

**ORIGINAL**

Decision No. 73589

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of County of Ventura  
to construct a new public highway  
crossing over the Southern Pacific  
Railroad (Coast Route), located at  
the Town of Simi, in the County of  
Ventura

Application No. 49093  
(Filed January 19, 1967)

John W. Wissinger, for applicant.  
Randolph Karr, for Southern Pacific  
Company; and G. R. Mitchell, for  
the Brotherhood of Locomotive  
Engineers; protestants.  
Joseph N. Appleton and Frank Thompson,  
for the Simi Valley Chamber of  
Commerce; Alfred R. Keep, for  
Larwin Companies; H. G. Pulliam, for  
Simi Valley Unified School District;  
William E. Sherwood, for State  
Department of Public Works Division  
of Highways; and Frisbie Brown;  
interested parties.  
William L. Oliver, for the Commission  
staff.

O P I N I O N

Public hearings on the above application were held before Examiner Rogers in Moorpark on May 10 and 11, 1967 and in Simi on June 21 and 22, 1967. The Commission ordered that an Examiner's Proposed Report be filed. The proposed report of Examiner Rogers was filed on November 1, 1967. A copy of this proposed report is attached hereto as Appendix A. On November 1, 1967, the Commission served a copy of the proposed report on each of the appearing parties and advised each of them that exceptions thereto could be served and filed on or before November 20, 1967 and replies to said exceptions could be served and filed on or before December 4, 1967.

A statement of exceptions to the proposed report was filed by the County of Ventura and a reply was filed by the Southern Pacific Company. The matter is now ready for decision.

The Commission has considered all of the exceptions and adopts as its own the findings made by the Examiner in his proposed report except as hereinafter indicated. We find that finding No. 5 and finding No. 12 should be amended as hereinafter set forth. We adopt such findings as amended.

Finding No. 5

Finding No. 5 is amended to read as follows:

"5. The Southern Pacific Company's main line of track from Los Angeles to San Francisco in the vicinity of Simi parallels Los Angeles Avenue and is approximately 70 feet north thereof. Since approximately 1932 it has had a passing track which commences east of Tapo Street, the first street east of the proposed Tapo Canyon Road, and extends west past the site of the proposed Tapo Canyon Road. For the reason that the District Attorney of Ventura County had advised the Railroad that it must take steps to discontinue the blocking of Tapo Street by freight trains during the passing of trains at the siding which crosses Tapo Street, the Railroad has constructed or is in the process of constructing an extension of its siding westward to a point east of Sequoia Avenue, the first street west of the proposed Tapo Canyon Road. The total length of this siding will be approximately 1½ miles and freight trains can be parked on the siding without blocking either Tapo Street or Sequoia Avenue. If Tapo Canyon Road is extended at grade over the Railroad, the Railroad will be required to break its trains either at Tapo Street or Tapo Canyon Road or both in order

to keep from blocking said streets when meets are made on the siding. Before the filing of the present application, County officials were advised that the proposed extension of the siding would be constructed to relieve blocking at Tapo Street, and the Railroad commenced construction of said extension of this siding immediately prior to the first day of hearing on the application with the Commission, with full knowledge that the hearing in this matter would take place and in spite of the request of the County of Ventura to consider relocation of said siding."

Finding No. 12

Finding No. 12 is amended to read as follows:

"12. The proposed crossing is a part of the County of Ventura's plans for comprehensive and systematic development of secondary and primary roads running in north-south and east-west directions through Simi Valley. Said County plans have been coordinated with the State Division of Highways in the development of a system of interchanges for the Simi Valley Freeway so that all of the interchanges, railroad crossings and land uses are interconnected and are integral parts of the County plans. The proposed crossing is part of the County's plan for crossings to provide access to local community services, such as parks, the fire station, schools, a civic center, shopping areas and residences, which are or are to be located both to the north and south of the Railroad right of way.

All property north of Los Angeles Avenue and in the vicinity of proposed Tapo Canyon Road will have access by alternate routes if Tapo Canyon Road is not authorized to be constructed as proposed."

The Commission adopts as its own the conclusion made by the Examiner in his Proposed Report.

