

ORIGINAL

Decision No. 12797

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application of the )  
CITY OF ALHAMBRA, California, for per- )  
mission to construct a street crossing )  
at grade across the Pacific Electric )  
Railway tracks on Main Street at Cedar )  
Street. )

Application No. 9217.

Grant M. Lorraine, City Manager, for Applicant.  
C. W. Cornell, for Pacific Electric Railway Co.  
J. Allen Davis, for the Los Angeles Grade Crossing Conference.

BY THE COMMISSION:

O P I N I O N

This is an application by the City of Alhambra for permission to construct Cedar Street at grade across the San Gabriel line of the Pacific Electric Railway Company.

A public hearing was held on this proceeding in the City of Alhambra before Examiner Williams, Sept. 28th, 1923.

The San Gabriel line of the Pacific Electric Railway is a double track electric railroad extending easterly and westerly through the City of Alhambra. This railroad is on a 60 ft. private right of way adjacent to which on each side is a 40 ft. street known as Main Street each of the roadways of Main Street being 28 ft. in width. Traffic on the railroad consists of 89 interurban trains per day which are operated in one and two car units at speed of about

thirty miles per hour at the point of proposed crossing. Trains stop at Cedar Street only when they have passengers to discharge or pick up.

Main Street is the principal business street of the City but the point at which Cedar Street intersects Main Street is located about three quarters of a mile westerly of the principal business section of Alhambra. Cedar Street in itself is a relatively short residential street running easterly and westerly from a point where Main Street curves from an easterly direction to a southeasterly direction, but it serves as the outlet towards Los Angeles for a considerable residential territory lying north of Main Street. In addition to serving as a local convenience, the crossing of Cedar Street would have a considerable effect upon through traffic. The nearest crossing to the west of the proposed crossing is at Fremont Avenue, an important north and south artery from Pasadena. The next crossing to the east of the proposed crossing is at Palm Avenue. Each of these crossings are approximately 1000 feet distant from the proposed Cedar Street crossing. The two portions of Main Street above referred to are each two way roadways, and the major portion of the traffic along the northerly roadway of Main Street destined towards Los Angeles now crosses the Pacific Electric at Fremont Avenue there being no direct connection west of this point from the northerly portion of Main Street to that portion of Huntington Drive leading to Los Angeles.

No definite figures are available as to the amount of highway traffic, but the evidence indicates that there is a very heavy traffic both northerly and southerly on Fremont Avenue and easterly and westerly on Main Street and that the major portion of the west bound traffic on Main Street crosses the railroad at

Fremont Avenue.

Traffic crossing from the northerly to the southerly side of Main Street at Fremont Avenue incurs not only the hazard of collision with trains on the railroad but also the hazard of collision with other vehicles moving northerly or southerly along Fremont Avenue. If the traffic which must necessarily cross from the northerly to the southerly side of Main Street in this vicinity were to use a crossing at Cedar Street the only important hazard that would be encountered would be that of collision with trains, there being no cross current of highway traffic to add to the congestion at this point. Although the diversion of the major portion of the traffic from the northerly side of Main Street to the southerly side of Main Street west of Cedar Street would add to the congestion on the southerly side of Main Street, it should be noted that this congestion does in fact already exist on Main Street west of Fremont Avenue.

The local convenience to be afforded residents north of Main Street served by Cedar Street itself would probably not justify the hazard of an additional crossing but there does appear to be merit in the argument, as to that traffic on Main Street itself which must cross from one side of this street to the other, that the total hazard to such traffic would be somewhat reduced if it were to cross at a point not congested by an important highway intersection. There is an automatic flagman now protecting the crossing of Fremont Avenue and similar protection should be given to the crossing at Cedar Street.

The Pacific Electric Railway Company, although not vigorously opposing the installation of this crossing, contends that all the expense incident thereto should be borne by the applicant. This expense has been estimated by the Pacific Electric at \$4620.00.

This amount, however, includes certain work such as items for installing a heavier and improved type of rail at the crossing, renewing the ties and ballast, such items amounting, according to the railroad company's estimate, to \$1800. The renewal of all the ties and ballast at the time of installing the crossing would, of course protect the railway company against certain future maintenance and would probably be an economical expenditure on their part at this time. The girder rail, it appears, would not be necessary unless the paving specifications of the city should require such rail. If the city considered this girder rail essential it should, of course, bear the expense of its installation in this instance, but unless it is so required by the city it does not seem proper that the railroad should pass such an unnecessary expense on to the city nor does it appear proper that the burden of future maintenance of ties and ballast be assessed to the city. On the other hand, all that work which is necessary for the actual installation of the crossing, such as moving of poles, station platform, curbs, grading, and paving, as well as the initial cost of installing an automatic flagman for its protection, should be borne by the applicant.

#### O R D E R

The City of Alhambra having made application for permission to construct Cedar Street at grade across tracks of the Pacific Electric Railway Company, a public hearing having been held, the Commission being apprized of the facts, the matter being under consideration and ready for decision,

IT IS HEREBY ORDERED, that permission be and it is hereby granted to the City of Alhambra to construct Cedar Street at grade across the track of Pacific Electric Railway Company in the location shown on the map attached to the application subject to the following

conditions; viz:

(1) The entire expense of constructing the crossing exclusive of repairs or renewals to the track structure itself shall be borne by applicant. The cost of its maintenance up to lines two (2) feet outside of the outside rails shall be borne by applicant. The cost of maintenance of that portion of the crossing between lines two (2) feet outside of the outside rails shall be borne by the Pacific Electric Railway Company.

(2) The crossing shall be constructed of a width not less than forty (40) feet and at an angle of forty five (45) degrees with the railroad, with grades of approach not greater than three per cent; shall be protected by a suitable crossing sign and shall in every way be made safe for the passage thereon of vehicles and other road traffic.

(3) An automatic flagman shall be installed for the protection of said crossing at the sole expense of applicant, said automatic flagman to be of a type and installed in accordance with plans or data approved by the Commission. The maintenance of said automatic flagman shall be borne by Pacific Electric Railway Company.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(5) The authorization herein granted for the installation of said crossing will lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(6) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing as to it may seem right and proper and to revoke its permission if, in its judgment, the

public convenience and necessity demand such action.

This order shall become effective fifteen (15) days from the making thereof.

Dated at San Francisco, California, this 6<sup>th</sup> day of ~~November~~  
October 1923.

OS Seamy  
W. B. ...  
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Commissioners