

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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R E S O L U T I O N

GRANTING SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD AUTHORITY UNDER SECTION 12.1 OF GENERAL ORDER 75-C TO PERMIT USE OF FORESTALLING EQUIPMENT IN GRADE CROSSING CONTROL APPARATUS AT 31 NEAR-SIDE STATION CROSSING LOCATIONS IN THE CITIES OF SAN DIEGO, NATIONAL CITY, CHULA VISTA, LEMON GROVE, LA MESA, AND EL CAJON, IN SAN DIEGO COUNTY.

Metropolitan Transit Development Board (MTDB), by letter dated October 6, 1989, requests authority to control grade crossing signals to delay lowering of gates and illumination of flashing lights as a light rail vehicle (LRV) approaches a station stop before entering the crossing. These controls may be installed at any of the 31 locations where stations within grade crossing track circuit limits precede the crossing (near-side stations). The delay, or forestalling, in activation of crossing signals for LRVs stopping at near-side stations will reduce the time the crossings are closed to vehicles and pedestrians. Improved traffic flow and a reduced incidence of motor vehicle "runaround" of lowered gates at these crossings can be expected through use of the forestalling equipment.

By Resolution RTS-10, under Section 12.2 of General Order 75-C, the Commission approved the use of forestalling equipment at "H" Street in Chula Vista for southbound LRVs equipped with train-to-wayside transponders stopping at "H" Street station, to demonstrate if the substitution of manual operating procedures provides an adequate level of public safety. With the forestalling equipment in use, automatic control devices which lower the gates before a train can enter the crossing are bypassed. LRVs within grade crossing protection track detection circuits, approaching a near-side station when the forestalling equipment is in use, must stop at the station for the minimum crossing signal warning time to elapse before the train makes its crossing.

The Commission staff report dated September 7, 1989, includes a complete record of the issues and reports regarding the demonstration project. It concludes:

" . . . that the demonstrated technique of near-side station grade crossing protection enhances traffic control as desired, and an acceptable level of system safety can be obtained when trolley operators are governed by appropriate wayside signals and operating rules and procedures."

The report recommends that the Commission authorize MTDB to permanently install the demonstrated equipment, subject to

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the following conditions regarding design, installation and use:

1. MTDB shall install a signal light unit at each affected crossing, visible to the trolley operator for at least the length of the near-side platform, which will show when crossing protection is activated.
2. MTDB shall modify the car carried equipment to prevent the transponder, or equivalent device, from forestalling the gates from a car in the consist other than the lead car.
3. At each crossing location the following operational data shall be automatically recorded by an event recorder for each near side station bound train movement: (1) whether or not latch-out was in effect, (2) the time latch-out occurred, (3) the time the crossing relay XR released and (4) the time the train occupied the island track circuit.
4. MTDB shall prepare a preventive maintenance program for the permanently installed vehicle and wayside equipment. This program shall include scheduled periodic checks of the operational data recorded at each crossing to verify that the train operators continue to correctly follow the prescribed operating rules and procedures, and that the equipment continues to operate properly.

The crossings where MTDB proposes installing the forestalling equipment are shown below. The mandatory station stops and direction of train travel for LRVs which can use the forestalling equipment are also shown:

SOUTH LINE:

Crossing Number	Street Name	Near-side Station	Direction of trains
36 - 1.8	Beardsley Street	Barrio Logan	north
36 - 2.0	Crosby Street	Barrio Logan	north
36 - 2.8	28th Street	Harborside	north
36 - 3.4	32nd Street	PacFleet	north
36 - 4.6	8th Street	8th Street	south
36 - 7.1	E Street	Bayfront	north
36 - 7.4	F Street	Bayfront	south
36 - 7.9	H Street	H Street	south
36 - 9.7	Palomar Street	Palomar	north
36 - 11.1	Palm Avenue	Palm	south
36 - 12.6	Iris Avenue	Iris	south
36 - 13.8	Snythe Avenue	Beyer	north
36 - 14.0	Seaward Avenue	Beyer	south
36 - 14.1	West Park Avenue	Beyer	south
36 - 14.13	East Park Avenue	Beyer	south

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EAST LINE:

Crossing Number	Street Name	Near-side Station	Direction of trains
36D - 5.7	Euclid Avenue	Euclid	east
36D - 6.9	62nd Street	62nd Street	west
36D - 8.9	Massachusetts Avenue	Massachusetts	east
36D - 10.2	Broadway	Broadway	west
36D - 10.3	Lemon Grove Avenue	Broadway	east
36D - 12.2	Lemon Avenue	La Mesa	west
36D - 12.3	La Mesa Boulevard	La Mesa	west
36D - 12.4	Allison Avenue	La Mesa	east
36D - 12.5	University Avenue	La Mesa	east
36D - 14.7	Severin Drive	Amaya	east

BAYSIDE LINE:

Crossing Number	Street Name	Near-side Station	Direction of trains
36 - 0.90	Fifth Avenue	Gaslamp	north
81 - 0.80	First Avenue	Convention Center	north
81 - 0.70	Front Street	Convention Center	north
81 - 0.5	Market Street	Seaport Village	south
81 - 0.37	Kettner Blvd & G Street	Seaport Village	north
81B - 0.44	Cedar Street	County Administration Center	north

IT IS RESOLVED that the Metropolitan Transit Development Board be granted authority to install equipment which will forestall operation of flashing lights and gates at grade crossings when signalled to do so by the operator of LRVs stopping at near-side stations, at the locations and for the direction of train travel shown above. Design, installation and use shall comply with the conditions and restrictions shown in this resolution. Data shall be recorded for each near-side station train movement and checked for operator compliance with operating rules and procedures.

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This resolution is effective today.

I certify that this resolution was adopted by the Public Utilities Commission at its regular conference on January 9, 1990.
The following Commissioners approved it.

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

Commissioner Stanley W. Hulett,
being necessarily absent, did
not participate.


Wesley Franklin
Acting Executive Director