O R D E R

IT IS ORDERED that authority to construct a crossing of Tapo Canyon Road across the Southern Pacific Company's track at milepost 436.84 is denied.

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

Dated at San Francisco, California, this 9th day of JANUARY, 1968.

[Signature]  
President  
[Signature]  
[Signature]  
[Signature]  
Commissioners

APPENDIX A

Decision No. \_\_\_\_\_

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PROPOSED REPORT OF EXAMINER KENT C. ROGERS

Public hearings on the above application were held  
before Examiner Rogers in Moorpark on May 10 and 11, 1967, and  
in Simi on June 21 and 22, 1967. Briefs were filed and the  
matter was submitted. The briefs have been considered.

On May 11, 1967, the Southern Pacific Company (Railroad)  
filed a "Petition for Proposed Report." The petition is granted.  
The Proposed Report follows.

Here the County of Ventura (County) seeks authority to construct Tapo Canyon Road at grade over the Railroad's Coast Line in the unincorporated community of Simi in Ventura County.

General Information

At the site of the proposed crossing (Milepost 436.84), Los Angeles Avenue (Avenue), a State highway, runs east and west. The Railroad's 100-foot wide right of way, which is contiguous thereto on the north, contains a main line and a passing track. It is approximately 70 feet from the main line to the northern edge of the Avenue. The passing track is north of the main line. The nearest Railroad crossings are Tapo Street (Crossing No. E-437.3), .5 mile east, and Sequoia Avenue (Crossing No. E-436.1), approximately .7 mile west. An industry spur track extends from the passing track, commencing at a switch point west of Tapo Street, northward along, parallel to and on the east side of the proposed Tapo Canyon Road. At present, Tapo Canyon Road extends three or four miles northward from Alamo Street, which is parallel to and approximately three-eighths of a mile north of the Simi Freeway which is under construction parallel to and approximately three-fourths of a mile north of the Avenue. There is no street along the site of proposed Tapo Canyon Road between Los Angeles Avenue and Alamo Street. Tapo Canyon Road is to be connected to the Freeway (Appendix A).

The County proposes to make an at-grade crossing at Tapo Canyon Road protected by four Standard No. 8 flashing light signals supplemented with automatic gates, coordinated with traffic lights at the intersection of the Avenue and Tapo Canyon Road.

The average daily train traffic over the site of the proposed crossing consists of four scheduled passenger trains having timetable speeds of 79 miles per hour and 16 to 21 freight trains with timetable speeds of 60 miles per hour eastbound and 50 miles per hour westbound.

The passing track, both existing and under construction, extends from east of Tapo Street across the site of the proposed crossing. It is being extended to a total length of approximately 6,640 feet and will terminate at a point just east of Sequoia Avenue, the first street west of the site of Tapo Canyon Road. The maximum proposed grade of approach from the Avenue to the main line track is 11 percent.

The Simi Freeway is scheduled to be completed west from Los Angeles County to an interchange with Tapo Canyon Road in the fall of 1968 and west thereof to an interchange with Sycamore Street in the summer of 1969.

#### Applicant's Evidence

An advance planning engineer employed by the Department of Public Works of Ventura County testified that the need for the Railroad crossing in the vicinity of the proposed crossing was recognized in the County's General Plan of Highways adopted in 1960; that the proposed Tapo Canyon Road first appeared on the County's General Plan of Highways in 1961; that the location was chosen for the reasons that it was alongside a spur track (Appendix A) extending northward from the Railroad's passing track, is a logical extension of Tapo Canyon Road as it exists north of Alamo Street, and is in an undeveloped area; that the California Division of Highways has designated five locations in Simi at

which full interconnections will be made with the Simi Freeway; that these are Kuehner Drive, Yosemite Street, Stearns Street, Tapo Canyon Road and Sycamore Drive; that the Ventura County General Plan of Highways shows Tapo Canyon Road as extending from a future east-west freeway north of the Simi Freeway across Los Angeles Avenue to a secondary highway south thereof (Exhibit 1); that in April, 1967 the Division of Highways awarded a contract for the construction of the Simi Freeway from Kuehner Drive to Tapo Canyon Road and that this section is scheduled for completion in July, 1968. The engineer further testified that the proposed Tapo Canyon Road crossing will consist of five lanes across the Railroad, tapering to four lanes north thereof; that Los Angeles Avenue will be widened to 54 feet plus an additional 10 feet on the north side thereof for 500 to 600 feet east and west of the proposed crossing; that the County considered three plans for separations of grades; that the most favorable separation plan considered would be the construction of Tapo Canyon Road over both the Railroad and the Avenue; that the cost of a grade crossing would be approximately \$96,000; and that the cost of a separation of grades would be approximately \$796,000.

