

**PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA**

Rail Safety Division  
Rail Crossings Safety

Resolution SX-161  
August 14, 2025

**R E S O L U T I O N**

Resolution SX-161. Metro Gold Line Foothill Extension Construction Authority on behalf of the Los Angeles County Metropolitan Transportation Authority for Installation of Sound Directional Bell Shrouds on Bells Mounted on Pedestrian Warning Device Assemblies and Omit Bells on Vehicular Warning Device Assemblies.

**PROPOSED OUTCOME:**

- Approves the Metro Gold Line Foothill Extension Construction Authority's (Foothill Authority) request to install bells only on pedestrian warning device assemblies and omit bells on vehicular warning device assemblies at 18 at-grade crossings in the Cities of Glendora, San Dimas, and La Verne, Los Angeles County.
- Approves Foothill Authority's request to install sound directional shrouds on the bells of each pedestrian warning device assembly at the San Dimas Canyon Road crossing in City of La Verne, Los Angeles County.

**SAFETY CONSIDERATIONS:**

- Approval of the resolution will allow the automatic warning device bell sound to be directed to the immediate crossing location for pedestrian safety and minimize noise propagation to the surrounding community.

**ESTIMATED COST:**

- There are no costs associated with this resolution.
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**SUMMARY**

This Resolution approves the Foothill Authority's request to install bells only on pedestrian warning device assemblies and omit bells on the vehicular warning device assemblies at 18 at-grade crossings (crossings) as part of the Foothill Gold Line Phase 2B1 Project (Project). It also approves Foothill Authority's request to install directional shrouds on each pedestrian warning device assembly at the San Dimas Canyon Road grade crossing. Foothill Authority makes this request, on behalf of the Los Angeles County Metropolitan Transportation Authority, to focus the audible bell warning on pedestrians at the crossing locations and mitigate excessive noise impacts on the community.

**BACKGROUND**

By letter dated April 10, 2025, and pursuant to Section 13.1 of California Public Utilities Commission (Commission/CPUC) General Order (GO) 75-D, the Foothill Authority, on behalf of the Los Angeles County Metropolitan Transportation Authority (LACMTA), requests authority to deviate from Section 9.5 of Commission GO 75-D, which requires the installation of a bell or other audible warning device on every automatic warning device assembly that must operate in conjunction with the flashing light signals and be sounded continuously during operation.

The Foothill Authority proposes to install bells only on pedestrian warning device assemblies and omit bells on the vehicular warning device assemblies at 18 crossings as part of the Project. Additionally, Foothill Authority proposes installing directional shrouds on the bells on each pedestrian warning device assembly at the San Dimas Canyon Road crossing.

The Project continues the LACMTA Gold Line light rail transit (LRT) extension from its current terminus in Azusa through the cities of Glendora, San Dimas, La Verne, and Pomona in Los Angeles County. The Project includes approximately 9 miles of double light rail main tracks, in a shared rail corridor with a single BNSF Railway (BNSF) freight and Southern California Railroad Authority (SCRRA) Metrolink commuter rail track, four stations, and 27 crossings.

Foothill Authority is responsible for overseeing the design and construction of the Project. LACMTA will integrate operation of the Project into existing A (Gold) Line LRT service and oversee operation and maintenance of the line once construction is complete.

Foothill Authority requests the exemptions for the crossings along the Project alignment to mitigate the noise to adjacent residential neighborhoods. Single and multi-family

residential areas are in proximity to the crossings. LACMTA plans to operate LRT service seven days a week, with trains ultimately operating on 5-minute headways during peak periods. LACMTA service on existing lines begins at 0400 and ends at 0200 hours daily with extended hours on weekends. BNSF operates one round trip train per day through the 9-mile Project shared rail corridor and Metrolink operates 36 trains per day on the easternmost 1-mile section of the shared rail corridor. The 18 crossings for which these exemptions are being requested are identified in Table 1.

