

PUBLIC UTILITIES COMMISSION

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



March 4, 2022

File Number: XREQ 2022020003
Stokes Street
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 Stokes Street Highway-Rail Crossing, CPUC Crossing No. 82D-5.57, and DOT Crossing No. 750163D, in the City of San Jose, Santa Clara County.

Dear Mr. Khattab:

This refers to your email application dated February 4, 2022, received by us on February 7, 2022, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Stokes Street at-grade highway-light 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. 082D-5.57 and DOT Crossing No. 750163D.

The triple-track crossing is equipped with three Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices, one Commission Standard 8 (flashing light signal assembly) warning device, one Commission Standard 9 pedestrian gate warning device, and a traffic pre-signal controlling the combined intersection with rail crossing. Stokes Street is a three-lane street running east-west with one turn lane at the crossing. Southwest Expressway runs in the north-south direction parallel to the tracks. Southwest Expressway is a four-lane street divided by a median with one turn lane at the intersection. VTA operates 116 transit trains per day over the crossing at a maximum speed of 55 miles per hour (MPH), and Union Pacific Railroad (UPRR) operates 2 freight trains per day over the crossing at a maximum speed of 10 MPH. The average daily traffic on Stokes Street is 5,751 vehicles.

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

- Relocating the pre-signal stop bar approximately 40 feet upstream of the nearest pre-signal indication.
- Relocating the vehicle detection loops to the new stop bar location.
- Extending the red curb on the eastbound crossing approach by 105 feet.
- Installing 100 feet of 36" tall yellow retroreflective stripe channelizers along the west leg centerline and spaced 10 feet apart.
- Installing yellow retroreflective striping to the posts in the existing pedestrian barricade in the median island.
- Replacing the R10-11 "NO TURN ON RED" signage on the sidewalk with the R13A(CA) signage.

- Applying the California Manual on Uniform Traffic Control Devices (CAMUTCD)-compliant signage and pavement markings, including "KEEP CLEAR" and "RXR" and railroad limit pavement markings.

The Commission's Rail Crossings and Engineering Branch (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 CAMUTCD, 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 submit an updated inventory form (Form F6180.71) to the Federal Railroad Administration (FRA), reflecting the changes. The Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

Within 30 days after the completion of this project, the City shall notify RCEB that the authorized work is complete by submitting a Commission Standard Form G. Form G requirements and forms can be obtained at the Commission website 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.

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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 Manager
Rail Crossings and Engineering Branch
Rail Safety Division

CC: Angelique Gaeta, VTA
Alisar Aoun, DOT City of San Jose