

**PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA**

Rail Safety and Carriers Division  
Rail Engineering Safety Branch  
Rail Crossing Engineering Section

Resolution SX-19  
November 19, 1998

**RESOLUTION**

**RESOLUTION SX-19 AUTHORIZING SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB) TO DEVIATE FROM THE PROVISIONS OF SECTION 7.2 OF GENERAL ORDER 75-C BY MODIFYING THE APPROACH CIRCUIT AT THE NAPA STREET AND FRIARS ROAD AT-GRADE CROSSING, IN THE CITY OF SAN DIEGO, SAN DIEGO COUNTY.**

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**Summary**

San Diego Metropolitan Transit Development Board (MTDB), by letter dated May 29, 1998, has requested authorization to deviate from the provisions of Section 7.2 of General Order 75-C, which requires crossing signals at main or branch line crossings be actuated by trains approaching on main tracks through track circuits or by electronic controls for approximately 25 seconds in advance of the normally fastest train operated over the protected crossing. Specifically, MTDB has requested permission to install a conditional approach circuit at the Napa Street and Friars Road at-grade crossing, which would operate normally except when a red aspect is displayed at the intermediate train control signal (M431), see attachment A and B. Under this scenario, the crossing gates will remain up until the next block is cleared. At such time, the crossing gates will descend; then, the M431 intermediate signal will change aspects and display yellow or green.

City of San Diego, San Diego Trolley, Inc. (SDTI), and MTDB are in favor of implementing a three-part solution; first, reduce headways by maximizing the consist length for the stadium event trains to four-car trains from three; second, modify the traffic signals to allow vehicular traffic additional time to circulate while the gates are up; finally, prevent the gates from descending when a red aspect is displayed at the M431 intermediate signal.

## Discussion

The Mission Valley West Light Rail Transit (LRT) Extension is approximately six miles in length, providing direct service between the Old Town Transit Center and Qualcomm Stadium.

During events at Qualcomm Stadium, vehicular traffic at the Napa Street and Friars Road at-grade crossing often backs up due to the gates being down for a prolonged period of time. The situation occurs when the light rail vehicle (LRV) headways are reduced to service the increased number of patrons attending stadium events, which results in the LRV train stopping at the M431 intermediate signal waiting for a leading LRV train to clear the Morena Station. Moreover, an LRV train stopped at the M431 intermediate signal also causes trains to stop at the Napa Street and Friars Road approach circuit, thus creating the crossing gates to remain down longer than normal.

Changes in street and roadway geometrics as well as vehicular traffic patterns, created the need by MTDB to incorporate certain engineering revisions to provide an increase in crossing safety in the Mission Valley West LRT Extension Project.

SDTI advises that no additional operating rules will be required to implement the change. Currently, two operating rules exist: (1) LRV trains must stop at an intermediate signal displaying a red aspect. (2) LRV trains must not enter a crossing before the gates are down for a minimum of five seconds. MTDB and SDTI are of the opinion that these existing rules provide the required level of protection at the crossing. SDTI intends to issue a General Notice covering this change at the time of implementation.

Upon review of material submitted by MTDB, as well as an on site inspection of the at-grade crossing, the Rail Safety And Carriers Division staff is in agreement with MTDB's proposal to modify the approach circuit in order to allow additional time for traffic to circulate at the crossing during stadium events.

## Protests

There are no protests at this time. All agencies contacted by the staff expressed support for the proposal.

**Findings**

1. MTDB requests authority to deviate from the provisions of Section 7.2 of General Order 75-C by modifying the approach circuit at the Napa Street and Friars Road at-grade crossing, in the City of San Diego, San Diego County.
2. City of San Diego, SDTI, and MTDB have reviewed the street and roadway geometrics, considered the speed of approaching vehicular and LRV train traffic, and concur with the installation of a conditional approach circuit at the crossing.
3. The at-grade crossing approach circuits will operate normally except when a red aspect is displayed at the intermediate train control signal M431.
4. SDTI operating rules will not need to be revised to implement this proposed change.
5. SDTI intends to issue a General Notice covering this proposed change at the time of implementation.
6. Staff has reviewed MTDB's proposal and finds that request has merit and should be granted.

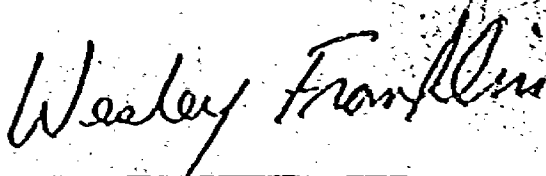
**Conclusion**

**THEREFORE, IT IS ORDERED that:**

San Diego Metropolitan Transit Development Board (MTDB) be granted authority to deviate from the provisions of Section 7.2 of General Order 75-C at the Napa Street and Friars Road at-grade crossing, Crossing 81MV-4.39, by modifying the approach circuit, in the City of San Diego, San Diego County.

