

ORIGINAL

Decision No. 65703

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of El Segundo, California, for an order authorizing construction of two crossings at grade between the Harbor Line of the Atchison, Topeka and Santa Fe Railway Company, the branch line of the Pacific Electric Railway Company and Douglas Street in the City of El Segundo, California)	
)	Application No. 45112
)	(Filed January 14, 1963)
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Auten F. Bush, City Attorney, for City of El Segundo, applicant.

E. D. Yeomans and Walt A. Steiger, by Walt A. Steiger, for Pacific Electric Railway Company; Edward J. Riordan, for The Atchison, Topeka & Santa Fe Railway Company; Richard K. Bowler, for Los Angeles County Grade Crossing Committee; J. Jason Gale, for The Aerospace Corporation; Jack G. Wood, for Hughes Aircraft Company, El Segundo Division; George Thomson, for North American Aviation, Inc.; Lawrence D. Becker and H. L. Troutman, for Utah Construction and Mining Company, interested parties.

W. F. Hibbard, John Ukleja, and Clent E. Milne, for the Commission staff.

O P I N I O N

By the application herein, the City of El Segundo requests an order for the construction of Douglas Street, at grade at Mile Posts Nos. 2H-14. 7 (the northern crossing) and 2H-14.9 (the southern crossing), across the tracks of The Atchison, Topeka and Santa Fe Railway Company (Santa Fe) and Pacific Electric Railway Company (Pacific Electric) in said city.

Public hearings on the application were held in Los Angeles before Examiner Rogers on May 20 and 21, 1963, and the matter was submitted.

The evidence presented by the parties is summarized as follows:

(1) The locations of the crossings are shown on the map attached to the application. The particular area with which we are concerned is approximately one mile square and is bounded by El Segundo Boulevard on the north, Sepulveda Boulevard on the west, Rosecrans Avenue on the south, and Aviation Boulevard on the east. Douglas Street extends from north of El Segundo Boulevard south to a short distance north of the northern crossing and also between the north and south crossing. It does not extend below the site of the south crossing. At El Segundo Boulevard, Douglas Street is approximately 1,300 feet west of Aviation Boulevard. The San Diego Freeway is now completed on a route approximately one-quarter mile east of Aviation Boulevard and parallel thereto, and there are on and off ramps at El Segundo Boulevard and Rosecrans Avenue. Immediately south of the northern proposed railroad crossing Utah Avenue extends between Douglas Street and Aviation Boulevard. South thereof is Alaska Avenue which extends from Douglas Street to Aviation Boulevard. Hawaii Street extends from Alaska Avenue to Aviation Boulevard. There is no public crossing of the Santa Fe track south of Alaska Avenue and Douglas Street does not extend south of the Santa Fe tracks. A private road, known as Kramer Avenue, extends from approximately the extension of Alaska Avenue across the Santa Fe's Long Beach and Redondo Beach tracks midway between the two proposed crossings. These private crossings are to be left. Several other private crossings could be closed.

(2) The Pacific Electric track extends from the City of Los Angeles across Aviation Boulevard, the Santa Fe track, and the location of the proposed north crossing of Douglas Street. Immediately west of the location of Douglas Street there is a switch point from

which one line of rail extends to the City of El Segundo serving several industries west of Sepulveda Boulevard. The other line goes south and west to the Standard Oil Company refinery area in which there are many miles of private tracks. Between Douglas Street and Sepulveda Boulevard is Pacific Electric's Wise yard containing three storage tracks, a running track, and a track connecting Pacific Electric's track with Santa Fe's tracks referred to subsequently herein.

Pacific Electric does all the switching in the Standard Oil area for both Pacific Electric and Santa Fe and moves all cars in and out of said area.

(3) Pacific Electric has one train which comes from Los Angeles between 8:00 a.m. and 10:00 a.m. and returns to Los Angeles in the morning and one afternoon train returning to Los Angeles at night. These trains vary in length from one light engine to one or more engines and 50 cars.

