

PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
Sacramento, CA 95834



September 14, 2010

File Number: G.10-08-016
City of Santa Paula, County of Ventura

John Quinn
Director of Public Works
City of Santa Paula
PO Box 569
970 Ventura Street
Santa Paula, CA 93060

Re: **General Order 88-B Request for Authority to Modify the 7th Street At-Grade Highway-Rail Crossing, CPUC Crossing No. 001BE-414.35, DOT No. 747721J, and the Santa Barbara Street At-Grade Highway-Rail Crossing, CPUC Crossing No. 001BE-414.36, DOT No. 747722R, in the City of Santa Paula, Ventura County.**

Dear Mr. Quinn:

This refers to your letter, dated August 12, 2010 (received August 19, 2010), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing at-grade crossing of the Ventura County Transportation Commission (VCTC) railroad tracks at 7th Street, identified as CPUC Crossing Number 001BE-414.35, and Santa Barbara Street, identified as CPUC Crossing Number 001BE-414.36, in City of Santa Paula, Ventura County.

The 7th Street crossing is immediately adjacent to Santa Barbara Street, which also crosses the tracks just north-east of the 7th Street crossing. The intersection of 7th Street and Santa Barbara Street is two-way STOP controlled, with 7th Street traffic stopping. The 7th Street single track crossing is currently a two lane roadway, one lane of northbound traffic and one lane of southbound traffic. The crossing is equipped with two curb mounted Commission Standard 9 warning devices (Flashing Light Signal Assembly with automatic gate arm). The Santa Barbara single track crossing is currently a two lane roadway, one lane of eastbound traffic and one lane of westbound traffic. The crossing is equipped with two curb mounted Commission Standard 9A warning devices (Flashing Light Signal Assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm).

The City of Santa Paula (the City) proposes to make certain modifications to the crossings to accommodate the Santa Paula Branch Line Recreational Trail pedestrian-bike trail. In addition to Fillmore Western Railway (FWRY) operates 6 freight trains and 1 maintenance train per week over this VCTC line. An Average Annual Daily Traffic (ADT) count of 4600 occurs at these crossings.

The City proposes the following alterations for the 7th Street crossing:

- Upgrade the existing flashers to 12" LED light heads for improved visibility;
- Reapplication of MUTCD compliant pavement markings;

- Relocate the existing Commission Standard 9 warning device, in the N/W quadrant, closer to crossing and reorient the gate arm to parallel with the tracks to accommodate the proposed trail;
- Install additional flashing light pair on the Commission Standard 9 warning device in the N/W quadrant to address the eastbound bike trail approach;
- Relocate and extend the existing Right-of-way fence closer to the tracks and extend to the 7th Street west sidewalk edge, adjacent to the N/W warning device;
- Signage to include; R8-10 (Stop Here When Flashing) at east end of the trail, “LOOK” (R15-8) for both crossing approaches, “Trail Crossing” (W11-1) for both 7th Street approaches to the crossing and both Santa Barbara Street approaches to the adjacent intersection, “Use Crosswalk” (R9-3b) sign at the east end of the trail; and
- Installation of Americans with Disabilities Act (ADA) compliant detectable warning tactile strips on all sidewalk approaches. Placement: a minimum of 36 inches in the direction of travel over the full width of the sidewalk, 2 feet in front of the warning device (where present), but no closer than 15 feet from the centerline of the tracks. (Plan placement of detectable warning in the N/W quadrant should be reviewed to comply with this requirement.)

The City proposes the following alterations for the Santa Barbara Street crossing:

- Upgrade the existing flashers on the 9A warning devices to 12” LED light heads for improved visibility;
- Reapplication of MUTCD compliant pavement markings;
- Install pedestrian/bicyclist safety medians per plan, between the trail and driveway/parking lot, north of the trail, and between the trail and roadway, south of the trail;
- Install;
- Addition of Right-of-way fence between trail and track up to north curb line of Santa Barbara Street;
- Signage to include; “LOOK” (R15-8) for both crossing approaches, “Use Crosswalk” (R9-3b) at the end of the west bound trail, “No Left Turn” sign (R3-2) to prevent left turn movement from the adjacent driveway, and a custom YEILD sign with “yield to crossing” in the raised median along the North curb line of Santa Barbara Street for driveway users; and
- Installation of Americans with Disabilities Act (ADA) compliant detectable warning tactile strips on all sidewalk approaches to the crossing. Placement: a minimum of 36 inches in the direction of travel over the full width of the sidewalk, 2 feet in front of the warning device (where present), but no closer than 15 feet from the centerline of the tracks.

The Commission’s Rail Crossings Engineering Section (RCES) investigated the request filed by the City, and finds it adequately addresses compliance and safety. As the City, VCTC and FWRV 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 letter dated August 12, 2010 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the 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 General Orders and the CA MUTCD.

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

This authorization shall expire if the above conditions are not complied with or if the work is not completed within two years of the date of this letter. Upon written request to this office, 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, RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the City shall notify RCES 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 CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

If you have any questions, please contact Sergio Licon at (213) 576-7085 or sal@cpuc.ca.gov .

Sincerely,



Daren Gilbert, Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

- c: Mary Travis, Rail Manager, VCTC
David Wilkinson, Rail Operator, Fillmore and Western Railway
Ryan Anderson, Carollo Engineering