

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>th</sup> Street, Suite 500  
Los Angeles, CA 90013



May 20, 2019

File Number: XREQ 2019040019  
West Steele Lane  
City of Santa Rosa

Bill Gamlen, P.E.  
Chief Engineer  
Sonoma-Marin Area Rail Transit District  
5401 Old Redwood Hwy, Suite 200  
Petaluma, CA 94954

**SENT VIA E-MAIL**

**Re: General Order 88-B Request for Authority to Alter West Steele Lane At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-55.60 and DOT No. 498566A in the City of Santa Rosa, County of Sonoma**

Dear Mr. Gamlen:

This refers to your letter dated April 17, 2019, received by us on April 22, 2019, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the West Steele Lane at-grade highway-rail crossing (crossing) of Sonoma-Marin Area Rail Transit District (SMART) track in the City of Santa Rosa (City), County of Sonoma. The crossing is identified as CPUC Crossing No. 005-55.60 and DOT No. 498566A.

The single track crossing is equipped with one curb mounted Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm), and one curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. SMART runs 34 passenger trains per day at a maximum speed of 70 miles per hour (mph) and Northwestern Pacific Railroad Company (NWP) runs approximately 2 freight trains per week at a maximum speed of 15 mph through the crossing. The average daily traffic on West Steele Lane is 8,100 vehicles.

The proposed alterations to install enhanced pedestrian safety measures and channelization of sidewalk approaches, as indicated in the request letter and/or shown in the attachments shall consist of:

- Installing two four-foot-tall fence barriers to create a z-pattern on the sidewalk approach in the northwest quadrant;
- Installing two four-foot-tall fence barriers to create a z-pattern on the sidewalk approach in the northeast quadrant;
- Installing two four-foot-tall fence barriers to create a z-pattern on the sidewalk approach in the southeast quadrant;
- Re-aligning the last ten feet of the fence along the right-of-way so that it intersects the sidewalk perpendicularly in the southwest quadrant;
- Installing Americans with Disabilities Act (ADA) compliant detectable warning strip on the sidewalk approach in the southeast quadrant, located a minimum of 12 feet from the centerline of the track;

- Installing a twenty-five-foot long, raised curb barrier located one and one-half feet behind the face of curb in the southeast quadrant;
- Installing an eleven-foot long, raised curb barrier located two feet behind the face of curb in the northwest quadrant; as shown on plans.

The Commission's Rail Crossings and Engineering Branch (RCEB) staff has investigated the SMART's request, and finds it adequately addresses compliance and safety. As SMART and the City are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, you may proceed with the improvements as described in your request letter, attachments, and summarized above.

SMART must also ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CA MUTCD, 2014 Edition, published by the California Department of Transportation.

All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This project is categorically exempt from the requirements of the California Environment 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 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, the RCEB may reevaluate the crossing prior to granting an extension.

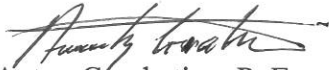
Within 30 days after completion of this project, the SMART shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov//Crossings> . This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov) as outlined on the web page.

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

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If you have any questions, please contact David Stewart at (916) 928-2515 or [atm@cpuc.ca.gov](mailto:atm@cpuc.ca.gov) .

Sincerely,



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

(SENT VIA E-MAIL)

C: Jason Nutt, City of Santa Rosa  
Mitch Stogner, NCRA

