

ORIGINALDecision No. 69179

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation into the status, safety,
 maintenance, use and protection or closing
 of the crossings at grade of the lines of
 the PACIFIC ELECTRIC RAILWAY COMPANY in
 the City of Industry, County of Los
 Angeles, California, with Amar Road and
 Temple Avenue; Crossings Nos. 6T-20.38-C
 and 6T-20.73-C.

Case No. 8107

(Filed January 12, 1965)

Randolph Karr and Walt A. Steiger, by
Walt A. Steiger, for respondent.
 Harold W. Kennedy, County Counsel, by
Ronald L. Schneider, for the County
 of Los Angeles, protestant.
G. R. Mitchell, for Brotherhood of
 Locomotive Engineers; and Robert G.
 Beverly, City Attorney, for the City
 of Industry; interested parties.
Robert C. Marks, for the Commission
 staff.

O P I N I O N

A hearing on the above-entitled investigation was held before Examiner Rogers at Los Angeles on April 9, 1965, and the matter was submitted.

Attached hereto as Appendix A is a map showing the locations of the crossings under investigation with relation to the City of Industry (City), the County of Los Angeles (County), the line of rail of the Pacific Electric Railway Company (Railway), and other cities in the vicinity. Also attached hereto as Appendix B is a larger scale map showing the boundary between the

City and the County at the sites of the two crossings. A Commission transportation engineer made an investigation. Exhibit No. 1 herein contains his findings thereon. The engineer stated that the track crossings are in the City, but the northeasterly portion of the approach at each crossing is in the County. Each crossing consists of one track classified as a drill track and both are on the Railway's Bassett Branch of its San Bernardino Line.

The engineer said the area in the vicinity of each crossing is used for industrial, commercial, and residential purposes, and recent development in the area of each crossing includes new industrial buildings. He stated that it is expected that additional buildings will be constructed in the remaining unimproved area. He said there is a school approximately two-tenths mile easterly of the Temple Avenue crossing and also a school approximately two-tenths mile easterly of the Amar Road crossing.

The physical characteristics, existing protection, traffic, and traffic accident records at the two crossings were described by the engineer as follows:

Amar Road (Crossing No. 6T-20.38-C)

Number of Tracks:	1 Drill Track
Width of Crossing:	52 feet
Width of Approaches:	52 feet easterly 80 feet westerly

Note: The City plans to widen the southerly 28-foot portion of the street across the Railway's right of way and easterly thereof after permanent improvements are completed on the remaining undeveloped property along this section of the street. The proposed width is to be 80 feet between curbs.

Type of Crossing and Approaches: Asphalt
 Grade of Approach: 2 per cent
 Angle of Crossing: 90 degrees
 View Conditions of Track at point
 100 feet distant from center
 line drill track, by quadrants:

NE - 48 feet	SE - 438 feet
NW - 1,000 feet	SW - 76 feet

Present Crossing Protection:

- 2 Standard No. 1 crossing signs (reflectorized)
- 2 Reflectorized advance warning signs
- RXR and clearance lines painted on pavement

Authorized Speed Limit:

Freight Trains	- 20 MPH
Motor Vehicles	- 15 MPH

Traffic: Vehicles - 10,583 per day
 Trains, Freight - 4 movements plus switching daily

School buses daily - 12 (6 loaded, 6 unloaded)

Accident Record since January 1, 1960: No accidents reported.

Temple Avenue (Crossing No. 6T-20.73-C)

Number of Tracks:	1 Drill Track
Width of Crossing:	32 feet
Width of Approaches:	24 feet

Note: The City plans to widen the crossing and the westerly approach to 44 feet. The County and the City have no plans at this time to widen the street on the easterly side of the crossing.

