

ORIGINAL

Decision No. 25102.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
PACIFIC ELECTRIC RAILWAY COMPANY, a
Corporation, for an in lieu certificate
of public convenience and necessity.

Application No. 17984.
(Second Supplemental)

R. E. Wedekind, for applicant.
Harold P. Fuls and J. W. Charleville,
for the City of Pasadena.
O. S. Roen, for the City of South Pasadena.
F. C. Martin, for Altadena Chamber of Commerce.
T. C. Hinckley, for Avoca Avenue property owners.
J. D. Barrick, for State Street property owners.
Ned B. Johnson, for Oliver Street property owners.
A. H. Risse, for Joseph Scott.
Roy V. Rhodes, for certain petitioners.

David R. Williams; Mrs. Chas. S. Eaton;
Mrs. Geo. Donald; Dr. A. A. Finch; W. B. Hart;
E. S. Hall; W. R. Helenholz; F. O. Miller;
all in propria persona.

BY THE COMMISSION:

SECOND SUPPLEMENTAL OPINION

In this second supplemental application in the above en-
titled proceeding, Pacific Electric Railway Company seeks authority
to effect three route changes in the operation of its motor coach
lines serving the City of Pasadena.

A public hearing was held in this proceeding before
Examiner Hunter at Pasadena August 19th, 1932, at which time the
matter was taken under submission.

The three motor coach route changes proposed herein are
as follows:

- (1) On Line No. 1 (North Los Robles Avenue Line)
applicant proposes to divide the service after
7:00 P.M. to the north of Atchison Street by
routing each alternate bus over a new east loop
and the remainder of the service to continue on
the existing west loop.

- (2) On Line No. 2 (South Marengo-Orange Grove Line) applicant proposes to change the routing on the southerly loop from Avoca Avenue to Fair Oaks Avenue between Glenarm Street and Columbia Street.
- (3) On Line No. 7 (North El Molino Avenue Line) applicant proposes to extend the service north on El Molino Avenue from Woodbury Road to Calaveras Street, a distance of 0.4 miles.

In the case of the proposed change in Line No. 1 (North Los Robles Avenue Line) to the north of Atchison Street, it was shown that prior to April 3, 1932, the company provided service over the so-called east loop on this line, but upon the reestablishment of operation on El Molino Avenue service the east loop was discontinued. The record shows that subsequent to the discontinuance of service on this east loop the company and city have received petitions asking that this service be reestablished after 7:00 P.M., at which time operation is discontinued on the El Molino Avenue line. The only protest to this portion of the application was directed to the question of location of the lay-over point. Applicant has agreed to meet this complaint by rearranging the lay-over point. The record shows that this change will result in providing service to a district which is, under the present method of operation, without service after 7:00 P.M., although it is appreciated that the plan involves decreasing the service to another district. After considering the record dealing with the proposed change in Line No. 1, it is concluded that applicant's request is reasonable and in public interest and should therefore be granted as applied for.

Considering now that portion of the application and record dealing with the proposed change in the southwest loop of Line No. 2 (South Marengo-Orange Grove Line), the record shows that the loop as proposed herein will, if put into operation, be the third that has been established on the south end of this line.

Applicant has indicated it is willing to establish the loop along any of the streets in this vicinity which will best satisfy its patrons and the city, provided the service can be conducted in a safe manner and will not require additional or different equipment. The record shows that service was established on this line on or about June 10, 1923, over the following loop:

West on Glenarm Street to Pasadena Avenue,
south on Pasadena Avenue to State Street,
west on State Street to Orange Grove Avenue,
south on Orange Grove Avenue to Columbia
Street, east on Columbia Street to Pasadena
Avenue, north on Pasadena Avenue to State Street.

This operation was continued until about five months ago, when the company received a petition from the residents along State Street, between Orange Grove Avenue and Pasadena Avenue, requesting that motor coach service be discontinued on this street, alleging that this service was objectionable to the residents as the street was narrow and the operation created a hazard to children playing in the road. Thereupon applicant applied to the Commission for authority to reroute this loop line, which was granted by Ex Parte Decision No. 24584 dated March 14th, 1932, authorizing the establishment of the present service along the following route:

West on Glenarm Street to Pasadena Avenue,
south on Pasadena Avenue to Columbia Street,
east on Columbia Street to Avoca Avenue,
north on Avoca Avenue to Glenarm Street.

The record shows that practically all of the property owners along Avoca Avenue between Glenarm Street and Columbia Street have a petition on file with the city and Pacific Electric Railway Company, requesting that motor coach service be discontinued on this street, contending that Avoca Avenue is not suited for bus operation due to the fact that it is a narrow residential street and such operation created a nuisance and hazard to the home owners. The allegation in their petition is similar to the one filed by the residents along State Street to have service

removed from that street, which is referred to above.

It appears that a number of informal conferences have been had, looking toward the working out of a plan of loop operation on this line that will meet with the approval of the various interested parties. The City Manager and other representatives of the City of Pasadena, including residents of this section of the city, Pacific Electric Railway Company officials, and the Commission's engineers, have participated in these conferences and studies. The parties, however, were unable to agree upon a route which would be satisfactory to all concerned. A number of witnesses testified that it would be of material public convenience if this loop line would include the intersection of Columbia Street and Orange Grove Avenue. A traffic count taken on December 29, 1929, shows this to be the heaviest loading point on the loop. To pass this intersection, however, the record shows that such operation would require the establishment of service on some narrow residential street, or turning the busses at or near the intersection of Orange Grove Avenue and Columbia Street, which would require a back-up movement which would be objectional and hazardous, particularly if Orange Grove Avenue was involved as it is an important high speed highway.

