

Decision No. 40223

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of
PACIFIC ELECTRIC RAILWAY COMPANY, a
corporation, for an in lieu certi-
ficate of public convenience and
necessity.

Third Supplemental
Application
No. 26636

Extend North Hollywood and Ventura
Boulevard Motor Coach Lines, and
establish Los Angeles-North Hollywood-
Van Nuys Motor Coach Line.

APPEARANCES

C. W. CORNELL, E. L. H. BISSINGER and RANDOLPH KARR,
for Applicant; DON L. CAMPBELL and RODNEY F. WILLIAMS,
for Asbury Rapid Transit System, Protestant; T. M. CEUBB,
PAUL L. GARLER and T. V. TARBOT for Board of Public
Utilities and Transportation of the City of Los Angeles,
and ROGER ARNEBLRCH for City Attorney of the City of
Los Angeles, Interested Parties; JOHN B. KINGSLEY for
Hollywood Chamber of Commerce, Interested Party; LLOYD
GREGG and JAMES W. REITZ for San Fernando Valley Assoc-
iated Chambers of Commerce, Interested Party; HARMON R.
BENNETT and ARCHIE L. WALTERS for City of Burbank,
Interested Party; R. A. HAUER, JR. for Burbank City
Lines, Interested Party; EVERETT L. PARKER and JAMES L.
DOUGHERTY for Utility Workers of America, Interested
Party; and JOY A. WINANS for the Peoples Lobby of
California, Interested Party.

INTERIM OPINION

This proceeding involves proposals by Pacific Electric
Railway Company to make certain changes in the service now provided
in the San Fernando Valley area of the City of Los Angeles. Hear-
ings in the matter were held at Los Angeles on May 21 and June 20,
1946, following which, with minor exceptions, the application was
denied by Decision No. 39918, dated January 28, 1947. Subsequent
to the issuance of that decision, numerous petitions for rehearing

were received, as a result of which the Commission on March 11, 1947, granted the rehearing and set the matter for April 9 at North Hollywood. Further hearings were conducted on April 9, 10 and 11, and the matter has now been adjourned until May 21, 1947. While the record is incomplete, there are portions of the proposals which are noncontroversial and which have been justified in this record. Therefore, they should be disposed of at the earliest possible time in order that those people in the Valley should receive service without awaiting completion of the remainder of the record.

The new record is replete with evidence as to the need for extension by applicant of its Ventura Boulevard Motor Coach Line to the communities of Northridge and Woodland Hills. While applicant's exhibits indicate that initially, at least, these two extensions will in all probability be operated at a loss, we feel that the service should be established as a convenience to those persons who have located their homes in these areas.

The record also shows that all patrons originating on the Ventura Boulevard Line, who have as their ultimate destination the Hollywood or downtown Los Angeles areas, are required to transfer from coach to rail at Universal City. Origin and destination checks made by the company show that on a typical day, 1020 people made the transfer at this point. This check also showed that about 40% of these people were bound for the Hollywood area, about 40% for the downtown area of Los Angeles, and the remainder to that area between Hollywood and downtown Los Angeles. The matter of transferring this number of people does not in itself present a serious problem, but the predominance of opinion expressed at the rehearing was that many people are not now availing themselves of the public transportation

facilities because of the alleged inconvenience in making the transfer. We therefore feel that if applicant can stimulate further riding by extending the Ventura Boulevard Line through the Cahuenga Pass into Hollywood, thereby effecting a corresponding reduction in the number of private vehicles using this artery, it should be given the opportunity to do so.

The proposals to make extensions to applicant's existing service in the North Hollywood area were favorably acted upon by the Commission in its Decision No. 39918, but witnesses for Pacific Electric testified at the rehearing that they refused to accept the certificate granted by that decision for those changes because of their fear that such acceptance might jeopardize the possibility of their being able to obtain rehearing in the entire matter. For the purpose of this order, therefore, that portion of Decision No. 39918 will be reaffirmed.