Type of Crossing and Approaches: Asphalt
 Grade of Approach: 2 per cent
 Angle of Crossing: 90 degrees
 View Conditions of Track at point
 100 feet distant from center
 line drill track, by quadrants:

NE - 132 feet	SE - 76 feet
NW - 1,000 feet	SW - 176 feet

Present Crossing Protection:

- 2 Standard No. 1 crossing signs (reflectorized)
- 2 Reflectorized advance warning signs
- RXR and clearance lines painted on pavement

Authorized Speed Limit:

Freight Trains - 20 MPH
Motor Vehicles - 15 MPH

Traffic: Vehicles - 5,028 per day
Trains, Freight - 4 movements plus switching daily

School buses daily - 4 (2 loaded, 2 unloaded)

Accident Record since January 1, 1960:

<u>Date</u>	<u>Number Killed</u>	<u>Number Injured</u>
6-9-64	0	0

The engineer stated that, in his opinion, due to the volume and character of vehicular traffic at each of the two crossings, the train traffic and the restricted visibility, there is a need for automatic crossing protection at each crossing. He recommended that at each crossing two Standard No. 8 flashing light signals, supplemented with automatic crossing gates, be installed.

The Railway agreed with the engineer's recommendation. It is willing to bear 50 per cent of the cost of installation of such protection, but made no recommendation as to the division of maintenance costs.

The witness for the Railway stated that the rail traffic consists of two round trips daily; that the cost of installing two No. 8 flashing light signals, augmented with automatic gates and

Marquardt predictors, is approximately \$19,650 at each crossing; and that the annual maintenance cost of signals and gates at each crossing would be approximately \$896.

The City, through its witness, stated that it is willing to pay 25 per cent of the costs of the installation of the improved crossing protection as recommended by the engineer.

The County presented no evidence. It argued, however, that inasmuch as no portion of the right of way is actually in the County of Los Angeles, no portion of the costs of any protection should be allocated to the County and that the Railway and the City should bear the entire costs thereof.

Findings

The Commission finds that:

1. Amar Road and Temple Avenue are public highways in the City of Industry, Los Angeles County, California. The Bassett Branch of Railway's San Bernardino Line extends across Amar Road (Crossing No. 6T-20.38-C) and Temple Avenue (Crossing No. 6T-20.73-C) at locations where the County of Los Angeles in each instance abuts the eastern edge of Railway's right of way and the center of each such street is the southern boundary of a section of the County line.

2. The traffic on the Railway consists of a minimum of two round trips per day at each crossing, the authorized railway speed at each crossing is 20 miles per hour and the legal highway traffic speed at each crossing is 15 miles per hour. Approximately 10,583 vehicles of all types, plus six loaded and six unloaded school buses, use the Amar Road crossing daily. Approximately 5,028

vehicles of all types, plus two loaded and two unloaded school buses, use the Temple Avenue crossing daily. There is no record of any accident at Amar Road and there is a record of one accident in June, 1964, in which there were no injuries or deaths, at the Temple Avenue crossing.

3. Each of said crossings is protected with two Standard No. 1 crossing signs (reflectorized), two reflectorized advance warning signs and EXRs painted on the pavement.

4. The approximate cost of protecting each of such crossings with two No. 8 flashing light signals, augmented with automatic gates and Marquardt predictors, is \$19,650, and the annual signal maintenance and replacement costs will be approximately \$896.

5. The Railway and the City desire that the protection, as referred to in Finding No. 4, be installed in place of the existing protection; the Railway is willing to pay 50 per cent of the cost of installation and the City is willing to pay 25 per cent thereof. The County is unwilling to contribute to any portion of the cost of installation.

6. Visibility at each of the crossings is restricted and the crossings as protected are each hazardous to trainmen and the public using such crossings.

7. The recommendation of the staff engineer that each crossing be protected with two Standard No. 8 flashing light signals, supplemented with automatic crossing gates, is reasonable and should be adopted.

8. The cost of installation of the signal protection should be borne 50 per cent by the Railway, 37-1/2 per cent by the City, and 12-1/2 per cent by the County.

9. Allocation of the cost of maintaining protective devices at the two crossings herein should be deferred until further Commission decision.

Conclusion

The Commission concludes that the crossings herein involved should be protected as set forth in the ensuing order; that the cost of installation thereof should be apportioned as set forth in the ensuing order; and that the allocation of maintenance costs of such protection should be deferred.