On cross-examination, the witness testified that Cochran Street, an east-west free access street immediately south of and parallel to the proposed Simi Freeway will cross Tapo Canyon Road; that the County has no present plan to construct Tapo Canyon Road south of the Avenue; that the County has objected to the blocking of Tapo Street by parked trains (Exhibit 6); and that in October, 1966, the Railroad informed the County that, due to operating conditions, if a crossing is made at Tapo Canyon Road, it should



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be at separated grades. The witness further testified that the main reason the grade crossing rather than a separation of grades is proposed by the County is the difference in cost, and that he did not make a detailed economic analysis. The witness further testified that if a grade crossing is not authorized, the County will not build a separation of grades. The witness further testified that the Board of Supervisors would have the final say concerning a separation of grades at the crossing but that the County's Department of Public Works would not recommend a separation as the benefits would not support the cost thereof. The witness further testified that he did not consider whether or not the crossing was economically justified; that he did not know what traffic Tapo Canyon Road would handle but he did know what it could handle; and that he had no prior experience in recommending grade separations.

The Ventura County Traffic Engineer presented estimated 1966 traffic counts at Los Angeles Avenue and Tapo Street, Sequoia Avenue, Sycamore Drive and Erringer Road under conditions existing prior to construction of the Simi Freeway to Tapo Canyon Road (Exhibit 7); at the same points plus assumed completed Tapo Canyon Road without the Simi Freeway (Exhibit 8); at the same points in 1968 with the Simi Freeway constructed to Tapo Canyon Road and Sycamore Drive and with the latter two terminating at the Avenue on the south (Exhibit 9); and in 1968 with the Simi Freeway terminating at Sycamore Drive and at Tapo Canyon Road but with Tapo Canyon Road terminating on the south at Cochran Street, the first street south of the Simi Freeway (Exhibit 10).

The engineer testified that the average daily traffic under present conditions is 9,700 vehicles on Tapo Street, 650 vehicles on Sequoia Avenue, 8,850 vehicles on Sycamore Drive and 1,000 vehicles on Erringer Road (Exhibit 7), and that average daily traffic with Tapo Canyon Road opened across the Railroad but without the Simi Freeway extending to Tapo Canyon Road would be 5,700 vehicles on Tapo Street, 6,200 vehicles on Tapo Canyon Road, 650 vehicles on Sequoia Avenue, 6,640 vehicles on Sycamore Drive and 1,000 vehicles on Erringer Road (Exhibit 8).

The engineer estimated that in 1968 with the Simi Freeway in and terminating at Sycamore Drive, with an interchange with the Simi Freeway at Tapo Canyon Road and with a crossing over the Railroad thereon to the Avenue, the average daily traffic will be 7,900 vehicles at Tapo Street, 8,000 vehicles at Tapo Canyon Road, 1,900 vehicles at Sequoia Avenue, 33,000 vehicles at Sycamore Drive and 2,550 vehicles at Erringer Road (Exhibit 9). The witness also estimated that in 1968, with the Simi Freeway extended to Sycamore Drive and with an interchange from the Freeway to Tapo Canyon Road but with no railroad crossing at Tapo Canyon Road, the average daily traffic would be 8,900 vehicles at Tapo Street, 39,800 vehicles at Sycamore Drive, 3,100 vehicles at Sequoia Avenue and 2,250 vehicles at Erringer Road (Exhibit 10).

The witness stated that with the same volume of traffic, regardless of whether there are four or five grade crossings, there will be the same number of train-vehicle conflicts in the area.

