

ORIGINAL

Decision No. 68345

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation for the purpose of)
 establishing a list for the year)
 1965 of railroad grade crossings)
 of city streets or county roads)
 most urgently in need of separa-)
 tion, or existing separations in)
 need of alteration or reconstruc-)
 tion as contemplated by Section)
 189 of the Streets and Highways)
 Code.)

Case No. 7979

Roland S. Woodruff, for the Greater Bakersfield Separation of Grade District; Robert L. White, for the City of Burbank; Edmund T. Dady, George J. Marr and Howard A. York, for the City of Burlingame; William L. O. Martini, for the City of Glendale; Donald M. Winton, for the City of Fresno; Warren J. Wolfe, for the City of Los Angeles; Louis H. Larson, and George S. Nolte, for the City of Menlo Park; Richard C. Garner, for the City of Montclair; James E. McCarthy, for the City of Oakland; Clifford J. Geertz, for the City of San Francisco; A. P. Hamann, for the City of San Jose; Robert G. Spencer, for the City of Pasadena; James F. Vivrette, for Alameda County; R. L. Schneider and N. H. Templin, for Los Angeles County; John MacCoun, for Placer County; James C. Ray, for Sacramento County; E. C. Steffani, for Santa Clara County; Rudolph J. Massman, San Diego County; Theodore J. George of St. Maurice-Helmkamp-Musser, for Yuba County; and Harold S. Lentz, for Southern Pacific Company, respondents.
Neal W. McCrory and W. L. Seabridge, for The Atchison, Topeka & Santa Fe Railway; E. O. McFall, for City of Cabazon; George D. Moe and Melvin R. Dykman, for State of California; and C. R. Burris, for the Union Pacific Railroad, interested parties.
M. E. Getchel, for the Commission staff.

O P I N I O N

On August 11, 1964, the Commission issued its order instituting investigation upon its own motion for the purpose of establishing and furnishing to the Department of Public Works the

1965 annual priority list of railroad grade crossings of city streets or county roads most urgently in need of separation and of existing grade separations in need of alteration or reconstruction. Such a list is in conformity with Sections 189-191 of the Streets and Highways Code, which provides that the annual budget of the Department of Public Works shall include the sum of \$5,000,000 for allocation to grade separations or alterations made to existing grade separation. It is the function of the Public Utilities Commission to furnish a priority list to the Department of Public Works. The actual allocation of money from State Highway Division funds is made by the Department of Public Works and the California Highway Commission.

Public hearings were held in Los Angeles and San Francisco before Examiner Daly and the matter was submitted on October 29, 1964.

Copies of the order instituting this investigation were served upon each city, county and city and county in which there is a railroad grade crossing or separation; each railroad corporation; the Department of Public Works; the California Highway Commission; the Greater Bakersfield Separation of Grade District; the League of California Cities; the County Supervisors Association; and other persons who might have an interest in the proceeding.

In response to the Order Instituting Investigation, various public bodies desiring to nominate crossings or separations for inclusion on the 1965 priority list filed with the Commission the following information:

For Crossings at Grade
Proposed for Elimination

1. Identification of crossing, including name of street or road, name of railroad and crossing number.

2. Twenty-four-hour vehicular traffic volume count, by either 60 or 30-minute periods.
3. Number of train movements for one typical day segregated by type, i. e., passenger, through freight, or switching.
4. Type of separation proposed (overpass or underpass).
5. Preliminary cost estimate of project.
6. Statement as to the amount of money available for construction of the project.
7. Statement as to need for the proposed improvement.

For Grade Separations
Proposed for Alteration

1. Identification of crossing, including name of street or road, name of railroad and crossing number.
2. Twenty-four-hour vehicular traffic volume count, by either 60 or 30-minute periods.
3. Description of existing separation structure, with principal dimensions.
4. Type of alteration proposed.
5. Preliminary cost estimate of project.
6. Statement as to the amount of money available for construction of the project.
7. Statement as to the need for the proposed improvement.

During the course of hearing, Exhibit 1 was introduced by the Commission staff. Said exhibit considered the nominations and pertinent data filed pursuant to the Order Instituting Investigation in relation to certain tangible and intangible factors. These factors were used for the purpose of comparing the relative importance of one crossing with another in order to assign priorities. Considered among the tangible factors were traffic, cost, accident record and state of readiness. The intangible factors considered were potential

traffic, position and relation to city street pattern, relationship to railroad operations, available alternate routes, accident potential and vehicular delay. Also considered was elimination of existing grade crossings, located at or within a reasonable distance from the point of crossing of the grade separation as required by Section 1202.5(a) of the Public Utilities Code.

