

Decision No. 78409

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application
of the City of Vernon to widen a
public street across the Union Pacific
tracks in Bandini Boulevard Crossing
No. 2-146.15-C.

Application No. 51722
(Filed February 24, 1970)

Charles H. McGovern, Attorney at Law,
for applicant.
Marshall W. Vorkink, Attorney at Law,
for Union Pacific Railroad Company,
interested party.
Ronald I. Hollis, for the Commission
staff.

O P I N I O N

Applicant seeks authority to widen the existing public street across the railroad tracks of the Union Pacific Railroad Company at Bandini Boulevard Crossing No. 2-146.15-C. Attached Appendix A is a vicinity map of that part of the City of Vernon adjacent to the existing crossing and showing the railroads and streets in the area.

Public hearing was held before Examiner DeWolf at Los Angeles on November 20, 1970 and submitted subject to the filing of Exhibit No. 2 which is on file.

The City of Vernon proposes to widen the existing crossing to 80 feet as per a City of Vernon Master Plan of Streets. This widening will relieve traffic congestion now existing on Bandini Boulevard. The anticipated average daily traffic volume over the crossing approximates 20,000 vehicles.

Bandini Boulevard is a major east-west city street with on-and-off connection on the east boundary of the City of Vernon, to the Long Beach Freeway, approximately 5/6 of a mile to the east of the crossing.

Applicant's Engineer testified that Bandini is a four lane street with two lanes in each direction which have been narrow at the crossings and, no added lanes are planned. Parking is to be provided at the curb. The speed limit in the area is 25 miles per hour and there are 18,000 to 20,000 vehicles per day with average speed of 40 to 45 miles per hour. 25 percent is truck traffic.

The Fire Chief for the City of Vernon testified that Bandini Boulevard is an important street for the Fire Department and that it is important that traffic be left moving at this crossing as it is needed by the fire department.

A Senior Transportation Engineer for the Commission staff testified that he made an investigation of this crossing and found that the physical conditions show limited visibility, that there is a high volume of truck traffic with high speeds and substantial train movements at low speeds. Pictures of the crossing were received in evidence as Exhibit No. 1.

The Commission staff recommended that protection be installed at the crossing consisting of four Standard No. 8 flashing

lights supplemented with automatic gates with specific controls on account of the slow moving trains.

The map of the City of Vernon is attached as Appendix A, and illustrates the commercial industrial character of the area which is divided by the Los Angeles River with four bridges. Bandini Boulevard is between the River and the Santa Fe yards.

Late filed Exhibit No. 2 in evidence is a letter from the Railroad which contains the following:

"This letter is intended as the late filed exhibit referred to at our public hearing on November 20, 1970. Please be advised that Union Pacific management is willing to adopt a rule requiring all engine movements over the subject crossing to enter a short length circuit area and come to a stop until the gates are in the down position before proceeding across the crossing. Switching movements over the crossing are very limited in number, and we do not feel that the installation of grade crossing predictors is justified."

Findings

The Commission finds that:

1. Applicant proposes to widen Bandini Boulevard over the tracks of the Union Pacific Railroad Company to facilitate and relieve the traffic congestion now existing on Bandini Boulevard.
2. The City of Vernon is a commercial industrial area of very little residential population and Bandini Boulevard follows the Los Angeles River which separates portions of the City.
3. This railroad crossing is for a spur line and also is used to the main line and branch line, and as inter-transfer between two railroads with a maximum train speed of 15 miles per hour.

4. The Bandini Boulevard crossing is between the City of Vernon Fire Stations Nos. 3 and 4 on the north side of the Los Angeles River and Bandini Boulevard also serves as access to the Long Beach Freeway at the east boundary of the City.

5. Standard No. 8 flashing light signals augmented by automatic gates increase safety at grade crossings.

6. To provide reasonable protection at the crossing, widened to at least 80 feet, four Standard No. 8 flashing light signals, augmented by automatic gates should be installed.

7. Public convenience, necessity, and safety require that the Bandini Boulevard grade crossing be protected by four Standard No. 8 flashing light signals augmented by automatic gates.

8. Both the applicant and Union Pacific will benefit from the improved grade crossing protection.

The Commission concludes that:

1. The application should be granted subject to the conditions set forth in the ensuing order.

2. The railroad shall adopt a rule for stopping trains at the crossing until the gate arms are in a down position as hereinafter set forth in this order.

3. Costs should be apportioned as set forth in the ensuing order.

O R D E R

IT IS ORDERED that:

1. The City of Vernon is authorized to widen Bandini Boulevard across the tracks of the Union Pacific Railroad (Crossing No. 2-146.15-C) to a width of at least 80 feet.
2. There shall be installed at the crossing four Standard No. 8 flashing light signals augmented by automatic gates.
3. No train or cars shall be operated over said crossing unless vehicular traffic on Bandini Boulevard is protected by gate arms in down position and not less than 20 seconds after crossing protection has been activated. Control circuitry shall be of necessary length to prevent over activation of the flashing lights and unnecessary down time of the gates. Suitable signs shall be erected calling the attention of the trainmen to the above restrictions. The railroad shall issue and file with the Commission appropriate rules to trainmen and enginemen advising them of the above restrictions.
4. The installation costs of the grade crossing protection shall be apportioned equally between applicant and the Union Pacific Railroad.
5. The maintenance costs of the grade crossing protection shall be apportioned between applicant and the Union Pacific Railroad pursuant to and in accordance with Section 1202.2 of the Public Utilities Code.

