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Decision No. 78134

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation for the purpose of
establishing a list for the year
1971 of railroad grade crossings
of city streets or county roads
most urgently in need of separation,
or existing separations in need of
alteration or reconstruction as
contemplated by Section 189 of the
Streets and Highways Code.

Case No. 9095

(Appearances are listed in Appendix A)

O P I N I O N

On July 28, 1970, the Commission issued an order instituting an investigation to establish the 1971 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. Thereafter, such list is to be furnished to the Department of Public Works. 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 allocations to grade separations or alterations made to existing grade separations. 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 21, 1970.

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 1971 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. Statement as to delay at crossing.
5. Type of separation proposed (overpass or underpass).
6. Preliminary cost estimate of project.
7. Statement as to the amount of money available for construction of the project.
8. 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 2 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, state of readiness, impaired clearance and demand. 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 delays. 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 several crossings which it felt were in need of separation. These nominations are included in the list.

Representatives of various cities and counties introduced evidence in support of their nominations.

In determining the position of the grade crossings or separations nominated, consideration was given to the availability of funds for each and consequent ability to commence construction in 1971 and whether or not an application had been filed with the Public Utilities Commission.

In order to determine the relative position of the grade crossings to be separated, each was ranked according to the factors enumerated in Exhibit 2; viz., traffic factor, cost factor and accident factor. They were then varied in position according to any special conditions such as the intangible factors heretofore mentioned. In the case of the separations to be altered or widened, the factors considered were the constriction to traffic flow, the cost of each project and impaired clearances which may exist.

Because of the carryover of \$3,300,000 from the 1970 fund, the year 1971 will have a total fund of \$3,300,000. The Lexington Avenue Crossing (Paramount Blvd.) in the County of Los Angeles was not included on the 1971 list because an appropriation was made during 1970. The Cooper Road Crossing was withdrawn from consideration at the request of the City of Oxnard.

Considerable public support was given to the Main Street Crossing in the County of San Bernardino, which was placed in nomination by the Commission staff. This crossing was necessarily placed low on the 1971 list because the County of San Bernardino failed to support the staff's nomination.

The Commission, after considering all the nominations, establishes the following priority list for 1971:

PRIORITY LIST OF GRADE SEPARATION PROJECTS OR ALTERATIONS
YEAR 1971
PURSUANT TO SECTION 189 OF THE STREETS AND HIGHWAYS CODE

Priority:	No.	Crossing No.	Street	Agency	Railroad
	1	E-0.13	Fourth Street	San Francisco	SPT
	2	BG-498.8 and BBM-499.17	223rd Street	Los Angeles County	SPT
	3	E-22.0	Ralston Avenue	Belmont	SPT
	4	D-20.6	Winton Avenue	Hayward	SPT
	5	2B-14.1	El Segundo Blvd.	Los Angeles County	AT&SF
	6	AA-61.7 & AB-62.0	Lombard Sta. Cr. Sep.	Napa County	SPT
	7*	E-46.6-B	Julian Street	San Jose	SPT
	8	E-407.7	East Third Street	Oxnard	SPT
	9	2B-10.3 & 3-57.0	11th Street	Riverside	AT & UP
	10	2-131.1	Walnut Street	Pasadena	AT&SF
	11	2-252.9-A	Miramar Road	San Diego	AT&SF
	12	AE-76.8	Covell Blvd.	Davis	SPT
	13	A-91.0	28th Street	Sacramento	SPT
	14	36D-5.2-B	47th Street	San Diego	SD&AE
	15	C-264.1	Ashby Road	Shasta County	SPT
	16	D-75.6-B	Canal Blvd.	San Joaquin County	SPT
	17	6T-13.31	Valley Blvd.	El Monte	SPT
	18	6T-12.77	& Santa Anita Ave.		
	19	4G-0.5	Pickering Avenue	Fremont	WP
	20	2-180.5	Culver Drive	Orange County	AT&SF
	21	E-13.7	Millbrae Avenue	Millbrae	SPT
	22	B-110.9	Blue Gum Avenue	Stanislaus County	SPT
	23	B-483.7	Mission Road	Los Angeles	SPT
	24	B-483.5	& Griffin Avenue		
	25	A-14.5 & 2K-1.8-B	23rd Street	Richmond	SPT & AT
	26	D-5.9-A	Adeline Street	Oakland	SPT & WP
	27	4-9.7	Fruitvale Avenue	Oakland	WP
	28	B-469.4	Hollywood Way	Burbank	SPT
	29	5-14.7-B	Sir Francis Drake Blvd.	Larkspur	NWP
	30	B-609.7	Monroe Street	Indio	SPT
	31	2-999.0	Belmont Avenue	Fresno	AT&SF
	32	A-13.8	Cutting Boulevard	Richmond	SPT
	33	B-500.5	Hacienda Boulevard	Industry	SPT
	34	B-487.4	Fremont Avenue	Alhambra	SPT
	35	B-202.8	McKinley Avenue	Fresno	SPT
	36	E-15.2	Broadway	Burlingame	SPT
	37	2B-0.7	Rialto Avenue	San Bernardino	AT&SF
	38	2-1001.3	Shields Avenue	Fresno	AT&SF
	39	E-452.3	Roscoe Blvd.	Los Angeles	SPT
	40	2-998.1	Tulare Street	Fresno	AT&SF
	41	E-47.45	Auzerais Street	San Jose	SPT
	42	B-205.5	Tulare Street	Fresno	SPT
	43	B-210.3	Chestnut Avenue	Fresno County	SPT
	44	2-45.3	Main Street	San Bernardino Co.	AT&SF
	45	2-998.3	Fresno Street	Fresno	AT&SF
	46	2-249.1	Edelweiss Street	San Diego	AT&SF