In addition to the nominations filed, the staff also nominated various crossings which it felt were in need of separation. Many so nominated were not sponsored by the public bodies affected thereby. Staff recommendations which were not sponsored by the public bodies involved will not be included in the list; unless the public body concerned urges a particular nomination there is no reasonable probability that the project could be financed during the year in which the priority list is in effect.

Representatives of various cities and counties as well as representatives of the Greater Bakersfield Separation of Grade District introduced evidence in support of their nominations.

Many of the crossings nominated either will not be placed on the list or will be placed low on the list where the record indicates that construction would not commence within the year 1965, or where the record indicates there would be no possibility of financing said construction within the provisions of the Streets and Highways Code during said year. The law provides that the Commission include in its list only the crossings or separations which, in its judgment, are most urgently in need of separation or alteration, taking into consideration the possibility of construction and financing. Certain crossings will be either eliminated or placed low on the list because the record indicates that such separation would not result in the elimination of an existing grade crossing,

located at or within a reasonable distance from the point of the grade separation.

The Commission, after considering all of the nominations, establishes the following priority list for 1965:

Priority List of Grade Separation Projects or Alterations
Year 1965
Pursuant to Section 189 of the Streets and Highways Code

<u>Priority Number</u>	<u>Crossing</u>	<u>Street</u>	<u>Agency</u>	<u>Railroad</u>
1	2H-12.1	Century Boulevard	Los Angeles	AT&SF
2	(3-35.5 (B-517.9	Central Avenue	Montclair	UP&SP
3	D-12.2	Hegenberger Road	Oakland	SP
4	B-473.4	Western Avenue	Glendale	SP
5	B-502.4	Anaheim-Puente Rd.	Los Angeles County	SP
6	C-139.3 N. Soale Rd., Yuba Co.; C-139.0 Hammonton Rd., Yuba Co.			SP
7*	D-39.2-B	Pleasanton-Sunol Rd.	Alameda County	SP
8*	B-205.4-B	Fresno Street	Fresno	SP
9	E-36.8	Whisman Road	Santa Clara County	SP
10	2-237.3	Orpheus Avenue	San Diego County	AT&SF
11*	B-466.9-B	Tuxford Street	Los Angeles	SP
12*	6RA-11.73-A	Western Avenue	Los Angeles County	PE
13*	E-47.1-B	Park Avenue	San Jose	SP
14	L-51.8	Sunnyoaks Avenue	Santa Clara County	SP
15*	3Y-0.9-B	Norwalk Boulevard	Whittier	UP
16	C-113.2	Pleasant Grove Rd.	Placer County	SP
17*	6T-55.07-B	Rancho Avenue	San Bernardino	PE
18	E-460.8	Hollywood Way	Burbank	SP
19	A-99.9	Walerga Road	Sacramento County	SP
20	E-29.0	Ravenswood Avenue	Menlo Park	SP
21*	E-48.4-B	Willow Street	San Jose	SP
22	2-131.1	Walnut Street	Pasadena	AT&SF
23	2-887.6	"F" Street	Greater Bakersfield Sep- aration of Grade District	AT&SF
24	3-19.9	Anaheim-Puente Rd.	Los Angeles County	UP
25	2-235.5	Andrews Street	San Diego County	AT&SF
26	A-15.6	Kearney Street	Richmond	SP
27	E-0.13	4th Street	San Francisco	SP
28	A-15.1	Barrett Avenue	Richmond	SP
29	A-14.5	23rd Street	Richmond	SP
30	E-15.2	Broadway	Burlingame	SP
31	E-23.2	Holly Street	San Carlos	SP
32	A-13.8	Cutting Boulevard	Richmond	SP
33	E-22.0	Ralston Avenue	Belmont	SP
34	(4-9.4 (D-9.5	29th Avenue	Oakland	SP&WP
35	4-9.7	Fruitvale Avenue	Oakland	WP
36*	2-252.9-A	Miramar Road	San Diego	AT&SF
37*	D-5.9-A	Adeline Street	Oakland	SP
38	2-249.1	Edelweiss Street	San Diego	AT&SF

* Alteration projects for existing separation structures.

O R D E R

IT IS ORDERED that the Secretary shall furnish a full, true and correct copy of this decision and order to the State Department of Public Works.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 15th day of December, 1964.

Frederick B. Hallock
President

[Signature]

[Signature]

George T. Tower

[Signature]
Commissioners