

ORIGINAL

Decision No. _____

Decision No. 5384

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
CITY OF SAN BRUNO for the establishment)
of a grade crossing between Elm Street) Application No. 3621
and Angus Avenue in said city.)
.....

W. J. Locke for applicant.
Geo. D. Squires for Southern
Pacific Company.
W.M. Abbott for United Rail-
roads of San Francisco.

GORDON, Commissioner.

O P I N I O N.

In this application the City of San Bruno asks permission to construct a street across the double track lines of the Southern Pacific Company and the United Railroads of San Francisco in order to connect Elm Street and Angus Avenue. As proposed in the application the crossing would have extended from the easterly end of Angus Avenue southeasterly to the westerly end of Elm Street. At the hearing, however, the application was modified to cover a crossing which would be a direct extension of Angus Avenue to the east.

The tracks of the Southern Pacific and the United Railroads are parallel and side by side at the point of the proposed crossing and run in a general northwesterly direction. Parallel and adjacent to the track of the Southern Pacific, which is on the east, is First Avenue; while Huntington Avenue to the west of the United Railroads track is parallel and adjacent to its right of way. Angus Avenue, which runs almost directly east and west, is to the west of, and Elm Avenue is at right angles to and east of, the tracks. The southerly line of Angus Avenue

projected to First Street is about fifty feet north of the north line of Elm Street.

The only crossing at present in the vicinity is at San Mateo Avenue about 1200 feet northerly. To the east of the railroad tracks there is a small community of about forty families whose only way by a legal street of reaching the stores, postoffice and school in the main portion of San Bruno to the west of the tracks is by way of San Mateo Avenue. Between San Mateo Avenue and the proposed crossing there are two footpaths across the tracks, and between that crossing and Sylvan Avenue, the first street to the south, there are two more footpaths, all of which are used by children in going to and coming from school and by children and others to reach the stores and postoffice.

Applicant's reasons for desiring the opening of a crossing in the location proposed can be briefly summarized: The portion of San Bruno east of the track and south of San Bruno Avenue, which intersects San Mateo Avenue about at the crossing of the latter street with the railroad tracks, is shut off from access to the rest of the town during the winter on account of a small stream which makes the southerly portion of the territory impassable after rains, so much so that in wet weather no teams or vehicles of any description can make deliveries. There is no free mail service in San Bruno and the postoffice can be reached only by means of the footpaths across the tracks or by making a long detour to San Mateo Avenue. The Fire Department cannot get to this locality except by means of San Mateo Avenue. In short, San Mateo Avenue, the only street which serves to connect the two sides of the town, is inconvenient at ---

all times for a large portion of the residents east of the track, is occasionally inaccessible and is often blocked by trains on the Southern Pacific, as several switching tracks extend across it.

These reasons are all important and I have no hesitation in recommending that the application be granted. The view at the crossing will be exceptionally good and it is so far south of the switching tracks that only on rare occasions will there be any switching across it. At the same time the Southern Pacific will have in the neighborhood of eighty trains a day over it and the United Railroads cars every ten to fifteen minutes; and a crossing with this amount of rail traffic even with the view open and with light vehicular and pedestrian travel should be well protected. There is a possibility that one automatic flagman connected with all four tracks would be sufficient, especially if it were located in the center of the street, but I do not wish to recommend the installation of a joint flagman until a further investigation has been made. If one flagman will not adequately serve both sets of tracks two flagmen should be installed, one for the protection of each railroad; but this is a matter which can be fully developed and finally passed upon after the engineering departments of the railroads and the Commission have had an opportunity for further investigation.

I would not approve opening this crossing if the foot-paths were to remain open, but both the companies and the city stated that everything in their power would be done to close these paths and to require pedestrians either to cross at Angus Avenue or the existing crossing at San Mateo Avenue.

As I have indicated, there will be a jog in the line of Angus Avenue when it is extended across the tracks to Elm Street with which it is supposed to connect. There is some un-

certainty regarding the width of First Street which lies between the two, but if that street is not over thirty-five feet wide the city should secure property to the north of Elm Street and build a street thereon so the jog can be avoided, and it is probably desirable for this to be done in any event. It was discussed at the hearing and since the city is entirely willing to do what is necessary to avoid a sharp turn I do not believe that it will be necessary to include such a condition in the order.

I recommend the following form of order:

O R D E R

City of San Bruno having applied to the Commission for permission to extend Angus Avenue across the tracks of the Southern Pacific Company and the United Railroads of San Francisco; and a public hearing having been held, and it appearing to the Commission that this application should be granted subject to certain conditions to be hereinafter specified;

IT IS HEREBY ORDERED, That permission be and the same hereby is granted City of San Bruno to construct Angus Avenue across the tracks of the Southern Pacific Company and the United Railroads of San Francisco in accordance with the amended application; said permission to be subject to the following conditions, and not otherwise:

(1) The entire expense of constructing the crossing shall be borne by applicant. The cost of its maintenance thereafter in good and first-class condition for the safe and convenient use of the public shall be borne by applicant, except for that portion between the rails and two (2) feet outside thereof which shall be borne by the respective railroad companies.

(2) Said crossing shall be constructed of a width

of not less than twenty-four (24) feet, with grades of approach not exceeding four (4) per cent, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Southern Pacific Company and United Railroads of San Francisco shall install for the protection of their tracks suitable automatic flagman or flagmen in the center of the proposed crossing, the plans for which shall be approved by the Commission. The expense of furnishing and installing the flagman or flagmen shall be borne by applicant, and the expense of the maintenance thereafter shall be borne, equally by the Southern Pacific and United Railroads of San Francisco in case one flagman is installed, or by each company separately for its own flagman if two are required.

(4) All trails and footpaths between San Mateo Avenue and Sylvan Avenue shall be closed to the public.

(5) 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.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 8th day of May, 1918.

Wm. S. Heelan
Alfred G. Smith
Edwin C. Egerton
Francis R. Herby
Commissioners.