Table 1 – Crossings Subject to GO-75D Exemption Request

Legend:

B – Bell Shrouds

C – Bells on Pedestrian Gates Only, Omit Bells on Vehicular Gates

No.	CPUC Crossing Number	Street Name	City	Exemption Request
1	LRT 84P-25.54 FRT 101PA-115.40	Barranca Avenue	Glendora	C
2	LRT 84P-26.08-B FRT 101PA-114.80	Foothill and Grand Avenue	Glendora	C
3	LRT 84P-26.49 FRT 101PA-114.40	Vermont Ave/Ada Avenue	Glendora	C
4	LRT 84P-26.72 FRT 101PA-114.20	Glendora Avenue	Glendora	C
5	LRT 84P-26.93 FRT 101PA-114.00	Pasadena Avenue	Glendora	C
6	LRT 84P-27.47 FRT 101PA - 113.40	Elwood Avenue	Glendora	C
7	LRT 84P-27.73 FRT 101PA-113.20	Lorraine Avenue	Glendora	C
8	LRT 84P-29.27-BT FRT 101PA-111.70-AT	Lone Hill Avenue	Glendora	C
9	LRT 84P-29.54 FRT 101PA-111.40	Gladstone Avenue	Glendora	C
10	LRT 84P-30.30 FRT 101PA-110.60	Eucla Avenue	San Dimas	C
11	LRT 84P-30.54-B FRT 101PA-110.30	Bonita and Cataract Avenue	San Dimas	C
12	LRT 84P-30.82 FRT 101PA-110.10	San Dimas Avenue	San Dimas	C

No.	CPUC Crossing Number	Street Name	City	Exemption Request
13	LRT 84P-31.09 FRT 101PA -109.80	Walnut Avenue	San Dimas	C
14	LRT 84P-31.60 FRT 101PA-109.30	San Dimas Canyon Rd	San Dimas	B, C
15	LRT 84P-32.36 FRT 101PA - 108.50	Wheeler Avenue	La Verne	C
16	LRT 84P-32.59 FRT 101PA - 108.30	A Street	La Verne	C
17	LRT 84P-32.95 FRT 101PA - 107.94	D Street	La Verne	C
18	LRT 84P-33.06 FRT 101PA - 107.83	E Street	La Verne	C

**DISCUSSION**

Community concern regarding noise from the sounding of bells and other audible warning devices at grade crossings is not new. The issue has been previously addressed by the Commission and several light rail agencies in the State. The development and expansion of LRT systems has increased this concern and the Commission’s Rail Safety Division (RSD) is working with California’s LRT agencies to address the concern without degrading safety at grade crossings.

Bells Only on Pedestrian Warning Devices

Section 9.5 of Commission General Order 75-D states:

“Audible Warning Devices. Bells or other audible warning devices shall be included in all automatic warning device assemblies (except as provided in Section 10) and shall be operated in conjunction with the flashing light signals. *See American Railway Engineering and Maintenance of Way Associations Communications and Signals Manual of Recommended Practice* for reference.”

Foothill Authority proposes to install bells only on the pedestrian warning device assemblies, and not on the vehicular warning device assemblies at 18 crossings. Foothill Authority believes that placing the bells on the pedestrian warning device assemblies, instead of on the vehicular warning device assemblies, will more effectively direct the audible warning to pedestrians using the crossings. This is preferred since the vehicular warning device assemblies are not always adjacent to the pedestrian pathway entrance at crossings.

Directional Shroud

In addition, Foothill Authority proposes to install directional shrouds on the bells of each pedestrian warning device assembly at the San Dimas Canyon Road crossing. The directional shroud proposed is similar in design to that approved by the Commission for LACMTA's use on Phase 1 of the Gold Line through Commission Decision (D.) 05-02-032, dated February 24, 2005.