On cross-examination, the witness testified that an actual traffic count on Sycamore Drive north of Los Angeles Avenue on June 1, 1966 showed a total of 10,783 vehicles; on Tapo Street,

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on April 5, 1966, showed 11,814 vehicles; on Erringer Road, on April 5, 1966, showed 1,225 vehicles; and on Sequoia Avenue, on April 4, 1966, showed 789 vehicles (Exhibit 11).

The witness further testified that if the streets are blocked by trains vehicles will be required to wait; that if Tapo Canyon Road is not opened the vehicles will use the streets they are using today; and that the present road pattern is adequate until and including 1968, but with the expected growth of the area, which averages 8 percent per year, the road pattern will soon become inadequate. The engineer further testified that the only way to reduce the train-vehicle conflicts is a separation of grades.

Simi Unified School District

The Assistant Business Manager of the Simi Unified School District stated that the opening of Tapo Canyon Road would help solve the District's transportation problems; and that without the Tapo Canyon Road crossing, school buses will be required to run a maximum of one mile further than would be required if it were constructed. The witness further testified that the District would favor a separation of grades.

Larwin Company

A real estate broker, employed by Larwin Company, testified that since 1958 Larwin has constructed approximately 4,300 residences and five or six shopping centers in the Simi Valley; that it owns or has owned 2,500 to 3,000 acres therein; that it owns the property on the south side of the Avenue and at the projected intersection of the Avenue and Tapo Canyon Road

and plans a shopping center and condominiums thereat; that it owns the land on which the proposed Tapo Canyon Road is to be constructed north of the Avenue and west of the Railroad's spur; that it plans to build single family residences north of the Avenue and west of Tapo Canyon Road; and that it will give the County some of the land it owns north of the Avenue and west of the spur for an extension of Tapo Canyon Road free of charge if an at-grade crossing is constructed over the Railroad at the Avenue. The witness further testified that Larwin contemplates the continuation of Tapo Canyon Road south of the Avenue at some future date; that the site of Tapo Canyon Road south of the Avenue is not dedicated; that such extension is part of a master plan road; that at present there is a barley field in the area; that the construction of a separated grade across the Avenue at the site of Tapo Canyon Road will reduce the effective use of Larwin's property south of the Avenue by 40 percent; and that Larwin has no plans at present to develop the area south of the Avenue.

The Assistant Director of Engineering for Larwin testified that Larwin is actively developing residential and commercial areas in Simi Valley; that Larwin owns or has owned and sold the majority of the land between Sequoia Avenue and the site of Tapo Canyon Road both north and south of the Avenue as far as the Simi Freeway; that if there is a grade crossing at Tapo Canyon Road and the Avenue, Larwin can develop the area south of the Avenue but if there is a separation of grades the property south of the Avenue will have no commercial value.

On cross-examination, the witness testified that if there is no crossing of the Railroad at Tapo Canyon Road, the property south of the Avenue can be developed as planned.

Protestants

The Railroad's Public Projects Engineer testified that he studies problems involving railroad crossings; that he studied the land at the proposed crossing and the surrounding terrain; that he discussed the proposed crossing with the County officials before and after the application was filed; that before the application was filed he orally advised the County that the siding was to be extended; that prior to the hearing work was commenced on the extension of the siding; that this is an important siding; that the extension (85 percent completed at the time of the hearing) was to alleviate blocking of Tapo Street; and that in his opinion there is no need for a grade crossing of Tapo Canyon Road. The witness further testified that a separation of grades is practical; that a crossing at grade is impractical due to the 11 percent grade of approach and the fact that the siding track would have to be raised; that due to the proximity of the Railroad to the Avenue, synchronized traffic and train signals would be required at the intersection of Tapo Canyon Road and the Avenue; that due to the proximity of the Avenue to the Railroad there is danger of entrapment of vehicles on the track; and that there would be danger, due to the passing track, of two-train-type accidents.

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The witness further testified that sidings must be placed where the trains normally meet; that the time interval between sidings should ordinarily be uniform; that the length of the siding should be such that trains may meet and pass without actually stopping; that the siding in the vicinity of the proposed Tapo Canyon Road is constructed within the required time and distance limits; that sidings should be on straight track so signals can be passed between the front and back ends of the train and that it is easier to start and control a train on a straight track than on a curved track.

