

## PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115  
SACRAMENTO, CA 95834



June 22, 2011

File Number: G.11-06-001  
City of San Clemente, County of Orange

William Doran  
Director, Engineering and Construction  
Southern California Regional Rail Authority  
279 East Arrow Highway, Suite A  
San Dimas, CA 91773

Re: **General Order 88-B Request for Authority to Alter the San Clemente North Beach Pedestrian Crossing, CPUC Crossing No. 101OR-203.75-D, DOT No. 026978K in the City of San Clemente, Orange County.**

Dear Mr. Doran:

This refers to your letter, dated March 7, 2011 (received June 6, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing at-grade pedestrian crossing of the Southern California Regional Rail Authority (SCRRA) Orange County Subdivision tracks and San Clemente Pedestrian Beach trail in the City of San Clemente (City), Orange County. The crossing is identified by CPUC Crossing Number 101OR-203.75-D and DOT Number 026978K.

San Clemente North Beach Pedestrian is a pedestrian crossing over one SCRRA mainline track. The crossing is currently equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, Commission Standard No. 1-D Pedestrian/Bicycle Crossing Signs, pavement markings and advanced warning signage. The Metrolink Station/North Beach parking lot is adjacent to, and east of the crossing and the beach is west of the crossing. On the beach side, the crossing leads to a ramp that parallels the tracks to the south and a short stairway to the north. The parking lot east of the tracks allows parking perpendicular to the curb, except for a short area that provides the approach to the crossing. In addition to SCRRA passenger trains, the BNSF Railway (BNSF) and the National Passenger Railroad Passenger Corporation (Amtrak) operate freight and passenger trains over this line, respectively.

SCRRA proposes the following modifications to the crossing:

- Install new concrete panels;
- Remove existing pedestrian ramp and on the beach side crossing approach install Americans with Disabilities Act (ADA) compliant five foot wide gently descending walkway with hand railing on southwest quadrant. For the northwest quadrant on the beach side crossing approach, steps will be provided;

- Install ADA compliant detectable warning tactile warning strips on both sidewalk approaches to the crossing;
- Install new pedestrian swing gates on both approaches to be used in combination with in-place Commission Standard 9 pedestrian gate warning devices;
- Install new pedestrian swing gate on northeast quadrant and on southeast quadrant. Modify parking lot fence to accommodate the new pedestrian swing gate on northeast quadrant;
- Application of MUTCD compliant signage and pavement markings; and
- Install signing and striping for the relocated handicapped parking stall nearest the westbound approach to crossing;

We understand that beach-side fencing of the Metrolink right-of-way is planned for the section of track opposite the Metrolink Station, as has been previously discussed with CPUC Staff, but that due to funding issues the installation of the fencing will be deferred to a later date. CPUC Staff has witnessed significant trespass off the station platform to the beach, and feels this is an important safety element that should be implemented prior to establishment of any quiet zone along the line and between the North Beach and Senda de la Playa. And recommends the City, OCTA and or Metrolink locate the relatively modest sum to implement the fencing at this time. The additional fencing, as deferred, is approved herein, and does not require further GO88 authorization.

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 SCRRA, the City, Amtrak and BNSF are all 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 dated March 7, 2011 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 three 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, SCRRA 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](mailto:rces@cpuc.ca.gov) as outlined on the web page.

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SCRRRA must also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. CPUC requests a concurrent copy of the updated inventory form be submitted to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) .

If you have any questions, please contact me at (916) 928-6858 or [daren.gilbert@cpuc.ca.gov](mailto:daren.gilbert@cpuc.ca.gov) .

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive, flowing style.

Daren Gilbert, Manager  
Rail Transit and Crossings Branch  
Consumer Protection and Safety Division

C: William Calderon, City of San Clemente  
Melvin Thomas, BNSF  
Harry Steelman, Amtrak