

Decision No. 41295**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the)

LOS ANGELES TRANSIT LINES)

for authority to establish North Figueroa)
 Street Motor Coach Line No. 25, to reroute)
 and extend Florence-Soto Motor Coach Line)
 No. 50, and for authority to discontinue)
 service and abandon tracks and facilities on)
 portions of Rail Lines "5," "W" and "9," and)
 to discontinue present Highland Park Motor)
 Coach Line No. 64, and to make certain)
 changes in its system, including substitutions)
 and reroutings of certain existing services;)

APPLICATION NO. 28924

and

In the Matter of the Application of the)

LOS ANGELES TRANSIT LINES)

for an in lieu certificate for its motor)
 coach lines.)

SEVENTY-FIFTH
 SUPPLEMENTAL
 APPLICATION NO. 19179

Gibson, Dunn & Crutcher, by Max Eddy Utt, and Stanley M. Lanham,
 Traffic Manager of Los Angeles Transit Lines, for Applicant.

T. M. Chubb, Asst. Engineer, and T. B. Torbett, Senior Public
 Utilities Engineer, for the Board of Public Utilities &
 Transportation of the City of Los Angeles, interested party.

Roger Arnebergh, Assistant City Attorney, City Hall, Los Angeles,
 for the City of Los Angeles, interested party.

Joy A. Winans, for Transportation Committee of the Peoples' Lobby
 of California, Inc., Interested party.

Lester Boland, for Eagle Rock Chamber of Commerce, et al.,
 interested parties.

Murray K. Ross, Secretary, for Highland Park Chamber of Commerce,
 interested party.

E. H. Gardner, Highland Park, in propria persona.

O P I N I O N

In the above-entitled application, as amended, Los Angeles
 Transit Lines seeks authority to revise its transportation service
 to and from the Eagle Rock, Highland Park, and Lincoln Heights area

of Los Angeles by substituting motor coach operation for portions of certain street car lines, and establishing new bus routes and in turn abandoning those portions of the car lines for which motor coach service has been provided.

A public hearing was held in this matter at Los Angeles on February 26, 1948, at which time it was taken under submission and is now ready for decision.

Applicant seeks authority herein to discontinue street car service and abandon rail facilities along portions of the three routes as shown in the margin. (1) If and when authority is granted to discontinue service over these rail lines applicant plans to enter into an agreement with the City of Los Angeles for the disposition of the physical properties, except the overhead, which agreement will provide for the fulfillment of applicant's obligations as prescribed in its franchise with respect to removing the track structure and restoring the pavement.

With respect to motor coach operation authority is sought to discontinue operation over Line No. 64 (Highland Park) the route of which is shown in the margin. (2) If motor coach operation is abandoned along this route, the only section of the line that will

(1)

- A. That portion of rail line No. 9 "along Pasadena Avenue between Avenue 20 and Avenue 26, along Avenue 26 between Pasadena Avenue and Griffin Avenue, along Griffin Avenue between Avenue 26 and Montecito Drive."
- B. That portion of rail line "W" along Figueroa Street between 150 feet south of the intersection of the center line of Garvanza Avenue and Figueroa Street and 55 feet northerly of Eucalyptus Lane."
- C. That portion of rail line No. 5 "along Colorado Boulevard between Eagle Rock Boulevard and Townsend Avenue."

(2)

Route of Motor Coach Line No. 64 (Highland Park)
"From the intersection of Pollard Street and Avenue 64, thence via Pollard Street, Avenue 66, Meridian Street, Avenue 65, Planada Avenue, Avenue 64, Pasadena Avenue, North Figueroa Street, Pasadena Avenue, Workman Street, North Broadway, Griffin Avenue, Zonal Avenue and State Street to Marengo Street."

not be duplicated with a substitute line is that along Workman Street between Pasadena Avenue and North Broadway. As a substitute transportation for this section it is, however, proposed to provide motor coach service within one block to the east along Pasadena Avenue. Applicant also seeks authority to establish motor coach operation along the following routes:

1. A new route, designated as No. 25, to provide service between the business sections of Eagle Rock, Highland Park, Lincoln Heights, and downtown Los Angeles.
2. An extension of the Route No. 50 along Griffin Avenue from Main Street to North Broadway along North Broadway and Avenue 20 to Pasadena Avenue.
3. Along Eagle Rock Boulevard from Avenue 45 to Colorado Boulevard and along Colorado Boulevard to Townsend Avenue.

