

ORIGINAL

Decision No. 40262

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
the PACIFIC ELECTRIC RAILWAY COMPANY,)
a corporation, and LOS ANGELES TRANSIT)
LINES, a corporation, for an in lieu)
certificate for its jointly operated)
motor coach lines:)

Application No. 18820
31st Supplemental

C. W. Cornell and Gibson, Dunn and Crutcher by Max Eddy
Utt, for applicant. K Charles Bean for Department of Public
Utilities and Transportation, City of Los Angeles, interested
party.

O P I N I O N

Pacific Electric Railway Company and Los Angeles Transit Lines, both California corporations, operate certain of their motor coach lines under the designation of "Los Angeles Motor Coach Lines". In this application authority is sought to abandon that portion of the Wilshire Boulevard Line No. 82, south and east of the intersection of Union Avenue and Wilshire Boulevard, that portion of the Sunset Boulevard Line No. 83 south and east of the intersection of Vermont Avenue and First Street, and that portion of the Olympic Boulevard line along Olive Street from Olympic Boulevard to Fifth, Fifth Street from Olive Street to Hill Street, and Hill Street from Fifth Street to Eighth Street. Authority is also sought to reroute the Wilshire Boulevard line from the intersection of Wilshire Boulevard and Union easterly via Wilshire Boulevard, Hope Street, Ninth Street, Olive Street, Fifth Street, and Grand Avenue to Wilshire Boulevard. A rerouting of

the Olympic Boulevard line to form a new line known as the Olympic-Sunset Boulevard line is requested as follows: From Eighth and Hill Streets via Hill Street, Second Street, Beverly Boulevard, First Street, and Vermont Avenue.

A public hearing was held on September 26, 1947, in Los Angeles, before Examiner Syphers.

Official notices of the hearing were sent to the City of Los Angeles, the various bus lines concerned, and to the interested civic bodies and traffic associations in the area.

At the hearing there were appearances from the applicant and the City of Los Angeles.

A witness for applicant testified that the proposed abandonment and reroutings are specifically a result of the establishment by the City of Los Angeles of one-way traffic westerly on Fifth Street and easterly on Sixth Street, which one-way traffic will be placed into effect on October 5, 1947. Generally, however, these proposed reroutings and abandonments have been the subject of several months' study in an attempt by the company to conform with the traffic plans of the City of Los Angeles. The testimony indicated that the proposals, if put into effect, would reduce the number of turns required by the present routings. This in turn would tend to improve the general traffic situation, particularly during the rush hours. Also, it was contended that the proposed reroutings, in the case of the Sunset lines, would result in a saving of time of from three to five minutes for ninety percent of the passengers using that line.

An analysis of the proposed reroutings, according to:

the applicant's witness, discloses that in no case will they result in any serious inconvenience to the public. There will be transportation service available to all people who are presently using those portions of the routes which are now proposed to be abandoned. In some cases this transportation service will involve transfers, and in other cases it will involve the necessity of passengers walking a block or two. However, in the main it will not seriously inconvenience any of the passengers in the area.

The chief engineer and general manager of the Department of Public Utilities and Transportation of the City of Los Angeles, presented testimony showing that on September 22, 1937, the Board of Public Utilities and Transportation of the City of Los Angeles granted applicant temporary authority to reroute its Olympic Boulevard Line No. 90, and Sunset Boulevard Line No. 83, to the same extent as requested in this application. This board also granted applicant temporary authority to reroute its Wilshire Boulevard line following the present route to the intersection of Eighth and Olive Streets, thence via Olive Street, Fifth Street, and Grand Avenue to Eighth Street. The testimony of this witness pointed out that the City granted temporary authority for these reroutings because it was not possible to comply with the statutory requirements for fifteen (15) days' notice. A further hearing before the City Board is set for October 17, 1947, to consider the permanent authorization of these route variations and abandonments.

The City of Los Angeles' witness also testified as to an existing written agreement between the City of Los Angeles and

the State of California wherein the City has agreed to establish, at the appropriate times, one-way travel on Fifth, Sixth, Eighth, and Ninth Streets. The establishment of one-way traffic on Fifth and Sixth Streets, effective October 5, 1947, comes as a result of this agreement, and one-way traffic will be established on Eighth and Ninth Streets at sometime in the future. One of the reasons for this agreement is the proposed construction by the State of a freeway which will affect the central Los Angeles area. As a result of these proposed traffic changes, the City of Los Angeles has made traffic surveys which contemplate removing rail traffic on certain streets and the rerouting of motor coach service.

Various public witnesses appeared in opposition to the proposed changes and in particular to oppose the abandonment of any portion of the Sunset Boulevard Line No. 83. Each of these witnesses testified as to certain inconveniences they would suffer if the proposed changes were effected.

