

CA 39

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

SAFETY DIVISION

RESOLUTION SX-7  
July 22, 1992

R E S O L U T I O N

RESOLUTION SX-7. PURSUANT TO SECTIONS 7.9 AND 12.2 OF GENERAL ORDER NO. 75-C AUTHORIZING REDWOOD CITY TO CONDUCT A DEMONSTRATION PROJECT TO INSTALL AUXILIARY ACTIVE ADVANCE WARNING SIGNS TO SUPPLEMENT FLASHING LIGHT SIGNALS AND PREEMPTED TRAFFIC SIGNALS AT VETERANS BOULEVARD, CROSSING EA-26.9-C, ACROSS THE TRACKS OF SOUTHERN PACIFIC TRANSPORTATION COMPANY IN REDWOOD CITY, SAN MATEO COUNTY.

SUMMARY

Redwood City (City) requests authority to upgrade the level of automatic warning devices at the crossing of Veterans Boulevard at grade across Southern Pacific Transportation Company's (SPT) tracks, Crossing EA-26.9-C, by providing train activated advance warning signs on approaches to the crossing, a train activated "NO RIGHT TURN ON RED" sign facing eastbound traffic on Chestnut Street, and upgrading the existing flashing light signals, detection circuitry and traffic signal devices to current standards. It is proposed that a demonstration project be initiated to accomplish the request. This resolution authorizes the proposal for a trial period of five years.

DISCUSSION

In 1983 the Commission staff nominated Crossing EA-26.9-C for the Recommended List of Public Crossings in California for Improved Crossing Protection with Federal Funding, with a recommendation for gate-type signals. The improvement was planned to be done as part of the track relocation project along Chestnut Street in Redwood City. Existing crossing protection is flashing light signals and traffic signals. By letter of June 19, 1992, City now requests that installation of the gate portion of the originally proposed signal devices be deferred, the existing flashing light signals be upgraded to current standards, train activated advance warning and "NO RIGHT TURN ON RED" signs be installed, and the detection circuitry and traffic signal devices at the crossing be upgraded. A sketch of the crossing area and proposed special train activated warning devices is included as Appendix A. It is proposed that a demonstration project be initiated to accomplish this proposal. On June 12, 1992 a meeting was held in Redwood City Hall, where the proposal was agreed to by City, SPT, and Commission staff.

Safety Division staff concludes that City's proposal for the demonstration project has merit and should be granted. City

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believes the proposal is a safe and reasonable alternative to the requirement of gate-type signals. It is proposed that safety conditions at the crossing be reviewed by the Safety Division's Traffic Engineering staff annually for five years following installation.

PROTESTS

All parties are in agreement with the proposal.

FINDINGS

1. City requests by letter of June 19, 1992 that installation of the gate portion of the originally proposed signal devices at Crossing 26.9-C be deferred, the existing flashing light signals be upgraded to current standards, train activated advance warning signs be installed, a train activated "NO RIGHT TURN ON RED" sign be installed on Chestnut Street, and the detection circuitry and traffic signal devices at the crossing be upgraded.
2. Staff has reviewed City's proposal and finds that safety at Crossing EA-26.9-C will be improved by this proposal.
3. The safety of this crossing requires a review of the crossing operation be made by Traffic Engineering staff each year for the duration of the demonstration project.
4. A period of five years should be allowed for the demonstration project.

THEREFORE, IT IS ORDERED that:

Redwood City (City) is authorized to upgrade existing flashing light signals to current standards, install auxiliary train-activated advance warning signs, install a train activated "NO RIGHT TURN ON RED" sign facing eastbound traffic on Chestnut Street, and upgrade the detection circuitry and traffic signal devices at the crossing of Veterans Boulevard at grade across Southern Pacific Transportation Company's tracks (Crossing EA-26.9-C) in Redwood City.


City shall notify the Commission's Safety Division Traffic Engineering Section within 30 days of completion of the construction.

A review of the safety characteristics shall be made annually by the Commission's Safety Division Traffic Engineering staff for a period of five years following completion of the project.

This resolution is effective today.