As so far developed, the record is inconclusive as to the necessity for extending the North Hollywood Motor Coach Line through the Cahuenga Pass into Hollywood, as proposed by applicant.

During the three-day period in which the rehearing was conducted in this proceeding, rehearing was also conducted on Application No. 27488 of Asbury Rapid Transit System to establish and operate a motor coach service between San Fernando and Hollywood by way of Laurel Canyon Boulevard and other streets. While these matters were heard on separate records, it was stipulated by the parties that those portions of the testimony which might be common to each of the applications could be considered as a part of the record in that proceeding. Concurrently with the issuance of this order, an interim order is being issued in Application No. 27488, which authorizes the

establishment of certain service by the Asbury Rapid Transit System. To insure that the maximum benefits will accrue to the riding public of the San Fernando Valley, we believe that Pacific Electric Railway and Asbury Rapid Transit System should endeavor to work out a joint fare arrangement which will enable passengers to travel between the several areas served without the necessity of paying a multiplicity of fares.

Insofar as the proposal to establish and operate a new motor coach line between Van Nuys, North Hollywood and Los Angeles by way of Riverside Drive is concerned, the record is far from complete and furthermore, the proposal is a controversial one and can not be disposed of until after final submission. Action on this portion of the proposal must therefore be deferred.

Considerable emphasis was placed upon the possibility that the proposed extension by Pacific Electric of its Ventura Boulevard and North Hollywood Motor Coach Lines through the Cahuenga Pass into Hollywood might result in the abandonment of the passenger rail service between the San Fernando Valley and the Hollywood-Los Angeles area. Without exception, all witnesses stated that they had no desire to see the rail service abandoned, and company witnesses testified unequivocally that there was no intention on the part of the company to abandon this rail service, nor did they feel that the extensions as proposed would in any way jeopardize its continued operation.

INTERIM ORDER

Further hearings having been held, and based upon the incomplete and noncontroversial portions of the record so far adduced,

IT IS HEREBY ORDERED THAT:

1. Route No. 25, as described in Appendix "A" of Decision No. 38827, dated April 9, 1946, in this proceeding, is amended to read as follows:

Route 25-A

From Hollywood Boulevard and Highland Avenue (Los Angeles), via Highland Avenue, Hollywood Parkway, Cahuenga Boulevard and Ventura Boulevard to Topanga Canyon Boulevard (Woodland Hills).

Route 25-B

From Reseda Boulevard and Ventura Boulevard (Tarzana), via Reseda Boulevard to Southern Pacific Depot, Northridge.

Route 25-C

From Hollywood Parkway and Highland Avenue (Los Angeles), via Cahuenga Boulevard and Yucca Street to Vine Street.

2. Paragraph 1 of the order in Decision No. 39918, dated January 28, 1947, is hereby reaffirmed, without authority, however, to extend the suspended service on this line from the intersection of Lankershim Boulevard and Ventura Boulevard through the Cahuenga Pass into Hollywood.

3. In all other respects, Decision No. 38827, as amended, shall remain in full force and effect.

4. With the exception noted in Paragraph 2 above, the extensions herein authorized are to be considered as extensions and enlargements of, and to be consolidated with applicant's existing rights.

5. In providing service pursuant to the authority herein granted, the following service regulations shall be complied with:

A. Applicant shall file written acceptance of the extensions herein granted within a period of not to exceed thirty (30) days from the effective date hereof.

B. Applicant shall, within sixty (60) days from the effective date hereof, and upon not less than one (1) day's notice to the Commission and the public, establish the service herein authorized and comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective tariffs and time schedules satisfactory to the Commission.

The Commission reserves the right to make such further order or orders in this proceeding as may appear just and reasonable, and to revoke the authority herein granted if, in its opinion, public convenience and necessity demand such action.

This order shall become effective ten days from the date hereof.

Dated at San Francisco, California, this 29th day of April, 1947.

Harold J. Kula
Justice F. Calver
Frank J. Lowell
A. J. ...
Francis ...
Commissioners