

ORIGINALDecision No. 66130

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation into the safety, use,)
 and protection of the grade crossing)
 of Union Avenue and the tracks of)
 SOUTHERN PACIFIC COMPANY in the City)
 of Suisun, Crossing No. A-49.0.)

Case No. 7293

Randolph Karr and Harold S. Lentz, for
 Southern Pacific Company, respondent.
Norman Todd, for the City of Suisun,
 respondent.
B. Gale Wilson, for the City of Fairfield,
 respondent.
William C. Bricca and M. E. Getchel, for
 the Commission staff.

O P I N I O N

This order instituting investigation, filed March 13, 1962,
 was for the following purposes:

1. To determine whether or not public safety and health require the installation and maintenance of additional or improved protection.
2. To determine whether or not public safety and health require the relocation, widening, or other alteration of the crossing.
3. To prescribe the terms on which any such installation and maintenance of protection, or relocation, widening, or other alteration shall be done, and to make such apportionment of costs among respondents as may appear just and reasonable.
4. To enter any other order that may be appropriate in the lawful exercise of the Commission's jurisdiction.

Public hearing was held before Examiner Rowe in Suisun,
 and the matter was submitted.

This grade crossing at mile post 49.0 is over Main Street in the City of Suisun instead of over Union Avenue, as stated in the order of investigation. Union Avenue, which is entirely in the City of Fairfield, is a continuation of Main Street.

This grade crossing is presently protected by two Standard No. 6 automatic signals equipped with two train indicators, one reflectorized advance warning sign on the north and two overhead spotlights focused on the crossing. The No. 6 automatic signals are located one on each of two islands in the center of the roadway and face the street traffic moving either from the north or the south. The Commission finds that this type of protection is inadequate as a safety protection at the Main Street crossing.

Use of the crossing in question is substantial. A total of 47 train movements pass over the crossing per 24-hour period, of which 10 are passenger trains and 37 are freight trains. Maximum speeds are 60 miles per hour for the freight movements and 79 miles per hour for the passenger trains. Vehicular traffic counts show 5,350 vehicle movements per 24-hour period, including 21 tank trucks hauling flammable products. About 250 pedestrians and 55 bicycles also use the crossing.

Northeasterly along the tracks some 500 feet distant from this crossing is Grade Crossing No. 49.1, the intersection of State Sign Route 12 with the Southern Pacific main line tracks. This crossing is protected by two Standard No. 8 flashing light signals equipped with automatic gate arms. Vehicular movements over this crossing amount to about 3,900 per 24-hour period. Crossing No. 48.3 situated seven-tenths of a mile southwesterly of the crossing involved herein also is protected by flashing light signals equipped with gate arms. Vehicular traffic counts for this crossing

are not of record. Except for the crossing involved herein and one at Broderick, all heavily used crossings on this line of railroad from Martinez to Sacramento either are equipped with automatic signals and gate arms or grade separations have been constructed.

According to the evidence the Main Street crossing is the one normally used by persons living in Fairfield who go to and from the Southern Pacific's railway station as well as those whose destination is some point in Suisun. While the grade crossing lies entirely within the city limits of Suisun, the Commission is of the opinion and finds that the larger City of Fairfield and its citizens will receive much greater benefit from the improved protection which will hereinafter be required. It is further found that public safety and public convenience require that the grade crossing at mile post 49.0 of Southern Pacific Company's railroad tracks over Main Street in Suisun be protected by two Standard No. 8 flashing light signals equipped with automatic gates as described in General Order No. 75-B.

Based upon the above findings of fact, the Commission concludes that such added protection should be constructed and installed by respondent railroad with the costs thereof to be borne 25 percent by the City of Suisun, 25 percent by the City of Fairfield and 50 percent by respondent Southern Pacific Company.

O R D E R

IT IS ORDERED that:

1. Within one hundred and twenty days after the effective date hereof Southern Pacific Company shall construct and install at the grade crossing of its tracks over Main Street in the City of Suisun, which is at Mile Post 49.0, two Standard No. 8 flashing light signals equipped with automatic gate arms.

2. The entire cost of removing the present signals and of acquiring and installing such flashing light signals and automatic gate arms shall be borne fifty percent by Southern Pacific Company and twenty-five percent by the City of Suisun and twenty-five percent by the City of Fairfield.

3. The cost of maintaining said flashing light signals and gate arms shall be borne in accordance with an agreement to be entered into by the parties; if the parties fail to agree, such cost shall be apportioned by further order of the Commission.

4. Within thirty days after the acquisition and construction required by ordering paragraph 1 have been completed, Southern Pacific Company shall give the Commission written notice of compliance with the terms of this order.

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

Dated at San Francisco, California, this 4th day of OCTOBER, 1963.

J. L. ...
President

George E. Trover
Fredrick B. Holbrook
Commissioners

Commissioner Peter E. Mitchell did not participate in the disposition of this proceeding.