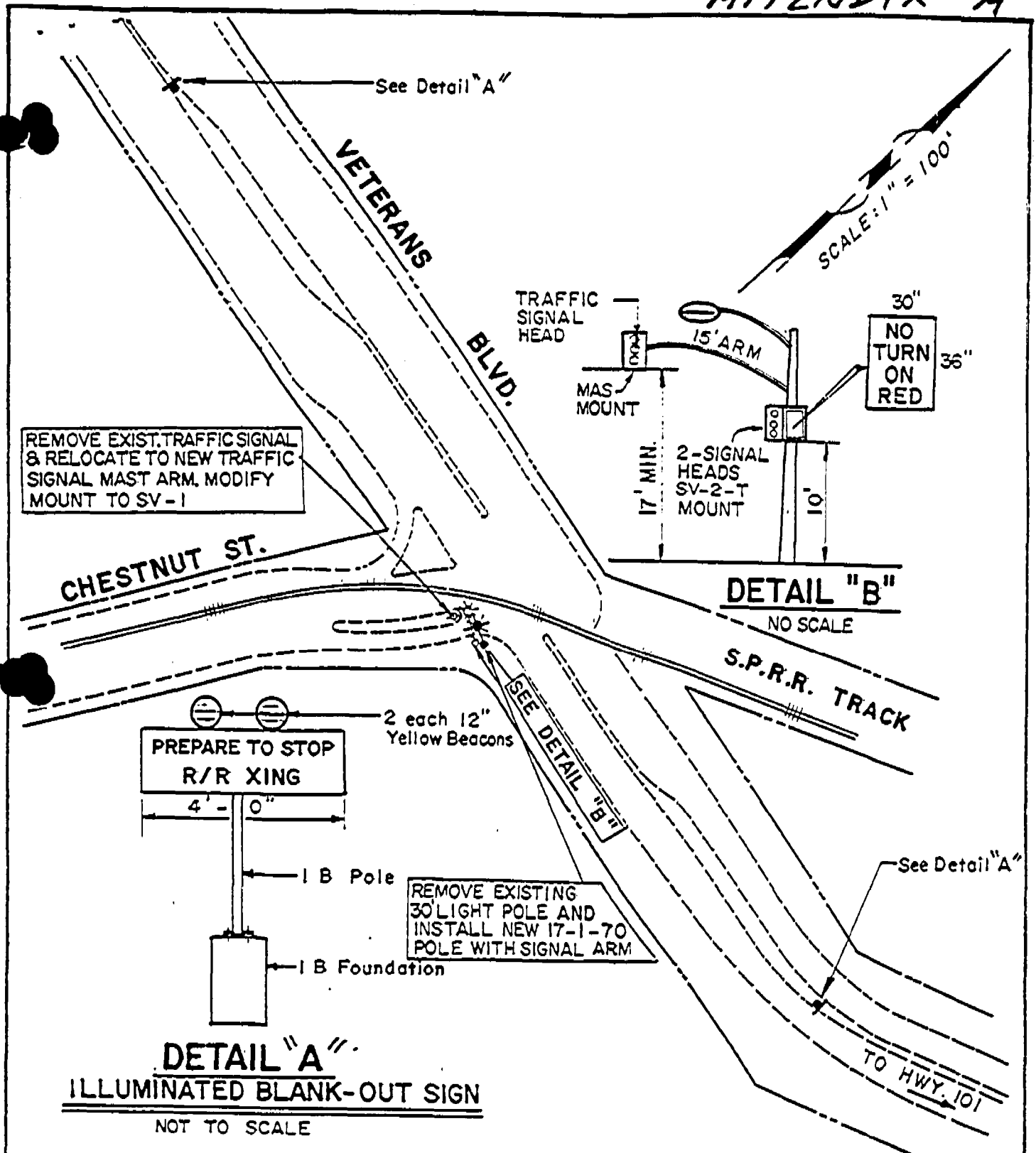
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I hereby certify that this Resolution was adopted by the Public Utilities Commission at its regular meeting on July 22, 1992. The following Commissioners approved it.

  
NEAL J. SHULMAN  
Executive Director

DANIEL Wm. FESSLER  
President  
JOHN B. OHANIAN  
PATRICIA M. ECKERT  
NORMAN D. SHUMWAY  
Commissioners

# APPENDIX A



**DETAIL "A"**  
**ILLUMINATED BLANK-OUT SIGN**  
 NOT TO SCALE

DELINEATED	DATE 5/11/92
M. S. GITO	DATE
APPROVED	DATE

**CITY OF REDWOOD CITY**  
**ENGINEERING DIVISION**