

Decision No. 9595

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the
COUNTY OF TULARE for permission to con-
struct a crossing of a public highway
over a railroad of the Atchison-Topeka
& Santa Fe Railway Company in the north-
east portion of Section 36, in Township
17 South, Range 26 East, Mt. Diablo Base
and Meridian, in the Town of Woodlake.

Application No. 6676.

W. W. Middlecoff for Applicant.

J. W. Walker for Atchison, Topeka &
Santa Fe Railway Company.

BY THE COMMISSION.

OPINION

The County of Tulare applies for authority to construct Palm Avenue at grade across the tracks of The Atchison, Topeka & Santa Fe Railway Company at Woodlake, Tulare County.

A public hearing upon the application was held by Examiner Westover at Visalia.

The principal east and west street in Woodlake is Naranja Boulevard, which is paved through the town; the principal north and south street is Valencia Boulevard, which is paved northerly from Naranja Boulevard. Each of these streets is used by numerous tourists visiting Great National Park and the Giant Forest. The tracks of the Visalia Electric Railroad are south of and parallel Naranja Boulevard, and the tracks of the Santa Fe are south of and approximately parallel to Bravo Street, a block south of Naranja Boulevard. There are public grade crossings over tracks of both

railroads on Valencia Boulevard.

Palm Avenue extends north and south, parallel with Valencia Boulevard and about 300 feet west of it. It crosses the Visalia Electric tracks at grade just south of Naranjo Boulevard, the occasion for this crossing being to afford access to the electric railway station which is south of the tracks and a short distance west of Palm Avenue. This avenue begins at an unnamed east and west street one block south of Bravo Street and, except across the Santa Fe, extends to the northerly limits of the townsite, and north of Naranjo Boulevard is the principal residence street in Woodlake, an unincorporated community of about 300 population.

The proposed crossing would accommodate five families living on Palm Avenue, a short distance south of the Santa Fe tracks. At present they use the Valencia Boulevard crossing, reaching it by a travelled road along the private Santa Fe right of way which connects Palm Avenue with Valencia Boulevard. There is also a crossing in actual use a quarter of a mile west of the Valencia Boulevard crossing, reached by a meandering road across lots. Each of these roads is used by sufferance only. In addition to these roads, the five residents referred to can travel south on Palm Avenue about 300 feet to the unnamed public street, thence east one block to Valencia Boulevard, and thence over the present crossings to the business center of the town at the intersection of Valencia and Naranjo Boulevards.

At present there is no considerable hazard to safety at the proposed crossing, as the Santa Fe operates but one train a week, round trip, over the crossing, but it appears to be not improbable that there will be a future extension of the line and more frequent service. The residents of the vicinity who testified urge that travel should be diverted from the Valencia Boulevard crossing owing to vehicular congestion and incident danger at the intersection

