

ORIGINAL

Decision No. 45034

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the CITY OF)
ROSEVILLE for an Order reopening Lincoln Street)
across the tracks of the Southern Pacific Rail-) Application No. 31457
road (Central Pacific) in Roseville, Placer)
County, California.)

L. Dewitt Spark, for City of Roseville, Applicant
Robert A. Boon, for Roseville Citizens' Committee, Interested Party
R. S. Myers, for Southern Pacific Company, Protestant
Warren P. Marsden, for Department of Public Works,
State of California, Interested Party.

O P I N I O N

In this application the City of Roseville requests permission to reopen Lincoln Street at grade over the tracks of Southern Pacific Company.

A public hearing was held in this matter before Examiner Hall, at the conclusion of which the matter was submitted for determination.

By Decision No. 41198, dated February 10, 1948, in Application No. 28460, the Department of Public Works, Division of Highways, State of California, was authorized to construct a vehicular and pedestrian subway under the tracks of Southern Pacific Company at Washington Street, upon completion of which the Lincoln Street crossing was to be closed and barricaded. This work has been completed and the Lincoln Street grade crossing was closed on or about April 1, 1950. A motion was made requesting that the entire record in Application No. 28460 be included herein, which motion was granted.

At the conclusion of the hearing, counsel for Southern Pacific Company moved that the matter be dismissed. This motion was taken under advisement.

Applicant and the Citizens' Committee of Roseville contended that the Lincoln Street grade crossing is necessary for the free flow of traffic over the railroad, even with the new subway only one block west of Lincoln Street. Retail

business houses are built along Lincoln Street on both sides of the railroad tracks and applicant and proponents took the position that the closing of the Lincoln Street crossing has adversely affected the business activities of these establishments, particularly in the section north of the tracks. Store operators contended that their business has decreased since the closing of the Lincoln Street crossing, due to the fact that the amount of foot traffic in front of their stores has materially diminished, as pedestrians will not, in their opinion, use the Washington Street pedestrian subway in getting from one section of the city to the other. In their opinion the route is indirect and inconvenient. Residents of the north side claim that they will not use the subway at night for fear of being molested. Specific data with respect to the use of the subway was not available as no traffic checks have been made since its opening.

In the event the Lincoln Street crossing is again opened, applicant has given no consideration to the financing of the project. The record shows that to reopen the crossing would incur the following costs:

Install Guard Rails and Pave Crossing (Ex. No. 7)	\$ 3,820
Install Flashing Light Signals (Ex. No. 9)	28,145
Construct Watchman's Tower (Ex. No. 8)	<u>2,210</u>
	<u>\$34,175</u>

Both the railroad and the Division of Highways opposed the granting of the application on the grounds that collectively they have expended about \$1,500,000 on the Washington Street subway project, of which Southern Pacific Company contributed over \$100,000 and the State the remainder. No costs were assessed to the City of Rossville. Southern Pacific Company showed that it will be necessary in the near future to expand its Rossville yard, which will involve additional tracks at the Lincoln Street location.

At the hearings in both Application No. 28460 and the instant proceeding, the State pointed out that the building of the Washington Street subway could not be justified unless the Lincoln Street grade crossing was closed.

The Commission has considered all aspects of the crossing situation in Roseville, as developed by the record made in both Application No. 28460 and Application No. 31457.

From the record in Application No. 28460 the Commission could not justify the opening of the grade separation at Washington Street unless the Lincoln Street grade crossing was closed, particularly due to their proximity to each other and the interference to free flow of traffic by train movements at the Lincoln Street crossing, nor was anything developed in the instant record to justify any change in the order of Decision No. 41198 on Application No. 28460.

It was suggested that a pedestrian overhead be constructed at the Lincoln Street crossing. The majority expressed the opinion that such a crossing would be little used as pedestrians would have to climb more than 22 feet and then descend again to cross the tracks.

The entire record in both this preceding and in Application No. 28460 impels the conclusion that a grade crossing should not be established at Lincoln Street, even if the City of Roseville had the funds to construct and protect it, and the application should be denied.

O R D E R

A public hearing having been held and the matter having been submitted;

IT IS ORDERED that Application No. 31457 is denied.

This order shall become effective twenty (20) days after the date hereof.

Dated at San Francisco, California, this 21st day of

November, 1950.

R. J. [Signature]
Justin J. [Signature]
[Signature]
Harold P. [Signature]
[Signature]
Commissioners