

ORIGINAL

Decision No. 41432

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the People of)	
the State of California, on relation of the De-)	
partment of Public Works, for an order authorizing)	Application No. 28460
construction of a crossing at separated grades of)	
the State Highway and the tracks of the Southern)	
Pacific Railroad (Central Pacific) at Washington)	
Street, in Roseville, Placer County, California.)	

FRANK B. DURKEE, for Applicant
 R. S. MYERS, for Southern Pacific Company
 CARL G. LAUGHRIDGE, for the Roseville Chamber of Commerce

OPINION AND ORDER ON REHEARING

The Roseville Chamber of Commerce on February 28, 1948, filed a petition for a rehearing of Decision No. 41198, dated February 10, 1948, in the above application, alleging that the people of the City of Roseville did not understand that the hearing heretofore held in this application involved the question of closing the Lincoln Street grade crossing with the tracks of Southern Pacific Company. The Commission, therefore, on March 9, 1948, granted rehearing.

The rehearing was held in Roseville on March 25, 1948, at which time the matter was submitted for determination. (1)

Several witnesses, produced by the Roseville Chamber of Commerce, protested the closing of the Lincoln Street crossing. These witnesses were all either property owners or doing business on Lincoln Street adjacent to the Lincoln Street crossing. It was their contention that the closing of said crossing would be injurious to their business and to the value of their property. However, they were all insistent that the Washington Street subway be constructed and opened to traffic, regardless of the outcome of this hearing. The entire testimony of these

(1) The original hearing was held in Roseville on January 14, 1948, at which time the matter was submitted, and on February 10, 1948, the Commission issued its Decision No. 41198 granting authority for the construction of a subway at Washington Street, provided the Lincoln Street grade crossing was closed to public use and travel.

witnesses revolved around the depreciation in property values and businesses in this section if the Lincoln Street crossing were closed.

The testimony adduced at the original hearing will not again be reviewed as it was discussed in the opinion of Decision No. 41198.

A review of the entire record in this proceeding leads us to the conclusion that if the Lincoln Street crossing is to remain open and at the same time a subway constructed at Washington Street, a large portion of the travel would continue to use the congested and hazardous Lincoln Street crossing in preference to the grade separation at Washington Street.

It is clear from the record that it would be financially unsound to construct the Washington Street subway and leave the grade crossing at Lincoln Street open to travel, as they are only one block apart. In closing the Lincoln Street crossing some readjustment of business will naturally follow; nevertheless we are convinced that the Lincoln Street crossing should be eliminated when the separation at Washington Street is opened to public use and travel, as provided for in Decision No. 41198.

ORDER

A rehearing having been held in this proceeding and the matter being under submission, IT IS ORDERED that Decision No. 41198, dated February 10, 1948, is hereby reaffirmed.

Dated at San Francisco, California, this 6th day of April, 1948.

R. Z. [Signature]
James F. [Signature]
[Signature]
Harold P. [Signature]
[Signature]
Commissioners