This resolution is effective today.

I hereby certify that the foregoing resolution was duly introduced, passed, and adopted at a conference of the Public Utilities Commission of the State of California held on November 19, 1998. The following Commissioners voting favorably thereon:

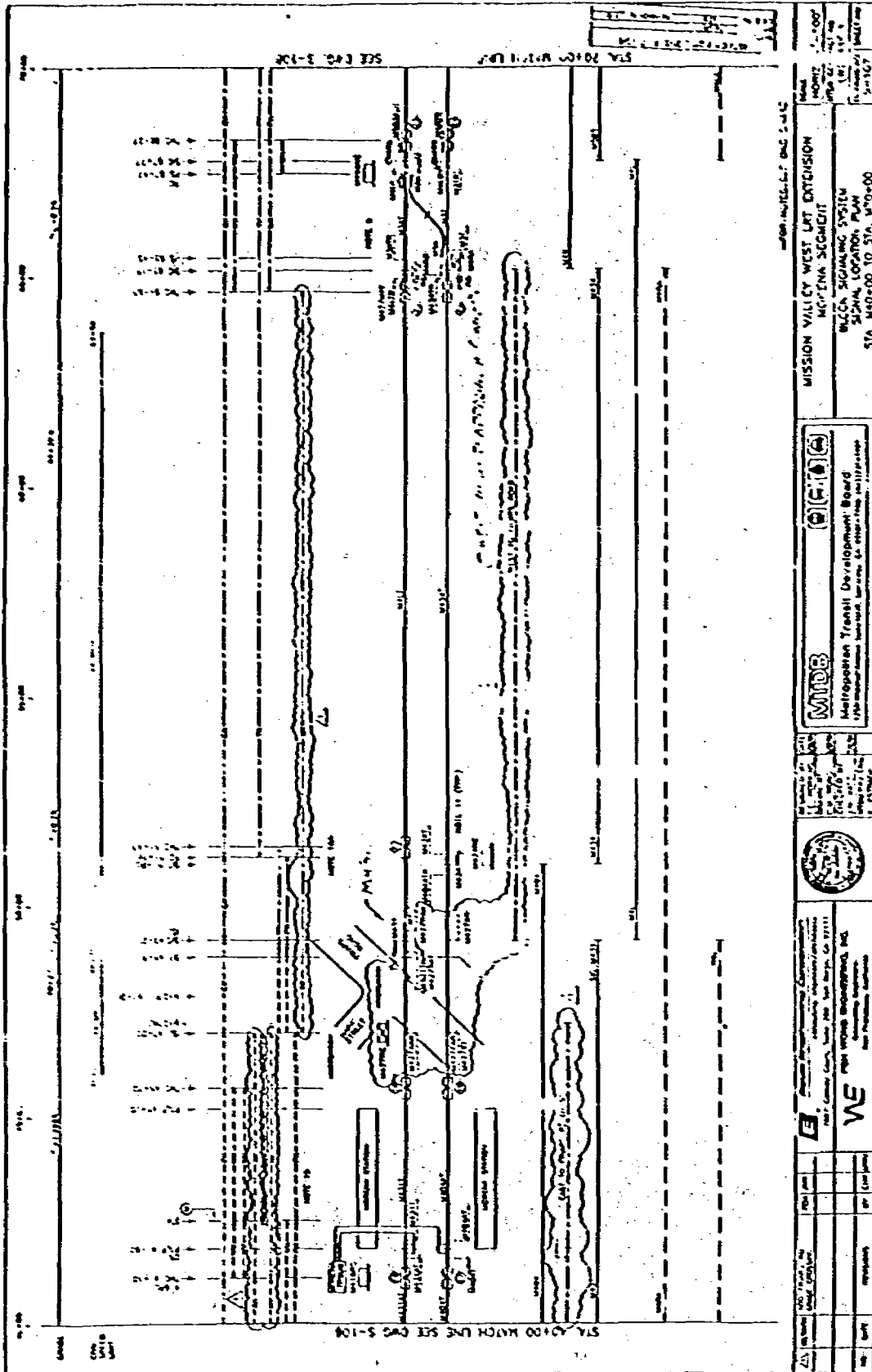


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ATTACHMENT B



VE VEHICLE ENGINEERING 1000 W. 10th Street, Suite 100 San Jose, CA 95128 (408) 291-1111		MTRB Metropolitan Transit Development Board 1200 Market Street, Suite 100 San Francisco, CA 94102 (415) 398-1111		MTC Mission Valley Transit Center 1000 W. 10th Street, Suite 100 San Jose, CA 95128 (408) 291-1111	
MISSION VALLEY WEST LIGHT EXTENSION MCVINA SEGMENT M.C.V. SIGNAGE SYSTEM SIGN, LOCATION PLAN STA. 0+00 TO STA. 3+00					