

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



May 24, 2011

File Number: G.11-04-001

Nader Kamal
Special Projects Engineer
City of Sacramento
Department of Transportation
915 I Street, Room 2000
Sacramento, CA 95814

Re: General Order 88-B Request for Authority to Alter the 8th Street Highway-Rail Crossing, CPUC Crossing No. 083NA-0.15, in the City of Sacramento, Sacramento County

Dear Mr. Kamel:

This refers to your letter dated March 31, 2011 and received by us on April 4, 2011 requesting authorization by the City of Sacramento (City), pursuant to Commission General Order (GO) 88-B, to alter an at-grade highway-rail crossing in the City of Sacramento, Sacramento County. The crossing is identified as 8th Street (at K Street) Highway-Rail Crossing, CPUC Crossing No. 083NA-0.15.

At the crossing location, there is a Sacramento Regional Transit District (SRTD) track running westbound along K Street and a single track running northbound along 8th Street. Just south of the intersection, the single track along 8th Street diverges: one track continues northbound on 8th Street and the other turns right onto K Street. At the intersection, there is a switch track that connects the westbound track on K Street to the northbound track on 8th Street.

K Street is currently a pedestrian mall that is not open to vehicular traffic between 7th Street and 13th Street.

As part of its K Street Project, the City plans to reintroduce two-way vehicular traffic to K Street between 8th and 12th Streets with passenger vehicles sharing lanes with existing light rail transit operations. The roadway will be 32 feet wide and run between the existing tactile warning strips that line the SRTD alignment along the current pedestrian mall area. The roadway will be striped to create two 11 foot wide travel lanes and 5 foot buffer strips between the travel lane and tactile warning strips.

Planned vehicle speed will be 15 to 20 mph with SRTD running approximately 130 trains per day at a maximum speed of 20 mph. New train signal timing and operational strategies will be implemented to protect phasing, signal coordination and pre-emption timing. Vehicle turn restrictions during peak hour periods and other methods will be implemented to reduce vehicle-train conflicts and minimize delay of light rail trains. Trucks will not be allowed on K Street in the

project area. Bikes will continue to be allowed on K Street, with bicycles sharing traffic lanes with vehicles and light rail trains.

New signage will direct pedestrians to intersection crossing areas. The pedestrian sidewalk area will be defined as the area between the face of the buildings on K Street and the existing tactile warning strips that run parallel to the tracks along both sides of K Street. There will be no curbs between the street and sidewalks. The edge will be defined by the tactile warning strips, streetscape features and/or bollards.

There will be no on-street parking within the project area. Three drop-off areas, which are simply short areas where additional width and lane striping provide pull out areas for local business drop-off and pick-up, will be located at the south side of the 1000 block, the south side of the 900 block, and the north side of the 800 block of K Street. The drop off areas will be approximately 60 feet long and provide storage for up to 3 vehicles. These areas will allow patron drop off and pick up without conflicting with light rail trains.

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

- Modifying the existing traffic signal, including full pedestrian controls and timing plans to fit the new east/west vehicle phases into the existing City and SRTD signaling systems;
- Restriping K Street and the intersection per CA MUTCD requirements, per plan;
- Relocation and placement of ADA compliant detectable warning tiles, per plan;
- Addition of CA MUTCD compliant signs along K street and 8th streets, per plan;
- Installation of bollards along the corners, per plan, to direct and channelize bicycles, pedestrians and vehicular traffic to the crossing location.

All pavement markings and advance warning signs will be placed in accordance with the CAMUTCD.

The City states in its GO88-B request letter that “The objective is to enhance K Street as a vibrant part of downtown and support its economic activity by incorporating vehicle traffic to generate additional economic development and increase vibrancy. In addition, the project would increase access and visibility to businesses, promote a safe environment by adding more “eyes on the street” and ultimately stimulate additional economic activity.”

Staff has investigated the City’s request, and finds it adequately addresses compliance and safety. As the City and SRTD are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, you may proceed with the improvements 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 the California Department of Transportation.

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

On November 4, 2010, in Resolution 2010-632, the City adopted a Mitigated Negative Declaration (MND) for the Cars on K Street project. The MND stated that there is no substantial evidence that the Project will have a significant effect on the environment. It also stated that a Mitigation Reporting Program (MRP) was incorporated as part of the approval process for the project. The MRP requires all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the MRP.

This authorization shall expire if the above conditions are not complied with or if the work is not completed within three 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/static/transportation/crossings/formg.htm> This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

If you have any questions, please contact David Stewart at (916) 928-2515 or atm@cpuc.ca.gov.

Sincerely,



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

C: Darryl Abansado, SRTD