* Alteration projects for existing separation structures.

S Staff Nomination.

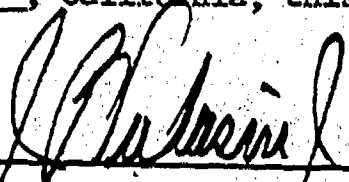
O R D E R


IT IS ORDERED that:

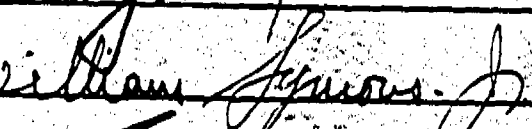
1. The Secretary shall furnish a full, true and correct copy of this decision and order to the State Department of Public Works.
2. The agencies named for the first 20 crossings specified in the 1971 Priority List shall file with this Commission status reports of their respective projects by April 15, 1971.

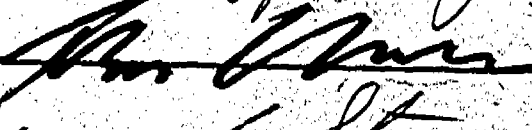
The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 22nd
day of DECEMBER, 1970.



Chairman


William J. Lyons




Commissioners

APPENDIX A

LIST OF APPEARANCES

RESPONDENTS: Joseph G. Peatman, Attorney at Law, for the County of Napa; Edwin B. Louis, for the City of San Jose; Douglas S. Cruickshank, for the City of Hayward; Herman H. Beneke, for the City and County of San Francisco; Laurence W. Milnes, for the City of Fremont; Ralph Mohagen, for the City of Richmond; John F. Varozza, for the City of Sacramento; Fred Kendall, for the City of Davis; Gordon Tillson, Edward Vallerger, James Duchaine and Neal Marfio, for the City of Belmont; Valentine F. Padovan, for the City of Millbrae; Richard W. Curry, for the County of Shasta; James Martinek, for the City of Riverside; Clement A. Plecarpo, for the County of San Joaquin; David J. Erwin, Attorney at Law, for the City of Indio; William H. Kronberger, Jr., Attorney at Law, for the City of San Diego; Robert D. Thorson, for the City of Oxnard; Harold S. Lentz, Attorney at Law, for Southern Pacific Transportation Company; L. E. Corkill, for the City of Los Angeles.

INTERESTED PARTIES: Allen L. Ringler, for Hesperia Fire District; J. O. E. Emmons, for Hesperia Chamber of Commerce; Howard A. Carmichael, for Hesperia School District; David H. Frederickson and William E. Sherwood, for State of California Department of Public Works; Steven H. Rodda and Malcolm Barrett, Attorneys at Law, for San Francisco Bay Area Rapid Transit District.

FOR COMMISSION STAFF: M. E. Getchel and Ronald I. Hollis.