

ORIGINAL

Decision No. 35128

In the Matter of the Application of SOUTHERN PACIFIC COMPANY for an order alternatively to close the crossing of Louisiana Street at grade in the City of Vallejo, County of Solano, State of California, identified as Crossing CRC No. AA-31.8, or to establish and determine the limits, manner and terms of construction, maintenance and use thereof. ) Application No. 24489 )

A. J. GAUDIO, for Applicant

MAYOR JOHN STEWART and ROLLAND L. POPE, City Attorney,  
for the City of Vallejo.

L. H. GRADEY, Secretary, and LUTHER GIBSON, President,  
Vallejo Chamber of Commerce.

BY THE COMMISSION:

O P I N I O N

In this proceeding Southern Pacific Company seeks authority from the Commission either (1) to close the crossing of Louisiana Street at grade in the City of Vallejo, County of Solano, identified as Crossing No. AA-31.8, or (2) to establish and determine the limits, manner and terms of construction, maintenance and use of said crossing at grade over the Vallejo Branch track of applicant.

A public hearing was held in this matter before Examiner Hall on November 7, 1941, at which time the matter was submitted for determination.

Southern Pacific Company's Vallejo Branch track runs in a general north and south direction through the City of Vallejo and intersects the various east and west streets of the city, some of which are open to travel over the railroad and some are not. All of these streets are shown by Exhibit No. 4 in this proceeding.

Louisiana Street involved herein is an east and west street extending from Mare Island Strait to the Lincoln Highway (U.S. No. 40) This street is entirely paved with the exception of a short block

between the Southern Pacific Company's tracks and Colusa Street, which runs in a north and south direction. Two blocks north of Louisiana Street is located Tennessee Street, at present the main east and west thoroughfare in the northerly portion of the city. Tennessee Street connects the causeway to Mare Island with U. S. Highway No. 40 and carries a very heavy vehicular traffic. Two blocks south of Louisiana Street and running parallel thereto is Sulphur Springs Road, which is also open across the railroad.

Applicant claims that due to the proximity of the crossings at Tennessee and Sulphur Springs Road with Louisiana Street crossing, the latter crossing is not necessary for the free flow of east and west traffic. A traffic count taken at this time shows that for an 11½-hour period 72 automobiles, 14 trucks, 31 pedestrians, 9 riders of bicycles and 4 freight trains passed over the crossing (exhibit No. 2). With this showing Southern Pacific Company believes the crossing should be closed.

The City of Vallejo seriously objected to the closing of Louisiana Street on the ground that it could be used as a relief route for Tennessee Street traffic destined to and from the Mare Island causeway. It was shown quite clearly that the small use of Louisiana Street at present is due to the fact that a small portion of it between the railroad and Colusa Street is unimproved and in winter particularly it is almost impassable. The city also showed that it had put out a bid for the improvement of this section of Louisiana Street but had rejected all bids on account of the very high cost set forth. The city plans, however, as soon as arrangements can be made to pave this section of the street so that it may be usable, and when this is done the city alleges that Louisiana Street will be used by a great many vehicles now using Tennessee Street. The city showed that

the traffic on Tennessee Street has now reached the saturation point and that relief will soon become necessary.

It is clear from the record that Tennessee Street should be given some relief and that Louisiana Street is the logical street to be used for such relief on account of its relation to the Mare Island causeway.

The Commission is mindful of the fact that when crossings are little used they should be closed; however, in this particular instance where the traffic is growing rapidly on account of extensive building activity in the area east of the railroad and on both sides of Tennessee Street, it is felt that Louisiana Street, when that section of the street now unimproved has been paved, would give material relief to the traffic flow over Tennessee Street. When Louisiana Street is improved, with the resultant increase in traffic, protection should be installed at this crossing consisting of not less than two flashing light signals. In any event, the pavement between the rails and two feet outside thereof at Louisiana Street crossing is in poor condition and should be improved.

The entire record in this proceeding leads us to the following conclusions:

1. The Louisiana Street crossing should not be closed.
2. The City of Vallejo should pave that portion of Louisiana Street between Southern Pacific Company's tracks and Colusa Street.
3. When this pavement has been placed, flashing light signals should be installed at the crossing at the expense of both the City and the railroad in equal amounts.
4. The pavement between the rails and two feet outside thereof for a width of 24 feet should be reconstructed and improved, at the expense of the railroad company.

O R D E R

A public hearing having been held and the matter being under submission and ready for decision:

IT IS HEREBY ORDERED:

I. That the request of Southern Pacific Company to close the crossing of Louisiana Street (Crossing No. AA-31.8) is hereby denied.

II. That applicant shall immediately repave and improve the pavement of said crossing between the rails and two feet outside thereof for a width of 24 feet, provided, however, that should the City of Vallejo desire a greater width than 24 feet, the extra cost thereof shall be borne by said City.

III. Upon completion of the paving of Louisiana Street between the railroad tracks and Colusa Street by the City, said crossing shall be protected by two Standard No. 8 flashing light signals (G.O. No. 75-B), the construction cost of which shall be borne equally by applicant and the City of Vallejo, and the maintenance thereof borne by applicant.

IV. Applicant shall, within thirty days thereafter, notify the Commission in writing of the completion of improvements to said crossing ordered herein.

The effective date of this Order shall be the date hereof.

Dated at San Francisco California, March 17<sup>th</sup> 1942.

Justice S. Clenden  
Ray L. Kelly  
W. H. Baker  
Francis A. Havens  
Richard Jackson  
Commissioners