

Decision No. 47071**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)

SOUTHERN PACIFIC COMPANY)

Application No. 33022)

for an order authorizing the con-)
struction at grade of spur track)
across Doolittle Drive at Mulford,)
in the County of Alameda,)
State of California.)R. S. Myers for Applicant
George D. Moe for Department
of Public Works, State of California
M. E. Getchel for Transportation
Department, Public Utilities CommissionO P I N I O N

Southern Pacific Company herein seeks an order authorizing it to construct a spur track at grade across State Highway Route 226 (Doolittle Drive) near Mulford in the City of San Leandro, to serve Dade Export Engineers, Inc.

A public hearing was held in San Francisco on April 8, 1952 before Examiner Gillard, at which representatives of the Department of Public Works, State of California, appeared in opposition to the application.

Dade Export Engineers, Inc., hereinafter referred to as Dade, purchased 14 acres of land in September, 1951, in the vicinity of Jones Avenue and Doolittle Drive, after having received a 30-day notice from the Navy Department to vacate existing premises in Alameda. Dade receives materials and packages the same for export or interstate shipment. It also stores some materials which it eventually ships overseas. In its present location, Dade has lost business because some materials can be handled only in railroad cars. It estimates it will handle 50 cars in and 20 cars out per year. It

proposes to erect other structures on its 14 acres and sell or lease them to others.

The Dade property lies in an area bounded by Jones Avenue on the north, Doolittle Drive on the southwest, Davis Street on the southeast, and San Leandro Creek on the northeast. Southern Pacific's main track enters this area across Davis Street from the south, swings northerly and exits over San Leandro Creek. A spur track takes off south of San Leandro Creek and runs parallel thereto, serving the Raymond Concrete Pile Company and Bigge Drayage Company. A spur connection from this track, hereinafter referred to as the Bigge spur, to the Dade premises would be approximately 1800 feet long.

Another line, the Airport drill track, takes off from the main line south of Davis Street, crosses Davis Street west of the main line, and runs adjacent to Doolittle Drive out to the Oakland Municipal Airport. This track crosses to the southerly side of Doolittle Drive approximately 1200 feet easterly of the proposed crossing. The latter would recross Doolittle Drive to connect with the Dade premises. The total length of this connection would be about 890 feet.

Applicant proposes to conduct switching operations only between 9 A.M. and 3 P.M. The engine would be stopped before each crossing of Doolittle Drive, and a member of the crew would flag and stop approaching traffic before the engine proceeded across. The normal movement would be into Dade and out again, but there could be two movements each way if there was one car spotted and one to be spotted. Each crossing would stop traffic for approximately one minute. Each car moved to or from the Dade premises would also have to cross Doolittle Drive a second time on the Airport drill track. It is estimated that it would take about two weeks to construct the crossing over Doolittle Drive, during which period traffic

could pass the construction area only one way at a time, since Doolittle Drive is a two-lane highway.

Applicant also proposes protection by two standard No. 1 crossing signs (G.O. No. 75-B), and this feature of the proposal is not contested by the representatives of the public agencies appearing herein. However, the Department of Public Works opposes the entire proposed crossing. Doolittle Drive at the present time carries an average of 13,000 vehicles daily. This traffic count is sufficiently heavy to warrant a four-lane highway and such will be undertaken in the future. It is estimated that 4000 or 5000 of these vehicles will be diverted when the East Shore Freeway is opened to traffic south of Hegenberger Road, but that the 13,000 vehicle mark will be reached again at least by 1960 because of rapid development in the Mulford area. It was also pointed out that every bill introduced in the last session of the Legislature anent a southern crossing of San Francisco Bay mentioned Doolittle Drive as a main access road to the Bay Farm Island terminus of such crossing. When Doolittle Drive is widened to four lanes, this proposed crossing will require flashing signal lights, and the entire cost thereof of \$6000 to \$8000 will be placed upon the State. A more serious problem, however, will be the traffic hazard caused by the increased speed of vehicles over four-lane highways as compared with two-lane highways.

A further problem will be caused by the prospective increased use of the proposed spur. Dade plans to develop its 14-acre plot and bring in other concerns engaging in the storage business. They will undoubtedly use this spur. Also, the owner of the large undeveloped industrial tract lying within the area previously described has this property on the market for sale. At least a portion of this area could be served via the proposed spur.

Applicant points out that switching movements are proposed to be conducted only between 9 A. M. and 3 P. M., which period does not encompass peak traffic hours. However, even during this period traffic will run up to 500 and 600 cars an hour at the present time, and all indications are that in the future both the use of the spur track and the highway will greatly increase.

It is estimated that it will cost about \$12,200 to construct the proposed spur, including two turnout lanes for trucks and busses required to stop before crossing railroad tracks, but not including any sum that would be asked by the Port of Oakland for a right of way across its property lying between the Airport drill track and Doolittle Drive. A spur connection to the Bigge spur would cost about \$36,000. Dade testified it could not afford this latter figure. However, from the circumstances appearing on this record, it appears that Dade could recover a good portion of this amount from new concerns that come into the area and require spur track facilities, and that \$7000 thereof, which Dade would have to pay Bigge, could be recovered by Dade at the rate of five dollars per carload from the Southern Pacific Company under its agreement with Bigge.

After careful consideration of the entire record, we find that the proposed crossing would not be in the public interest, and accordingly the application will be denied.

O R D E R

A public hearing having been held, and the Commission having found that the authority sought herein would not be in the public interest,

IT IS ORDERED:

That the application be and it 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 April, 1952.

P. F. Dinnaman
President
Harold H. Kuhl
Bennett Potter
W. E. Mitchell
Commissioners

Commissioner Justus F. Craemer, being necessarily absent, did not participate in the disposition of this proceeding.