

Decision No. 5700

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )	
THE CITY OF LOS ANGELES, a municipal )	
corporation, to construct a public )	Application No. 35350
highway across the right-of-way of )	
✓ the El Paso Line of the Southern )	
Pacific Company. )	

Alan G. Campbell, for the City of Los Angeles.  
C. W. Cornell, E. D. Yeomans and Walter A. Steiger,  
 for the Southern Pacific Company, interested  
 party.  
H. F. Christenson, for the Commission staff.

O P I N I O N

By this application, as amended, the City of Los Angeles seeks authority to construct Astoria Street at grade across the tracks of the El Paso Line of the Southern Pacific Company. The crossing will be an extension of Astoria Street, eliminating the present offset unimproved crossing situated approximately 50 feet northerly of Astoria Street.<sup>1</sup>

A public hearing was held at Los Angeles before Examiner Mark V. Chiesa. Oral and documentary evidence having been adduced, the matter was submitted for decision.

The proposed Astoria Street crossing is in a partially developed residential area immediately northerly of the San Fernando city limits. In said area there are crossings at Hubbard Street, Bledsoe Street and Roxford Street. In this application there are

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<sup>1</sup> The present crossing (No. B-460.52) was permitted to remain open to traffic only upon condition that the City of Los Angeles file an application with this Commission for authority to establish a crossing at Astoria Street in accordance with the standards prescribed by this Commission (Dec. No. 49477).

two streets that must be considered, Astoria Street and Polk Street, both of which are located between the Hubbard Street crossing and the Bledsoe Street crossing. Astoria Street is practically the same distance (approximately 2,900 feet) from, and parallel with, Hubbard Street as Polk Street is from Bledsoe Street, so that there is no particular advantage from the standpoint of distance in so far as the area northerly of the Southern Pacific Company tracks, between Hubbard and Bledsoe Streets, is concerned.

The evidence shows that a drainage problem exists at the proposed location of the Astoria Street crossing, as well as at Polk Street. A city district engineer testified that there is approximately 50 feet between the nearest track and any water that might accumulate at the intersection of Astoria Street and San Fernando Road which parallels the tracks on both sides of the railroad right-of-way in this area. Astoria Street is not designated a "major street" in the Master Plan of Highways by the City Planning Commission; Polk is so designated. There is no material development southerly of the tracks and San Fernando Road at Astoria Street, and said street would at present terminate at the southerly lane of San Fernando Road.

Although the application is not opposed, the Southern Pacific Company takes the position that there should not be more than one crossing between the Hubbard Street and Bledsoe Street crossings, a distance of approximately 1-1/3 miles. The record further shows that the Los Angeles County Grade Crossing Committee has on two occasions investigated the crossing situations at Astoria Street and Polk Street and has recommended that crossing be established at Polk Street and not at Astoria Street. On the other hand, the Public Works Committee of the City of Los Angeles has recommended that a crossing at Polk Street be not established, favoring a crossing at Astoria Street.

The district engineer for the Bureau of Engineering of the City of Los Angeles and one public witness testified in support of the application. Although the record does not clearly establish that the proposed Astoria Street crossing is the better location, the Commission is of the opinion that it is, at this time, in the public interest to grant the application. However, future development in the area may require that the matter be given further consideration. The City of Los Angeles will be expected to file an appropriate application with this Commission before any additional crossings are opened in the area.

O R D E R

A public hearing having been held, the Commission being fully advised in the premises, and good cause appearing,

IT IS ORDERED:

(1) That the City of Los Angeles is authorized to construct Astoria Street at grade across the El Paso Line of the Southern Pacific Company in the County of Los Angeles at the location described in the application, as amended, to be identified as Crossing No. B-460.5. Construction and maintenance expense shall be borne in accordance with blanket agreement between applicant and Southern Pacific Company dated September 5, 1934 (Exhibit No. 2). Width of crossing shall be not less than 36 feet and grades of approach not greater than six per cent. Construction shall be equal or superior to Standard No. 2 of General Order No. 72. Protection shall be by two Standard No. 8 flashing light signals (General Order No. 75-B).

(2) That within six months from the effective date of this order or upon completion of Crossing No. B-460.5, whichever occurs first, Crossing No. B-460.52, situated approximately 50 feet to the north of Astoria Street, shall be abandoned and closed.

(3) That within thirty days after completion, pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall become void if not exercised within one year, unless time be extended, or if above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

The effective date of this order shall be twenty days after the date hereof.

Dated at Los Angeles, California, this 25<sup>th</sup> day of JANUARY, 1955.

[Signature]  
President  
[Signature]  
[Signature]  
[Signature]

Commissioners