

PUBLIC UTILITIES COMMISSION

320 W 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



January 27, 2015

File Number: XREQ 2015010007
Park Blvd & K Street
City of San Diego, San Diego County

Jeff Strohminger
Deputy City Engineer
Development Services Department
City of San Diego
1222 First Avenue
San Diego, CA 92101

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Modify the Park Boulevard & K Street At-Grade Highway-Light Rail Transit Crossing, Identified as CPUC Crossing No. 081B-0.25 and DOT No. 911696K, in City of San Diego, San Diego County.

Dear Mr. Strohminger:

This refers to your letter, dated and received by us on December 18, 2014, requesting authorization, pursuant to California Public Utilities Commission (CPUC / Commission) General Order (GO) 88-B, to modify the Park Boulevard & K Street at-grade highway-light rail transit crossing (crossing) of the San Diego Metropolitan Transit System (MTS) San Diego Trolley, Inc. (SDTI), in the City of San Diego (City), San Diego County. The crossing is identified as CPUC Crossing No. 081B-0.25 and DOT No. 911696K.

The proposed alterations are associated with the reintroduction of vehicular traffic lanes in the 12th Avenue right-of-way near the tracks just north of Imperial Avenue. The City proposes to construct the new roadway just west of the existing tracks. In the areas between the crossing, vehicles and pedestrians will be separated from the tracks by curb and wrought iron fence. The City states in the request that the alterations will provide improved vehicular and pedestrian circulation in conjunction with the development of Ballpark Village Parcel C, which is the parcel located just north of Imperial Avenue and west of the MTS tracks. The plans included with the request provide details of the proposed alterations.

The alterations are generally described as:

- Install "STOP" sign;
- Install new, signalized pedestrian crosswalk at the adjacent intersection of 12th Avenue and Park Boulevard;
- Install new curb ramps.; and
- Install "NO PARKING" signs.

The Commission's Rail Crossings and Engineering Branch RCEB investigated the request by the City and finds it adequately addresses compliance and safety. As City and MTS are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the improvements as described in your request dated December 18, 2014, and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission GOs and CA MUTCD.

This project is categorically exempt from the requirements of the California Environmental 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 three years of the date of this letter. Upon written request to RCEB, 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, RCEB may re-evaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, City shall notify RCEB 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 Commission web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rceb@cpuc.ca.gov.

If you have any questions, please contact Kevin Schumacher at kevin.schumacher@cpuc.ca.gov or (415)310-9807.

Sincerely,



Anton Garabetian, P.E.
Program and Project Supervisor
Rail Crossings and Engineering Branch
Safety and Enforcement Division

cc: **(SENT VIA E-MAIL)**
Paul Jablonski c/o Rebecca Zelt, MTS/SDTI
Tom Delaney, Springline Associates