

ORIGINAL

Decision No. 79893

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
the City of San Leandro, a municipal)
corporation, to construct a street)
crossing over the Southern Pacific)
Railroad for the extension of)
Farallon Drive in the City of San)
Leandro, County of Alameda, State)
of California.)

Application No. 52243
(Filed October 13, 1970)

Carter J. Stroud, for the City of San Leandro,
applicant.

Harold S. Lentz, for Southern Pacific Transportation
Company, protestant

John L. Carroll, for the Commission staff.

O P I N I O N

Applicant seeks authority to construct a grade crossing at Farallon Drive (extended) and the Southern Pacific Transportation Company railroad in the City of San Leandro, California.

Public hearings were held on May 27 and 28, September 7, 8, 10, 20, 21 and 22, 1971 at San Francisco before Examiner Porter and the matter was submitted upon the filing of briefs. Briefs having been filed on November 15, 1971, the matter is ready for decision.

The Southern Pacific Transportation Company petitioned for a proposed report. The petition will be denied.

The applicant presented evidence to the effect that the Farallon crossing is needed for adequate circulation within a whole network of streets in San Leandro. The network is bounded by Lewelling Boulevard on the south, Williams Street on the north, Doolittle Drive on the west, and Nimitz Freeway on the east. Plans to complete the network include the Farallon crossing, the extension of Wicks Boulevard from Merced Street and the extension of Manor Boulevard to Wicks Boulevard.

The major traffic pattern in the network consists of commuter trips to and from the area between Cedar Avenue and San Lorenzo Creek west of the Nimitz Freeway and industrial trips to and from industry along Merced Street and to and from the San Leandro Industrial Park, (that area east of the rail line served by Pike Avenue, Griffith Street, Burroughs Avenue, Farallon Drive and the north end of Wicks Boulevard). This traffic mixes with other similar traffic in the area either attempting access to or departure from the Nimitz Freeway at Marina Boulevard or attempting to go to or from the northwest on Doolittle Drive. The bulk of this traffic must now use Merced Street at one point or another.

Applicant stipulated that it would pay the cost of construction.

With the opening of the extension and completion of development of the industrial tract, the traffic at the proposed new crossing is estimated to be 8,000 to 8,500 cars per day.

It is the position of the railroad that the proposed crossing would interfere with railroad operations and if the crossing is authorized the Commission should require a grade separation. The cost of such separation would be substantially higher than the grade crossing proposed by applicant.

While the evidence shows that there would be some interference with rail movement if the grade crossing as proposed by applicant is authorized, this interference should be weighed in light of the benefits accruing to the city. While the evidence as to the length of time the proposed crossing would delay train movements is conflicting, it is not of such duration as to substantially interfere with the railroad's operations.

Based on the aforementioned facts the Commission finds that the proposed grade crossing will not be adverse to the public interest and concludes that public convenience and necessity require. said crossing.

O R D E R

IT IS ORDERED that:

1. The City of San Leandro is authorized to construct Farallon Drive at grade across the tracks of Southern Pacific Transportation Company as shown by plans (Exhibits A, B, C and D) attached to the application to be identified as Crossing No. L-16.7.

2. Width of the crossing shall be not less than 84 feet measured normal to the roadway and grades of approach not greater than two percent. Construction shall be equal or superior to Standard No. 3A of General Order No. 72.

3. Clearances, including any curbs, shall conform to General Order No. 26-D. Walkways shall conform to General Order No. 118 in that the transition slope between walkways required under General Order No. 118 and top of roadway shall provide a reasonable regular surface with gradual slope not to exceed one inch vertical to eight inch horizontal in all directions of approach.

4. Protection shall be two Standard No. 8 flashing light signals (General Order No. 75-B) augmented with automatic gate arms and supplemented with additional flashing light signals on cantilever arms.

5. The new crossing shall not be opened to public use until the protection ordered herein is installed and operative. No obstruction shall remain or be placed near the crossing which will impair the motorists' view of the signals.

6. The City of San Leandro shall bear the entire expense of construction and installation of the crossing and automatic protection, also maintenance cost of the crossing outside of lines two feet outside of rails. Southern Pacific Transportation Company shall bear maintenance cost of the crossing between such lines.

7. Maintenance costs of the automatic protection shall be borne by the City of San Leandro pursuant to the provisions of Section 1202.2 of the Public Utilities Code.

8. 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 two years unless the time be extended or if 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 4th
day of APRIL, 1972.

[Signature]
Chairman
[Signature]
[Signature]
[Signature]
Commissioners