

Decision No. 14854

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of the
CITY OF LONG BEACH, a municipal corpora-
tion, for the construction of two cross-
ings of the right of way of the Pacific
Electric Railway Company by public streets,
in the City of Long Beach, County of Los
Angeles, State of California.)
Application No. 10750.

Bruce Mason, City Attorney, for Applicant.
R. E. Wedekind, for Pacific Electric Railway Company.
John R. Berryman, Jr., for Los Angeles County
Grade Crossing Committee.

BY THE COMMISSION:

O P I N I O N

ORIGINAL

In the above entitled application the City of Long Beach seeks permission to construct Roswell Avenue and Eighth Street, respectively, at grade across Pacific Electric Railway Company's so-called "Newport Line" in the City of Long Beach, Los Angeles County, California.

A public hearing was held in this matter at Long Beach, before Examiner Williams, on March 9, 1925.

The two crossings proposed herein are situated about 900 feet apart, Roswell Avenue being a north and south street, while Eighth Street runs east and west. In general, the more important east and west streets and north and south avenues of Long Beach, are 660 feet apart, or eight blocks to the mile. The resultant blocks are divided with an irregular system of shorter streets and avenues.

The testimony shows that the City of Long Beach is now building a Senior High School to serve the east half of the city.

It is located between Eighth and Tenth Streets and east of Ximeno Avenue, which is the next important highway east of Roswell Avenue. Jefferson Junior High School is situated between Seventh and Eighth Streets and Euclid and Grand Avenues. Grand Avenue is one-quarter of a mile west of Roswell Avenue. Recreation Park, the principal park of the city, is south of Anaheim Street and east of Ximeno Avenue.

Pacific Electric Railway Company operates high speed interurban service over its Newport Line. There are thirty regular passenger trains over this track per day and in addition, several irregular movements such as freight trains, work trains, line cars, etc. These irregular moves rarely exceed ten in number per day.

Roswell Avenue extends from Livingston Drive to Anaheim Street, a distance of a little less than one and one-half miles, except for the strip across the Pacific Electric Company's right-of-way which the City seeks to open in this proceeding. Ximeno Avenue, located 660 feet east of Roswell Avenue extends from Livingston Drive to Hathaway Avenue, a distance of a little less than two miles, and crosses the Newport Line at grade. Termino Avenue, located 660 feet to the west of Roswell Avenue, extends from Third Street to State Street, a distance of about one and one-half miles, and crosses the Newport Line at grade. This street is paved and carries a large volume of vehicular traffic. Roswell Avenue is not paved on either side of the proposed crossing and it appears there is no plan at present to pave it.

The City proposes to construct Roswell Avenue across the Newport Line with a grade of approach south of the track of seven and one-half percent, descending toward the track. This rather steep grade of approach is required because the railroad in this

vicinity passes through a cut. The north approach is fairly light as the natural ground surface has a downward slope to the north. The view of the railroad in both directions from Roswell Avenue south of the track would be seriously impaired, if the proposed crossing were constructed, by the walls of the cut which would have a maximum depth of about seven feet. The highway intersects the railroad at an angle of about 52 degrees. It is evident that these physical conditions, in conjunction with the high speed interurban railway, make the proposed crossing at Roswell Avenue a hazardous one.

The evidence shows that the proposed crossing would only shorten the distance to traffic which originated on Roswell Avenue itself on one side or the other of the crossing and which desired to get to some point on the Avenue on the opposite side of the crossing. The volume of this traffic appears to be small and does not seem to justify the construction of such a hazardous crossing over the railroad. Practically all the north and south through traffic, in the vicinity of Roswell Avenue, follows along Termino Avenue. North and south traffic originating east of Roswell Avenue is afforded a crossing over the railroad at Ximeno Avenue.

Pacific Electric Railway Company presented an estimate showing the cost of the proposed crossing, including an automatic flagman, to be \$3,285. The estimate was not contested and no other estimates were presented.

Eighth Street extends from Junipero Avenue to Termino Avenue, a distance of approximately one and one-half miles. The proposed Eighth Street crossing would permit traffic to continue on Eighth Street to the Recreation Park, a distance of about 2000 feet. The evidence shows that this crossing, if constructed, would afford another highway to the new Senior High School and Recreation Park, and would shorten the distance for traffic originating on Eighth

Street, on one side of the crossing, which desired to reach a point on Eighth Street on the other side of the crossing. This volume of traffic, however, does not seem to be large.

The next important streets parallel to Eighth are Seventh Street on the south and Tenth Street on the north, each of which cross this same railroad line at grade. Each of these streets are 660 feet distant from Eighth Street. The proposed Eighth Street crossing is adjacent to the Termino Avenue crossing. Eighth Street runs at right angles to Termino Avenue and intersects the railroad at an angle of about 38 degrees. The view of the track from Eighth Street at the proposed crossing would be somewhat impaired by a bank of earth east of Termino Avenue and south of the railroad, and also by houses north of Eighth Street and south of the railroad.

It is evident that the proposed Eighth Street crossing would be a rather hazardous one, as Eighth Street and the heavily traveled Termino Avenue intersect each other and this high-speed railroad at practically a common point and at an acute angle, where the view is somewhat impaired.

Pacific Electric Railway Company presented an estimate showing the cost of the proposed crossing at Eighth Street, including an automatic flagman, to be \$4,050. The estimate also was not contested and no other estimate was presented.

The Los Angeles County Grade Crossing Committee appeared and opposed the opening of both of the crossings. Reports based on the Committee's investigations were submitted, and these reports show the Committee's conclusion to be that there is not sufficient public necessity at this time to warrant the granting of either of the crossings applied for.

After due consideration of all the evidence in this case, it appears that the public convenience and necessity do not justify

the granting of either of the crossings applied for. Therefore this application should be denied.

O R D E R

The City of Long Beach, having made application to this Commission for permission to construct Roswell Avenue and Eighth Street, respectively, at grade across the Pacific Electric Railway Company's so-called Newport Line in the City of Long Beach, a public hearing having been held, the matter having been duly submitted and now being ready for decision, and the Commission being of the opinion that this application should be denied for reasons hereinbefore stated,

IT IS HEREBY ORDERED that the above entitled application be and the same is hereby denied, without prejudice.

Dated at San Francisco, California, this 29th day of April, 1925.

W. A. Brundage
W. L. Sawyer

George D. Squires

Commissioners.