

PUBLIC UTILITIES COMMISSION

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



April 7, 2016

File Number: XREQ 2016040008
West Los Angeles Drive
City of Vista, San Diego County

Emilio Rodriguez, PE
Senior Engineer
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Modify the At-Grade Highway-Rail Crossing at West Los Angeles Drive, Identified as CPUC Crossing No. 106E-108.20 and DOT No. 027565U, in City of Vista, San Diego County.

Dear Mr. Rodriguez:

This refers to your letter, dated March 25, 2016, and received by us on April 5, 2016, requesting authorization pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the West Los Angeles Drive at-grade highway-rail crossing (crossing) of the North County Transit District – SPRINTER (NCTS) Escondido Subdivision tracks, in the City of Vista, San Diego County. The crossing is identified as CPUC Crossing No. 106E-108.20 and DOT No. 027565U.

The two-lane roadway crosses two NCTS tracks. NCTS operates rail transit service through the crossing, and there is a temporally-separated freight train service by Pacific Sun Railway (PSRR) at night. Approximately 68 transit vehicles operate through the crossing each day with a maximum speed of 48 miles per hour (MPH). One to two freight train movements occur at night at a maximum of 30 MPH. The request states an average daily vehicle traffic count of 3,700 vehicles per day. The roadway speed limit is 25 MPH. Pedestrian and bicycle volume is relatively low, but may increase in the future upon construction of the Inland Rail Trail.

SANDAG plans to construct a multi-use pathway parallel to the tracks along the rail corridor. At West Los Angeles Drive, pathway users would cross the roadway using a crosswalk located adjacent to the crossing. In order to accommodate the pathway users, motorists, and train movement, a traffic signal will be installed.

SANDAG proposes the following alterations as part of the Inland Rail Trail project. These improvements are discussed in greater detail and shown in plans submitted with SANDAG's request:

- Install a 12-foot wide crosswalk pavement lines (referred to by SANDAG as a “Direct Crossing”) for pathway users to cross West Los Angeles Drive just east of the NCTS crossing;
- Install two Americans with Disabilities Act (ADA) curb ramps with detectable warning strips at the crosswalk;
- Install a traffic signal system for motorists and crosswalk users, including a push button for the crosswalk;
- Install railroad preemption for the traffic signal, including a supervisory circuit;
- Install overhead roadway illumination (street lights) in the northwest and southeast quadrants of the crossing;
- Replace the detectable warning surfaces along the sidewalk approaches to the crossing;
- Install California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signs facing motorists including “STOP HERE ON RED,” (R10-6) and “DO NOT STOP ON TRACKS,” (R8-8);
- Install pavement markings for motorists including “KEEP CLEAR” and “WAIT HERE”;
- Install “STOP,” (R1-1) and “PUSH BUTTON FOR GREEN LIGHT,” R10-26 signs facing pathway users on both approaches to West Los Angeles Drive;
- Install a 4-foot high fence along each side of the pathway to channelize pedestrians;
- Increase the width of the raised median from 4-feet to 10-feet; and
- Install a break 12 feet wide in the median at the location of the “Direct Crossing” crosswalk.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by SANDAG and finds it adequately addresses compliance and safety. As SANDAG, City and NCTS 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 March 25, 2016, and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the current version of the CA MUTCD, published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission GOs, ADA requirements and the CA MUTCD.

NCTS must ensure that Emergency Notification Systems signs are installed to comply with CFR 234.309.

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 (3) 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, SANDAG 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 Commission web site at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to rceb@cpuc.ca.gov.

At the conclusion of the project, NCTS should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. Title 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. Commission requests a concurrent copy of the updated inventory form be submitted 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,



Michael Robertson, P.E.
Program Manager
Rail Crossings and Engineering Branch
Safety and Enforcement Division

cc: **(SENT VIA E-MAIL)**
Tim Shell, City of Vista
Ziad Malhas, NCTD