(4) Santa Fe has a line from Los Angeles on the west side of Aviation Boulevard to El Segundo Boulevard which it crosses at grade. This track crosses the Pacific Electric tracks approximately 125 feet east of the site of proposed Douglas Street and proceeds across the site thereof. This is the proposed northern crossing.

(5) Approximately 800 feet west of the proposed northern crossing Santa Fe's line diverges, with one leg extending south and west to Redondo Beach and the other leg turning south and east to Long Beach. The Long Beach line loops and it crosses the site of the proposed southern extension of Douglas Street. This is the proposed southern crossing.

(6) Immediately east of the proposed southern crossing Santa Fe has a track which joins the Redondo Beach track, forming a triangle or "Wye". This triangle contains a lumber yard and Santa Fe's depot. The Redondo Beach leg also contains four storage and classification tracks in addition to the Redondo Beach line.

(7) East of the proposed extension of Douglas Street, Santa Fe has a long siding which is parallel to the Long Beach line and extends to the corner of Rosecrans Avenue and Aviation Boulevard at which point the track crosses Aviation Boulevard at separated grades.

(8) Aviation Boulevard is to be widened. This will require Santa Fe to store cars now held on the Long Beach line siding in the east side of wye area between the two proposed crossings and would make the proposed southern crossing a double track crossing.

(9) During a 24-hour period from May 9 to May 10, 1963, there were 9 through-train movements by Santa Fe between the City of Los Angeles and El Segundo Boulevard past Douglas Street. These consisted of from 2 cars and 2 locomotives to 3 locomotives and 92 cars. These are typical of the usual daily movements and each was across the northern crossing.

(10) In addition to the regular movements there are numerous switching movements in the area per day. These movements are performed by two different switch crews.

(11) For the period from 8:45 a.m., Monday, May 6, to 8:45 a.m., Tuesday, May 7, 1963, there were approximately 45 switching movements of from 1 to 71 cars across the north crossing and 18 movements across the south crossing, one of which

blocked the area of the crossing for approximately one hour and twenty minutes.

(12) During the 24 hours from 5:01 a.m., Thursday, May 9, to 5:01 a.m., Friday, May 10, 1963, there were approximately 55 movements across the north crossing of from 2 diesel units and 1 car to 3 diesel units and 92 cars and 13 movements across the south crossing of from 1 to 92 cars, one of which movements blocked said crossing for approximately one hour and ten minutes.

(13) During these movements the northern crossing area was blocked for a total period of about one hour. This time would be increased if crossing gates were in place.

(14) The two longest blockings referred to above would be eliminated by the movement of the siding on the Long Beach track into the wye area referred to.

(15) At the northern crossing Santa Fe has the right-of-way over Pacific Electric. As a result, Pacific Electric has a manual interlocking derail at the southeast side of the crossing. Pacific Electric trains must stop prior to crossing Santa Fe's tracks; an employee is required to walk to the tower, throw the switch which sets the derail on the Santa Fe's tracks, permit the train to proceed, then reset the derail prior to proceeding across the Santa Fe rails; and a Pacific Electric employee must observe both directions of the Santa Fe tracks.

(16) If the northern Douglas Street crossing opens, a Pacific Electric employee will be required to walk across Douglas Street to operate the derail.

(17) There is now pending before the Interstate Commerce Commission an application to abandon this interlocking system and permit Santa Fe to proceed at all times, at 10 mph with Pacific

Electric coming to a complete stop at the crossing, observing up and down the track and then proceeding over the rail crossing.

(18) Douglas Street has been in existence for two years. It extends north of El Segundo to the International Airport only. It is proposed to extend it south only to Rosecrans Avenue. It is designated as a local collector which provides access to the lateral streets in the area between El Segundo Boulevard and Rosecrans Avenue. It is 64 feet from curb to curb, and the lateral streets are 48 feet in width. It is not to be used as a through street to any outside area.

(19) The principal reasons the city desires that Douglas Street be opened are to provide fire protection and enable the city to develop the area.

(20) The City of El Segundo is entirely surrounded by incorporated areas. The area here is about the only area available to it to increase its tax revenues and develop the city.

(21) El Segundo has two fire stations, one in the downtown portion and Fire Station No. 2 which is on El Segundo Boulevard, approximately midway between Aviation Boulevard and Sepulveda Boulevard.

