

ORIGINAL

Decision No. 38452

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.)

Seventy-Second Supplemental Application No. 17984

(Route Modification of the Los Angeles-Redondo Beach via Playa del Rey Motor Coach Line.)

C. W. Cornell, for applicant.

Clyde Woodworth, City Attorney, for City of El Segundo.

Bernard Lawler, for El Segundo Chamber of Commerce.

James Gunn, for Board of Public Utilities and Transportation of the City of Los Angeles.

Mrs. P. R. Guth, President, Women's Club, Playa del Rey.

Roger Arnebergh, Assistant City Attorney for City of Los Angeles.

G. L. P. Stone, for Civic Union of Playa del Rey.

BY THE COMMISSION:

O P I N I O N

The Commission, by its order in Decision No. 37580, dated January 3, 1945, in the 68th Supplement to Application No. 17984, authorized the Pacific Electric Railway Company to reroute a portion of its Los Angeles-Redondo Beach Motor Coach Line via Playa del Rey in the El Segundo Area on a temporary basis until further order of the Commission. The segment of the line authorized to be rerouted was along Vista del Mar, between Century Boulevard and Grand Avenue, in the City of Los Angeles and adjacent to the City of El Segundo, a distance of 2.05 miles. The rerouting was from Vista Del Mar, which

follows along the beach of the Pacific Ocean, to the east through the business section of the City of El Segundo. This line change was occasioned by the Army barricading for military purposes, a section of Vista del Mar to the public on January 12, 1942. At that time, the company rerouted its line of operation around this barricaded section via the business center of the City of El Segundo, pursuant to the authority granted by the Commission's Emergency Resolution No. EM-T-1. In this proceeding, authority is sought to restore the service along Vista del Mar between Century Boulevard and Grand Avenue.

A public hearing was conducted in this matter before Examiner Hunter at El Segundo on November 8, 1945, at which time it was taken under submission and is now ready for decision.

The rerouting via the business section of the City of El Segundo has the effect of increasing the length of the line between the business section of Los Angeles and the Redondo Beach area via Vista del Mar, a distance of 1.57 miles. The record shows that by restoring service along the original line via Vista del Mar, the running time for through operation would be shortened by six minutes.

The carrier's passenger traffic manager testified that the filing of this application was in keeping with the commitment the Company made to the public at the hearing on the 68th Supplement, at the time when the carrier was seeking an order from the Commission authorizing it to detour the Playa del Rey Line via the business section of El Segundo on a temporary basis. This commitment was to the effect that service would be restored along Vista del Mar after the termination of the war emergency.

The Playa del Rey district, referred to herein, lies within the corporate limits of the City of Los Angeles and extends along the

Pacific Ocean from Culver Boulevard on the north to the south thereof for a distance of approximately one and a half miles. Development consists of homes in the higher price bracket. Although a number of homes are presently located to the south of Century Boulevard, which is an East-West highway bisecting the district, by far the larger portion of the development lies to the north of that highway. (1)

The record shows that since January 12, 1942, the City of El Segundo has been served by Pacific Electric Railway Company's Los Angeles-Redondo Beach Motor Coach Lines via La Tijera Boulevard and Playa del Rey, respectively. Thirty round-trip schedules are now operated on the La Tijera Line and twenty-five on the Playa del Rey Line. Traffic checks introduced at the hearing (Exhibit No. 1) show the daily traffic to and from El Segundo on the La Tijera Line to be approximately 700 passengers, while the Playa del Rey Line carries about 600. Compared with earlier checks, the trend shows a material increasing use on both lines.

By action taken on October 23, 1945, the Board of Public Utilities and Transportation of the City of Los Angeles approved the plan proposed herein to restore service over Vista del Mar between Century Boulevard and Grand Avenue. (2)

Several of the residents adjacent to Vista del Mar to the south of Century Boulevard, appeared and urged the granting of the instant application. It was the consensus of these witnesses that, inasmuch as their homes had been constructed at a time when convenient

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- (1) Exhibit No. 4 indicates 32 homes are constructed to the south of Century Boulevard, many of which are as close or closer to Century Boulevard than to Vista Del Mar.
- (2) Exhibit No. 6 received in evidence consists of a copy of the report approved by the Board.

public transportation was afforded them along Vista Del Mar, the restoration of the service along this highway at this time was reasonable and in keeping with their needs.

The City of El Segundo appeared in opposition to the granting of this application to restore service along Vista Del Mar and offered testimony to show that the City's interest would be adversely affected as a result of its being by-passed by those schedules operated via Playa del Rey. The City Council passed a resolution protesting the restoration of service along Vista Del Mar, alleging that the change would be adverse to the general public convenience and necessity.

Witnesses called by the El Segundo Chamber of Commerce, testified that service along the present route offered a necessary and convenient public transportation to the residents of the Playa del Rey area in traveling between their homes and the shopping center in El Segundo.

The Superintendent of El Segundo Unified School System testified that 66 students are enrolled from the Playa Del Rey area, 60 of whom employ Pacific Electric Railway Company's service involved herein and that the routing proposed herein would involve a transfer at an undesirable point. From his organization's standpoint, service along the present route was necessary and desirable from the standpoint of public transportation for these students.

The Civic Union of Playa del Rey introduced a resolution by its Board of Governors requesting that the routing of buses through El Segundo be continued, at least on a temporary basis, until such

(3) Exhibit No. 3 consists of a certified copy of such resolution adopted November 7, 1945.

time, as existing conditions have materially changed. (4) Thirty-five letters written by residents of the Playa del Rey area were received in evidence, all urging the denial of this Supplemental Application. (5)

The passenger traffic manager of the applicant was recalled as a witness for the Chamber of Commerce of El Segundo and as a witness for that organization testified that, in his opinion, public convenience and necessity justified the continuation of the operation through the City of El Segundo as at present, and that in the public interest, service should continue on this basis until changes in conditions warrant resumption along the route via Vista del Mar as proposed herein.

Those beach cities to the south of El Segundo, which would be affected by the proposed routing via Playa del Rey to the business section of Los Angeles, took no position in this matter.

A review of the record leads to the conclusion that public interest will be best served by continuing the operation as it is now conducted, as authorized in said Decision No. 37580. It may well be that with changes in the highway system or with further development in that area, service should be restored along Vista Del Mar as proposed herein at a future date. The application will, therefore, be denied without prejudice.

(4) Exhibit No. 4.

(5) Exhibit No. 5.

O R D E R

Public hearing having been held and the Commission being fully apprised;

IT IS ORDERED THAT the Seventy-Second Supplement to Application No: 17984 be and the same is hereby denied without prejudice:

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 27th day of November, 1945.

[Signature]
Justus J. Cooney
Frank A. Deane
Ernest Russell
Harold P. Kule