

ORIGINAL

Decision No. 20611

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
CITY OF SOUTH PASADENA, a municipal
corporation, for an order authorizing
construction of crossing of street
railroad by public street.

Application No. 15175.

H.E. Vedder, City Attorney, for Applicant.
Frank Karr, for Pacific Electric Railway
Company, Interested Party.
John R. Berryman, for Los Angeles County
Grade Crossing Committee.

BY THE COMMISSION:

O P I N I O N

The City of South Pasadena has petitioned the Railroad Commission for an order authorizing the construction of the north portion of Huntington Drive across the right-of-way and tracks of Pacific Electric Railway Company in the City of South Pasadena, County of Los Angeles.

A public hearing on this application was held by Examiner Gannon at South Pasadena on February 20, 1929, at which time the matter was submitted.

Fair Oaks Avenue, extending in a north and south direction, consists of two thirty (30) foot driveways separated by Pacific Electric Railway Company's right-of-way, sixty (60) feet in width, upon which is constructed a double track line.

Huntington Drive, extending in an east and west direction, likewise consists of two roadways each thirty (30) feet in

width on either side of Pacific Electric Railway Company's 60-foot right-of-way, upon which is constructed four tracks of said company.

The Pacific Electric Railway Company's tracks on Fair Oaks Avenue are connected by a wye to their tracks on Huntington Drive near the intersection of said streets at a point which is known as Oneonta Park Junction.

Spruce Street, which is parallel to Huntington Drive and approximately three-hundred fifty (350) feet north of the proposed crossing, is constructed across the tracks of the Pacific Electric Railway Company which are located in Fair Oaks Avenue.

In the vicinity of Oneonta Park Junction the south roadway of Huntington Drive, accommodating traffic in both directions, is a through-roadway and is not intersected by the tracks of the Pacific Electric Railway Company, while the north roadway of said street, accommodating traffic in both directions, is not constructed across said wye tracks, thereby necessitating through-traffic on said north roadway to detour north on Fair Oaks Avenue to the crossing at Spruce Street. The construction of the proposed crossing would eliminate this detour for through-traffic.

The west and east roadways of Fair Oaks Avenue are used for southbound and northbound traffic, respectively, as far south as Spruce Street and the record shows that, if the proposed crossing is constructed, these limitations will be made effective as far south as the proposed crossing.

The record shows that Huntington Drive is a part of the major highway system of South Pasadena and connects with the major highway system of Los Angeles serving the entire eastern portion of the County of Los Angeles and is the direct route from the City of Los Angeles to the Cities of South Pasadena, Pasadena, Sierra Madre, Arcadia, Monrovia, Azusa, Glendora, parts of San Gabriel,

Alhambra and surrounding territory.

It was also shown that from 5,000 to 10,000 vehicles will use the proposed crossing if constructed, which traffic is now required to use said Spruce Street crossing. The views at the proposed crossing will be fairly clear with the exception of the view from the southeast corner which will be somewhat obscured by the Oneonta Station and tower building. The approach grades of said crossing will not be in excess of five (5) per cent. The railroad traffic over the proposed crossing consists of 123 trains daily, except Sunday, and 117 trains on Sunday, at speed of about ten miles per hour.

Representatives of the Pacific Electric Railway Company and the Los Angeles County Grade Crossing Committee stated that they had no objection to the granting of this application provided the Spruce Street crossing was closed.

If Spruce Street crossing were to be closed, the traffic now crossing the railroad at this point could use either the proposed crossing which will be located approximately 350 feet south or the Oak Street crossing located approximately 800 feet north. The record shows that ninety (90) per cent of the traffic now using Spruce Street is through-traffic and will use the proposed crossing if authorized and constructed. Local traffic now using the Spruce Street crossing will be slightly inconvenienced by the closing thereof but the establishment of the proposed crossing will be a great benefit and convenience to the greater part of the traffic. Marengo Avenue, approximately 1,000 feet east, and Fremont Street, approximately 600 feet west, are parallel to Fair Oaks Avenue and it is our opinion that these two streets, together with the proposed crossing, will adequately serve the needs of the local traveling public. The evidence further shows that the Spruce

Street crossing is in poor condition and may be considered a hazardous crossing.

After due consideration of all the facts presented herein, we conclude that the establishment of the proposed crossing will serve a large number of people; that the crossing will not be a particularly hazardous one; that the needs of the traveling public will be better served by the establishment of the proposed crossing and that public convenience and necessity justify the granting of this application.

O R D E R

A public hearing having been held on the above entitled application, the matter having been duly submitted, the Commission being fully advised and basing its order on the conclusions as set forth in the opinion which precedes this Order,

It is hereby found as a fact that public convenience and necessity justify the granting of this application, and

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to the City of South Pasadena, County of Los Angeles, State of California, to construct the north roadway of Huntington Drive at grade across the tracks of Pacific Electric Railway Company at the location particularly described and as shown by the map and description (Exhibits A, B, and C) attached to the application.

The above crossing shall be identified as Crossing No. 6P-8.34.

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

(1) The entire expense of constructing the crossing shall be borne by applicant. The cost of maintenance of those portions of said crossing outside of lines two (2) feet outside of

the outside rails shall be borne by applicant. The maintenance of those portions 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 in accordance with the plan (Exhibit A) attached to the application and with grades of approach not greater than five (5) per cent; shall be constructed substantially in accordance with Standard No. 3 or Standard No. 4, as specified in General Order No. 72 of this Commission; and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.

(3) A Standard No. 4 wig-wag, as specified in General Order No. 75, of this Commission, shall be installed and maintained for the protection of said Crossing No. 6P-8.34. The cost of installation shall be borne by applicant. The cost of maintenance shall be borne by Pacific Electric Railway Company.

(4) Prior to the beginning of actual construction on the crossing herein authorized, applicant shall file with this Commission a certified copy of the appropriate ordinance or resolution duly and regularly passed, instituting all necessary steps to legally abandon and effectively close the existing public crossing of Spruce Street, Crossing No. 6P-8.41, located approximately three hundred and fifty (350) feet north of the crossing herein authorized. Upon completion of the crossing herein authorized, and prior to its being opened to public use, the existing public crossing mentioned above shall be legally abandoned and effectively closed to public use.

(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 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.

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

Dated at San Francisco, California, this 27th day of March, 1929.

David D. Raitt
George J. Seaman
Frank D. Cook
Leon A. Whittell
M. J. Carr
Commissioners.