

ORIGINAL

Decision No. 16448.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of the CITY OF BURBANK, a municipal
corporation, for permission to in-
stall a grade crossing over the
tracks of the Southern Pacific Rail-
road at Lincoln Street, in the City
of Burbank, California.

Application No. 11,554.

James H. Mitchell, City Attorney, for Applicant.
D. M. Crossman, for Southern Pacific Company.

SEAVEY, COMMISSIONER:

O P I N I O N

In the above-entitled proceeding authority is sought to construct Lincoln Street at grade across Southern Pacific Company's Chatsworth Branch in the City of Burbank, Los Angeles County, California.

A public hearing was held in this matter in Los Angeles March 15, 1926.

Lincoln Street is a northerly and southerly highway located about a mile and one-quarter to the west of the business center of the city of Burbank. It is now opened from San Fernando Road on the north to Clark Avenue on the south, a distance of a little less than two miles, except across the Chatsworth Branch of the Southern Pacific. In the vicinity of the proposed crossing Lincoln Street is 60 feet in width. The City Council of Burbank recently passed a resolution which requires all buildings on either side of Lincoln Street to be set back at least 50 feet

from the center line of the street.

At the present time there is an unauthorized crossing over the railroad at Lincoln Street at the location proposed herein. It appears that this crossing was constructed at the time Lincoln Street was improved, about one year ago. Southern Pacific Company has attempted to prevent the use of this crossing by erecting posts on each side of the track, but at times these posts are removed and vehicles again cross the railroad at this location.

The nearest crossing over the railroad to the west of the one proposed herein is at Buena Vista Street, a distance of about 700 feet, while to the east the nearest crossing is at Main Street, located at a distance of about one mile. Buena Vista Street is an important paved highway which affords a direct connection between Central Avenue on the north and Alameda Avenue on the south, a distance of about $1\frac{1}{2}$ miles, as well as between the intervening highways. According to the plans of the Los Angeles County Regional Planning Commission, it is contemplated to make this highway an important artery 100 feet in width. The Planning Commission's network of important highways for this district does not include Lincoln Street. The district in the vicinity of the proposed crossing is served with a system of important east and west highways located approximately one-half mile apart. Central Avenue and Magnolia Avenue are paved highways parallel to and one-quarter of a mile to the north and south respectively of the Chatsworth Branch.

The following tabulation shows the result of a traffic count taken by the City of Burbank with respect to Southern Pacific Company's Chatsworth Branch:

<u>Grade Crossing</u>	<u>Date</u>	<u>Time</u>	<u>Number of Vehicles</u>
Buena Vista St.	Wednesday, Mar.17,1926.	6 A.M. to 8 P.M.	414
Lincoln Street,	" " "	" " "	47
Buena Vista St.	Sunday, Mar.21,1926.	" " "	505
Lincoln Street,	" " "	" " "	68

From this tabulation it is apparent that the volume of traffic over the railroad in the vicinity of the proposed crossing is not great at this time.

The district near the proposed crossing is essentially residential, a rather large number of houses having been built recently, especially to the north of the railroad.

The Southern Pacific's Chatsworth Branch, over which the crossing of Lincoln Avenue is sought, diverges from the main line at Burbank and connects again at Chatsworth. At the present time there are normally only four regular freight train movements per day over this branch but if it were to be used as a second main track, in accordance with a plan that has been developed by the Southern Pacific Company, instead of constructing a second track along the present main line route between Burbank and Chatsworth, there would inevitably result a large volume of high speed railroad traffic on this line.

From the evidence at hand it does not appear that public convenience and necessity justify the construction of an additional crossing over this railroad within a distance of 700 feet of an existing crossing, as this crossing would not shorten the line of travel for any considerable amount of vehicular traffic at this time, and Lincoln Avenue does not appear to be an essential unit in the Regional Highway Plan that has been developed for this territory.

The following form of order is recommended:

O R D E R

Hearing having been held on the above-entitled application and the matter now standing submitted and ready for decision, for reasons set forth in the foregoing Opinion,

IT IS HEREBY ORDERED that the above-entitled application be and the same hereby is denied.

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 9th day of April, 1926.

H. B. Brundage
Chas. J. Leary
Emm. D. Scott

Commissioners.