

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of the Board of Supervisors of)
the County of Los Angeles, State)
of California, for permission to)
install a public crossing at)
grade over the tracks of the Union)
Pacific Railroad at Bandini)
Boulevard.)

ORIGINAL

Application No. 10512.

D. DeCoster, Deputy County Counsel for applicant.
O'Melveny, Millikin, Fuller & Macneil, by W.W. Clary;
and Hugh Gordon, for the Arcadia-Bandini-Baker
Estate Company, Interveners.
Fred E. Pettit, Jr., for Los Angeles & Salt Lake
Railroad Company, not a protestant.

BY THE COMMISSION:

O P I N I O N

In this application, the County of Los Angeles seeks authority to open Bandini Boulevard at grade across the track of the San Pedro Branch of the Los Angeles and Salt Lake Railroad Company. Accompanying the application is a petition signed by numerous industrial concerns and property owners, asking that the crossing be opened immediately in order to save expense, delay and inconvenience. This petition, together with knowledge of the local conditions possessed by the Commission, influenced it to issue a Temporary Order, Decision No. 14122, dated October 2, 1924, granting the relief sought, which specified it was to remain in effect, pending final decision in the matter.

A public hearing, conducted by Examiner Williams, was held in this proceeding at Los Angeles on October 10, 1924, at which applicant introduced, through representatives of a number of industrial concerns, considerable evidence showing that this crossing is

a great convenience and a necessity to them.

From the testimony it appears that the proposed crossing will save from 1.15 to 2.24 miles in distance to and from the uptown business district of Los Angeles over the routes now traveled and will in addition, take traffic over roads and streets much less congested and will at the same time, relieve to a considerable extent, bad traffic conditions on Anaheim-Telegraph Road.

The opening of the crossing will be consistent with the development of the proposed regional plan of highways of which Bandini Boulevard will become a part upon its extension east on a tangent to or beyond Anaheim-Telegraph Road. Representatives of industrial concerns testified that an investment of millions of dollars had been spent or was already under contract to be spent in developing the district served by this crossing. One of the most desirable features of this district, it was claimed, is its accessibility via the proposed crossing. It appears that the crossing does not present unusual conditions as to hazard and that no additional protection outside of the standard crossing sign is at this time necessary.

Consideration of the testimony coupled with the fact that the railroad company was not opposed to the opening of the crossing leads to the conclusion that the application should be granted.

O R D E R

Board of Supervisors of the County of Los Angeles, State of California, having applied for permission to extend Bandini Boulevard at grade across the track of the Los Angeles & Salt Lake Railroad Company in said County, the Los Angeles & Salt Lake Railroad Company having signified that it has no objection thereto, it appearing that it is neither reasonable nor practicable at this time to

provide a separated crossing, a public hearing having been held, the Commission being apprised of the facts, and the matter being under submission and ready for decision,

IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to the Board of Supervisors of the County of Los Angeles, State of California, to construct Bandini Boulevard in said County at grade across the track of the San Pedro Branch of the Los Angeles and Salt Lake Railroad Company, as shown by the map, Intervenor's Exhibit "A" introduced in evidence; subject to the following conditions:

1. The cost of its maintenance up to two feet outside of the outside rails shall be borne by applicant. The maintenance of that portion of the crossing between lines two feet outside of the outside rails shall be borne by Los Angeles and Salt Lake Railroad Company.

2. The crossing shall be constructed of a width not less than thirty feet and with grades of approach not greater than two (2) per cent; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereon of vehicles and other road traffic.

3. The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings as to it may seem right and proper and to revoke its permission if, in its judgment, public convenience and necessity demand such action.

This order shall become effective three (3) days after the making thereof.

Dated at San Francisco, California, this 8th day of November, 1924.

C. Seavey
H. B. Bunnell
Dwight Martin