6. The Union Pacific Railroad shall bear 100 percent of the costs of preparing track necessary within the limits of the widened crossing, and any paving work within lines two feet outside of outside rails in the existing crossing.

7. Applicant shall bear 100 percent of all other costs of widening the crossing and approaches.

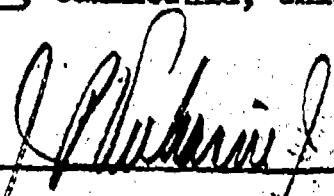
8. The Union Pacific Railroad shall bear the cost of maintenance of the widened crossing within lines two feet outside of outside rails and applicant shall bear the maintenance costs of the crossing and approaches outside of said lines.

9. Within thirty days after completion of the work herein authorized, the City of Vernon and the Union Pacific Railroad shall each notify the Commission in writing of their compliance with the conditions hereof.


10. The improvements and changes herein provided for are to be completed within one year of the effective date of this order unless time is extended.

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


Dated at San Francisco, California, this 9th day of MARCH, 1971.



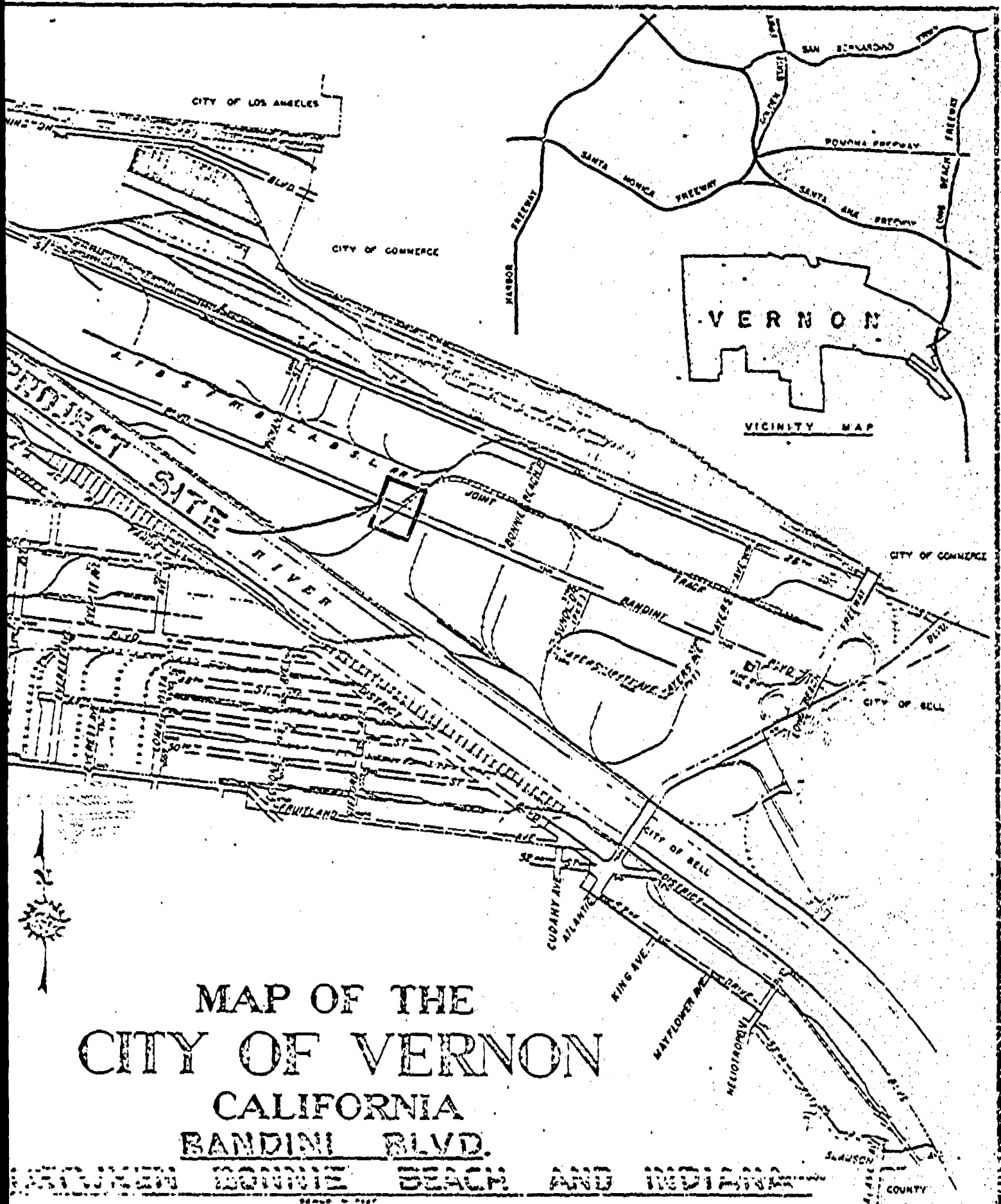
Chairman



Vernon L. Sturgeon



Commissioners



MAP OF THE
CITY OF VERNON
CALIFORNIA
BANDINI BLVD.

BETWEEN BONNIE BEACH AND INDIANA

SCALE: 1" = 1200'

DATE: 2-3-70

M 1631

