



The El Paso line of the Southern Pacific Company crosses the City of Alhambra in a southwesterly-northeasterly direction. At the two crossings there are intersecting streets both north and south of the right of way, Mission Road on the north and Front Street on the south at Atlantic Boulevard and Corto Street on the south at Chapel Avenue. There are nine crossings over said rail line within the city, the principal ones being at Fremont Avenue, Atlantic Boulevard, Garfield Avenue and Chapel Avenue.

The city also proposes to improve the Garfield Avenue crossing situated between Atlantic Boulevard and Chapel Avenue. The city and railroad have agreed that crossing protection at Garfield Avenue should conform to that of Atlantic Boulevard and Chapel Avenue crossings and they will share the cost of upgrading the protection. The proposed changes at Garfield Avenue are not part of this proceeding.

The type of protection, volume of vehicular traffic, and accident record of each of said four crossings is as follows:

<u>Street</u>	<u>Crossing Number</u>	<u>Protection</u>	<u>Average Daily Traffic *</u>	<u>5-Year Accident Record</u>		
				<u>No.</u>	<u>Killed</u>	<u>Injured</u>
Fremont Ave.	B-487.4	Automatic Gates	16,788	3 **	4	4
Atlantic Blvd.	B-488.5	2 - No. 3 w.w.	18,111	-	-	-
Garfield Ave.	B-489.2	2 - No. 4 w.w.	15,911	3	-	-
Chapel Ave.	B-489.4	1 - No. 3 w.w.	10,065	2	-	1

\* March and April 1961 City Traffic Counts

\*\* There have been no accidents since the automatic gates were installed January 19, 1960

The average daily motor vehicle crossings at the other five locations for the same two-month period was between 2,902 at the 4th Street crossing and 6,347 at the Westminster Avenue crossing. In January 1960 automatic gates and flashing light signals were installed at Fremont Avenue, the city and railroad having shared equally in the cost of the improved crossing protection. At the same time the city improved the street crossing by widening from two to four lanes, providing left-turn lanes and upgrading traffic signals and street lighting.

Approximately forty trains per day are operated through the city at speeds of up to 40 miles per hour, some trains consisting of one hundred or more cars.

There is no controversy concerning the proposed street improvements, traffic signals and lighting. The crossings will be widened from 36 feet to 58 feet at Atlantic Boulevard, and from 45 feet to 60 feet at Chapel Avenue. Each crossing will have four lanes of traffic and a left-turning lane. Mission Road will also be widened at both intersections to provide turning lanes. The evidence indicates that easements are available for the proposed street improvements. When completed the street improvements at all three crossings will be similar to the present Fremont Avenue crossing. The city contends that the crossing protection should be similar to the Fremont crossing but without automatic gates, and that due to the single track and proposed cantilevered flashing signals, improved traffic signals and street lighting, such protection would be adequate. The railroad does not seriously oppose the upgrading of the crossing protection, but objects to automatic gates, and further takes the position that present

protection is adequate and any change should be at the expense of the city.

The Commission's staff presented evidence (Exhibit No. 16) of the existing conditions at the two crossings; that Atlantic Boulevard is a major county traffic artery, and that Chapel Avenue is a principal city street providing access between industrial, commercial, and residential areas. Basing its recommendation on existing and future traffic volume and the movement of motor vehicles at adjacent street intersections the staff recommends, as minimum protection, installation of flashing light signals and automatic crossing gates.

The record shows that the volume and pattern of traffic at the four crossings (Fremont Avenue, Atlantic Boulevard, Garfield Avenue and Chapel Avenue) are much alike. Although there are double tracks at Fremont Avenue the danger is not significantly less at the other crossings due to the number of trains and vehicle movements. In view of the proximity of the four crossings, all four being within a distance of two miles, and the likeness of the traffic volume and conditions, the safety of motor vehicle drivers would be enhanced with uniform crossing protection.

It was estimated by protestant that the installation of automatic gates and annual operating cost at the Atlantic Boulevard crossing would be approximately \$11,155 and \$747, respectively, and that the cost for said items at the Chapel Avenue crossing would be \$17,545 and \$945, respectively.<sup>1/</sup>

The Commission having considered the matter, finds and concludes that crossing protection at Atlantic Boulevard and Chapel Avenue, as set forth in the order that follows meets the public

1/ Operating costs were itemized as follows:

	<u>Atlantic Blvd.</u>	<u>Chapel Ave.</u>
Maintenance	\$222	\$341
Depreciation	225	304
Repair of Broken Gate Arms	<u>300</u>	<u>300</u>
TOTAL	\$747	\$945

convenience, necessity and safety as evidenced in this proceeding, and that costs of constructing said protection and improvements, together with maintenance thereof, shall be defrayed as therein set forth.

O R D E R

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

IT IS ORDERED:

1. That the City of Alhambra is authorized to widen and improve the grade crossings at Atlantic Boulevard and Chapel Avenue and the Southern Pacific Company tracks (Crossings Nos. B-488.5 and B-489.4, respectively) substantially in the manner and in accordance with the plans introduced in this proceeding, subject to the following conditions:
2. That the work required to be performed at each of said crossings between lines two feet outside of rails and the work of moving and installing signals and automatic gates shall be performed by Southern Pacific Company.
3. That Southern Pacific Company shall bear the entire cost of preparing the tracks to receive the pavement for the widened portions of the crossings between lines two feet outside of rails and the full cost of improving the present crossings between such lines.
4. That crossing protection at each of said crossings shall be by two Standard No. 8 flashing light signals as prescribed in General Order No. 75-B, supplemented by automatic crossing gates.
5. That the City of Alhambra and Southern Pacific Company shall each bear one-half the costs of installation of the flashing light signals and automatic gates at both crossings.

6. That the Southern Pacific Company shall bear the entire maintenance cost of the final widened crossings between lines two feet outside of rails and of the flashing light signals and automatic gates, pending final decision by this Commission in Case No. 6144 in which payment for broken gate arms is involved.

7. That the City of Alhambra shall bear the remainder of the expense of constructing and maintaining the proposed widened crossings and their approaches.

8. That within thirty days after the completion of the work hereinabove authorized applicant and protestant shall notify the Commission in writing of the compliance with the conditions hereof.

9. That the authority herein granted shall expire if not exercised within one year, unless time be extended.

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

Dated at San Francisco, California, this 12<sup>th</sup> day of August, 1961.

Clement B. Bagley  
President

John S. Mitchell

D. Lynn Fox

George G. Grover

Frederick B. Holbeck  
Commissioners