(22) El Segundo Boulevard has heavy traffic during certain periods of the day, and the city desires that Douglas Street be extended through to permit quick access of fire fighting equipment to the area on Rosecrans Avenue between Aviation Boulevard and Sepulveda Boulevard. At present, any fire on Rosecrans Avenue would require routing the equipment via Sepulveda Boulevard or Aviation Boulevard to Rosecrans Avenue, each of which is heavily congested during certain periods of the day. The City Fire

Department desires that Douglas Street be extended completely through from El Segundo Boulevard to Rosecrans Avenue.

(23) The city cannot indicate when Douglas Street will be extended south of the south crossing in the event the south crossing were permitted by this Commission.

(24) There are in the area at present a commercial enterprise on the southeast corner of El Segundo Boulevard and Douglas Street, the lumber yard referred to in the wye, a foundry immediately west of the wye, a salvage company on Rosecrans Avenue between the extension of Douglas Street and Aviation Boulevard, and a commercial development at the triangle formed by the Santa Fe and Pacific Electric right-of-way and Aviation Boulevard.

(25) A large portion of the remaining area east of Douglas Street, south of El Segundo, west of Aviation, and above the Santa Fe Railroad and most of the area south of the Santa Fe on each side of the proposed extension of Douglas Street and north of Rosecrans Avenue, is owned by the Utah Construction and Mining Company.

(26) Utah Construction and Mining Company is in the process of developing and selling the land involved. Since July, 1962, it has sold 9 parcels of land in the area; it is negotiating with two additional firms which will probably acquire property in the area in the immediate future; and it has approximately 86 so-called clients with which it is negotiating. Under the Subdivision Map Act, this company will extend Douglas Street south of the south crossing. Such extension will be made when negotiations are completed for the sale of the land. This company desires that both crossings be opened but its representative could give no definite date when Douglas Street would be completed.

(27) Pacific Electric opposes opening the northern crossing as it would compound the operational difficulties the company now experiences having a crossing with Santa Fe at the location, the crossing would be hazardous, and the company would receive no benefits from the crossing.

(28) Santa Fe opposes the opening of the two crossings because of the heavy concentration of switching in the area resulting in numerous blockings of the proposed crossings and the dangerous angle of approach to the crossings.

(29) Santa Fe is not willing to pay any of the costs of installation or maintenance of either or both of the crossings.

(30) The city gave no estimate of the costs of the proposal and indicated that whatever type of protection the Commission ordered, it would be willing to accept.

(31) The estimated annual maintenance cost for flashing light protection alone at each crossing will be approximately \$581 per year, and if lights, supplemented by gates, are installed, the cost will be approximately \$1,099 per year. These costs do not include the replacement of broken gate arms.

(32) At each grade crossing in California there is an average of two gate arms per year broken. Each gate arm costs approximately \$200 to replace.

(33) The cost for each flashing light, supplemented with gates, crossing protection installation is approximately \$20,000 including the Santa Fe circuits only.

(34) Pacific Electric's costs are in addition thereto.

The railroads' attorneys requested that if the crossings are opened, the decision be held in abeyance pending receipt

of an order from the Interstate Commerce Commission in connection with a pending application to abandon the interlocking as such order, if granted, will materially alter the costs and if the interlocking is abandoned, the costs of installing the gates will be substantially lessened. They stated that the Interstate Commerce Commission matter was submitted on March 17, 1963, and that a decision should be rendered by that Commission within perhaps 90 days from that date.

The City Attorney stated that there is an urgency in this matter but the city would be glad to cooperate with the railroad.

Findings

We find that:

1. That portion of the City of El Segundo bounded by El Segundo Boulevard, Sepulveda Boulevard, Rosecrans Avenue, and Aviation Boulevard, is a commercially zoned area, and is approximately one mile square.
2. There is no north-south street therein except Douglas Street.
3. Douglas Street terminates at the proposed sites of the extensions thereof across the Santa Fe and Pacific Electric tracks.
4. Pacific Electric has 4 regular movements per day across the site of the northern crossing.
5. Santa Fe has 55 to 60 movements per day across the site of the northern crossing and 13 to 18 movements per day across the site of the southern crossing.
6. The city desires to construct Douglas Street across both crossing sites to enable it to develop the area commercially and expedite fire protection for points in the south portion of the area.

