

62029

ORIGINAL

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Commission's)	
investigation on its own motion into)	
the sufficiency of passenger train)	
services on Southern Pacific Company)	
between Sacramento and San Francisco)	Case No. 5234
and other points in California)	
(limited to local service of Southern)	
Pacific between San Francisco, San)	
Jose, and intermediate points).)	

ORDER OF DISCONTINUANCE OF INVESTIGATION

Ordering paragraph 1 of Decision No. 55707 in Application No. 38951 and Case No. 5234 directed Southern Pacific Company to prepare and submit to this Commission a set of plans and specifications and cost estimates for a passenger pedestrian underpass at Fourth Street at the Southern Pacific Depot in San Francisco with access stairs to each passenger platform. Ordering paragraph 2 of said order continued the investigation herein to a date to be set.

Southern Pacific Company has submitted the information required by said ordering paragraph 1, and in a statement submitted therewith contended that the construction of a pedestrian underpass at Fourth Street at the Southern Pacific Depot in San Francisco is unwarranted.

A staff memorandum dated April 14, 1961, a copy of which has been filed in this proceeding indicates that further observation and study of such an underpass should not be pressed at the present time. This conclusion is based on the following observations:

1. The No. 30 Municipal Railway bus line has been rerouted because of the one-way street operation on Third and Fourth Streets, making a passenger stop at Third and Townsend instead of the previous

stop at Fourth Street, thus causing a large number of passengers who formerly left the station grounds at Fourth Street to change their habits and leave the station instead at Third Street. A recent check of the passengers departing the depot area at Fourth Street revealed that only 1,087 passengers (11.5 percent of total) departed at Fourth Street during the morning peak period as compared to 3,425 passengers (30 percent of total) in the morning peak during a check in January, 1955, when the original study was made. During the evening peak in 1955 only 450 to 350 passengers entered the depot area via Fourth Street, and the number is undoubtedly less today.

2. The trend in number of commuters using the Peninsula trains is decreasing, and there were approximately 21 percent less commuters during 1960 than there were during the peak year of 1954 when the study and recommendations were made.

3. The operation of 31 double-deck cars on trains of the commute fleet has shortened a number of the trains to the point where several of them no longer block Fourth Street. This enables passengers to walk across Fourth Street without climbing through other trains during the few times when a second train will block passenger egress from the depot area.

4. Consideration has been given to the construction of a vehicular overpass at Fourth Street by the City of San Francisco and possibly the State Division of Highways, and this separation has been on the Commission's Grade Separation Priority List in the past. If such an overpass were constructed it would materially alter the pedestrian crossing situation at Fourth Street.

Therefore, good cause appearing,

IT IS ORDERED that the investigation herein is discontinued.

Dated at San Francisco, California, this 22nd
day of MAY, 1961.

Charles W. Page
President
John J. ...
E. Lynn Fox
George L. Grover
Fredrick B. Hobbart
Commissioners