

Decision No. 39112.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of the
CITY OF MOUNTAIN VIEW for permission to
alter and widen the crossing over the
tracks of the Southern Pacific Railroad
Company, at the junction of Castro Street
and Stierlin Road, in said city.) Application No. 20890.

E. L. Maxwell, City Attorney, and Kirkbride and Wilson,
by Ernest A. Wilson, and Wm. J. Locke, for Applicant.

Ansel S. Williams, for Southern Pacific Company,
Protestant.

Frank B. Weaver, for Mountain View Community and Tax Payers
League.

BY THE COMMISSION :

O P I N I O N

In this proceeding the City of Mountain View requests permission to alter and widen the grade crossing of Castro Street over the double track main line of Southern Pacific Company (Crossing No. E-35.9).

Public hearings⁽¹⁾ were held in this matter in Mountain View and San Francisco, and the matter at the last hearing was submitted and is now ready for determination.

The double track main line of Southern Pacific Company, running between San Francisco and San Jose, crosses Castro Street, Mountain View, which street extends southwesterly from the railroad and passes through the main business district of the city. At the

(1) Public hearings were held before Examiner Hall in Mountain View on June 18, 1937, and in San Francisco on June 21st and August 4th, 1937.

crossing herein involved, Stierlin Road from the north and Moffitt Boulevard from the northeast form a junction at Castro Street. Northeast of, adjacent to, and parallel with the railroad right of way is Alma Street.

The existing crossing is about 30 feet wide, conforms to the width and alignment of Stierlin Road, thus crossing the railroad at an oblique angle, and provides for a direct flow of traffic between Castro Street and Stierlin Road. Traffic flowing between Castro Street and Moffitt Boulevard must make two sharp turns at Alma Street.

It is the proposal of applicant to widen and improve the existing crossing in order to relieve the unsatisfactory and inconvenient routing of Moffitt Boulevard traffic from and to the business district of the city. Applicant's original proposal was to widen the southeast side of the crossing to the full width of Moffitt Boulevard, which would result in the crossing having a total width between curbs of approximately one hundred feet along the westbound track; all as shown on Exhibit "A" attached to the application.

Applicant contended that a crossing with its outside curb lines conforming to the curb lines of both Stierlin Road and Moffitt Boulevard was necessary for the free and safe flow of vehicular traffic across the railroad.

Southern Pacific Company objected to the granting of the application on the ground that a crossing of the width proposed would increase the crossing hazard due to the fact that the intersection of the various traffic lanes would be upon the crossing.

Southern Pacific Company, in Exhibit No. 1, offered a modification of applicant's proposal by restricting the width of the crossing and placing the curb lines at right angles to the railroad in order to require vehicles, as nearly as possible, to move over the railroad at right angles to the track. This plan would

require all vehicles moving to and from Stierlin Road to make a turning movement on Alma Street to reach or leave the crossing. This plan was not agreeable to applicant.

At the hearing on June 21st it was suggested that the interested parties, prior to the final hearing, make further studies of a plan for this crossing and endeavor to arrive at an arrangement which would be agreeable to both parties. Such a conference was held on July 21, 1937, between the engineers of applicant, Southern Pacific Company, and the Division of Highways, at which time a plan was developed which appeared to be agreeable to the parties and which was presented at the final hearing (August 4, 1937) as Exhibit No. 12.

This plan does not disturb the northerly curb line of the crossing, but extends its southeasterly curb line to the southeasterly curb line of Castro Street extended northeasterly. This will result in the crossing having a width of about 85 feet along the westbound track. In order to ensure the separation of traffic in the two directions, a traffic island is proposed in the approximate center of the crossing, about midway between the westbound track and the southwesterly line of Alma Street. In addition, two rows of traffic reflector buttons (the most southeasterly to be a double row) from each side of the traffic island to a point on the opposite side of the tracks should be installed. The existing wigwag signal will not be moved, but a second wigwag is proposed on the southeast curb line of Castro Street southwest of the tracks. It is proposed to install upon the traffic island an "R 7 R" sign, bearing the words "Keep to the right."

