

Decision No. 15020.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
the CITY OF VENICE for a permit to
cross the tracks of the Pacific
Electric Railway Company between the
lines of Horizon Avenue extended
across the tracks of said Pacific
Electric Railway in the City of
Venice.

Application No. 10872.

R. L. Haight, City Attorney, for Applicant.

R. E. Wedekind, for Pacific Electric Railway
Company, Interested Party.

BY THE COMMISSION:

O P I N I O N

In this proceeding applicant seeks permission to construct a vehicular crossing at Horizon Avenue over Pacific Electric Railway Company's tracks in the City of Venice, Los Angeles County.

A public hearing was held in this matter before Examiner Williams at Venice on April 27, 1925.

Horizon Avenue is an easterly and westerly street of Venice, located two blocks northerly from Windward Avenue which leads to the Venice Pier. This highway extends from the Speedway to Rialto Avenue, a distance of about one-quarter of a mile, and affords a westerly outlet for what is known as the "Canal District", the population of which is estimated to be about 2,000. It intersects Pacific Electric Railway Company's so-called "Trolleyway",

which is a private right-of-way 55 feet in width, at a point about 400 feet easterly from the Speedway.

At the present time there is only a pedestrian crossing over Pacific Electric Railway Company's tracks at Horizon Avenue, and in this proceeding authority is sought to construct a crossing for general public use over the railroad at this location, which will consist of two 6-foot sidewalks and a 28-foot driveway. No objection to the proposed crossing was made by the Pacific Electric Railway. To the west of the proposed crossing, Horizon Avenue is now 40 feet wide between Speedway and Trolleyway, and 30 feet wide between Trolleyway and Innes Place, the next street to the east of the tracks. The city plans to increase the width of the portion of the highway east of the railroad to 40 feet.

The business center of the city of Venice is in the vicinity of Windward Avenue between Trolleyway and Speedway. The greater portion of the traffic from the said canal district to the business center is by way of Horizon Avenue to Innes Place, thence in a southwesterly direction, crossing Trolleyway at either Market Street or Windward Avenue. The evidence shows that there is need for additional highway facilities to accommodate this traffic, in that the highways now available are congested and require at least four right-hand turns in a distance of about 600 feet. The proposed crossing will afford another highway artery between the canal zone and the business center of the city, this route having the advantage over the existing ones in that it will require two less right-hand turns.

The Pacific Electric Railway Company's Exhibit No. 1 shows that if the crossing is constructed, using concrete pavement, it will cost \$3,070. and if oil macadam paving is used it will cost \$1,881. Each estimate includes an automatic flagman

installed. These estimates were not contested and no others were presented. The Railway Company's Exhibit No. 2 shows that the normal movement on Horizon Avenue is 317 trains per day, with some additional trains on Sundays and holidays. There are no freight movements over this line. The speed of the trains is estimated at not to exceed 20 miles per hour. The next regular stop to the north of Horizon Avenue is in the vicinity of Westminster Avenue, a distance of 390 feet, and the nearest regular stop to the south of Horizon Avenue is near Windward Avenue, a distance of 500 feet. Vehicular traffic crosses over the railroad at each of the streets adjacent to Horizon Avenue, namely, Westminster Avenue on the north and Market Avenue on the south. These three streets are each 235 feet apart.

There was no serious objection presented to the granting of this application. After due consideration of the evidence in the matter, it appears that the public convenience afforded by the construction of the proposed crossing will more than offset the public hazard that would be incident thereto, provided the crossing is adequately protected. Under the conditions it appears that an automatic flagman is the proper protection to provide at this time. To insure a good crossing the section between the outside rails should be paved with concrete, which affords a better surface and has the longer life of the two types considered.

ORDER

The City of Venice having filed the above entitled application with the Railroad Commission for permission to construct Horizon Avenue at grade across Pacific Electric Railway Company's tracks within the said city, a public hearing having been held, the Commission being apprised of the facts, the matter

having been duly submitted and now being ready for decision,

IT IS HEREBY FOUND AS A FACT that public convenience and necessity require the granting of this application; therefore,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to the City of Venice, County of Los Angeles, State of California, to construct Horizon Avenue at grade across the tracks of Pacific Electric Railway Company, as shown by the map marked Exhibit "A" attached to the application, said crossing to be constructed subject to the following conditions, namely:

(1) The entire expense of constructing the crossing 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 maintenance of that portion of the crossing between lines two (2) feet outside of the outside rails shall be borne by Pacific Electric Railway Company.

(2) The crossing shall be constructed of a width not less than forty (40) feet and at an angle of ninety (90) degrees to the railroad, and with grades of approach not greater than four (4) 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) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(4) If said crossing shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(5) 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 this Commission. The maintenance of said flagman shall be borne by the Pacific Electric Railway Company.

(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.

For all other purposes the effective date of this order shall be twenty (20) days from and after the date thereof.

Dated at San Francisco, California, this 1st day of June, 1925.

H. B. Hendricks
C. C. Seaver

George D. Squires

Commissioners.