

ORIGINAL

Decision No. 18475.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
CITY OF OJAI, for construction of
grade crossing on Blanche and Signal
Streets at Ojai, on Branch line of
Southern Pacific Company.

Application No. 13510.

BY THE COMMISSION:

O P I N I O N

In the above proceeding, the City of Ojai, a city of the sixth class, requests permission to construct Blanche and Signal Streets at grade across Southern Pacific Company's Ojai Branch Line in the southwest portion of the City.

A public hearing was held in this matter before Examiner Williams at Ojai on April 11, 1927.

The railroad involved herein is Southern Pacific Company's Ojai Branch which extends from Ojai on the north to a connection with the main line at Ventura Junction, a distance of about fifteen miles. The service on this line consists of one mixed train making a round trip daily. Under the present schedule this train reaches Ojai about noon. It is estimated that trains travel at a rate of about fifteen miles per hour in the vicinity of the proposed crossings.

The tracks are in a generally east and west direction through Ojai and the streets, with few exceptions, run east and west and north and south. Ojai Avenue is the main

east and west highway of the city and is located about 1,000 feet north of the railroad, while Ventura Avenue is the main north and south highway. Blanche and Signal Streets, referred to in this application, are north and south fifty (50) foot highways of the City of Ojai. Blanche Street is located about three-hundred and fifty (350) feet west of Ventura Avenue, while Signal Street is located about two-hundred and fifty (250) feet east thereof. Both Blanche and Signal Streets terminate at Santa Ana Street which parallels the railroad and is located one block south thereof.

The City is now constructing a sewage disposal plant located on an extension of Signal Street and about two blocks south of the railroad. The record shows that the proposed crossing at Signal Street would afford some advantages in crossing over the track to a few residences on this street in addition to offering a convenient route for city employees attending the sewage plant.

Mention was made of a plan to establish a United States ranger station near the intersection of Santa Ana and Signal Streets; also, that there is possibility of subdivision for residential purposes in this vicinity.

It appears that the amount of traffic that would use the proposed crossing at Signal Street would be comparatively small and that this traffic now has reasonable means of access over the railroad. The sewage disposal plant may be now reached by Montgomery Street which, if repaired, will offer a reasonably convenient route to this plant.

The view at the proposed Signal Street crossing is impaired by a bank of earth on the south side of the railroad as the track at this point lies in a cut of about eight

feet. From the evidence it appears that there is little public necessity for this crossing at this time.

With respect to the proposed crossing at Blanche Street, the evidence shows there are seven houses located on this street in the block south of the railroad and that it would be a material convenience for traffic to and from these houses if the proposed crossing were constructed, especially during rainy seasons, when Ventura Street often becomes impassable, which necessitates the use of a temporary crossing at Blanche Street. The proposed Blanche Street crossing would also be of convenience to a tract proposed to be opened for residential purposes southwest from the corner of Santa Ana and Blanche Streets.

The view at this crossing is slightly impaired due to the curvature of the track which is situated in a four-foot cut and also by trees and shrubbery on private property adjacent to the proposed crossing.

From the evidence it appears that public convenience and necessity justify the construction of this crossing. If constructed, the view should be improved by removing shrubbery in so far as is reasonable and the speed of the trains should be reduced to ten miles per hour to which plan the counsel of the railroad agreed. Under these conditions it would appear reasonable that the crossing be protected only by a standard crossing sign.

O R D E R

The City of Ojai having made application for permission to construct Signal Street and Blanche Street at grade across the Southern Pacific Company's Ojai Branch, a public

hearing having been held, the Commission being apprised of the facts, the matter being under submission and ready for decision,

IT IS HEREBY FOUND AS A FACT that public convenience and necessity justify the construction of the crossing at Blanche Street but do not justify the construction of the proposed crossing at Signal Street; therefore,

IT IS HEREBY ORDERED that permission and authority be and they are hereby granted to the City Council of Ojai, Ventura County, California, to construct Blanche Street at grade across the track of Southern Pacific Company, approximately at Mile No. 411.9, as shown on maps filed in this proceeding.

The above crossing shall be identified as Crossing No. BAE-411.9.

Said crossing shall be constructed subject to the following conditions:

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 Southern Pacific Company. No portion of the cost herein assessed to applicant for the construction or maintenance of said crossing shall be assessed by applicant in any manner whatsoever to the operative property of Southern Pacific Company.

2. The crossing shall be constructed with a width not less than twenty (20) feet and at an angle of ninety (90) degrees to the railroad and

with grades of approach not greater than two (2) per cent; shall be constructed substantially in accordance with Standard No. 2, as specified in General Order No. 72 of this Commission; shall be protected by a Standard No. 1 Crossing Sign as specified in General Order No. 75; and shall in every way be made safe for the passage thereon of vehicles and other road traffic.

3. Southern Pacific Company shall limit the speed of trains at this crossing to ten miles per hour.

4. Said crossing of Blanche Street shall not be opened until applicant shall have arranged with the owners of property at the southwest and southeast corners of said crossing for the removal of trees and shrubs which impair the view of approaching trains and shall have notified this Commission of such removal.

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

6. 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.

7. The Commission reserves the right to make such further order 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.

IT IS HEREBY FURTHER ORDERED that the portion of the

application requesting a crossing at Signal Street be and it is hereby denied without prejudice.

The effective date of this Order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 9th day of ~~July~~ June, 1927.

Ernesto

H. R. Brundige

Albany

Leon Whitell

Thos. J. Lewis

Commissioners.