

ORIGINAL

Decision No. 44728

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
the City of Napa for a railroad)
crossing at that portion of Adrian)
Street crossing the Southern Pacific) Application No. 31436
Railroad Right of Way the center)
line of which is 393.59 feet south)
of the center line of Central Avenue.)

Coombs, Dunlap and Blanckenburg, by William M. Blanckenburg,
for applicant.

R. S. Myers for Southern Pacific Company, protestant.

M. V. Bodell, in propria persona, protestant.

O P I N I O N

Authority is herein requested to construct a crossing at
grade over the tracks of the Napa Branch of the Southern Pacific
Company at Adrian Street in the City of Napa.⁽¹⁾

A public hearing was held at Napa on July 31, 1950, before
Examiner Silverhart and the matter submitted for decision.

The evidence discloses that Adrian Street runs northerly
from Jackson Street to a point where it ends at the southerly line
of the Southern Pacific Company's right of way and then continues
from the northerly line of such right of way across Central Avenue
to Pueblo Avenue. Adrian Street is unimproved for a distance of
approximately 200 feet southerly from the railroad tracks and 350
feet northerly therefrom to Central Avenue. A building inspector
and engineering aid in the employ of the city testified that several
residential structures are being constructed on that portion of
Adrian Street 350 feet south of the railroad track and that 12 to

(1) A map attached to the application more particularly delineates
the location of the proposed crossing.

14 dwellings have been erected with more now being built on Adrian between Central and Pueblo Avenues. He stated that if the authority sought herein was granted a more rapid development of the area involved would ensue and the route traveled by fire-fighting apparatus would be shortened by one block. Cross examination developed that equipment originating at the Fire Station located at Park Avenue and El Dorado Street can now reach a fire on Adrian Street south of the tracks within seconds of the time that might be attained by use of the proposed crossing.

Applicant's City Manager testified that the territory crossed by the railroad east of Jefferson Street ⁽²⁾ is residential and rapidly expanding; that proper facilities must be provided to maintain the orderly growth of the city, to stabilize property values and to provide access to developing areas. Upon cross-examination, the witness conceded that the Adrian Street crossing was a matter of local convenience.

Two public witnesses testified upon behalf of applicant. One such witness, who resides on Adrian Street south of the railroad right of way stated that the proposed crossing would increase the value of her property and would make it possible for her to visit a friend who lives at Central Avenue and Adrian Street without traveling around the block. The other witness stated that his property, located on Adrian Street north of the right of way and south of Central Avenue, too would become more valuable.

Southern Pacific Company protested the granting of the application. An official of the company testified that one train

(2) Jefferson Street is distant 3 blocks westerly from Adrian Street.

is operated in each direction daily, moving through crossings at a speed of approximately 25 miles per hour. He stated that as the number of crossings increase so does the incidence of accidents.

The evidence shows there are but two houses on each side of Adrian Street between Central Avenue and the northerly line of railroad right of way, nine on the west side of the street between the southerly line of the right of way and Lincoln Avenue and eight on the east side of the street as far as "K" Street. Further, it appears that there are protected crossings situate only 300 feet easterly and westerly from that proposed.

The evidence does not demonstrate that the Adrian Street crossing, in addition to those but one block removed in either direction therefrom, is necessary in order to adequately serve the public. Further, the convenience and financial benefit which might accrue to a few residents of Adrian Street do not warrant construction of a grade crossing with its attendant dangers and hazards. The application will be denied.

O R D E R

A public hearing having been held, and based upon the evidence therein adduced,

IT IS ORDERED that Application No. 31436 is hereby denied.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 29TH day of August, 1950.

James F. Calver
Harold A. Kide
Kenneth L. Potter
 COMMISSIONERS