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Decision No.

76620

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 pedestrian crossing at grade at 105th Street between Graham Avenue and Grandee Avenue across the tracks of the Southern Pacific Company's Long Beach Branch Line.

Application No. 50870 (Filed February 7, 1969)

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Roger Arnebergh by <u>Charles W.</u> <u>Sullivan</u>, for the City of Los Angeles, applicant. <u>Alan L. Freedman</u>, for the <u>Southern Pacific Company</u>, respondent. <u>Gary L. Hall</u>, for the <u>Commission staff</u>.

$\underline{O P I N I O N}$

The City of Los Angeles requests authority to construct a pedestrian crossing at grade over the Southern Pacific Company's Long Beach Branch Line. The proposed pedestrian crossing is at 105th Street in the City of Los Angeles. A diagram of the proposed crossing is attached hereto as Appendix A. Public hearing was held on November 19, 1969 at Los Angeles before Examiner Robert Barnett.

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The proposed pedestrian crossing at 105th Street will provide legal access across the right of way of the Southern Pacific Company between the residential area east of Graham Avenue and a junior high school and playground west of Grandee Avenue. There are no grade crossings between 103d Street and 108th Street. Markham Junior High School (ehrollment 2300) is just westerly of the railroad tracks, between 104th and 108th Street. Major access to the school is through gates on Grandee Avenue. Large numbers of school children cross the railroad tracks between 104th Street and 107th Street on their way to and from school. Construction of the pedestrian grade crossing will encourage students to cross at that location rather than at scattered points along the tracks. The application is supported by the Director of Planning and Engineering for the Community Redevelopment Agency of the City of Los Angeles.

A safety specialist with the Los Angeles City School District testified that the present method for children crossing the tracks is hazardous and that a pedestrian crossing is needed at 105th Street. He did not recommend Flashing No. 8 signals or other automatic warning devices. He felt that these signals would not serve any useful purpose as visibility in the area is adequate and the devices might become attractive nuisances. Further, bells or gongs would disrupt classes in the nearby school. He testified that the school has been open about ten years and he has no knowledge of any accidents involving children and trains. When the crossing is opened he expects to initiate an educational program with the children and their parents concerning the need

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to use the crossing. An engineer for Los Angeles testified that he designed the crossing and that in his opinion no moving signal devices or flashing lights are needed as they would not add to the safety of the crossing.

An engineer for the Southern Pacific Company testified that there are 12 to 14 train movements a day over the crossing. The timetable speed is 30 mph, but this speed is seldom reached. He had no objection to the crossing plan submitted by the City other than that he recommended that the fencing at the crossing extend no more than 25 feet on each side of the crossing parallel to the tracks and 12 feet on each side perpendicular to the tracks. He couldn't make a recommendation as to placing automatic grade crossing protection at this crossing because neither he nor the railroad has sufficient experience with pedestrian crossings in order to form an opinion.

Because of the limited experience of all parties with pedestrian crossings of the type to be installed herein we will require a report by the City of Los Angeles, the Southern Pacific Company, and the staff as to the efficacy of the crossing and the need for changes, if any. This report will be due one year from the time the crossing is opened.

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Findings of Fact

1. The City of Los Angeles proposes to construct, at 105th Street, a pedestrian crossing at grade over the Southern Pacific Company's Long Beach Branch Line. The nearest grade crossings are at 103d Street and at 108th Street. The proposed pedestrian crossing will provide legal access between the residential area east of Graham Avenue and a junior high school and playground west of Grandee Avenue. Markham Junior High School (enrollment 2300) is just westerly of the railroad tracks, between 104th Street and 108th Street. Large numbers of school children cross the railroad tracks between 104th Street and 107th Street on their way to school. Construction of the pedestrian grade crossing will encourage students to cross at that location rather than at scattered points along the tracks.

2. Public convenience and safety require that the pedestrian crossing should be authorized. Protection should consist of two special pedestrian signs 12 inches by 24 inches reading "RAILROAD CROSSING PEDESTRIANS ONLY" in black letters 1-1/2 inches high on a white field. Posts should be installed at each entrance to prohibit vehicular traffic.

3. Fencing at the crossing should extend no more than 25 feet on each side of the crossing parallel to the tracks and 12 feet on each side perpendicular to the tracks.

4. Costs should be apportioned as set forth in the following order.

The Commission concludes that the application should be granted subject to the conditions set forth in the following order.

<u>O R D E R</u>

IT IS ORDERED that:

1. The City of Los Angeles is authorized to construct a pedestrian crossing at grade over the Southern Pacific Company's Long Beach Branch Line to be identified as Crossing No. 6L-7.56-0 in accordance with the plans set forth in its application as modified herein.

2. Width of the crossing shall be not less than eight teet and grades of approach shall be substantially as shown in the application. Construction shall be equal or superior to Standard No. 1 of General Order No. 72, with pre-mix paving flush with tops of rails. Protection shall be by two special pedestrian signs 12 inches by 24 inches reading "RAILROAD CROSSING PEDESTRIANS ONLY" in black letters 1-1/2 inches high on a white field. Posts shall be installed at each entrance to prohibit vehicular traffic. Construction plans shall be subject to approval by Southern Pacific Company.

3. Fencing at the crossing shall extend no more than 25 feet on each side of the crossing parallel to the tracks and 12 feet on each side perpendicular to the tracks.

4. The City of Los Angeles shall bear the entire construction expense, also maintenance expenses of the crossing outside of lines two feet outside of rails, and Southern Pacific Company shall bear maintenance of the crossing between such lines.

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5. The City of Los Angeles, the Southern Pacific Company, and the staff shall report to the Commission one year from the time the crossing is opened as to the efficacy of the crossing and the need for changes, if any. This can be a joint report.

Within thirty days after completion, pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire if not exercised within two years unless time be extended, or if the 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 atS	an Francisco,	California,	this 30th
day	of	DECEMBER	, 1969 .		

William Commissioners

Commissioner A. W. Gatov, being necessarily absent. did not participate in the disposition of this proceeding-

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