

Decision No. 51068**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)  
 Southern Pacific Company for an )  
 order to require that a crossing of) Application No. 35586  
 a public road by a railroad in )  
 Santa Clara County be abolished. )

R. S. Myers, for applicant.  
Leonard Bushnell, for the County of Santa Clara,  
 interested party.  
Stuart G. Bryant, for the City of Mountain View  
 Planning Commission, interested party.  
Charles J. Astrue, for the Commission staff.

O P I N I O N

By the above-entitled application filed July 7, 1954, Southern Pacific Company requests that this Commission make its order requiring that a crossing at grade over its two main line tracks by Ada Street, a Santa Clara County road, be abolished by physical closing.

Public hearing was held on this application on January 6, 1955, at Mountain View before Examiner John Rowe. Evidence both oral and documentary was adduced and the matter was submitted for decision. Notice of this hearing was duly published and posted as required by this Commission.

The assistant division engineer of applicant testified that this crossing constituted a serious traffic hazard; that the roadway was too narrow, being only sixteen feet in width; that the roadway was in poor physical condition and at a severe grade from the south; and that the crossing was at a point obscured by trees. According to the testimony of the trainmaster the tracks at this point were heavily used by passenger trains moving at speeds up to seventy and seventy-five miles per hour, as well as by freight trains moving from twenty to fifty-five miles per hour, and by many switching movements. The only protection at this crossing consists

of two crossing signs, designated as Standard No. 1 in General Order No. 75-B, by one reflectorized railroad crossing sign and two notices attached to the Standard No. 1 signs stating "High Speed Trains."

According to traffic counts made by applicant for the twenty-four hour period of Thursday, December 16, 1954, one hundred forty-eight vehicles passed over this crossing. At the same time there were ten switching movements in each direction and eighty-five trains passed, forty-four moving southward and forty-one northward. A similar count at Easy Street, a crossing seven hundred feet to the north, showed the same train movements and nine hundred seventy-three vehicles.

The Easy Street crossing is additionally protected by one wigwag designated as Standard No. 3 in said General Order No. 75-B. Whisman Street, a crossing approximately fourteen hundred feet to the south, has two such wigwags and two train indicators.

These crossings to the north and south both have much better protection, are wider, in better physical condition and their street traffic is such that they can easily absorb the additional movement to be occasioned by closing Ada Street. The testimony of two landowners residing on Ada Street that the value of their property will be adversely affected does not appear to be supported by the record.

The Commission finds as a fact that the Ada Street crossing designated as P.U.C. E-36.6 is not required by public convenience and necessity; that those needing to cross the tracks have adequate means of doing so over better protected, wider, and better paved roads at only slightly greater distances, and that said crossing at Ada Street constitutes a serious traffic hazard and should be closed to the use of the public.

ORDER

Application therefor having been filed, public hearing having been held and the Commission having found that the public interest requires the granting of the application,

IT IS ORDERED:

1. That the grade crossing over the two Southern Pacific Company main line tracks at Ada Street in Santa Clara County, designated as P.U.C. E-36.6, be closed by constructing proper barriers in such manner as effectively to prevent the use thereof by vehicular traffic.

2. That applicant shall bear the entire cost of closing such crossing as hereinabove authorized.

3. That within thirty days after said crossing is so closed, applicant shall give the Commission written notice of its compliance with the terms hereof.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 1<sup>st</sup> day of FEBRUARY, 1955.

*Robert E. Mitchell*  
*James F. Caldwell* President  
*Robert J. ...*  
*...*  
 Commissioners