Applicant testified that the loop route proposed in the instant application was determined after the parties had failed to agree on a line and after a careful consideration of the entire matter, with the idea of establishing service where it will best serve the majority of its patrons in this section and at the same time be a safe operation. This loop line is as follows:

West on Glenarm Street, south on Fair Oaks Avenue, west on Columbia Street, north on Pasadena Avenue to Glenarm Street.

The streets involved in this loop are all more or less

important thoroughfares and suitable for motor coach operation. This line comes within about 1,000 feet from the intersection of Orange Grove Avenue and Columbia Street.

The city declined to take a position as to which of the proposed routes it favored; the City Manager explaining that it was the wish of the Council to leave the matter entirely up to the Railroad Commission and that it did not desire to make any recommendation as to which proposed route should be followed, but merely desired to see that the wishes of the majority were granted.

After carefully considering the record in this proceeding with respect to the proposed changes in Line No. 2, it is concluded that the route proposed in the application is the most logical and reasonable one to follow under present-day conditions.

Referring to the proposed change in Line No. 7 (North El Molino Avenue Line), applicant requests authority to extend its El Molino Avenue Line northerly along El Molino Avenue from Woodbury Road in the City of Pasadena to Calaveras Street in Altadena in the unincorporated portion of Los Angeles County, a distance of approximately 0.4 miles. This extension is proposed as the result of a request from the Altadena Chamber of Commerce, the Pasadena Home for the Aged, and the Altadena Citizens' Association. This service is desired primarily to provide transportation to the Pasadena Home for the Aged, which has an enrollment of about 150 and is located at El Molino Avenue and Calaveras Street. It is planned to operate four round trips daily on this extension. The nearest public transportation to this home is at Calaveras Street and Lake Avenue, a distance of one quarter of a mile, where contact can

be made with the Mendocino-New York Avenue motor coach line. In traveling to the business section of Pasadena from this point it is necessary to transfer to applicant's Lake Avenue rail line at Woodbury Road and Lake Avenue. Inasmuch as the residents of this home are rather infirm, it was desirable to provide direct transportation without the necessity for transfer. No one appeared in protest to this proposed extension. It is apparent that this portion of the application should be granted.

The proposed changes in the motor coach lines herein sought will not effect any change in the fares applying on the Pasadena local lines. The new route of the North Los Robles Line will be included in No. 2 zone and the new route of the North El Molino Avenue Line will be included in No. 3 zone.

After carefully considering all of the evidence in this proceeding, it is hereby concluded and found as a fact that public convenience and necessity warrant the changes in routes of the motor coach lines of Pacific Electric Railway Company in the City of Pasadena as herein proposed and the Order will so provide.

SECOND SUPPLEMENTAL ORDER

The above entitled application (Second Supplemental) having been filed by Pacific Electric Railway Company, a public hearing having been held and the Commission being fully apprised of the facts,

IT IS HEREBY ORDERED that Pacific Electric Railway Company be and it is hereby authorized to effect the three changes in the operation of its Pasadena Local Motor Coach Lines as applied for herein; the new routes of the three lines effected, namely, North Los Robles Avenue Line, South Marengo-Orange Grove Line and North El Molino Line, to be as follows:

Line No. 1 - North Los Robles Avenue Line:

Commencing at Raymond Avenue and Colorado Street, south on Raymond Avenue, west on Green Street, north on Fair Oaks Avenue, east on Colorado Street, north on Los Robles Avenue, west on Montana Street, south on Marengo Avenue, east on Atchison Street to Los Robles Avenue.

From the intersection of Atchison Street and Los Robles Avenue, east on Atchison Street, north on Madison Avenue, west on Woodbury Road, south on Los Robles Avenue to Montana Street.

Line No. 2 - South Marengo-Orange Grove Line:

Commencing at Craig Avenue and Orange Grove Avenue, west and southwest on Orange Grove Avenue, east on Colorado Street, south on Marengo Avenue, east on California Street, south on Los Robles Avenue, west on Glenarm Street, south on Fair Oaks Avenue, west on Columbia Street, north on Pasadena Avenue, east on Glenarm Street to Fair Oaks Avenue.

Line No. 7 - North El Molino Avenue Line:

Commencing at the intersection of Del Mar Street and El Molino Avenue, north on El Molino Avenue to Calaveras Street.

The routing for the three lines involved herein and described above is in lieu of and supersedes the routing of these lines as set forth in Decision No. 24854 dated June 13, 1932.

The authority herein granted is subject to the following conditions:

- (1) Applicant shall afford the public at least five (5) days notice of the reroutings authorized herein by posting notices in all motor coaches operating on the respective lines.
- (2) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the effecting of the reroutings authorized herein.
- (3) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order.

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The authority herein granted shall become effective
twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 29th
day of August, 1932.

O. C. Deane
Leon Whitney
M. J. Conroy
M. B. Lane
Fred G. Stewart
Commissioners.