

Decision No. 17789

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

TOWN OF NORTH SACRAMENTO,
a municipal corporation,
Complainant,

vs.

SACRAMENTO NORTHERN RAILWAY
COMPANY, a corporation,
Defendant.

ORIGINAL

Case No. 2241.

Chas. L. Gilmore for Complainant.
Theodore W. Chester for Defendant.

BY THE COMMISSION:

O P I N I O N

In this proceeding the Town of North Sacramento asks that the Commission make its order authorizing the establishment of a grade crossing over the tracks of the Sacramento Northern Railway at the intersection of Grove and Redwood Avenues in the Town of North Sacramento, County of Sacramento, State of California.

A public hearing was held on this matter in Sacramento on September 10th, 1926, before Examiner Austin.

The Sacramento Northern Railway runs through the northwest portion of the Town of North Sacramento in a northeasterly and southwesterly direction on a right-of-way 100 feet in width. The proposed crossing, if constructed, will involve crossing one main line track and one passing track.

Grove Avenue is a northerly and southerly highway 50 feet in width. It is now open to traffic from Santiago Avenue on the north to Del Paso Boulevard on the south, a distance of a little less than one-half mile, except across the Sacramento Northern right-of-

way, which is the crossing sought herein.

Redwood Avenue is an east and west highway 50 feet in width and is open for traffic from Western Avenue on the west to an intersection with El Monte Avenue on the east, a distance of a little over one-half mile, except across the right-of-way of the Sacramento Northern Railway. The center line of Redwood Avenue intersects the center line of the Sacramento Northern right-of-way at a point about 90 feet southwesterly from the point marking the intersection of the center line of Grove Avenue with the center line of this railroad. This intersection is included as part of the crossing asked for in this complaint. It is contemplated that the proposed crossing will accommodate the traffic on both Grove and Redwood Avenues, respectively, in direct courses, which will necessitate constructing a crossing approximately 180 feet in length measured along the railroad track. There are public highways located parallel and adjacent to each side of the railroad right-of-way in the vicinity of the proposed crossing, viz: Altos Avenue on the northwesterly side and Traction Avenue on the southeasterly side.

The record shows that there are approximately 164 adults and 99 children residing in the district northwest of the railroad. That portion of the town is now served by a pedestrian crossing at Grove Street and by a crossing over the track at El Camino Avenue, which is located about 600 feet to the northeast of the proposed crossing at the intersection of Grove and Redwood Avenues. The El Camino Avenue crossing involves only the Main Line of the Sacramento Northern, as the northerly end of the passing track terminates a short distance to the south of El Camino Avenue. The pedestrian crossing was authorized by the Commission's Decision No. 12361, dated July 17th, 1923, and is so situated as to conveniently serve the pedestrian traffic on both Grove and Redwood Avenues.

El Camino Avenue is the most important east and west highway serving the district to the northwest of the Sacramento Northern and is located about 300 feet north of Redwood Avenue. It is now being paved on either side of the railroad and Defendant stated that it had no objection to having the El Camino Crossing widened to conform to the new paving, thereby providing a crossing approximately forty feet wide, measured at right angles to the line of the street. It would seem proper that this existing crossing be widened to conform to the improvements. The Sacramento Northern Station for this district is located on the north side of El Camino Avenue.

The intersection of Grove Street and Redwood Avenue at right angles on the railroad would, if the proposed crossing is constructed, allow vehicles to travel at right angles with each other while crossing the railroad or would, with certain courses, require turning movements on the railroad tracks. Furthermore, the side track at this location is usually occupied by freight cars, a condition which would seriously obstruct the view of approaching trains from vehicles entering the crossing from the southeast and also obstruct the view of the operators of trains to observe the movements of these vehicles. The conditions discussed would render this location for a crossing more hazardous than that which prevails at the usual crossing.

From the record, it appears that the light traffic that would be inconvenienced by the construction of this crossing does not justify its establishment. Therefore this case will be dismissed.

O R D E R

Formal complaint having been made to the Commission, as entitled above, a public hearing having been held, the Commission being apprised of the facts, the matter being under submission and ready for decision,

IT IS HEREBY ORDERED that the above entitled proceeding be and the same is hereby dismissed.

Dated at San Francisco, California, this 20th day of December, 1926.

H. B. Rendig

C. Deane

Francis J. [unclear]

Paul D. [unclear]

Commissioners.