On cross-examination, the witness testified that prior to the commencement of work on the siding he contacted the County on several occasions; that the County's General Plan of Highways shows Tapo Canyon Road in its proposed location; that the extension of the siding was not started prior to the time the County filed the herein application; that crossing gates synchronized with the traffic lights at the intersection of Tapo Canyon Road and the Avenue will help prevent, but will not entirely prevent, train-vehicle conflicts; and that, at the proposed intersection, 800 vehicles per hour of green light per lane of traffic would be a reasonable capacity.

On further cross-examination, the witness testified that the Railroad has considered the possibility of relocating the siding but that there is no other area in the vicinity which would be adequate for a siding without the probability or possibility of a highway crossing being requested in the near future; that any replacement siding should be located within a mile of the present siding; that the distance required for a siding is approximately

1½ miles; and that various areas in the Simi Valley were considered in lieu of the present siding but for various stated reasons the locations could not be used.

On redirect examination, the witness testified that the siding here considered has been in existence for many years; that sidings are approximately 10 to 11 minutes apart; and that the nearest sidings on each side of the present siding are respectively 11 minutes and 11.6 minutes therefrom.

The Railroad's trainmaster testified that the original portion of the siding was constructed in 1932, and extended from east of Tapo Street to west of the site of Tapo Canyon Road; that the Railroad is a single line railroad from Los Angeles to Santa Barbara with necessary passing tracks; that freight cars vary from 40 feet to 95 feet in length and trains consist of up to 150 cars; that the trains are as much as 1½ miles in length; that the siding here considered extended from Tapo Street over the site of Tapo Canyon Road prior to the recent extension; that there will be from three to six meets and passes per day at the crossing site; that the siding is being extended 2,834 feet west of the existing west switch; that if Tapo Canyon Road is constructed at grade trains must be broken at Tapo Canyon Road to prevent traffic delays; that breaking a train will require a man to walk from the rear to the site of Tapo Canyon Road to uncouple the cars; that this will require several minutes; that after the meet it will require 8 to 15 minutes to build up air in the train to permit the train to be moved; and that with no crossing at Tapo Canyon Road long trains will be able to meet and pass or park without blocking Tapo Street.

The Railroad's Superintendent of Safety testified that trainmen are not permitted to ride on the tops of freight cars and that when trains are broken it is necessary for the trainmen to walk from the caboose or the head end to the site of the crossing to uncouple the cars.

A representative of the Brotherhood of Locomotive Engineers appeared in opposition to the proposed grade crossing. He stated that any grade crossing subjects trainmen and the public to the danger of train-vehicle collisions and that the crossing, if opened, should be at separated grades.

A resident of the Simi Valley testified that at least five persons have been killed at grade crossing accidents in the Simi Valley and that if a crossing is permitted at Tapo Canyon Road it should be at separated grades.

Division of Highways

The District Traffic Engineer for the California Division of Highways testified that the proposed Tapo Canyon Road will not be designated as a state highway; that the Simi Freeway is scheduled to be constructed to an interchange with Tapo Canyon Road in the fall of 1968; that the Division of Highways has designated Kuebner Drive, which is east of Tapo Canyon Road from the Simi Freeway to the Avenue as a portion of Highway 118 to be maintained until the completion of the Simi Freeway; that upon completion of the Simi Freeway, Kuebner Drive and the Avenue will be relinquished to the County; that the Avenue will not be relinquished when the Simi Freeway is completed to Tapo Canyon Road; that it will be several years before the Simi Freeway is completed; and that, generally speaking, traffic other than local



traffic will follow the signed route which will be via Kuehner Drive and the Avenue. The witness further testified that if Tapo Canyon Road is opened to the Avenue, traffic signals will be needed at the intersection of Tapo Canyon Road and the Avenue.

