

San Clemente

Quiet Zone / Wayside Horn Experience

Presentation to:

City of Encinitas

Coastal Mobility and Livability Working Group

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City of San Clemente
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Coastal Rail Corridor Before the Beach Trail



Coastal Rail Corridor Before the Beach Trail



Typical RR Crossings – Before



Timeline

- **1998: Original Beach Trail design**
- 1999: Public and Council rejected design
- 2000 – 2003: New design
- 2003: Council approves new design; OCTA approves lease for trail
- 2003: Protest Trail Application CPUC, BNSF, Caltrans Rail Division
- 2004: Settlement agreement with CPUC and BNSF; also Caltrans Rail Division
- 2004: Coastal Commission approval of Trail Plan
- 2005: Start Trail Phase I construction
- 2006: Finish Trail Phase I; FRA Train Horn Rule issued
- 2007: Start Trail Phase II construction
- 2008: Phase II trail complete
- 2011: OCTA completed initial at-grade crossing safety upgrades; AWS initial testing
- Dec 2011: QZ established at North Beach crossings
- April 2014: AWS and additional safety improvements completed
- August 2014: Submitted FRA waiver request
- April 2015: FRA conditionally approved AWS
- Early 2016: Additional fence completed
- **June 2016: Activated AWS**

Beach Trail



Beach Trail



Beach Trail



Beach Trail Fencing Options

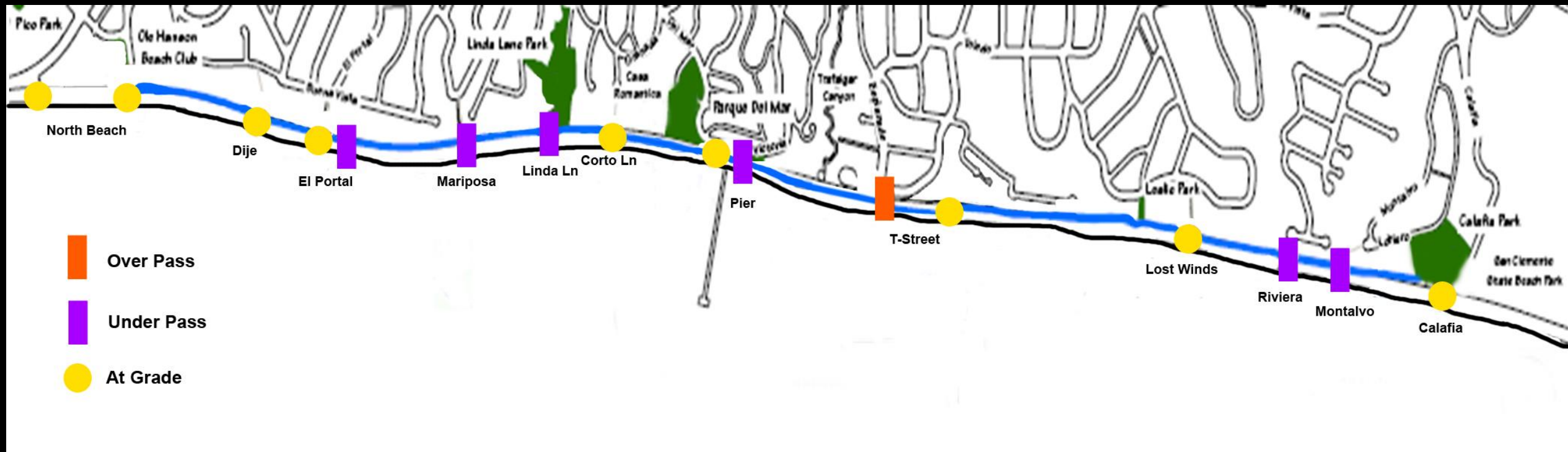


Other Beach Trail Fencing



Beach Trail Area RR Crossings

- 16 total
- 9 CPUC approved at-grade
- 2 crossings QZ
- 7 crossings Wayside Horn



Federal Railroad Administration (FRA) 2006 “Train Horn Final Rule”

- Purpose

- Improve Safety
- Allow Quiet Zones

- Oversight

- Did not deal with “stand alone” pedestrian crossings
- Did not make connection between pedestrian crossings as solution to trespassing deaths

- Result

- San Clemente caught in Federal/State bureaucratic snafu

Train Horn Noise!



Train Horn Noise!





