

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Safety Division
Rail Transit Safety Branch

RESOLUTION ST-5
April 10, 1991

R E S O L U T I O N

AUTHORIZING SANTA CLARA COUNTY TRANSPORTATION AGENCY
TO DEVIATE FROM SECTION 5.3.3.2 OF GENERAL ORDER 143 AT
BRIDGE #37-X-3 AND SECTION 5.3.4 OF GENERAL ORDER 143 AT
CAPITOL STATION ON THEIR LIGHT RAIL SOUTH LINE IN SAN
JOSE.

SUMMARY

By letters of February 28 and March 13, 1991, Santa Clara County Transportation Agency (SCCTA) requests authority to deviate from the side clearance and emergency walkway requirements of General Order 143 at Bridge #37-X-3 and Capitol Station, respectively, on their light rail South Line in San Jose.

BACKGROUND

The first location for which a deviation is sought is at Bridge #37-X-3 over Union Pacific Railroad tracks, just southerly of Tamien Station. A concrete wall, which is part of the bridge structure supporting a chain link fence is as high as 7 inches above top of rail and extends 180 feet along the entire length of the bridge. The wall is as close as 11 inches from the side of a light rail vehicle on the northbound track. General Order 143, Section 5.3.3.2 requires this structure to have a minimum side clearance of 12 inches from the side of a light rail vehicle.

A deviation is also requested for a second location adjacent to the northbound track at Capitol Station. From the north end of the elevator building to the south end of the passenger platform, a distance of 81 feet, wall and fence structures are as close as 28 inches from the side of a light rail vehicle. A highway barrier wall, located on the opposite side of the northbound track, is as close as 15 inches from the side of a light rail vehicle. This area is required to have an emergency walkway. Staff has determined that emergency walkways required by General Order 143, Section 5.4.3 should extend laterally at least 30 inches from the side of a light rail vehicle.

At both locations for which deviations have been requested, the light rail right-of-way is constrained by the rights-of-way of State Route 87. Additionally, both locations are in exclusive rights-of-way where no public access is permitted.

DISCUSSION

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.

Inspections at Bridge #37-X-3 disclosed an emergency walkway, of at least 30 inches in width, exists on the side of the track opposite the reduced side clearance wall. The area is free of obstructions and light rail operators have a clear line of sight throughout the area. Additionally, the bridge is in an exclusive right-of-way, in the freeway median, where no public access is permitted.

Inspections at Capitol Station disclosed that the reduced emergency walkway width exists along a concrete wall as high as 7 inches above top of rail except at the ends where the wall extends to 4 feet above top of rail. Between the end points, a metal fence is located at least 34 inches from the side of a light rail vehicle. In addition, SCCTA Operating Rule 4.20.4 requires "Trains which are not stopping at a station must not exceed 25 mph while passing station platforms. Bells must be sounded when going through the stations or when passing other trains that are stopped in a station on the opposite track." An emergency walkway in excess of 30 inches wide exists south of the reduced width emergency walkway and a passenger platform exists north of the area.

PROTESTS

No protests or objections have been received.

FINDINGS

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.

THEREFORE, 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:

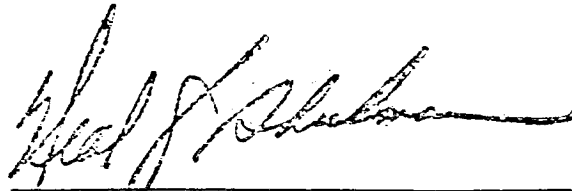
1. Authority to deviate from General Order 143, Section 5.3.3.2 applies to the concrete wall 7 inches above top of rail, 180 feet long on Bridge #37-X-3 adjacent to the northbound track of the SCCTA South Line.
2. Authority to deviate from General Order 143, Section 5.3.4 applies to the area bounded by the north end of the elevator building to the south end of the passenger platform, a distance of 81 feet, adjacent to the

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northbound track at Capitol Station of the SCCTA South Line.

3. Authority to deviate from of General Order 143 shall apply only to locations and requirements 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. SCCTA shall maintain and enforce an operating rule, which at a minimum, shall require that trains which are not stopping at Capitol station on the northbound track shall not exceed 25 miles per hour while passing station platforms. Bells shall be sounded when passing through the station or when passing other trains stopped in that station on the opposite track.
6. An emergency walkway, at least 30 inches in width shall be maintained immediately south of the location described in condition 2. A passenger platform of adequate width shall be maintained immediately north of the location described in condition 2.

I hereby certify that this Resolution was adopted by the Public Utilities Commission at its regular meeting on April 10 , 1991. The following Commissioners approved it:



NEAL J. SHULMAN
Executive Director

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