

Decision No. 76784

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of THE WESTERN PACIFIC RAILROAD
COMPANY for authority to construct
a track at grade across Illinois
Street and across a joint Southern
Pacific Company - The Atchison,
Topeka and Santa Fe Railway Company
track in such street, all in the
City and County of San Francisco,
State of California.

Application No. 50697
(Filed November 21, 1968)

Richard W. Bridges, for The Western Pacific Rail-
road Company, applicant.
William C. Taylor and Robert Laughead, for the
City and County of San Francisco, interested
party.
M. E. Getchel, for the Commission staff.

O P I N I O N

By its application filed November 21, 1968, The Western Pacific Railroad Company requests authority to construct a track at grade across Illinois Street and across a jointly owned track of The Atchison, Topeka and Santa Fe Railway Company and the Southern Pacific Company, and also across Marin Street in the City and County of San Francisco.

By an interim order as set forth in Decision No. 76094 dated August 26, 1969, and as amended by Decision No. 76550 dated December 16, 1969, construction of the track was authorized and the issue relating to the protection necessary for the Marin Street Crossing (No. 2SF-1.88) was deferred pending hearing.

Public hearing was held before Examiner Daly on December 18, 1969, at San Francisco and the matter was submitted.

The purpose of the track is to serve the Army Street Terminal of the Port of San Francisco. The crossing of Marin Street (at the intersection with Illinois Street) is approximately sixty-six feet in width. Illinois Street is unpaved and accommodates three tracks which are jointly used by The Atchison, Topeka and Santa Fe Railway Company and the Southern Pacific Company. In addition to said tracks there exists the newly constructed track (Decisions Nos. 76094 and 76550) which diverges southeasterly across Marin Street on a curve and serves the Transit Sheds and piers of the Army Street Terminal.

The present protection at the Marin Crossing consists of two Standard No. 1 reflectorized crossing signs, which The Western Pacific Railroad Company and the City of San Francisco believe is adequate. The staff, however, recommends that automatic protection be installed at this crossing consisting of two Standard No. 8 flashing light signals with additional light signals mounted on cantilevered arms.

Although The Western Pacific Railroad Company made no traffic count, its representative was of the opinion that because of infrequent and slow (six miles per hour) switching movements and light traffic conditions the existing protection is adequate. The City and County of San Francisco conducted two traffic counts, one on May 26, 1969 and the other on December 4, 1969. Each count covered a twenty-four hour period. The May count indicated a total of 703 vehicles crossed Illinois Street along Marin Street into the Port area and 218 vehicles crossed in the opposite direction. The December count indicated 826 vehicles crossed inbound and 218 crossed outbound. The imbalance was attributed to the fact that it is more accessible to enter the Port area by Marin Street and to exit by Army Street.

The staff conducted a twenty-four hour traffic count on December 10, 1969 and December 11, 1969, which indicated a total of 1,330 vehicles traversed the crossing. At present, six train moves traverse the crossing daily and additional moves are required in switching the spur track serving Reynolds Aluminum Products Distributors. It is the opinion of the staff witness that the vehicular use and train movements will increase in proportion to the future activities of the port, which is presently being affected by a teamsters' strike.

According to the staff witness, vehicles approaching the crossing have a restricted view condition in three of the four quadrants. Eastbound vehicles have a restricted view to the southeast due to the Reynolds Aluminum Products Distributors' building in the southwest quadrant and the Peninsula Oil Company building in the northwest quadrant.

After consideration the Commission finds that:

1. Pursuant to Commission authorization a track was recently constructed which crosses Marin Street in the City and County of San Francisco and serves the Army Street Terminal of the Port of San Francisco.

2. Crossing No. 2SF-1.88 is presently protected by two Standard No. 1 crossbucks, reflectorized.

3. Approximately 1,000 vehicles use the crossing daily and switching movements are conducted at said crossing at least six times a day.

4. Visibility is impaired at three quadrants of said crossing.

The Commission concludes that two Standard No. 8 flashing light signals with additional flashing light signals

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mounted on cantilevered arms should be installed at Crossing No. 2SF-1.88. One-half of the cost thereof shall be paid by The Western Pacific Railroad Company and one-half shall be paid by the City and County of San Francisco. One-half of the City and County of San Francisco's cost (not to exceed one-quarter of the total cost) is eligible to be reimbursed from the Commission's Crossing Protection Fund upon proper filing of an Allocation Request.

O R D E R

IT IS ORDERED that within one hundred and eighty days after the effective date hereof:

1. The Western Pacific Railroad Company shall install two Standard No. 8 flashing light signals (General Order No. 75-B) with additional flashing signals mounted on cantilevered arms at Crossing No. 2SF-1.88.

2. The Western Pacific Railroad Company shall pay one-half of the cost of the installation and maintenance of the automatic protection provided for in ordering paragraph 1 hereof and one-half of said cost shall be paid for by the City and County of San Francisco. The City's share of maintenance shall be paid pursuant to the provisions of Section 1202.2 of the Public Utilities Code.

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3. Within thirty days after completion pursuant to this order, The Western Pacific Railroad Company shall so advise this Commission in writing.

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

Dated at San Francisco, California, this 17th day of FEBRUARY, 1970.

William Sproule, Jr.
President

Director

J. M. ...

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Commissioners