

Decision No. 40488

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.)
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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.)

- 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. CHUBB, PAUL L. CARVER and T. V. TARBOT for Board
of Public Utilities and Transportation of the City
of Los Angeles.
- ROGER ARNEBERCH for City Attorney of the City of Los
Angeles.
- JOHN B. KINGSLEY for Hollywood Chamber of Commerce.
- LLOYD GREGG and JAMES W. REITZ for San Fernando Valley
Associated Chambers of Commerce.
- HARMON R. BENNETT and ARCHIE L. WALTERS for City of
Burbank.
- R. A. HAUER, JR. for Burbank City Lines.
- EVERETT L. PARKER and JAMES L. DOUGHERTY for Utility
Workers of America, and
- JOY A. WINKANS for the Peoples Lobby of California,
Interested Parties.

O P I N I O N

By Interim Opinion and Order (Decision No. 40223, dated April 29, 1947) in the above-numbered proceeding, Pacific Electric Railway Company was authorized to make certain changes in its motor coach service in the San Fernando Valley area. Complete disposition of all of the proposals contained in the application was deferred pending further hearings. These additional hearings were held at North Hollywood on May 22, at Van Nuys on May 23, and at Los Angeles on May 21 and 27, 1947. On the latter date the matter was duly submitted and is now ready for determination.

Decision No. 40223 authorized the extension of the Ventura Boulevard Motor Coach Line from its former easterly terminus at Universal City, through the Cahuenga Pass into Hollywood. That Order also reaffirmed paragraph (1) of the Order in Decision No. 39918, dated January 28, 1947, as to changes in service on the North Hollywood Motor Coach Line. At the latest series of hearings additional evidence was introduced in an attempt to substantiate the contention that the North Hollywood Line should be extended from Universal City into Hollywood and evidence was adduced purporting to prove that public convenience and necessity demanded the establishment of a new line to be known as the Los Angeles-North Hollywood-Van Nuys Motor Coach Line. The route of this latter line was so designed as to serve territory presently without public transportation service and, because of the proposal to enter the downtown area of Los Angeles by way of Riverside Drive, a more expeditious service than that presently provided by rail would be offered to San Fernando Valley residents.

The proposals as set forth in Third Supplemental Application No. 26636 have the approval of the Board of Public Utilities and Transportation of the City of Los Angeles.

NORTH HOLLYWOOD MOTOR COACH LINE

Many additional public witnesses appeared in support of applicant's contention that the North Hollywood Motor Coach Line should not terminate at Universal City but that it should operate through the Pass into Hollywood so as to eliminate the necessity for passengers to transfer either at North Hollywood or at Universal City. Exhibit No. 21 of applicant is a summarization of replies to a questionnaire issued to inbound motor-coach

passengers of the line in question, which shows that, on the day the check was taken, a total of 586 persons patronized the North Hollywood Line. Of this total, 358 were riders who had as their origin and destination points in the San Fernando Valley, 118 were destined to the Hollywood area, and 84 were destined to the downtown Los Angeles area. It appears from this check that the 118 passengers are the only ones about whom any contention as to the extension of the line into Hollywood could be made, since the 84 who had as their destination the downtown area of Los Angeles would be required to transfer, in any event, and it does not appear to be material whether the transfer is made at North Hollywood, Universal City, or Hollywood.

Public convenience might dictate that the North Hollywood Line should be operated through the Cahuenga Pass but, certainly, the contention has not been proven that public necessity demands the extension.

Thorough consideration of the record in the entire proceeding leads to the conclusion that the Order in Decision No. 40223 is just and proper and that no amendment to that Order should be made.

LOS ANGELES-NORTH HOLLYWOOD-VAN NUYS
MOTOR COACH LINE

The matter of a motor coach service from Van Nuys and North Hollywood to Los Angeles by way of Riverside Drive was originally presented to the Commission by Pacific Electric Railway Company and Asbury Rapid Transit System (at that time Original Stage Line) in 1936 and an extensive series of hearings resulted in a denial of both applications. The present application of Pacific Electric Railway Company, as originally filed, proposed

the operation of three inbound trips in the morning and three out-bound trips in the afternoon with no midday or Sunday service. The proposal has been verbally amended and now contemplates the establishment of the service with 16 round trips per day except Sundays.