The design authorized in Commission D. 05-02-032 was for a half-round directional shroud design attached to Western-Cullen-Hayes bells on the warning devices. The design was thoroughly tested by LACMTA and witnessed by Commission staff to meet audible operational requirements of AREMA, the premier national industry organization providing recommended practices pertaining to the design, construction, and maintenance of railway infrastructure. Additionally, during field implementation and testing, the directional shrouds provided a noticeable reduction in bell noise at residences near crossings, while meeting the minimum AREMA sound level requirements of 75 dBA.

Foothill Authority and LACMTA believe that the exemptions sought at these crossings are a practical and reasonable approach for mitigating noise in the communities, and that safety will not be compromised if the exemptions are granted.

RSD has reviewed and analyzed Foothill Authority's request. RSD Recommends that the requested deviation from the requirements of GO 75-D be granted. RSD will coordinate with Foothill Authority and LACMTA to witness testing of the modified audible warning systems and confirm compliance with applicable AREMA sound level requirements.

COMMENTS

Public Utilities Code section 311(g)(1) provides that this Resolution must be served on all parties and subject to at least 30 days public review. Any comments are due within 20 days of the date of its mailing and publication on the Commission's website and in accordance with any instructions accompanying the notice. Section 311(g)(2) provides that this 30-day review period and 20-day comment period may be reduced or waived upon the stipulation of all parties in the proceeding.

The 30-day review and 20-day comment period for the draft of this resolution was neither waived nor reduced.

\_\_\_\_ comments were received.

**FINDINGS AND CONCLUSIONS**

1. Foothill Authority requests a deviation from the requirements of Commission GO 75-D Section 9.5 to install bells only on pedestrian warning device assemblies and omit them from vehicular warning device assemblies at the Project crossings identified in Table 1 in the Cities of Glendora, San Dimas, and La Verne, Los Angeles County.
2. Foothill Authority also requests authority to install sound directional shrouds on the bells of each pedestrian warning device assembly at the San Dimas Canyon Road crossing in City of La Verne, Los Angeles County
3. Commission GO 75-D Section 9.5 requires a bell be included as part of an automatic warning device assembly and operate in conjunction with the flashing light signals.
4. Commission D. 05-02-032, dated February 24, 2005, previously authorized LACMTA's use of directional shrouds on Phase 1 of the A Line LRT service line.
5. Foothill Authority will test the bell shrouds, in the presence of RSD, to confirm they meet the minimum AREMA sound level requirements of 75 dBA.
6. RSD has reviewed Foothill Authority's request for exemption from GO 75-D, Section 9.5 and finds that the request is a practical and reasonable approach for mitigating noise in the community and will not compromise safety.
7. RSD recommends that this resolution be adopted.

**THEREFORE, IT IS ORDERED THAT:**

1. Foothill Authority requests a deviation from the requirements of Commission GO 75-D Section 9.5 to install bells only on pedestrian warning device assemblies and omit them from vehicular warning device assemblies at the Project crossings identified in Table 1 in the Cities of Glendora, San Dimas, and La Verne, Los Angeles County.
2. Foothill Authority also requests authority to install sound directional shrouds on the bells of each pedestrian warning device assembly at the San Dimas Canyon Road crossing in City of La Verne, Los Angeles County
3. Commission GO 75-D Section 9.5 requires a bell be included as part of an automatic warning device assembly and operate in conjunction with the flashing light signals.

4. Commission D. 05-02-032, dated February 24, 2005, previously authorized LACMTA's use of directional shrouds on Phase 1 of the A Line LRT service line.
5. Foothill Authority will test the bell shrouds, in the presence of RSD, to confirm they meet the minimum AREMA sound level requirements of 75 dBA.
6. RSD has reviewed Foothill Authority's request for exemption from GO 75-D, Section 9.5 and finds that the request is a practical and reasonable approach for mitigating noise in the community and will not compromise safety.

This Resolution is effective today.

Commissioner Signature blocks to be added  
upon adoption of the resolution

The foregoing resolution was duly introduced, passed and adopted at a conference of the Public Utilities Commission of the State of California held on June 12, 2025; the following Commissioners voting favorably thereon:

Dated \_\_\_\_\_, at San Francisco, California