

ORIGINAL

Decision No. 37580

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
Pacific Electric Railway Company, a)	SIXTY-EIGHTH SUPPLEMENTAL
corporation, for an In Lieu Certifi-))	APPLICATION No. 17984
cate of Public Convenience and)	(Route Modification of Los
Necessity.)	Angeles-Redondo Beach via
	Playa del Rey Line.)

- E. L. H. Bissinger, for applicant.
- Wm. E. MacFaden, City Attorney, for City of Redondo Beach, interested party.
- Ray L. Chesbro, City Attorney, and Wixon Stevens, Deputy City Attorney, by Wixon Stevens, for City of Los Angeles, interested party.
- James Gunn, for Board of Public Utilities and Transportation of the City of Los Angeles, interested party.
- James E. Boswell, Local Chairman, for Don H. Sheets, General Chairman of Brotherhood of Railroad Trainmen, interested party.
- Carl P. Staal, for the Civic Union of Playa del Rey)
- Harding B. Simons, for the Civic Union of Playa del Rey) interested parties
- Mrs. H. J. Enser, in propria persona,)

CRAEMER, COMMISSIONER:

O P I N I O N

In this proceeding, Pacific Electric Railway Company seeks authority to continue in effect on a temporary basis a rerouting of a portion of its Los Angeles-Redondo Beach line via Culver City in the del Rey-El Segundo area.

A public hearing was conducted in this matter December 11, 1944, and it is now ready for decision.

Pacific Electric Railway Company operates over two different routes between Los Angeles and El Segundo on its Los Angeles Redondo Beach line. The routes are common between Redondo Beach and the intersection of Highland and Grand Avenues in the vicinity of El Segundo. To the north of that intersection, one route is via Grand Avenue and Main Street in the City of El Segundo, Imperial Highway, Sepulveda Boulevard, La Tijera Boulevard, and Figueroa Street, Los Angeles. For convenience, this section of the route will

be referred to as the El Segundo line over which there are 28 schedules operated per day at present. The other route is via Vista del Mar, Culver Boulevard, Venice Boulevard and Figueroa Street, Los Angeles, which will hereinafter be referred to as the Culver City line over which there are 26 schedules operated per day. The scheduled running time between Redondo Beach and Los Angeles is 11 minutes shorter via the El Segundo line than the Culver City line. The rerouting involved herein is on the Culver City line between the intersection of Vista del Mar and Grand Avenue and Vista del Mar and Century Boulevard. Prior to July 12, 1942, the company operated along Vista del Mar between these intersections. Subsequent to that date, the operations have been conducted between these intersections via Century Boulevard, Coast Boulevard, Main Street and Grand Avenue, the last two being city streets in El Segundo which will be referred to as the temporary line. This line change resulted from the Army's barricading, for military purposes, Vista del Mar to vehicular traffic along the section where service was discontinued. The company operated over the temporary line through the City of El Segundo pursuant to the authority granted carriers in this state by the Commission's Emergency Resolution No. EM-T-1.

In the original supplemental application, the company sought authority to continue the operations over the temporary line on a permanent basis. At the hearing, however, this request was modified to apply on a temporary basis only. Witnesses for applicant testified that there is a greater public need for transportation along the so-called temporary line than along the original route via Vista del Mar. It was pointed out that there is little development in the residential area adjacent to the section of the line along Vista del Mar, over which operations had been temporarily discontinued. The record shows there are approximately twenty-two houses

along this road, all of which are within one-half mile of the temporary line.

Exhibit 2 shows the results of a traffic check taken between the hours of 4:45 a.m. June 8 and 1:30 a.m. June 9, 1944, over the temporary line between the intersection of Vista del Mar and Century Boulevard, and Vista del Mar and Grand Avenue. This check shows that out of a total of 445 passengers carried during this test period, only 16 had their origin or destination at points along the line which could be considered as tributary to Vista del Mar between these intersections.¹ The record shows that Standard Oil Company maintains a large refinery plant adjacent to and immediately south of the City of El Segundo, traffic to and from which is better served by the temporary line than the abandoned route along Vista del Mar. Pacific Electric's witness further testified that the barricades along Vista del Mar have now been removed and the company is privileged to resume operation over this section of the line if conditions warrant.

The matter of continuing the operations along the temporary line was before the Board of Public Utilities and Transportation of the City of Los Angeles at its meeting on October 10, 1944. It was the conclusion of the Board that operations should be continued over the temporary line for the duration of the war in lieu of restoring service along Vista del Mar.

1. From Exhibit No. 2 (Traffic check taken along the temporary line)

	<u>OUTBOUND</u>		<u>INBOUND</u>	
	<u>On</u>	<u>Off</u>	<u>On</u>	<u>Off</u>
Between Vista del Mar & Century and Vista del Mar & Grand Avenue	137	122	95	91
Between Vista del Mar & Century and Imperial & Main	1*	10*	5*	0*

*Included in the above figures

The City Council of the City of El Segundo also considered this matter at its meeting May 17, 1944, and passed a resolution supporting the continuation of operations along the temporary line. Among other things, this resolution provides that:

"...the present routing, through the City of El Segundo, of the buses which previously traversed the Vista del Mar route, has been found to serve a large number of patrons of the line in the City of El Segundo, and that such use has developed to such proportion that the City Council would be opposed to any change back to the Vista del Mar routing...."

Opposition developed to the company's original plan to operate over the temporary line through El Segundo on a permanent basis. However, practically all of this opposition disappeared with the company's modified application to continue the operation through El Segundo on a temporary rather than a permanent basis. One of the primary reasons for urging the restoration of the service along Vista del Mar was the fact that there is considerable development planned in the area along and adjacent to this route, after the war, in the way of constructing homes, particularly summer cottages along the beach. It was stated that there is a plan under way to make this section of the beach more attractive as a residential area through the construction of a sewage treatment plant rather than the present method of the sewers' discharging directly into the ocean at that point, which creates considerable pollution along the beach. It was also pointed out that the Vista del Mar line is about one-half mile shorter than the temporary line, and furthermore the highway along the temporary line is unsafe for high speed operations due to curvature in the alignment and high crown pavement.

The record in this proceeding shows that under prevailing conditions applicant's operation over the temporary line through the City of El Segundo serves a greater portion of the public than would be the case if operation was restored at this time to the former route along Vista del Mar. Therefore, the request to continue

operation over the temporary line for the present should be granted. In reaching this conclusion, however, it should be pointed out that coincident with effecting developments in the area along and adjacent to Vista del Mar between Century Boulevard and Grand Avenue which have been discussed in this record, the matter of restoring service along this highway should be given further consideration. It is with this view in mind that the following order is recommended.

O R D E R

The Commission being duly advised in the premises:

IT IS HEREBY ORDERED that until further order of this Commission, the Pacific Electric Railway Company is authorized to conduct a passenger stage service between the intersections of Vista del Mar and Century Boulevard, and Vista del Mar and Grand Avenue via Century Boulevard, Coast Boulevard, Main Street and Grand Avenue through the City of El Segundo in lieu of operations along Vista del Mar between Century Boulevard and Grand Avenue.

In all other respects Decision No. 33688 dated December 3, 1940, shall remain in full force and effect.

The foregoing opinion and order is hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

This order shall become effective within 20 days from the date hereof.

Dated at San Francisco, California, this 3rd day of January 1941

Richard Lachse
Justice F. Cresswell
Francis W. Owen
Irving H. Adewale
Commissioners