

The situation is depicted on a map attached to the application. This map shows that Cameron Street, from the north to the south, makes a sharp turn to the east and ends at Main Street, approximately 30 feet south of the railroad crossing. The proposed realignment would simply continue Cameron Street at approximately a 90° angle across the Southern Pacific Company single line of track to its intersection with Main Street at approximately a 90° angle. At the present time there is a boulevard stop sign for traffic entering Main Street from Cameron Street.

There are two trains per day on this rail line, one in each direction. These trains are limited to 15 miles an hour by city ordinance. The only other use of the track is as a bypass in the event the coast line is blocked, and this happens, it is estimated, once in every four or five years.

The applicant's witness stated that the City has a population of 15,000 at present and that an average of 2,500 to 3,000 vehicles use Cameron Street across the track each 24 hours. The witness estimated that this traffic could go up to 6,000 vehicles per day in 1980 when the population of the city increases to an estimated 25,000 to 50,000.

The record basis for the requirement of Standard No. 8 flashing light signals is a letter, dated November 5, 1963, from the Southern Pacific Company stating that the No. 8 flashing light signals would be justified at the crossing. At the hearing herein the Southern Pacific Company's witness stated that in his opinion the No. 8 flashing light signals are unnecessary, and that the reflectorized crossing protection is adequate.

A staff witness testified in support of the requirement of two No. 8 flashing light signals. He based his recommendation on the facts, among others, that the visibility is partially restricted; that the vehicular traffic is, for this area, heavy; that the area is developing; and that at a new crossing to the east of Cameron Street two Standard No. 8 flashing lights were required.

Upon the record herein the Commission finds that:

1. The speed of trains, infrequency of trains on the track involved, and the present volume of vehicular traffic on Cameron Street render Standard No. 8 flashing light crossing protection unnecessary.

2. Standard No. 1 crossing signals completely reflectorized will provide adequate protection at the crossing.

Upon the foregoing findings the Commission concludes that Decision No. 66448, dated December 10, 1963, in Application No. 45592, should be modified to read as set forth in the order herein.

O R D E R

IT IS ORDERED that:

1. The City of Santa Paula is hereby authorized to construct Cameron Street at grade across the Santa Paula Branch of the Southern Pacific Company at the location described in the application, to be identified as Crossing No. BE-413.2, in the City of Santa Paula, County of Ventura.

2. Applicant shall bear the entire construction expense, also maintenance cost outside of lines two feet outside of rails. The Southern Pacific Company shall bear maintenance cost between such lines.

3. Width of the crossing shall be 40 feet in accordance with plan attached to the application, and grades of approach not greater than six percent. Construction shall be equal or superior to Standard No. 2 of General Order No. 72. Protection shall be by two Standard No. 1 cross arms (General Order No. 75-B), reflectorized.

4. Upon completion of Crossing No. BE-413.2, the existing crossing of Cameron Street (Crossing No. BE-413.3) shall be physically abandoned and closed.

5. Within thirty days after completion, pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire if not exercised within one year unless time be extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity or safety so require.

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

Dated at San Francisco, California, this 17th day of JUNE, 1964.

William L. Bennett
President
George J. Brewer
Frederick B. Hallock
Commissioners