Orange County Transportation Authority Rail Crossing Safety Program

- Improved over 50 rail crossings throughout OC
- Funded mostly by Measure M2 Half-Cent Countywide Sales Tax
 - 88% OCTA
 - 12% Local City Match



North Beach Quiet Zone



Potential Options to Obtain Quiet Zone for Other Crossings

- “Bookend” at-grade crossings with two public vehicular crossings
- Designate Pier private crossing as public – qualify most but not all at-grade crossings under a QZ
- State and/or Federal legislation to allow QZ at pedestrian crossings
- Then pursued AWS via CPUC, nullified by legal action

FRA Waiver Submittal

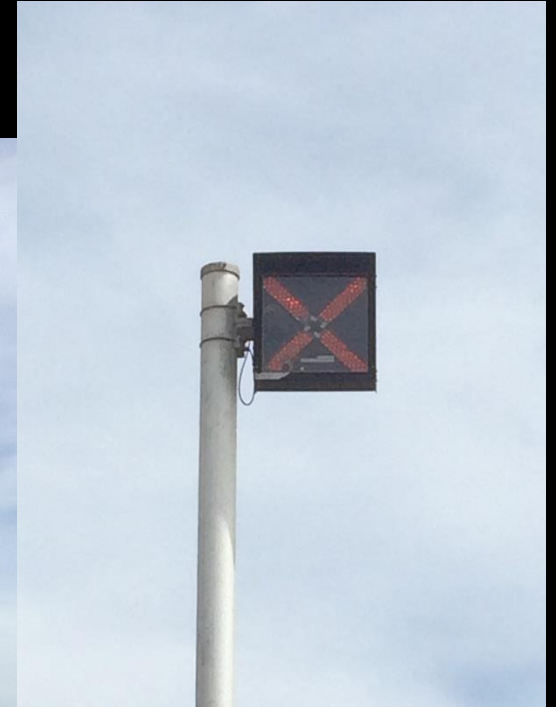
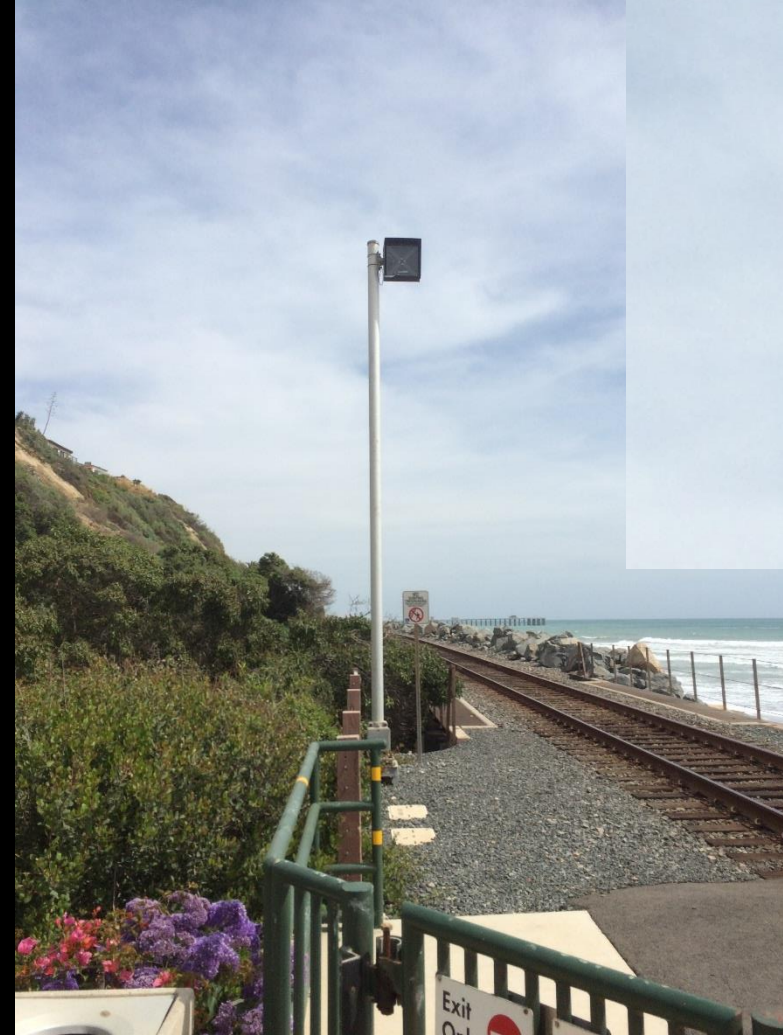
Per FRA Rules of Practice 49 CFR Part 211