The Commission Staff

A Commission associate transportation engineer testified that the proposed crossing, if authorized at grade, will, upon completion, be a candidate for a grade separation; that there are many existing heavily-used and dangerous crossings which warrant separation which cannot be made because of limited funds; that more hazardous grade crossings should not be created where more exist than can be eliminated under the present method of financing; that this crossing, if authorized, will create dangerous conditions because of the proximity of the Avenue parallel to and 70 feet south of the main line and the existence of two tracks; that this proposed crossing is particularly conducive to accidents caused by automobiles parked on tracks because of the proximity of Los Angeles Avenue and expected heavy traffic in the future; and that a grade separation would eliminate train-vehicle accidents. The witness further testified that if Tapo Canyon Road is constructed at grade it will be closed to vehicles approximately 37½ minutes per day by trains.

The witness concluded a crossing at grade should not be authorized because of its potential for present and future separation, based on its anticipated importance as a high speed, large traffic volume arterial; that if the crossing is authorized at grade it will create a hazardous railroad crossing regardless of crossing protection, because of its 11 percent grade of approach

and its proximity to the Avenue; that construction of a grade separation would save state, county and Railroad funds spent on a short term grade crossing; that the separation of the street intersection and the railroad crossing is feasible and will create economic savings and that it is desirable that a grade separation be built now while the area is undeveloped rather than wait until some later date when land acquisition and construction costs can be expected to be higher.

The witness recommended that the application for authority to construct a crossing of Tapo Canyon Road at grade be denied and that if a crossing is to be constructed it be at separated grades.

#### Findings

The Commission finds that:

1. Ventura County's General Plan of Highways includes proposed Tapo Canyon Road as a primary highway extending from a proposed east-west freeway on the north of the Simi Freeway to the southern part of the county and crossing Los Angeles Avenue. At present, Tapo Canyon Road extends north from Alamo Street. Alamo Street is north of the Simi Freeway which will temporarily end at Kuehner Drive on the west and is north of Los Angeles Avenue. Kuehner Drive is west of the Los Angeles-Ventura County border but east of Tapo Canyon Road.

2. Los Angeles Avenue is State Highway 118 and extends from the Los Angeles County border west through Ventura County. The proposed Simi Freeway will be parallel to and approximately three-fourths of a mile north of Los Angeles Avenue. The

proposed Simi Freeway includes interconnections between the freeway and Los Angeles Avenue at Kuehner Drive, Yosemite Street, Stearns Street, the proposed Tapo Canyon Road and Sycamore Drive.

3. The Division of Highways of the State of California has awarded contracts for the extension of the Simi Freeway between Kuehner Drive and the proposed Tapo Canyon Road for construction during the year 1968 and on beyond Tapo Canyon Road to Sycamore Drive in 1969. If constructed as proposed, Tapo Canyon Road will originally terminate on the south at Los Angeles Avenue but eventually will extend south thereof.

4. Cochran Street is an east-west street immediately south of and parallel to the proposed Simi Freeway and crosses or will cross all the north-south streets which connect with Los Angeles Avenue. If Tapo Canyon Road is not extended to Los Angeles Avenue, the Tapo Canyon Road will be usable for access via Cochran Street to other north-south streets connecting with Los Angeles Avenue. All the north-south streets named in finding 2 except Tapo Canyon Road presently intersect or cross Los Angeles Avenue.

5. The Southern Pacific Company's main line of track from Los Angeles to San Francisco in the vicinity of Simi parallels Los Angeles Avenue and is approximately 70 feet north thereof. Since approximately 1932 it has had a passing track which commences east of Tapo Street, the first street east of the proposed Tapo Canyon Road, and extends west past the site of the proposed Tapo Canyon Road. For the reason that the District Attorney of Ventura County had advised the Railroad that it must take steps to discontinue the blocking of Tapo Street by freight trains during

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the passing of trains at the siding which crosses Tapo Street, the Railroad has constructed or is in the process of constructing an extension of its siding westward to a point east of Sequoia Avenue, the first street west of the proposed Tapo Canyon Road. The total length of this siding will be approximately  $1\frac{1}{2}$  miles and freight trains can be parked on the siding without blocking either Tapo Street or Sequoia Avenue. If Tapo Canyon Road is extended at grade over the Railroad, the Railroad will be required to break its trains either at Tapo Street or Tapo Canyon Road or both in order to keep from blocking said streets when meets are made on the siding.