The record is replete with evidence indicative of the growth and development of the San Fernando Valley as a whole, and more particularly of that portion which would be immediately tributary to the route proposed in the application. While some of the area is presently served by Pacific Electric Railway Company's Van Nuys rail line, much of it is not within walking distance of existing transportation service. At the time of the original filing, equipment was difficult to procure and it was questionable as to whether or not Pacific Electric Railway Company could have operated the service even had the Commission seen fit to grant the application. The record shows now, however, that additional coaches are being delivered and that the service can be provided without any sacrifice to service on existing lines.

Throughout the hearing considerable concern was expressed as to the future of the Van Nuys rail line if the motor coach service, as proposed, were established. Witnesses for the Pacific Electric persistently stated that there was not now, nor did they know of any future plans, to abandon this rail line. Valley residents are serious in their thoughts that there should be no abandonment of the rail line since they are of the firm opinion that the line will be an important link in an eventual rapid transit system between Valley points and the Hollywood-Los Angeles area. A witness for Pacific Electric testified that, in his opinion, approximately 25% of the patronage on the new line would be derived from present rail-line riders and that the remainder of the riders would be new business. The Company anticipates that an approximate

saving of 10 minutes will be possible between the Van Nuys and Los Angeles terminals.

The application, as filed, contemplated that cash fares on the new motor coach line would be the same as those in effect on its Van Nuys-North Hollywood-Los Angeles rail line but that there would be no provision for the sale and/or use of commutation tickets. The proposal was verbally amended during the course of the hearing, however, and applicant has expressed a willingness that all types of fares available for sale and/or use on the rail line shall be available for those persons using the motor coach service and that there shall be no differential in the rates, either commutation or cash.

Thorough consideration of the entire record in this proceeding leads to the conclusion that there is need for the establishment of a more expeditious service between Valley points and the downtown Los Angeles area. In arriving at this conclusion we are not unmindful of the people's desire that nothing be done which shall have an adverse effect upon the existing rail line. In granting the certificate we believe that jurisdiction should be retained so that at any time within two years the matter may be reopened at the request of the City of Los Angeles, the Pacific Electric Railway Company, any interested group of citizens, or this Commission, for the purpose of introducing additional evidence, if necessary, to show whether or not the service should be continued.

O R D E R

Public hearings having been held in the above-entitled proceeding, and the Commission being fully advised and finding that public convenience and necessity so require,

IT IS HEREBY ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Pacific Electric Railway Company, authorizing the establishment and operation of a service as a passenger stage corporation as that term is defined in Section 2½ of the Public Utilities Act, for the transportation of passengers between Los Angeles, North Hollywood, and Van Nuys, to be unified and consolidated with the remainder of its operating rights, subject to the following restrictions:

- (a) Passengers shall not be handled locally between the subway terminus of the line in Los Angeles and the intersection of Riverside Drive and Main Street, Burbank, both points inclusive, including intermediate points.
- (b) Passengers shall not be handled locally along Riverside Drive, between Buena Vista Street and Cartwright Avenue, both points inclusive, including intermediate points, nor to or from points in such area from or to points along Lankershim Boulevard between Magnolia Boulevard and Burbank Boulevard, both points inclusive.

(2) That in providing service pursuant to the certificate herein granted, the following service regulations shall be complied with:

- (a) Applicant shall file a written acceptance of the certificate 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.
- (c) Subject to the authority of this Commission to change or modify such at any time, Pacific Electric Railway Company shall conduct said passenger stage operation over and along the following described route:

Commencing at the motor coach loading dock between 4th and 5th Streets, and between Olive and Hill Streets (Los Angeles), thence via Olive Street, 5th Street, Figueroa Street, Riverside Drive, Lankershim Boulevard, Oxnard Street, Whitsett Avenue, Victory Boulevard, and Van Nuys Boulevard to Sherman Way (Van Nuys), returning via the reverse of the going route to Figueroa Street and Castelar, thence via Castelar to Figueroa and the reverse of the remainder of the route to the point of commencement.

(3) That Decision No. 40223, dated April 29, 1947, shall remain in full force and effect.

(4) That this Order is subject to further consideration and hearing at the request of either the City of Los Angeles, or the applicant, or on the ^{any interested group of citizens} Commission's own motion on or before two years after the date of commencement of the service authorized herein.

For all other purposes the effective date of this Order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 28th day of June, 1947.

Harold P. Hub
Justus J. Craven
Walter R. Powell
A. D. [unclear]
Samuel W. Potter
Commissioners

NAH