

PUBLIC UTILITIES COMMISSION

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



July 1, 2021

File Number: XREQ 2021060010
Fruitdale Avenue
San Jose, Santa Clara County

Zahi Khattab
Principal Engineer
City of San Jose
200 E. Santa Clara Street, 8th Floor
San Jose, CA 95113

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the Fruitdale Avenue Highway-Rail Crossing, CPUC Crossing No. 82D-4.71 and DOT No. 750161P, in the City of San Jose, Santa Clara County.

Dear Mr. Khattab:

This refers to your email application dated and received by us on March 26, 2021, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Fruitdale Avenue, highway-rail crossing of the Santa Clara Valley Transportation Authority (VTA) tracks in the City of San Jose (City), County of Santa Clara. The crossing is identified as CPUC Crossing No. 82D-4.71 and DOT No. 750161P.

The Commission's Rail Crossings & Engineering Branch (RCEB) staff were tardy in reviewing the request per GO 88-B, resulting in missing the 45-day review period.

The three-track crossing is equipped with four Commission Standard 9 (flashing light signal assembly with automatic gate arm), one Commission Standard 9-A (Commission Standard 9 and additional flashing light signals over the roadway on a cantilevered arm), and one Commission Standard 8 (flashing light signal assembly) warning devices. Fruitdale Avenue is a four-lane street running east-west. VTA operates 116 transit trains per day over the crossing at a maximum speed of 55 miles per hour (MPH). Union Pacific Railroad (UPRR) has operating rights and runs two freight trains per week at a maximum speed of 10 MPH over the crossing. The average daily traffic on Fruitdale Avenue is 11,464 vehicles.

This project is part of the City's Vision Zero policy, which seeks to eliminate traffic-related deaths and severe injuries on its roadways through lane reduction, enhanced crosswalks, and buffered bike lanes. These safety improvements will also support the City's commitment to the Federal Railroad Administration (FRA) to sustain the Quiet Zone on this corridor.

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

- Removing one eastbound and one westbound through-lane on Fruitdale Avenue.
- Installing eastbound and westbound bike lanes through the crossing.
- Removing the intersection limit-line on the west leg of the Fruitdale Avenue and Southwest Expressway intersection.

- Replacing the existing staggered stop bars on the west approach with a continuous perpendicular stop bar across all lanes.
- Relocating the existing vehicle detection loops to the new stop bar location.
- Installing yellow retroreflective stripe at the top of each vertical post of the existing pedestrian barricade in the median.
- Applying the California Manual on Uniform Traffic Control Devices (CAMUTCD) compliant signage and pavement markings, including W10-1, W10-2, W48(CA) “3 TRACKS”, W82-1(CA) “LOOK BOTH WAYS”, W10-9P “NO TRAIN HORN”, R10-6 “STOP HERE ON RED”, R13A(CA) “NO RIGHT TURN ON RED” signs, and “RXR” and railroad limit pavement markings.

The Commission's RCEB staff has investigated the request by the City and finds it adequately addresses compliance and safety. As the City and VTA agree as to the design and apportionments of the cost under the provisions of GO 88-B, the City may proceed with the alterations as described in its request letter, attachments, and summarized above. The City must complete all the proposed alterations described above for RCEB to consider this GO 88-B application closed.

VTA must also ensure that Emergency Notification Signs are installed to comply with Title 49, Code of Federal Regulations (CFR), Section 234.309.

The City shall provide temporary traffic controls in compliance with Section 8A.08, 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 the latest version of the CAMUTCD.

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

At the conclusion of the project, VTA must update the Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. The Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years.

Within 30 days after the completion of this project, the City shall notify RCEB that the authorized work is completed by submitting a completed Commission Standard Form G. 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.

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, the RCEB may reevaluate the crossing prior to granting an extension.

Zahi Khattab
XREQ 2021060010
July 1, 2021
Page 3 of 3

If you have any questions, please contact Eyitejumade 'Ade' Sogbesan at (415) 703-1869 or es3@cpuc.ca.gov.

Sincerely,



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

cc:

Angelique Gaeta, VTA
Peggy Ygbuhay, UPRR