After a review of the record, it appears that the plan marked Exhibit No. 12 is much superior to any of the plans heretofore offered and its adoption would be a decided improvement over the crossing as it now exists.

In order to further safeguard vehicular traffic at this location, it is recommended that the City of Mountain View establish boulevard stops on Alma Street where it crosses the Moffitt Boulevard-Stierlin Road intersection.

The record indicates that an equitable distribution of construction costs would be for Southern Pacific Company to pay the cost of constructing that portion now occupied as a crossing and prepare its tracks, including guard rail, to receive the pavement for the widened portion of the crossing; and for applicant to bear the cost of constructing the widened portion of the crossing, to install traffic island and reflector button lines on pavement, and to install second wigwag signal.

Southern Pacific Company should maintain: (1) the entire crossing between lines two feet outside of outside rails, and (2) wigwag signals.

Applicant should maintain: (1) the entire crossing outside of lines two feet outside of outside rails, and (2) the traffic island and traffic line buttons.

It is suggested that in addition, traffic lines be painted on the pavement in order that traffic will follow the proper routes in approaching the crossing.

Public convenience and necessity require the improvement of the crossing involved, as hereinbefore outlined, and it will be so ordered.

O R D E R

Public hearings having been held and the matter being duly submitted,

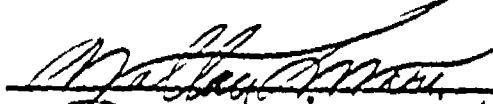
IT IS HEREBY ORDERED that the City of Mountain View, County of Santa Clara, State of California, be authorized to widen

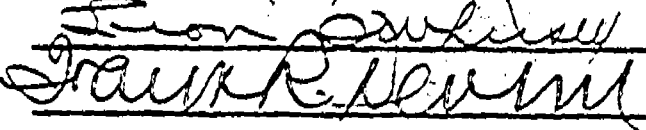
and alter the crossing at grade of Castro Street (Crossing No. E-35.9), over the double track main line of Southern Pacific Company, subject to the following conditions:

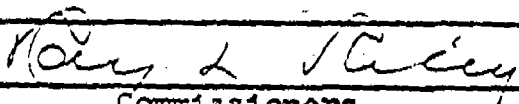
- (1) The location, width, and grades of approach of said crossing shall be substantially as shown on Exhibit No. 12, filed in this proceeding. Said crossing shall be protected by two (2) wigwag signals (Standard No. 3, G.O. 75-A), located as shown on said Exhibit No. 12. (One wigwag in addition to the one now in place).
- (2) Applicant shall bear the cost of: (a) construction of the widened portion of the crossing, exclusive of preparing the track to receive the paving; (b) constructing traffic island and reflector button lines on crossing; and (c) installing one additional wigwag signal (Standard No. 3, G.O. No. 75-A).
- (3) Southern Pacific Company shall bear the cost of: (a) reconstructing the existing portion of the crossing; and (b) preparing the track, including guard rails, to receive the paving of the widened portion of the crossing.
- (4) Applicant shall bear the cost of maintenance of: (a) that portion of the crossing outside of lines two feet outside of the outside rails; and (b) the traffic island and traffic buttons.
Southern Pacific Company shall bear the cost of maintenance of: (a) that portion of the crossing between lines two feet outside of the outside rails; and (b) the wigwag signals.
- (5) Applicant shall, within thirty (3) days thereafter, notify this Commission, in writing, of the completion of the alteration and widening of said crossing.
- (6) The authorization herein granted shall lapse and become void if not exercised within one year from the date hereof, unless further time is granted by subsequent order.
- (7) 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, public convenience, necessity, and safety demand such action.

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

Dated at San Francisco, California, this 13th day of September, 1937.







Commissioners.