

REM

Decision No. 25003

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the Matter of the Application of
THE CITY OF MOUNTAIN VIEW, a city
of the sixth class of the State of
California, for an order authori-
zing the widening of the Right of
Way of the Southern Pacific Company
at the intersection of Castro Street
in said city.

Application No. 18000.

Norman E. Malcolm, City Attorney, for Applicant,
E. W. Hobbs, Attorney, Southern Pacific Company,
for Southern Pacific Company, Protestant,
H. B. Durst, for Mountain View Community
League, Protestant.

BY THE COMMISSION:

O P I N I O N

In this application, which was originally filed on March 1, 1932, and amended on May 4, 1932, the City of Mountain View requests authority to relocate the crossing of Castro Street with the tracks of Southern Pacific Company in that city. A public hearing was held at Mountain View June 27, 1932, by Examiner Handford and at this hearing the matter was duly submitted and it is now ready for decision.

Castro Street is the main business street of Mountain View, extending southwesterly from and at right angles with the railroad to an intersection with El Camino Real, the main State Highway. Immediately southwest of the track Castro Street

which crosses the track and extends northerly is intersected by Stierlin Road, beyond the city limits, to and beyond the projected location of the Bay Shore Highway. The existing grade crossing is in reality a crossing of Stierlin Road with the railroad, rather than a crossing of Castro Street. The crossing is at an angle of approximately 60 degrees with the track, is well constructed, protected by a wigwag, and is of adequate width to care for the travel now using Stierlin Road.

The United States Government is now constructing a Naval Dirigible Base about a mile to the northeast of Mountain View and in order to provide a shorter route between the business section of Mountain View and this Base the city has proposed a road to be known as "Moffett Boulevard," connecting with the end of Castro Street near the railroad and extending northeasterly to the proposed Bay Shore Highway, intersecting this highway at the southwest corner of the Dirigible Base. The length of this road is approximately one mile, of which but a short section lies within the City of Mountain View.

The City has let a contract for that portion of Moffett Boulevard which extends from the end of Castro Street to the city limits, a distance of 650 feet and it appears that the city is also contemplating, under the Acquisition and Improvement Act of 1925, to acquire right of way and construct that portion of Moffett Boulevard which lies outside of the city in the unincorporated portion of Santa Clara County. This proceeding has been blocked, temporarily at least, and at present the only portion of Moffett Boulevard which the city has the right to construct is the 650 feet in the city.

There is a street on each side of the railroad property through this portion of the City of Mountain View, Front

Street, being located on the southwestern side, and Railroad Avenue with its extension known as Main Avenue, on the northeastern side. Other than these two streets the proposed Moffett Boulevard does not contact with any other public street or road in the City of Mountain View. The crossing proposed in the amended application would be approximately at right angles to the track and connect Castro Street with the proposed Moffett Boulevard. If the crossing is constructed in this manner, however, it would close the greater portion of the existing crossing of Stierlin Road and traffic using this road would not have direct access across the tracks. Stierlin Road is an old county road serving an agricultural district to the north of the city and with the construction of the Bay Shore Highway will afford a convenient connection between the northerly portion of this highway and the City of Mountain View. Travel between Mountain View and San Francisco will probably use this connection.

The granting of the application was vigorously protested by residents and property owners, particularly those residing along Stierlin Road. It is their contention that there was no necessity for the proposed change in the crossing and existing travel would be better served by the crossing remaining in its present location. A member of the City Council of Mountain View testified there was no proposal before that Body to complete Moffett Boulevard, although other members of the Council had stated that it was their intention to construct the road. The City Clerk also testified there was no action pending for that portion of this road lying outside of the city.

In locating and constructing crossings it is desirable

that the crossing best serve the largest amount of traffic. Stierlin Road is an established county highway and practically all traffic using the crossing at the present time travels on this road, or on Railroad Avenue which intersects it at the railroad right of way line. The construction of Moffett Boulevard to the city limits will develop little, if any, travel across the tracks and even if it is extended at some future date through to the Bay Shore Highway the amount of travel is purely speculative and may not exceed the travel on Stierlin Road.

The present crossing better serves present traffic and under these circumstances we believe it undesirable to disturb existing conditions. If and when the City of Mountain View completes Moffett Boulevard it may be necessary to make the suggested change in the crossing, but we believe that this matter cannot be determined on speculative evidence alone. The application will be denied.

O R D E R

The City of Mountain View, having made application to the Commission for authority to relocate a crossing at the intersection of Castro Street with the tracks of Southern Pacific Company in that city, a public hearing having been held and the matter having been duly submitted and now ready for decision,

IT IS HEREBY ORDERED that the above entitled application be and it is hereby denied.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 25th day of

July, 1932.

C. Seavey

M. A. Am.

M. B. Harris

Commissioners.