authority to deviate from requirements of General Order 143, Section 5.3.4 applies to both northbound and southbound tracks at the north end of Virginia Street Station adjacent to the elevator/stairway structure.
3. Authority to deviate from requirements of General Order 143 shall apply only to locations described in conditions 1 and 2 of this order.
4. An emergency walkway at least 30 inches in width shall be maintained along at least one side of the tracks throughout the location described in condition 1 of this order.

5. An operating rule shall be maintained and enforced by SCCTA which requires that trains not stopping at Virginia Street Station shall not exceed 25 miles per hour while passing station platforms and shall sound bells while passing through the station or while passing other trains that are stopped at that station on the opposite track.

I certify that the Resolution was adopted by the Public Utilities Commission on AUG 8 1990.

The following Commissioners approved it:

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


NEAL SHULMAN
Executive Director