

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of the)
COUNTY OF LOS ANGELES for order author-)
izing a grade crossing over The Atchison,) Application No. 15454
Topeka and Santa Fe Railroad Company's)
right-of-way at Sierra Madre Avenue.)

R. W. Kenny, Deputy County Counsel, for Applicant,
M. W. Reed, for The Atchison, Topeka and Santa Fe
Railway Company, Protestant.

BY THE COMMISSION -

O P I N I O N

The Board of Supervisors of Los Angeles County has petitioned the Railroad Commission for an order authorizing the construction of Sierra Madre Avenue at grade across the tracks of The Atchison, Topeka and Santa Fe Railway Company in the vicinity of the City of Arcadia, County of Los Angeles.

A public hearing on this application was held by Examiner Handford at Los Angeles on May 23, 1929, at which time the matter was duly submitted and it is now ready for decision.

The railroad involved in this proceeding is The Atchison, Topeka and Santa Fe Railway Company's main line between Los Angeles and the east, which extends, in the vicinity of the proposed crossing, in an easterly and westerly direction.

Sierra Madre Avenue, extending in a north and south direction has been constructed as far as the town of Sierra Madre on the north and to a point approximately five hundred feet south of the Railway Company's track but has not been constructed across said tracks.

Colorado Street, extending in a northeast and southwest direction has been constructed on the south side of said tracks as far east as Sierra Madre Avenue.

Foothill Boulevard, a major traffic artery extending across Los Angeles County, runs in an east and west direction parallel to and approximately six hundred feet north of the Railway Company's tracks.

Rosemead Boulevard, located parallel to and approximately seventeen hundred feet west of Sierra Madre Avenue, is constructed across the Railway Company's tracks and the crossing with same is protected by an automatic wigwag.

The territory between Rosemead Boulevard and Sierra Madre Avenue on both sides of said track has been subdivided as a high class residential section and the record shows that at the present time only thirty-one homes have been built on this tract, twenty-three of which are located south of the tracks. Traffic from the subdivision south of the tracks toward Pasadena, which the record shows as the bulk of the traffic moving from this district, may use Colorado Street and is thereby not required to cross the railway tracks at this location. Traffic from the subdivision north of the tracks toward Pasadena may use any one of the east and west streets to Rosemead Boulevard and thence via Rosemead Boulevard to Colorado Street without any material inconvenience. Traffic from the town of Sierra Madre desiring to go to Pasadena may go via Sierra Madre Avenue to Foothill Boulevard and thence over Rosemead Boulevard to Colorado Street with practically the same amount of convenience as if Sierra Madre Avenue/^{were} constructed across the Railway Company's tracks.

Through traffic on Foothill Boulevard desiring to reach Colorado Street may do so as conveniently by way of Rosemead Boulevard as it would via Sierra Madre Avenue.

The record discloses that it is contemplated to widen Rosemead Boulevard to a roadway width of seventy-four feet in the near future and further, to separate the grade of Rosemead Boulevard with the tracks of The Atchison, Topeka and Santa Fe Railway Company as soon as provision can be made for accommodating the flood waters in this territory.

The Atchison, Topeka and Santa Fe Railway Company operate fourteen passenger trains daily, many of which operate at a speed of approximately fifty miles per hour, and from six to twelve freight

trains daily at a speed of approximately thirty miles per hour, over the proposed crossing.

Plans are under way to extend Colorado Street east through the Baldwin Estate and across the tracks of The Atchison, Topeka and Santa Fe Railway Company by a grade separation just east of Arcadia. The extension of Colorado Street would interfere with an eventual grade separation at the proposed grade crossing.

The record shows that the extension of Sierra Madre Avenue south to Huntington Drive is contemplated for the near future.

The District Engineer of The Atchison, Topeka and Santa Fe Railway Company stated that, in his opinion, a grade crossing at Sierra Madre Avenue was not necessary under present conditions and if, in the future, a crossing is necessary, same should be effected by a grade separation. He further stated that, in his opinion, conditions in this territory would not warrant a grade separation at Rosemead Avenue and also at Sierra Madre Avenue.

The establishment of the proposed crossing would not develop any additional traffic but would be used primarily by through traffic, which traffic now uses Rosemead Boulevard.

Apparently, one of the main reasons for requesting a grade crossing at Sierra Madre Avenue was occasioned by the fact that many vehicles drive down Colorado Street to Sierra Madre Avenue to find themselves in a pocket and are thereby required to turn around and drive back again. We are of the opinion that this condition could be eliminated to a large degree by the placing of a sign at the intersection of Colorado Street and Rosemead Boulevard advising motorists that Colorado Street is not a through street.

It is probably true that the construction of a grade crossing at Sierra Madre Avenue would serve some local convenience, but such convenience would not be sufficient to offset the hazards created by the establishment of a grade crossing at this location.

After due consideration of all the evidence presented herein, we conclude that the proposed crossing would serve only as a small convenience to local traffic which would be more than offset by the hazards created by a grade crossing over this high speed railroad; that local traffic is now offered a means of crossing the railroad without undue inconvenience; that a grade separation is contemplated at Rosemead Boulevard as soon as the drainage problem is worked out which grade separation will afford traffic a safe and convenient means of traversing the tracks of The Atchison, Topeka and Santa Fe Railway Company; and that public convenience and necessity do not justify the granting of this application.

C R D E R

A public hearing having been held on the above entitled application, the matter having been duly submitted, the Commission being now 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 do not justify the granting of this application, and

IT IS HEREBY ORDERED that this application be and the same is hereby denied.

Dated at San Francisco, California, this 12th day of

June 1929.

Thomas D. Lott
Chairman

Leon O. White
W. J. Carr
COMMISSIONERS.