

Decision No. 16878.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of  
CITY OF SAN BUENAVENTURA for construc-  
tion of grade crossing on Anacapa  
Street at Ventura, on Coast Line of  
Southern Pacific Company.

Application No. 12,467.

ORIGINAL

H. F. Orr, City Attorney, for applicant.  
H. W. Hobbs, for Southern Pacific Company.

BY THE COMMISSION:

O P I N I O N

In this proceeding authority is sought to construct Anacapa Street at grade across Southern Pacific Company's "Coast Line" in the City of San Buenaventura, Ventura County, California.

A public hearing was held in this matter before Examiner Williams at San Buenaventura, May 11th, 1926.

Anacapa Street is a northerly and southerly street of the City of San Buenaventura, situated in the easterly portion of the city. It is now opened and improved with a graveled surface between Thompson Avenue, on the north, and Southern Pacific Company's right of way, on the south, a distance of about 1,000 feet.

Southern Pacific Company's line passes through the City of San Buenaventura in an easterly and westerly direction. In the vicinity of Anacapa Street the railroad right of way is 100 feet in width. This is an important railroad with a normal daily

train movement of thirty trains per day, of which eighteen are high-speed passenger trains.

Vista Del Mar Drive is located immediately south of the railroad right of way and extends parallel to the railroad property from Ocean Drive, on the east, to Chrisman Avenue, on the west, a distance of about three-fourths of a mile, Ocean Drive being located 1,850 feet to the east of Anacapa Street.

An irregular bluff, located approximately 150 feet to the south of the railroad, divides the natural ground level upon which the railroad is built and the beach property. To the north of this bluff the ground level is about 60 feet higher than that to the south. The district to the south of the bluff has a slight gradual slope to the shore line of the Pacific Ocean.

In this application it is proposed to extend Anacapa Street southward to a connection with Vista Del Mar Drive, which will involve crossing Southern Pacific Company's 100-foot right of way and its main line track. Although there is a temporary driveway, located on private property in the vicinity of Anacapa Street, connecting the two levels separated by the bluff, it is shown that this driveway is narrow, with steep grades; also there is no plan, at this time, to make a permanent connecting road between the high and low level ground in this vicinity.

The nearest public crossings over the railroad to the one proposed herein are, to the east, at Ocean Drive, located a distance of about 1,850 feet, and, to the west, at Pierpont Inn Street, a distance of about 3,200 feet. Ocean Drive crosses the railroad at grade, while at Pierpont Inn Street the grades are separated, as the highway passes under the track.

The view at the proposed crossing is obstructed by buildings and trees on the north side of the railroad.

The record shows that the traffic to be accommodated by this crossing would be primarily limited to that to and from the tier of lots on the south side of the railroad, facing on Vista Del Mar Drive adjacent to Anacapa Street, and from the adjacent district north of the track in going to and from the beach. At the present time practically all of the homes on Vista Del Mar Drive are located near the Pierpont Inn and near the Ocean Drive crossing, therefore, the proposed crossing would be of little convenience to these homes. Due to the small area of the district available for development to the south of the railroad, the traffic from this district could not reasonably be expected to become heavy for a long time to come. The beach vehicular traffic from the district to the north of the railroad, which would use the proposed crossing if constructed, could be accommodated by an extension of Channel Drive along the north side of the railroad, as shown in Exhibit "B" attached to the application.

While the probable vehicular traffic does not appear to justify a grade crossing over such an important high-speed railroad, there does seem to be a reasonable public necessity for a pedestrian crossing over the track at this point. The distance of travel for the pedestrian traffic to the beach, from the district to the north of the railroad, would be shorter in many cases by about 2,000 feet over the distances to the beach by the crossing at Ocean Drive. If, however, a road was constructed which would afford a connection between the high and low ground in the vicinity of Anacapa Street, it would materially increase the area tributary to the proposed crossing and would, therefore, increase the public necessity for a crossing over the railroad at some favorable location.

It was suggested by a Southern Pacific witness that the traffic on Vista Del Mar Drive in the vicinity of Anacapa Street could be afforded a convenient crossing with the railroad by constructing a grade separation in the vicinity of the intersection of the railroad and Prince Barranca, where the topography lends itself favorably to constructing the highway under the railroad. While this suggestion appears to be worthy of consideration, the Commission will not pass upon its merits at this time. Present public needs can apparently be sufficiently met by providing a pedestrian crossing only. Future developments may justify a crossing for vehicles also over the railroad at some point between the Ocean Drive and Pierpont Inn Street crossings, but when such necessity arises it may be found desirable that the crossing be located at some other point than Anacapa Street.

#### O R D E R

Hearing having been held on the above entitled application and the matter now standing submitted and ready for decision,

IT IS HEREBY ORDERED that permission be and it is hereby granted to the Board of Trustees of the City of San Buenaventura, Ventura County, California, to construct a public grade crossing for pedestrians only over Southern Pacific Company's track at Anacapa Street, such crossing to be constructed subject to the following conditions:

(1) The entire expense of constructing said crossing shall be borne by applicant. The cost of its maintenance up to lines two (2) feet outside of the outside rails shall be borne by applicant. The maintenance of that portion of the crossing between lines two (2) feet outside of the outside rails shall be borne by Southern Pacific Company.

(2) Said crossing shall be constructed of a width not

less than twelve (12) feet and at an angle of ninety (90) degrees to the railroad and with grades of approach not greater than six (6) per cent; shall be protected by two suitable wing-fences across the right-of-way, except over the tracks themselves, not more than twenty (20) feet apart and said crossing shall in every way be made safe for the passage thereover of pedestrians.

(3) Posts or turnstiles shall be placed across the said crossing at the right-of-way lines in such manner as to permit free passage of pedestrians, and to effectively prevent the passage of vehicles.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(5) The authorization herein granted for the installation of said crossing will lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(6) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing as to it may seem right and proper and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

IT IS HEREBY FURTHER ORDERED that that portion of the above entitled application asking permission to construct a public grade crossing for vehicles across Southern Pacific Company's

