

ORIGINAL

Decision No. 6860.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of )  
THE CITY OF SAN BRUNO, a municipal )  
corporation, for the establishment )  
of a grade crossing in said city at ) Application No. 4701.  
a point 370 feet westerly from )  
Euclid Avenue. )

J. F. Davis, City Attorney, for applicant.

Cyril Appel for United Railroads of San  
Francisco.

C. E. Rockhill for certain residents of  
the Fifth Addition of the City of  
San Bruno.

By the Commission.

O P I N I O N

In this application, filed June 23, 1919, the City of San Bruno, a municipal corporation, seeks to establish a street crossing at grade over the rights of way and tracks of the Southern Pacific Company's Valencia Branch and the United Railroads of San Francisco, at a point 370 feet westerly from Euclid Avenue. This crossing will connect the northerly portion of Huntington Avenue at its easterly terminus with the southerly portion of said avenue.

A public hearing was held at San Bruno on October 27, 1919, before Examiner Satterwhite.

This crossing, if constructed, will allow the residents living within the triangle formed by the Bay Shore Cut-

off, the Valencia Branch and the wye track connecting the two a safer and more direct route into the business portion of San Bruno than that traveled at present. This triangular piece of land is part of the Fifth Addition of San Bruno.

At the present time pedestrians cross the tracks of the Valencia Branch and the United Railroads at Buena Vista Avenue and Forest Lane through gaps in the right of way fences. Vehicular traffic at present is forced to cross the main line of the Southern Pacific (Bay Shore Cut-off) at Scott Street and again at San Mateo Avenue near the Southern Pacific Depot. The United Railroads is also crossed at this point. Both of these crossings are more dangerous than the crossing applied for.

The Southern Pacific Company is evidently not opposed to the granting of this application, as they failed to make an appearance at the hearing. The United Railroads had no particular opposition to offer to the crossing, providing that their cars would not be required to stop at this point. As there are already two stops in this vicinity, an additional stop should not be necessary and will not be required.

#### O R D E R

CITY OF SAN BRUNO, having on June 23, 1919, applied to the Commission for permission to construct a public street at grade over the rights of way and tracks of the Southern Pacific Company's Valencia Branch and the United Railroads of San Francisco, at a point 370 feet westerly from Euclid

Avenue in said City; a public hearing having been held and it appearing to the Commission that the application should be granted;

IT IS HEREBY ORDERED, That permission be and the same hereby is granted the City of San Bruno to construct a street crossing at grade over the rights of way and tracks of the Southern Pacific Company's Valencia Branch and the United Railroads of San Francisco, at a point 370 feet westerly from Euclid Avenue, in the City of San Bruno, County of San Mateo, State of California, as shown by the map attached to the application; said crossing to be constructed subject to the following conditions, viz.:

(1) The entire expense of constructing the crossing shall be borne by the applicant. The expense of its maintenance thereafter in good and first-class condition, for the safe and convenient use of the public, shall be borne by the applicant, with the exception of that portion of the crossing between, and two (2) feet outside of, the rails of the two railroads, which shall be borne by the Southern Pacific Company and the United Railroads of San Francisco, respectively.

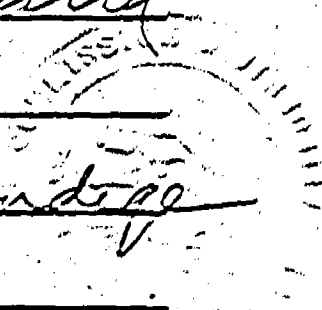
(2) Said crossing shall be constructed not less than twenty-four (24) feet in width, with grades of approach not exceeding four (4) per cent; shall be protected by a suitable crossing sign, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) 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.

Dated at San Francisco, California, this 19th day of November, 1919.

Edwin O. Edgerton  
H. B. Loveland  
H. P. Bunker



Commissioners.