O R D E R

IT IS ORDERED that:

1. The Pacific Electric Railway Company shall, within one hundred eighty days after the effective date hereof, replace the two existing No. 1 reflectorized crossing protective devices at Amar Road (Crossing No. 6T-20.38-C) and the two existing No. 1 reflectorized crossing protective devices at Temple Avenue (Crossing No. 6T-20.73-C) with two Standard No. 8 flashing light signals, supplemented with automatic crossing gates, at each crossing.
2. The costs for installing said No. 8 flashing light signals, supplemented with automatic crossing gates, shall be apportioned on the basis of 50 per cent to be paid by the Pacific Electric Railway Company, 37-1/2 per cent to be paid by the City of Industry, and 12-1/2 per cent to be paid by the County of Los Angeles.
3. Allocation of maintenance costs for said protective devices at each of said crossings is deferred until further order of this Commission.

4. Within thirty days after completion of the work herein-
above authorized, the Pacific Electric Railway Company shall notify
the Commission in writing of the compliance with the conditions
hereof.

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

Dated at San Francisco, California, this 15th
day of JUNE, 1965.

Fredrick B. Hallock
President

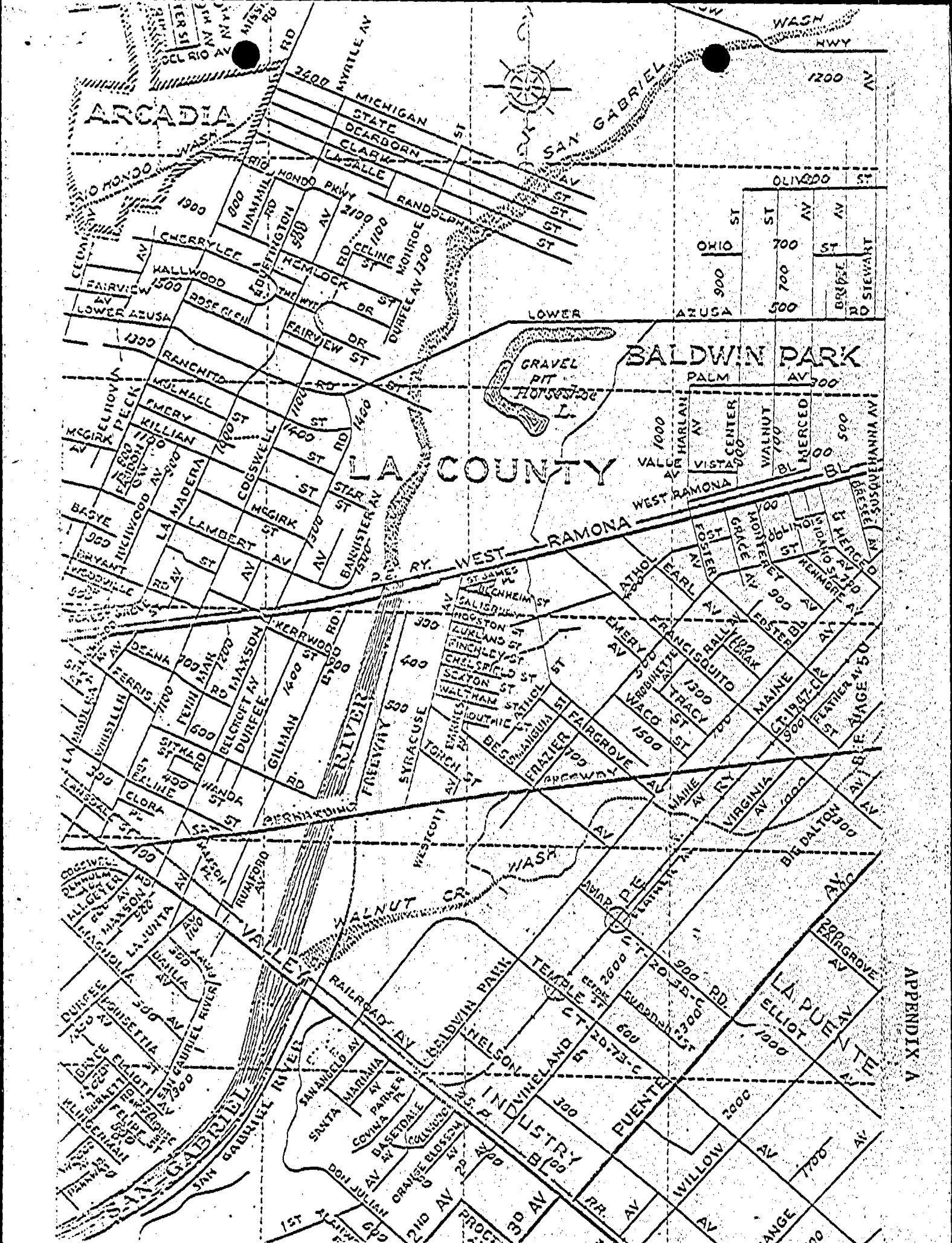
George T. Hoover

August

Commissioners

I dissent
 C. E. Mitchell

I dissent to the deferral
 of maintenance costs.
 William B. Beardsley



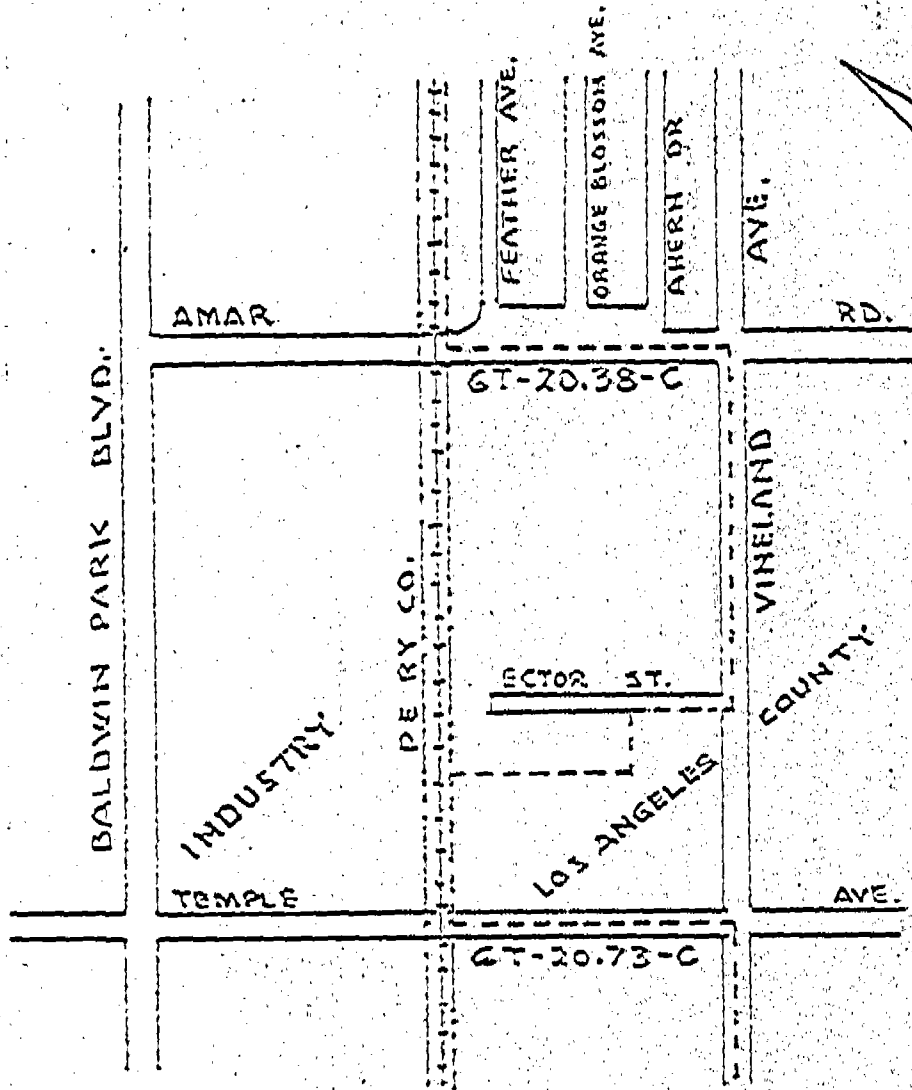
ARCADIA

BALDWIN PARK

LA COUNTY

APPENDIX A

CASE NO. 8107



- LEGEND -

- Indicates PERRY Co. Right of Way Lines
- City Boundary Line