

PUBLIC UTILITIES COMMISSION

320W 4th Street, Suite 500
Los Angeles, CA 90013



December 1, 2015

File Number: XREQ 2015100005
3rd Street
City of San Francisco, San Francisco County

Steven Reel
Project Manager
Port of San Francisco
Pier 1, The Embarcadero
San Francisco, CA 94111

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Modify the 3rd Street At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 002SF-2.05 and DOT Number 016597U, and the 3rd Street and Cargo Way At-Grade Light Rail Crossing, Identified as CPUC Crossing No. 125J-2.84 in the City and County of San Francisco.

Dear Mr. Reel:

This refers to your letter, dated September 23, 2015, received by us on October 22, 2015, requesting authorization, pursuant to California Public Utilities Commission (CPUC / Commission) General Order (GO) 88-B, to modify the 3rd Street at-grade highway-rail crossing, and the 3rd Street and Cargo Way at-grade highway-light rail crossing in the City and County of San Francisco. The 3rd Street highway-rail crossing is identified as CPUC Crossing No. 002SF-2.05 and DOT number 016597U. The 3rd Street and Cargo Way highway-light rail crossing is identified as CPUC Crossing No. 125J-2.84.

The 3rd Street crossing is a four lane street running north and south, with two lanes in each direction of travel and is maintained by the Union Pacific Railroad Company (UPRR). The San Francisco Municipal Transportation Agency (SFMTA) light rail T Line also operates in the median of 3rd Street without sharing the lanes with the vehicular traffic. The light rail transit tracks are separated from vehicular traffic by raised curbs. 3rd Street becomes a drawbridge north of the crossing that can rise to allow cargo ships to pass underneath. While the drawbridge remains functional, the bridge has not been active in the recent years due to the lack of cargo activity. The 3rd Street highway-rail crossing consists of one track traveling east and west. The trains operate at a maximum train speed of 10 miles per hour and the average daily train volume is less than one train per day. The average daily vehicular traffic at this crossing is 24,000 vehicles per day. The 3rd Street highway-rail crossing is protected by two Commission Standard 8-A (flashing light signal assembly with additional flashing light signals over the roadway on a cantilevered arm) warning devices. Freight trains have a "Stop and Proceed" order at the crossing.

The 3rd Street and Cargo Way/Arthur Ave highway-light rail crossing is located south of the 3rd Street highway-rail crossing. The 3rd Street and Cargo Way/Arthur Avenue highway-light rail

crossing is protected by both traffic signals and light rail lunar bars. The intersection is interconnected with railroad preemption.

Port of San Francisco and SFMTA propose the following 3rd Street highway-rail and 3rd Street and Arthur Avenue/Cargo Way highway-light rail crossing improvements:

- Adding a pedestrian crosswalk on the northern leg of the 3rd Street and Arthur Avenue/Cargo Way highway-light rail crossing with new pedestrian signals;
- Relocating the 3rd Street highway-rail crossing Americans with Disabilities Act (ADA) detectable tactile stripes in front of the Commission Standard No 8-A warning devices in the northwest and southeast quadrant;
- Relocating the 3rd Street highway-rail crossing ADA detectable warning a minimum of 12 feet from centerline of the tracks in the southwest quadrant;
- Relocating the 3rd Street highway-rail crossing ADA detectable warning in the northeast quadrant; and
- Removing of the right turn lane from southbound 3rd Street to westbound Arthur Avenue.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request by SFMTA and the Port of San Francisco and finds it adequately addresses compliance and safety. As SFMTA, the Port of San Francisco and UPRR 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 letter dated September 10, 2015, and summarized above are authorized.

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

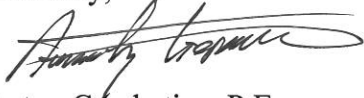
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to RCEB, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, Port of San Francisco 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 Separation*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg.htm>. This report may be submitted electronically to rceb@cpuc.ca.gov.

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If you have any questions, please contact Siavash Mozaffari at (415) 703-1815 or sm4@cpuc.ca.gov.

Sincerely,



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

(SENT VIA EMAIL)

Philip Louie, SFMTA
Kevin Yoder, UPRR

