

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-100098
)	
City of Fife)	PETITION TO OPEN A
_____)	PEDESTRIAN ONLY AT GRADE
Petitioner,)	RAIL CROSSING
)	
vs.)	
Union Pacific Railroad (UPRR))	
_____)	
Respondent)	
)	
.....)	
_____)	

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The Petitioner asks the Washington Utilities and Transportation Commission approve construction of an at grade pedestrian railroad crossing as described in this petition.

Section 1 – Petitioner’s Information

City of Fife _____ Petitioner 5411 23 rd Street E _____ Street Address Fife, WA 98424 _____ City, State and Zip Code _____ Mailing Address, if different than the street address Russell Blount, P.E. _____ Contact Person Name 253-922-2489 rblount@cityoffife.org _____ Contact Phone Number and E-mail Address
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Section 2 – Respondent's Information

Union Pacific Railroad Co.
Respondent
9451 Atkinson Street
Street Address
Roseville, CA 95747
City, State and Zip Code
Mailing Address, if different than the street address
Terry Anderson, Manager Industry & Public Projects
Contact Person Name
916-789-5134 TAANDERS@UP.COM
Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing railroad	Union Pacific Railroad							
2. Located in the	1/4 of the	1/4 of Sec.	7	, Twp.,	20N	Range	4E	W.M.
3. GPS location, if known								
4. Railroad mile post (nearest tenth)	149.08							
5. City	Fife	County	Pierce					

Section 4 – Rail Crossing Traffic

1. Name of railroad(s) operating at the proposed crossing Union Pacific Railroad

2. Type of railroad at crossing Common Carrier Logging Industrial
 Passenger Excursion

5. Type of tracks at the proposed crossing Main Line Siding or Spur

6. Number of tracks at the proposed crossing 1

7. Average daily train traffic, freight 12

Authorized freight train speed 55 Operated freight train speed 18.4

8. Average daily train traffic, passenger 0

Authorized passenger train speed Operated passenger train speed

8. Will the proposed crossing eliminate the need for one or more existing crossings?

Yes No x

9. If so, state the distance and direction from the proposed crossing.

10. Does the petitioner propose to close any existing crossings?

Yes No x

Section 5 – Current Highway Traffic Information

1. Name of roadway/highway 54th Avenue East (adjacent)
2. Roadway classification Roadway at 54th Avenue is currently open with access limited to daily police patrol, and emergency response vehicles.
3. Road authority City of Fife
4. Average annual daily traffic (AADT) 1.5
5. Number of lanes 2
6. Roadway speed 25
7. Is the crossing part of an established truck route? Yes _____ No x
8. If so, trucks are what percent of total daily traffic? _____
9. Is the crossing part of an established school bus route? Yes _____ No x
10. If so, how many school buses travel over the crossing each day? _____
11. Describe any changes to the information in 1 through 7, above, expected within ten years:

Section 6 – Description of Proposed Crossing

1. Describe in detail the reasons for constructing a crossing at this location

The proposed crossing is in the interest of improving safety for pedestrian users. The 54th Avenue vehicular crossing is too narrow to accommodate both pedestrian and vehicular traffic. At the time that the 54th Avenue vehicular crossing was created, there was only scattered farm housing on the south side of the railroad right of way, as the entire area was located in unincorporated Pierce County, and the primary use was for agriculture. Thus, the primary use of the crossing was for vehicular use, with very little, if any, pedestrian use.

Currently, all of the land south of the 54th Avenue Vehicle Crossing has been annexed into the City and is thus now designated urban. In the last 10 years there have been thousands of homes constructed south of the railroad right of way. This, combined with in the same time frame the opening of the Columbia Junior High School and a joint school district and City of Fife sports field complex north of the railroad right of way and adjacent to the 54th Avenue vehicular crossing, has created a situation where the pedestrian use of the 54th Avenue vehicular crossing has increased exponentially. The only legal option that pedestrians have to go from this major residential area south of the tracks to the school or the park on the north is to walk approximately 1.5 miles to the crossings located at either 70th Ave East or Frank Albert Rd East. The crossing at Frank Albert Rd East would take pedestrians on a 0.6 mile stretch of Levy road that has no sidewalks and no shoulder on which to safely walk. The crossing at 70th Ave East has no sidewalks forcing pedestrians onto the roadway and would take them along 1.1 miles of Valley Ave. which is a very active street at all hours of the day. The children have chosen the most direct, and but for the current crossing being designed for vehicle travel, the safest route to the play area and junior high school. The children have also, on a regular basis cut the fence along the rail road right of way and adjacent to the park, to gain direct access from the housing development to the play area. This is an unsafe condition that needs to be addressed with the pedestrian crossing.

Unfortunately, the existing 54th Avenue vehicular crossing will not safely accommodate both vehicular and pedestrian traffic. The 54th Avenue vehicular crossing is currently used daily for police patrol, and is used on an ongoing basis for emergency response. In addition, the vehicular crossing is used for general vehicular traffic use in times of area wide emergency. This occurred as recently as January 2009 during Fife's voluntary evacuation of the area south of the UPRR tracks during a flood event. Given that the levee that protects the City from Puyallup River flooding has now been decertified by the U.S Corps of Engineers, and the fact that there is no funding for levy replacement, the City anticipates that there will be continued need for utilizing the 54th avenue vehicular crossing for general traffic use. A safe crossing design for pedestrian use involves the use of chicanes, as is proposed for the new pedestrian crossing Chicanes force pedestrians to look both ways before crossing the tracks. The current vehicular crossing is not wide enough to accommodate both general traffic flow and a pedestrian walkway that includes chicanes. Addition of pedestrian chicanes within the limits of the existing vehicular crossing would reduce the vehicular crossing to one lane in width, which is too narrow for emergency evacuations.

2. How far is the nearest alternate access across the tracks from the proposed crossing?

70th Ave East – 1.05 miles east along the tracks

Frank Albert Road East - 0.54 miles west along the tracks

See No.1 above for additional discussion.

3. Describe the alternate access route, including distance

Alternate access using 70th Ave East: Go 0.34 miles north on 54th Ave. E., turn right onto Valley Ave. E. and continue 1.1 miles, turn right onto 70th Ave. E. and go 0.3 miles to arrive at the crossing (no sidewalk). Continue 0.25 miles along 70th Ave. E. to Radiance Blvd. E. Follow Radiance Blvd. for 1.1 miles, turn right on 54th Ave East and go 0.2 miles. Total trip 3.2 miles

Alternate access using Frank Albert Road East: Go 0.57 miles north on 54th Ave. E., turn left onto 20th St. E. and continue 0.5 miles, turn left onto Frank Albert Road East and go 0.42 miles to arrive at the crossing. Continue down Frank Albert Road East 0.4 miles, make a left on Levee Road and proceed 0.6 miles (no sidewalks or shoulders). Turn left on 54th Ave. East and proceed 0.4 miles. Total trip 2.9 miles.

Section 7 – Illustration of Crossing

Attach a diagram, drawing, map or other illustration showing the location of the railroad and the proposed location of the crossing. Also include proposed warning signals and signage. Include the parcels of private property located on both sides of the proposed crossing for a distance of 500' from the crossing and the name and mailing address of each property owner.

Section 8 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in this matter.

Docket Number _____

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We do not oppose the proposed at grade pedestrian crossing and consent to a decision by the commission without a hearing.

Dated at _____, Washington, on the _____ day of
_____, 20 ____.

Printed name of Respondent

Signature of Respondent's Representative

Title

Phone number and e-mail address

Mailing address