

ORIGINAL

Decision No. 20057

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of San Diego County, California, to establish a new road crossing over the San Diego & Arizona Railway Co. tracks (Lakeside Branch) near Lemon Grove, San Diego County, California. (Formerly known as Conklin Station).

Application No. 14340.

In the Matter of the Application of San Diego County, California, to establish a road crossing over the San Diego & Arizona Railway Company tracks at Central Avenue, near Lemon Grove, California (Lakeside Branch).

Application No. 14341.

In the Matter of the Application of San Diego County, California, to establish a road crossing over the San Diego & Arizona Railway Company tracks at North Avenue, Lemon Grove, California, (Lakeside Branch).

Application No. 14342.

In the Matter of the Application of San Diego County, California, to establish a road crossing over the San Diego and Arizona Railway Company's tracks at Vernon Avenue, near Lemon Grove, California.

Application No. 14549.

In the Matter of the Application of San Diego County, California, to establish a road crossing over the San Diego and Arizona Railway Company's tracks at San Diego Avenue, Lemon Grove, California.

Application No. 14550.

A. M. Thompson, for Lemon Grove.

R. G. Delworth for San Diego and Arizona Railway Company.

BY THE COMMISSION:

O P I N I O N

In these proceedings the County of San Diego requests permission to construct five crossings at grade over the Lakeside Branch of San Diego and Arizona Railway Company in the unincorporated town of

Lemon Grove, County of San Diego.

A public hearing was held before Examiner Rowell on May 10th, 1928, in San Diego.

The track of the Lakeside Branch of the San Diego and Arizona Railway Company runs through the district of Lemon Grove in a general northerly and southerly direction and three freight trains operate each way thereon weekly.

Highways are located on each side of such track through this territory and run parallel thereto. The proposed crossings would connect these two highways. In the order from north to south the crossings are proposed at the following locations:

At North Avenue (Application No. 14342), then approximately 700 feet distant at San Diego Avenue, (Application No. 14550), then spaced approximately a quarter of a mile apart at Central Avenue, (Application No. 14341), San Miguel Avenue at Conklin Station, (Application No. 14340), and Vernon Avenue, (Application No. 14549).

A paved highway system has recently been constructed connecting Lemon Grove district with San Diego, of which system San Diego Avenue, Central Avenue and San Miguel are a part. These extend in an easterly direction to a connection with the highway on the west side of the track and with the exception of North Avenue, which continues east of the railroad track, the proposed crossings would make no direct connections with east and west highways, there being, in each instance, an offset along the highway parallel and east of the track.

The crossing of North Avenue is now open to use, but not improved. It appears that a crossing is necessary at this location, as it serves the north side of the Lemon Grove district and the packing houses located along the track. Moderate grades of approach can be maintained and the view of approaching trains is reasonably good.

To construct San Diego Avenue across the railroad, it will be necessary to lower both the branch line and a siding at this

point and move the freight house at a cost, in round figures, of \$4,800. Approximately three hundred feet south is located the Golden Avenue crossing, highly improved and paved. In the event San Diego Avenue was opened across the railroad, traffic must make a right angle turn just before or after crossing the tracks to get to or from Imperial Avenue, the highway east of the railroad. Now vehicles make the turn before crossing and go to either the Golden Avenue or North Avenue crossing. It appears that very little advantage would be gained by opening the crossing.

The Central Avenue crossing is also unimproved, but used. The view of approaching trains is good. Central Avenue is located along the southerly side of the more populated area of Lemon Grove and it appears that it will serve as a contact between the school, about two blocks east of the railroad, and the residential district tributary to Central Avenue, to the west. The unimproved grade crossing, located about 350 feet north of Central Avenue, should be closed.

San Miguel Avenue has rather excessive curvatures and grades as it approaches the railroad from the west. To the east of the railroad, Imperial Avenue is paved and about twenty-five feet lower than the track and only about seventy feet east of the rails. It is clearly seen that the conditions are not good for a safe crossing to be used by the public. The revised grade, as submitted by the Supervisor subsequent to the hearing, does not materially improve the situation. It is suggested that further study be made, with the view of finding a better location for a crossing in this vicinity.

Next will be discussed the proposed crossing at Vernon Avenue. From the testimony, it appears that this crossing will be lightly used, on account of the fact that this avenue is not improved and further that the territory tributary to it is sparsely

settled. On account of a water way within the railroad right-of-way, it would be necessary, in addition to the crossing, to build a bridge across this small water course. On account of the rolling character of the adjacent lands, grades of approach would be none too advantageous.

Summing up, it appears that North Avenue and Central Avenue should be opened; that the slight advantages gained, as balanced against the additional hazard and the cost of construction, does not justify the opening of San Diego Avenue; that further study should be made for the purpose of finding a better location for the San Miguel crossing; and, that the opening of Mt. Vernon Avenue across the railroad is not warranted at this time.

O R D E R

The Board of Supervisors of San Diego County having made application for permission to construct public highways across the track of San Diego and Arizona Railway Company at North Avenue, San Diego Avenue, Central Avenue, San Miguel Avenue and Vernon Avenue, a public hearing having been held, the Commission being apprised of the facts, the matter being under submission and ready for decision, therefore,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to the Board of Supervisors of the County of San Diego, State of California, to construct North Avenue and Central Avenue at grade across the tracks of San Diego and Arizona Railway Company at the locations shown by the maps attached to Application No. 14341 and Application No. 14342.

The crossing at North Avenue shall be identified as Crossing No. 36D-10.7 and the crossing at Central Avenue shall be designated as Crossing No. 36D-10.3.

Said crossings shall be constructed subject to the following conditions and not otherwise:

(1) The entire expense of constructing the crossings shall be borne by applicant. The cost of maintenance of those portions of said crossings outside of lines two (2) feet outside of the outside rails shall be borne by applicant. The maintenance of those portions of the crossings between lines two (2) feet outside of the outside rails shall be borne by San Diego and Arizona Railway Company.

(2) The crossings shall be constructed of a width not less than twenty-four (24) feet and at an angle as shown on the maps attached to Applications No. 14341 and No. 14342, with grades of approach, at the crossing of North Avenue, not greater than eight (8) per cent, and grades of approach, at the crossing of Central Avenue, not greater than ten (10) per cent; shall be constructed substantially in accordance with Standard No. 3, as specified in General Order No. 72 of this Commission; shall be protected by Standard No. 1 crossing signs, as specified in General Order No. 75 of this Commission, and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.

(3) The existing publicly used crossing, located approximately three hundred (300) feet north of said Central Avenue crossing, and designated by Crossing No. 36D-10.4, shall be legally abandoned, in so far as the County of San Diego has power so to do, and shall be effectively closed to public use and travel.

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

(5) If said crossings 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.

(6) 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, the public convenience and necessity demand such action.

IT IS HEREBY FURTHER ORDERED that Applications Nos. 14340, 14549 and 14550 be and the same are hereby denied.

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

Dated at San Francisco, California, this 23rd day of July, 1928.

Leon Whitely
Chairman

W. M. ...

Commissioners.