

Decision No. 38756

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the First Supplemental Application to Application No. 23685 of ASBURY RAPID TRANSIT SYSTEM, a corporation, for removal of certain restrictions in the operation of its authorized transportation common carrier service between the city of Los Angeles on the one hand, to San Fernando on the other hand, via Riverside Drive, as authorized in Decision No. 33690, based on Application No. 23685.

ORIGINAL
Application No. 23685
1st Supplemental

O P I N I O N

Asbury Rapid Transit System operates a motor coach service for the transportation of passengers between various points in Los Angeles County, one of them being a service between the city of Los Angeles, on the one hand, and the city of San Fernando, on the other hand, via Glendale and Burbank.⁽¹⁾

In Decision No. 33690, which authorized the service between Los Angeles and San Fernando via Riverside Drive, there appears the following condition which applicant now seeks to have removed:

"(4) The certificate herein issued is subject to the restriction that no passengers will be carried locally between the Union Bus Depot and the intersection of Riverside Drive and Victory Boulevard (Glendale-Los Angeles city limits)."

This restriction was imposed at the request of Pacific Electric Railway Company and Los Angeles Railway Corporation, as a condition of their waiving protest to the granting of the application.

(1) Decision No. 33690, on Application No. 23685, dated December 3, 1940, and Decision No. 35752, on Application No. 25175, dated September 3, 1942.

As justification for the removal of said restriction applicant states that a large Federal housing project is in course of construction at a point south and west of Riverside Drive near the National Guard Airport. This project calls for the construction of 1,500 units which will house some 5,000 persons, a large percentage of whom will be employed in and near the downtown metropolitan area of Los Angeles and who will be afforded adequate public transportation by the removal of said restriction. The reasons advanced by applicant for the elimination of said restriction are fully noted in the margin.

- (2)
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- (2) Applicant has been informed by Federal Housing Public Authority and therefore alleges that a housing project tentatively known as Griffith Park Housing Project for the city of Los Angeles is under construction, it being located south and west of Riverside Drive at and near the National Guard Airport. Said project will extend approximately 1,300 feet in a northerly and southerly direction, facing on Riverside Drive and approximately 800 feet in an easterly and westerly direction, facing on Riverside Drive as shown on applicant's Exhibit "A" by a solid green line. It is expected that this project will be completed and ready for occupancy within 60 days from this date. Said housing project calls for the construction of 1,500 units which are expected to house approximately 5,000 persons. A main entrance to said project is to be built on Riverside Drive, approximately two and one-half miles northwest of the intersection of Los Feliz Boulevard and Riverside Drive. Zones and auxiliary roadways for loading and unloading passengers, without interference with the free flow of traffic, are to be constructed on each side of Riverside Drive at the main entrance on Riverside Drive at a place designated by a red letter "X" on applicant's Exhibit "A". It is indicated from the applications made by persons seeking housing facilities now on file with the Federal Housing Public Authority, that a large percentage of the occupants of said project will be employed in and near the downtown metropolitan area of Los Angeles. By virtue of the provisions of said Decision No. 33690 and the service rendered by applicant, those occupants of said project desiring public transportation to points in the San Fernando Valley will be served by public transportation facilities of applicant. Due to the restriction placed in said Decision No. 33690, which restricts applicant from carrying passengers locally between its Los Angeles terminal and the intersection of Riverside Drive and Victory Boulevard (Glendale-Los Angeles City Limits), occupants of said project who desire public transportation to the Los Angeles downtown metropolitan area and points intermediate thereto will be without any direct, convenient, and adequate service.

Rates of fare over and along said route will be in accordance with schedules attached to the application. Tentative time schedules are also submitted. Los Angeles Transit Lines, Los Angeles Motor Coach Company and Pacific Electric Railway Company have advised the Commission that they have no objection to the removal of the restriction. The city of Los Angeles is not opposed provided service is permitted only to and from the main entrance to the housing project. It appears that the modification of the restriction, as indicated in the order following, will be in the public interest and the application will be granted,

O R D E R

Application having been made in the above entitled matter, and the Commission being fully advised in the premises,

IT IS ORDERED that Condition (4) appearing on sheet 6 of Decision No. 33690 is hereby amended to read as follows:

- "(4) The certificate herein issued is subject to the restriction that no passengers will be carried locally between the Union Bus Depot and the intersection of Riverside Drive and Victory Boulevard (Glendale-Los Angeles city limits), provided, however, that passengers may be picked up and discharged at the main entrance to the Federal Housing Project, located south and west of Riverside Drive at and near the National Guard Airport in the city of Los Angeles, regardless of their origin or destination."

In all other respects Decision No. 33690 shall remain in

full force and effect.

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

Dated at San Francisco, California, this 12th
day of March, 1946.

Harold Anderson

James H. Lawell

Harvest Hulse

COMMISSIONERS