The extension of Motor Coach Route No. 50 as proposed herein will permit a transfer arrangement between this line and rail lines Nos. "5," "W," and "9" as well as with the proposed Motor Coach Route No. 25, if established. With this transfer arrangement the public will be offered a more or less direct service with one transfer between the business centers of Eagle Rock, Highland Park, and Lincoln Heights, and the industrial area located in the southeastern section of the City of Los Angeles. Under the present plan of operation it is necessary to transfer more than once and follow a circuitous route in traveling between this industrial area and the business centers referred to above.

Applicant also seeks a consolidated certificate to cover all the highways over which operation will be conducted on lines involved herein. The routes over which certificates are sought are shown in Appendix "A" attached to this decision.

Witness for applicant testified that the proposed service changes were initiated by request for improved service in various

portions of the area affected and in conformity with the company's policy to improve service on its system. The record shows that a portion of the rail abandonments are necessary to permit of highway improvements which are to be undertaken immediately or are now under course of construction. This is particularly true in the case of the proposed rail abandonment along Colorado Boulevard in the Eagle Rock section. Colorado Boulevard is a state highway which is being improved as a major highway artery. The thirty foot right-of-way of the Los Angeles Transit Lines divides Colorado Street into two sections with an inadequate driveway on either side of the street car line. The highway is now improved to the east and to the west of the section where the rail abandonment is proposed. In order to widen and improve the driveways it is necessary that applicant's right-of-way be included as part of the highway. This will involve lowering the track section to the level of the adjacent driveways. The overall plan is to provide for two forty foot driveways separated with a sixteen foot island strip. The total width of Colorado Boulevard between property lines is 120 feet. Applicant proposes to transfer title of this thirty foot right-of-way to the city in consideration of being relieved of paving obligations as prescribed in the franchise, upon the cessation of operation over this rail line. The record shows that applicant's proposed rail abandonments will relieve it of track reconstruction and paving obligations to the extent of approximately \$168,000 which it would otherwise be required to meet if service is to be continued along the sections of track proposed for abandonment.

As for operating expenses incident to carrying out applicant's proposed service plan, it appears there will be little change in that account, as the cost of providing service along the proposed

route will approximately balance with that incurred under the present system of operation.

Applicant's witness testified that the plan of operation proposed herein will provide a superior service to that now offered the public in that it will afford more direct routes of transportation with shorter scheduled running time.

The granting of the application was urged by the Department of Public Works of the State of California, as evidenced by the testimony of a witness from that department, together with a letter addressed to the Commission from the District Engineer under date of February 17, 1948, which was received as Exhibit No. 2. This witness testified that there was an urgent need to proceed with the improvement of Colorado Boulevard with the least delay.

The City of Los Angeles, through its Board of Public Utilities and Transportation, has recommended the granting of the application, as amended. This action was taken after public hearings before the Board. The recommendations are received in this record as Exhibit No. 3.

A witness from the City Engineer's office of the City of Los Angeles testified that the City and the State Highway Department were working in conjunction for the development of Colorado Boulevard in the Eagle Rock section, and urged that prompt and favorable action be taken on this application in the interest of permitting the highway improvement to proceed without delay, as the section occupied by applicant's track constitutes a barrier to this highway improvement.

