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## PUBLIC UTILITIES COMMISSION

515 L STREET, SUITE 1119  
SACRAMENTO, CA 95814



February 9, 2010

File No. G1001001 / 001A-6.10

Jeffrey L. Egeberg  
Manager of Engineering  
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City of Berkeley  
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Berkeley, CA 94704-1155

**Re: General Order 88-B Request for Authority to Alter the Addison Street Highway-Rail Crossing, CPUC Crossing No. 001A-6.10, DOT No. 751177P, in City of Berkeley, Alameda County.**

Dear Mr. Egeberg:

This refers to your letter dated December 14, 2009 and received by us on January 11, 2010 requesting authorization pursuant to Commission General Order (GO) 88-B to alter an at-grade highway-rail crossing of the Union Pacific Railroad (UPRR) track in the City of Berkeley, Alameda County. The crossing is identified as the Addison Street Highway-Rail Crossing, CPUC Crossing No. 001A-6.10<sup>1</sup>, DOT No. 751177P.

The Addison Street crossing is a crossing of 2 mainline and 2 other tracks on the UPRR Martinez Subdivision. Addison Street runs east-west with one lane in each direction. The railroad track runs north-south, intersecting at approximately 90 degrees. Approximately 74 trains per day run through the crossing, with passenger train speeds limited to 79 MPH, though typically traveling slowly due to the nearby station stop. Addison Street carries approximately 2,600 vehicles per day and has a statutory speed limit of 25 MPH. The crossing is currently equipped with One (1) Commission Standard 9 (flashing light signal assembly with automatic gate) warning device along the eastbound approach and One (1) Commission Standard 9-A (Standard 9 with additional overhead flashing light signals on a cantilever) warning device along the westbound approach. The sidewalk on the north side of the street is continuous, but does not have sufficient width. The sidewalk along the south side of the street is not continuous in the southwest quadrant. Due to unusual placement of a driveway, asphalt curb, and a railroad crossing warning device in this quadrant, the sidewalk is currently obstructed.

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<sup>1</sup> The previously assigned CPUC Crossing No. 001A-9.10 was changed to 001A-6.10 in November 2009 to match Union Pacific Railroad mileposts along the Martinez Subdivision in Alameda County and Contra Costa County.

The City proposes to make improvements to the roadway and sidewalk across and in the vicinity of the railroad crossing. The City states that benefits of the proposed project include both public safety and convenience. The improvements are focused on pedestrian safety through construction of a continuous path/sidewalk across the tracks, but will also address bicycle and vehicular safety through marking improvements, parking prohibitions and installation of a raised center median.

The proposed alterations as indicated in the request letter and/or shown in the attachments shall consist of:

- Installing new concrete sidewalk on all quadrants, except for the southwest quadrant;
- In the southwest quadrant, removing of a section of asphalt curb near the Standard 9 warning device to provide a route accessible to wheelchairs;
- Installing ADA compliant Detectable Warning tactile strips (truncated domes) extending across the full width of the pedestrian traveled way in each quadrant, per plans;
- Installing markings for pedestrians stating “STOP HERE ON FLASHING RED”;
- Installing crosswalk striping across the track;
- Installing traversable reflective center medians along each approach, and providing a gap for driveway access east of the tracks;
- Installing KEEP CLEAR markings in the westbound lane at the median gap;
- Installing bikeway share the road markings (“sharrows”) and associated signage;
- Installing and maintaining parking prohibition through red curb and signage within at least 71 feet of the active tracks on each quadrant, except for the northeast quadrant where a slightly shorter distance is available between the tracks and nearest driveway;
- Installing curb-cuts (steepened driveways) in each quadrant for railroad maintenance access; and,
- Installing street lighting near the tracks in the northwest and southeast quadrants.

The City’s request states that no alterations to the existing railroad crossing automatic warning devices are proposed as part of this project. CPUC staff supports the City’s efforts to pursue the proposed improvements despite the project scope being limited to work that does not directly involve the railroad and which does not obstruct existing access to property in the southwest quadrant. However, CPUC staff does have serious concerns about the driveway in the southwest quadrant. The City should pursue elimination of the driveway for the following reasons:

- It is not possible to place automatic gate arms to cover this approach;
- Movements in or out of this driveway can queue vehicles on the track;
- The driveway limits pedestrian safety improvements in the vicinity of the crossing; and,
- The driveway appears to be the reason that the Standard 9 warning device in the southwest quadrant is approximately 50 feet from the nearest active track. Additional distance between the gate arms at a crossing makes them easier to circumvent.

CPUC staff also notes that there are 2 tracks which appear to be abandoned at the crossing. Abandoned tracks should be removed from the roadway.

Staff has investigated the City’s request, and finds it adequately addresses compliance and safety. As the City and UPRR are in agreement as to the design and apportionments of the cost under the

provisions of GO 88-B, you may proceed with the modifications as described in your request letter and attachments and summarized above.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the CA MUTCD, published by Caltrans.

All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

This authorization shall expire if the above conditions are not complied with or if the work is not completed within 2 years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, the Commission's Rail Crossings Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the City shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) as outlined on the web page.

If you have any questions, please contact Kevin Schumacher at (415) 703-1208 or [shk@cpuc.ca.gov](mailto:shk@cpuc.ca.gov).

Sincerely,



Daren Gilbert, Supervisor  
Rail Crossings Engineering Section  
Consumer Protection and Safety Division

CC: Jim Smith, UPRR