- Presented three options
 1. Redefine length of Quiet Zone
 2. Modified Wayside Horn (Audible Warning System – AWS)
 3. Allow Quiet Zone w/o public vehicular crossing
- FRA approved Option 2 with conditions

San Clemente AWS



San Clemente AWS



San Clemente AWS



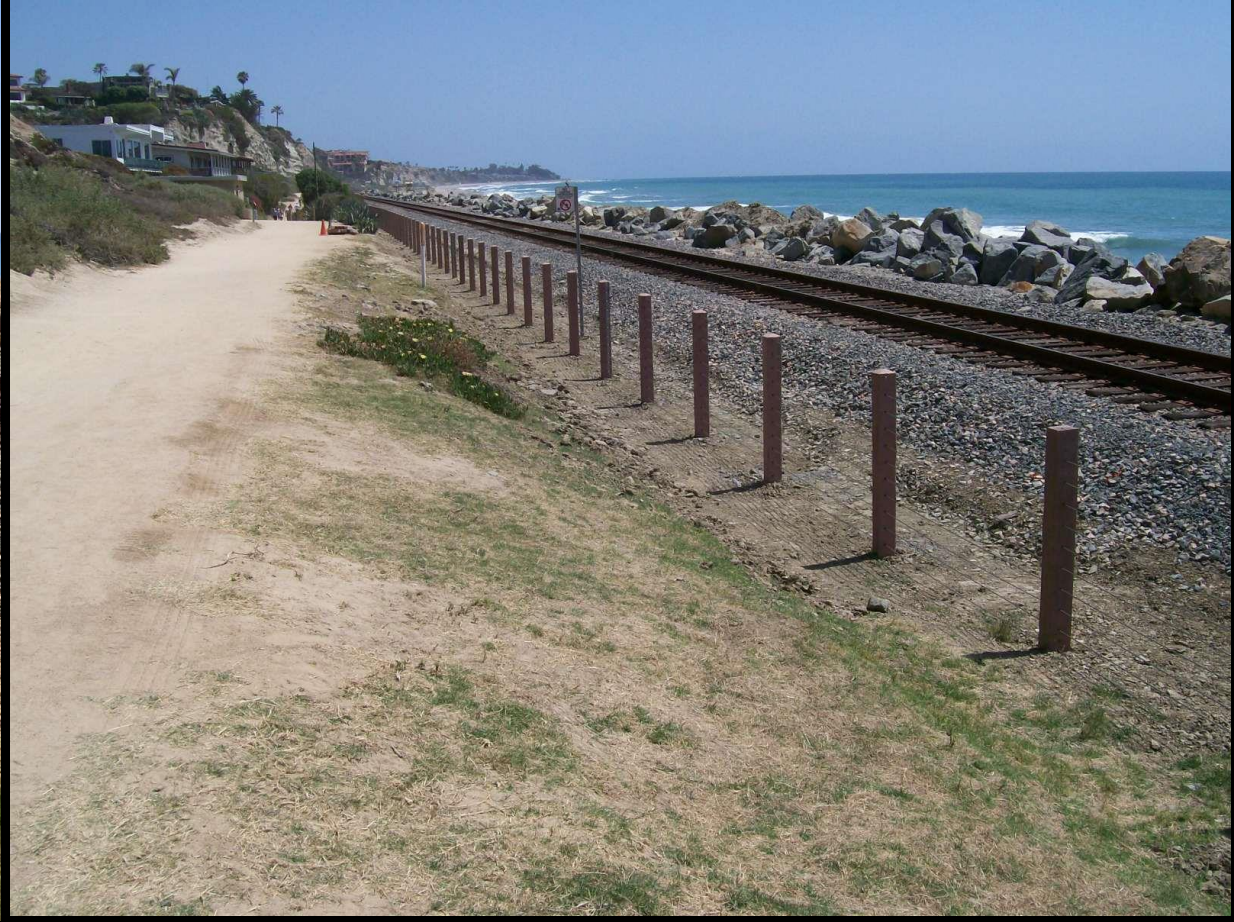
El Portal



FRA Required Fencing



FRA Required Fencing



FRA Required Fencing



TOTAL COST

Almost \$23 million

- Beach Trail incl. crossings: \$15.2 million
- Initial at-grade safety upgrades: \$2.4 million
 - Two vehicle and one ped crossing
- Remainder at-grade safety upgrades, AWS and extra fencing: \$5 million
 - 7 ped crossings
- Ongoing insurance and O&M: \$75-80k