The granting of the application was also urged by a number of other witnesses. A councilman of the City of Los Angeles representing the Eagle Rock section testified that it was his opinion

after investigating this situation that the service changes proposed in this application were in the public interest and that the application should be granted. Representatives of Chambers of Commerce, improvement clubs, property owners, and business interests in that area also testified that following investigations and consideration of the matter, each had concluded that the carrying out of the proposed revised plan of service was in the public interest and therefore urged the granting of the application as amended. These organizations included the respective Chambers of Commerce of Eagle Rock, Highland Park, and Lincoln Heights, and the People's Lobby of California.

One of the Commission's transportation engineers testified that in his opinion the proposed revised service plan was in accord with studies made by the staff and the proposed plan if carried out would not conflict with service recommendations introduced in connection with applicant's request for an increase in fares, Application No. 27487.

No opposition developed to the granting of the application. Upon this record we find that public convenience and necessity require the granting of this application as amended, and the following order will so provide.

O R D E R

A public hearing having been had in the above-entitled proceedings, the matters having been duly submitted, and the Commission having found that public convenience and necessity so require,

IT IS ORDERED,

I.. That a certificate of public convenience and necessity

is hereby granted to Los Angeles Transit Lines authorizing the establishment and operation of service as a passenger stage corporation as defined in Section 24 of the Public Utilities Act, for the transportation of passengers between all points over and along the routes described in Appendix "A" attached hereto, and made a part hereof, as an extension and enlargement of and consolidation with applicant's present passenger stage operative rights.

II. That in providing service pursuant to the certificate granted in Paragraph I hereof, applicant shall comply with and observe the following service regulations:

- A. Applicant shall file a written acceptance of the certificate herein granted within a period not to exceed thirty (30) days from the effective date hereof.
- B. Within sixty (60) days from the effective date hereof, and on not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and comply with the provisions of General Order No. 79 by filing in triplicate appropriate tariffs.

III. That coincident with the establishment of passenger stage service over and along the motor coach routes described in Appendix "A" attached hereto, applicant may upon not less than five days' notice to the Commission and public discontinue the service over and along the following two motor coach routes which are more fully described in Appendix "B" attached hereto and made a part hereof:

- A. Florence-Soto Motor Coach Line No. 50; granted by Decision No. 31127 in Application No. 19179 - 22nd Supplement, and
- B. Highland Park Motor Coach Line No. 64; granted by Decision No. 29755 in Application No. 19179 - 14th Supplement.

The authority heretofore granted to conduct passenger stage service over and along Motor Coach Line No. 50, as authorized in said Decision No. 31127, and Motor Coach Line No. 64, as authorized in Decision No. 29755, respectively, be and it is hereby revoked and annulled effective upon the establishment of the motor coach service authorized in Paragraph I of this order.

- IV. That coincident with the establishment of passenger stage service over and along the motor coach routes described in said Appendix "A" attached hereto applicant may upon not less than five days' notice to the Commission and the public discontinue street car operation over and along the three routes shown in Appendix "C" attached hereto and made a part hereof. That upon the discontinuance of this street car service, applicant is authorized to abandon the track facilities and dispose of the right-of-way along each of the three sections of track involved.

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

Dated at San Francisco, California, this 9th day of

March, 1948.

R. I. Dunning
Justus F. Gieseler
Robert J. Farrell
Harold P. Kille
Samuel H. Totten
Commissioners

APPENDIX A

(Route Description of the proposed Motor Coach Line No. 25
and revised Motor Coach Line No. 50)