6. The average daily train traffic through Simi, including the site of the proposed crossing, consists of four passenger trains and 16 to 21 freight trains. The timetable speed for passenger trains is 79 miles per hour and for freight trains is 60 miles per hour eastbound and 50 miles per hour westbound. During the day several of the freight trains meet at the passing track across the existing Tapo Street. Some of these trains do not make rolling meets and must park on the passing track until the through train has cleared the main line.

7. The time required to recouple trains after they have been broken is approximately 5 to 15 minutes, during which time any crossing occupied by the train is blocked.

8. There is no other location in the area to which the passing track could practically be moved.

9. While the freeway is under construction, the Division of Highways intends to designate Kuebner Drive to the east of Tapo Street as Highway 118 and divert traffic from the Simi Freeway via Kuebner Drive and Los Angeles Avenue through Simi. This diversion will continue for several years until the Simi Freeway is completed. At that time Los Angeles Avenue will revert to the County and through-traffic will bypass Simi. Local traffic may, during construction and thereafter, use other intersecting north-south streets as they are completed.

10. The County of Ventura Department of Public Works desires that it be authorized to construct Tapo Canyon Road at grade across the Railroad onto Los Angeles Avenue. If it is authorized to do so it will improve the intersection and install traffic signals on Los Angeles Avenue coordinated with gates at the railroad crossing. The Ventura County Department of Public Works desires the grade crossing rather than a separation of grades because of the difference in cost. The Board of Supervisors of Ventura County has not indicated its desires. The Ventura County Counsel received notice of the proceedings and appeared at the hearings.

11. The property owner or land developer which owned or has owned a majority of the land in and surrounding the site of the proposed Tapo Canyon Road crossing will donate land for the crossing exclusive of the Railroad's right of way provided an at-grade crossing is made. It will not donate land if a separation of grades is required. The reason it will not donate the land is that it desires that eventually Tapo Canyon Road be extended south across Los Angeles Avenue and it desires to construct

a shopping center and condominiums along extended Tapo Canyon Road south of Los Angeles Avenue. If Tapo Canyon Road is constructed at separated grades across Los Angeles Avenue, the property owner will lose some of its proposed shopping center and condominium land due to the elevated structure. The property owner has no immediate plans to develop the area south of Los Angeles Avenue, and if Tapo Canyon Road is not authorized to be constructed north of Los Angeles Avenue it will still be able to develop its property south of Los Angeles Avenue.

12. All property north of Los Angeles Avenue and in the vicinity of proposed Tapo Canyon Road will have access by alternate routes if Tapo Canyon Road is not authorized to be constructed as proposed.

13. The Railroad could operate its trains if Tapo Canyon Road were authorized at grade; however, the opening of Tapo Canyon Road at grade would seriously inconvenience the Railroad and the public and cause much added time for operating trains in the area. If Tapo Canyon Road is not opened, the trains can meet and pass on the siding without blocking any crossing except for the time required for the trains to pass the crossing.

14. The proposed crossing would be extremely hazardous due to the fact that it would have an 11 percent grade of approach from Los Angeles Street to the Railroad's track. The crossing would be hazardous due to the short distance, approximately 75 feet between the main line and Los Angeles Street. The crossing would be hazardous due to the possibility of two-train-type accidents at the crossing. Public health and safety require that the application be denied.

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15. A separation of grades at the proposed crossing is feasible and would permit the Railroad to continue its operations and would enhance public safety and welfare.