7. The time of the development of Douglas Street south of the south crossing is dependent on the development company selling the land in that area.

8. Neither the city nor the development company could estimate the time when Douglas Street south of the south crossing would be opened.

9. Public convenience and necessity require that Douglas Street be constructed across Santa Fe's and Pacific Electric's rights-of-way at the Douglas Street proposed north crossing at grade, Mile Post No. 2H-14.7 on the Santa Fe and 6RA-16.36 on the Pacific Electric. ✓

10. Public safety requires the crossing be protected with automatic crossing gates, median strips and high intensity overhead lights. ✓

11. No reason exists for the opening of the proposed southern crossing at Mile Post No. 2H-14.9. ✓

12. Fixing the effective date of this decision 20 days after the effective date of the Interstate Commerce Commission order, disregarding a rehearing or an appeal, is reasonable. ✓

Conclusions

We conclude that authority should be granted to open the northern crossing and that authority to open the southern crossing be denied. ✓

O R D E R

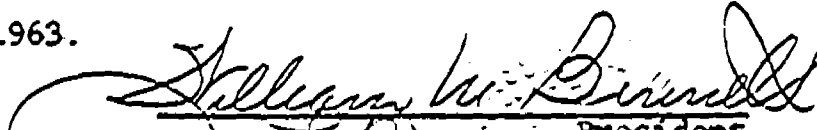
IT IS ORDERED that:

1. The City of El Segundo is authorized to construct Douglas Street at grade across the tracks and rights-of-way of Pacific Electric Railway Company and The Atchison, Topeka and Santa Fe Railway Company, at the location described in the application known as the northern crossing and to be identified as Crossings Nos. 2H-14.7 and 6RA-16.36. The width of the crossing shall be not less than sixty-four feet from curb to curb and the grades of approach shall be not greater than two percent. Construction shall be equal to or superior to Standard No. 2 of General Order No. 72. Protection shall be two Standard No. 8 flashing light signals (General Order No. 75-B) supplemented by automatic crossing gates, median strips, plus two Standard No. 8 flashing light signals (General Order No. 75-B), without back lights, located on said median strips, and two 20,000 lumen mercury vapor lights.
2. Construction expense of the crossing including the automatic crossing signals and gates shall be borne by the City of El Segundo.
3. Maintenance costs at Douglas Street (Crossings Nos. 2H-14.7 and 6RA-16.36) outside of lines two feet outside of the outside rails shall be borne by the City of El Segundo and between said lines equally by Pacific Electric Railway Company and The Atchison, Topeka and Santa Fe Railway Company. Costs of maintenance of signals and gates including the costs of replacing and installing broken gate arms shall be borne by Pacific Electric Railway Company and The Atchison, Topeka and Santa Fe Railway Company.
4. Authority to extend Douglas Street across the south crossing at Mile Post No. 2H-14.9 is denied.


5. Within thirty days after completion pursuant to this order, applicant shall so advise the Commission in writing. This authority shall become void if not exercised within one year after the effective date of this decision unless time be extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience and necessity or safety so require.

The effective date of this order shall be twenty days after the date of the Interstate Commerce Commission order herein referred to.

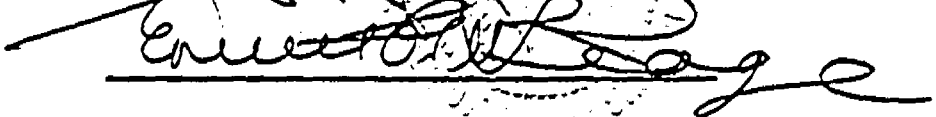
Dated at San Francisco, California, this 12th day of July, 1963.



President



Commissioner



Commissioner

Commissioners

Commissioner George G. Grover, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner Frederick B. Holoboff, being necessarily absent, did not participate in the disposition of this proceeding.