A fair view of all the testimony indicates that it is in the public interest to permit the proposed changes to the extent they have been authorized by the City of Los Angeles. The inconveniences of certain individuals or groups of individuals, according to the testimony, will be minor, and the resulting benefits from the proposed rerouting will benefit the large majority of people in the area concerned.

O R D E R

Application as above entitled having been filed, a public hearing having been held thereon, the matter having been submitted, the Commission being fully advised in the premises, and good cause appearing,

IT IS ORDERED:

That the Pacific Electric Railway Company and Los Angeles Transit Lines are hereby authorized to reroute their Wilshire Boulevard Line No. 82, Sunset Boulevard Line No. 83 and Olympic Boulevard Line No. 90 as follows:

- (a) Wilshire Boulevard Line No. 82.
Commencing at the intersection of Wilshire Boulevard and Second Street in the city of Santa Monica, thence via Second Street, Broadway, Ocean Avenue, Wilshire Boulevard, Union Avenue (city of Los Angeles), Eighth Street, Olive Street, Fifth Street, Grand Avenue, Eighth Street; returning via the reverse of the going route.

Also, McCarthy Vista from Wilshire Boulevard to San Vicente Boulevard.

Also from the intersection of Westwood Boulevard and Wilshire Boulevard via Westwood Boulevard, LeConte Avenue and Hilgard Avenue to the intersection of Hilgard Avenue and Strathmore Drive.

- (b) Olympic - Sunset Boulevard Line No. 83.
Commencing at the intersection of Sunset Boulevard and Crescent Heights Boulevard in the city of Los Angeles, thence via Sunset Boulevard, Vermont Avenue, First Street, Beverly Boulevard, Second Street, Hill Street, Olympic Boulevard to the intersection of Olympic Boulevard and Spalding Drive in the city of Beverly Hills.

The above route descriptions are to be in lieu of and substituted for the route description of the Wilshire Boulevard Motor Coach Line No. 82 as contained in Decision No. 32102 dated June 20, 1939, on 14th Supplemental Application No. 18820; and the Olympic

Boulevard Motor Coach Line No. 90 as contained in Decision No. 35823 dated October 6, 1942, on 26th Supplemental Application No. 18820; and the Sunset Boulevard Motor Coach Line No. 83 as contained in Decision No. 30306 dated November 8, 1937, on 12th Supplemental Application No. 18820.

In operating the services as authorized herein, the Wilshire Boulevard Motor Coach Line shall be subject to the following restriction:

No passengers shall be transported locally in the territory between the intersection of Federal Avenue and Wilshire Boulevard and the intersection of Broadway and Ocean Avenue.

The Olympic - Sunset Boulevard Line No. 83 is subject to the following restriction:

Passengers shall not be transported locally between points east of Vermont Avenue and First Street and west of Second and Hill Streets, or between points along Hill Street and points east of Vermont Avenue and First Street. This restriction will not prohibit the transportation of passengers along Hill Street between Second Street and Olympic Boulevard, including intermediate points, or between all points east of Vermont Avenue and First Street and points north and west thereof.

Concurrently with the establishment of the rerouted service as authorized herein, Pacific Electric Railway Company and Los Angeles Transit Lines are hereby authorized to abandon the motor coach service on that portion of the Sunset Boulevard Line No. 83, described as follows:

From the intersection of Vermont Avenue and First Street, thence via Vermont Avenue, Third Street, Rampart Boulevard, Eighth Street, Olive Street and Fifth Street to the intersection of Fifth Street and Hill Street.

Applicants are also authorized to abandon motor coach service on that

portion of the Olympic Boulevard Line No. 90, described as follows:

From the intersection of Olive Street and Olympic Boulevard via Olive Street, Fifth Street to the intersection of Fifth Street and Hill Street.

Applicants are also authorized to abandon motor coach service on that portion of the Wilshire Boulevard Line No. 82, described as follows:

From the intersection of Fifth Street and Olive Street via Fifth Street, Hill Street and Eighth Street to the intersection of Eighth Street and Olive Street.

The authorization granted herein is subject to the following conditions:

1. Within thirty (30) days from the effective date hereof and on not less than one (1) day's notice to the Commission and the public, applicants shall establish the service over the routes herein defined.
2. In all other respects Decisions Nos. 32102, 30306, and 35823 shall remain in full force and effect.

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

Dated at Los Angeles, California, this 30th day of September, 1947.

Harold P. Kule
Justice F. Garner
Just. Powell
A. J. [unclear]
Benjamin H. [unclear]
Commissioners