16. Public safety requires that if the proposed crossing is opened it be at separated grades.

Conclusion

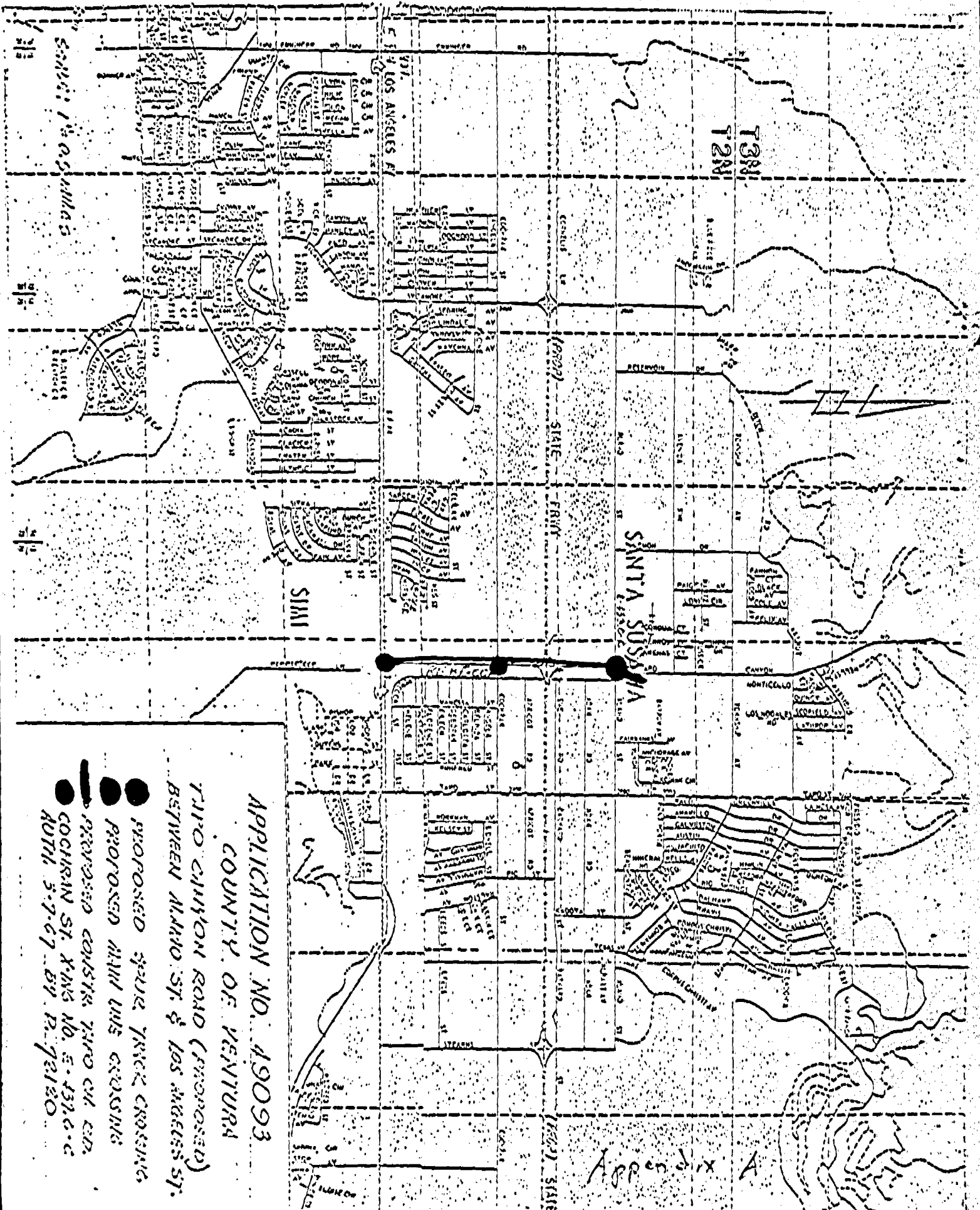
We conclude that the request for authority to open Tapo Canyon Road at grade across the Coast Line of the Southern Pacific Company at Milepost 436.84 should be denied.

RECOMMENDED ORDER

IT IS ORDERED that authority to extend Tapo Canyon Road across the Southern Pacific Company's track at Milepost 436.84 is denied.

Dated at Los Angeles, California, this 1st day of  
November, 1967.

Kent C. Rogers  
Kent C. Rogers  
Examiner



APPLICATION NO. 49093  
 COUNTY OF VENTURA  
 TRIO CANYON ROAD (PROPOSED)  
 BETWEEN ALVARO ST. & LOS ANGELES ST.  
 PROPOSED SPUR TRUCK CROSSING  
 PROPOSED MAIN WYS CROSSING  
 PROPOSED CROSSING TRIO CH. CR.  
 COCHRAN ST. XING NO. 5-1326-C  
 AUTH. 5-7-67 BY P. 92130

Appendix A