Along Colorado Boulevard between Eagle Rock Boulevard and
La Loma Road,
Along Eagle Rock Boulevard between Avenue 45, to Colorado
Boulevard,
Along La Loma Road between Colorado Boulevard and Figueroa
Street,
Along Figueroa Street between La Loma Road and Pasadena
Avenue at its intersection with Avenue 39,
Along Pollard Street between Avenue 64 and Avenue 66,
Along Avenue 66 between Pollard Street and Meridian Street,
Along Meridian Street between Avenue 66 and Avenue 65,
Along Avenue 65 between Meridian Street and Planada Avenue,
Along Planada Avenue between Avenue 65 and Avenue 64,
Along Avenue 64 between Planada Avenue and Pasadena Avenue,
Along Pasadena Avenue between Avenue 64 and Figueroa Street,
Along Pasadena Avenue between Figueroa Street and Daly Street,
Along Daly Street between Pasadena Avenue and North Broadway,
Along North Broadway between Daly Street and Alpine Street,
Along North Broadway between Griffin Avenue and Daly Street,
Along Avenue 20 between Broadway and Pasadena Avenue,
Along Alpine Street between North Broadway and New High Street,
Along New High Street between Alpine Street and Sunset Boulevard,
Across Sunset Boulevard between New High Street and Spring Street,
Along Spring Street between Sunset Boulevard and Main Street,
Along Main Street between Spring Street and 11th Street,
Along Avenue 43 between North Figueroa Street and Griffin Avenue,
Along Griffin Avenue between Avenue 43 and Avenue 26,
Along Griffin Avenue between Broadway and Zonal Avenue,
Along Avenue 26 between Pasadena Avenue and Griffin Avenue,
Along Zonal Avenue between Griffin Avenue and State Street,
Along State Street between Zonal Avenue and Marengo Street,
Along Marengo Street between Mission Road and Soto Street,
Along Mission Road between Griffin Avenue and Marengo Street,
Along Soto Street between Marengo Street and Slauson Avenue,
Along Slauson Avenue between Soto Street and Rugby Avenue,
Along Rugby Avenue between Slauson Avenue and Belgrave Avenue,
Along Belgrave Avenue between Rugby Avenue and Pacific Boulevard,
Along Pacific Boulevard between Slauson Avenue and Florence Ave.,
Along Florence Avenue between Pacific Boulevard and Crenshaw
Boulevard,
Along Crenshaw Boulevard between Florence Avenue and 67th Street.

Applicant may turn its motor vehicles at termini
or intermediate points either in the intersection
of the street, or by operating around a block,
in either direction, contiguous to such intersection.

APPENDIX E

(Route description of motor coach lines to be revoked and annulled)

Florence-Soto Motor Coach Line No. 50:

Commencing at the intersection of 67th Street and Crenshaw Boulevard, thence via Crenshaw Boulevard, Florence Avenue, Pacific Boulevard, Slauson Avenue, Soto Street, Marengo Street, State Street, Zonal Avenue, Griffin Avenue to the intersection of Griffin Avenue and North Main Street, and return via Griffin Avenue, Zonal Avenue, State Street, Marengo Street, Soto Street, Slauson Avenue, Rugby Avenue, Belgrave Avenue, Pacific Boulevard, Florence Avenue and Crenshaw Boulevard to 67th Street, the point of commencement.

Highland Park Motor Coach Route - Line No. 64

From the intersection of Pollard Street and Avenue 64, thence via Pollard Street, Avenue 66, Meridian Street, Avenue 65, Planada Avenue, Avenue 64, Pasadena Avenue, North Figueroa Street, Pasadena Avenue, Workman Street, North Broadway, Griffin Avenue, Zonal Avenue and State Street to Marengo Street.

APPENDIX C

(Route description of street car lines to be abandoned)

- A. That portion of rail line No. 9 "along Pasadena Avenue between Avenue 20 and Avenue 26, along Avenue 26 between Pasadena Avenue and Griffin Avenue, along Griffin Avenue between Avenue 26 and Montecito Drive."
- B. That portion of rail line "W" "along Figueroa Street between 150 feet south of the intersection of the center line of Garvanza Avenue and Figueroa Street and 55 feet northerly of Eucalyptus Lane."
- C. That portion of rail line No. 5 "along Colorado Boulevard between Eagle Rock Boulevard and Townsend Avenue."