

Decision No. 41527**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of) ASBURY RAPID TRANSIT SYSTEM, a corpora-) tion, for authority to extend the opera-) tion of its presently authorized motor) coach transportation service between) that section of the City of Los Angeles) known as Roscoe, on the one hand, and) that section of the City of Los Angeles) known as North Hollywood, on the other) hand, and all intermediate points to that) section of the City of Los Angeles known) as Sunland, on the one hand, and that) section of the City of Los Angeles known) as Studio City (Laurel Canyon and Ventura) Boulevard), on the other hand.)	Application No. 28435
In the Matter of the Application of) PACIFIC ELECTRIC RAILWAY COMPANY for an) in lieu certificate of public convenience) and necessity.)	Application No. 26636 15th Supplemental

Randolph Carr, for Pacific Electric Railway Company, applicant in Application No. 26636-15th Supplemental, and protestant in Application No. 28435; Don L. Campbell and Rodney F. Williams, for Asbury Rapid Transit System, applicant in Application No. 28435 and protestant in Application No. 26636-15th Supplemental; Paul L. Garner for Charles K. Bean, Department of Public Utilities and Transportation, interested party.

O P I N I O N

The Asbury Rapid Transit System is a California corporation, operating a passenger stage service between various points in the County of Los Angeles, including those sections of the City of Los Angeles known as Roscoe and North Hollywood.

By Application No. 28435, Asbury Rapid Transit System seeks authority to extend the route it presently operates between

Roscoe and North Hollywood northerly to that section of the City of Los Angeles known as Sunland, and southerly to that section of the City of Los Angeles known as Studio City. Specifically, the proposed extensions are as follows:

- (1) northerly from the intersection of Sunland Boulevard & Penrose Street, via Sunland Boulevard, Foothill Boulevard, Ora Vista Avenue, Hillrose Street, Sherman Grove Avenue, Fenwick Street, Sherman Grove Avenue, Foothill Boulevard and Sunland Boulevard to the point of beginning;
- (2) southerly from the intersection of Lankershim Boulevard & Camarillo Street, via Camarillo Street, Riverside Drive, Colfax Avenue, Moorpark Street, Laurel Canyon Boulevard, Ventura Place, Ventura Boulevard, Laurel Canyon Boulevard, Moorpark Street, Colfax Avenue, Riverside Drive, Camarillo Street to the point of beginning;

alternate route commencing at the intersection of Magnolia and Lankershim Boulevards, thence via Magnolia Boulevard, Colfax Avenue to its intersection with Riverside Drive, returning via the same route.

Pacific Electric Railway Company is a California corporation operating rail and motor-coach lines in Los Angeles, Orange, San Bernardino, and Riverside Counties, including passenger stage operations between the City of Van Nuys and those sections of the City of Los Angeles known as North Hollywood and Universal City, and between those sections of the City of Los Angeles known as Sherman Oaks, Studio City, and Universal City.

By Application No. 26636, 15th Supplemental, authority is sought to establish additional passenger stage service between North Hollywood, Studio City, and Sherman Oaks. Specifically, the proposed extensions are as follows:

- (1) commencing at the intersection of Lankershim and Chandler Boulevards, thence via Lankershim Boulevard, Magnolia Boulevard, Colfax Avenue, Riverside

Drive, Laurel Canyon Boulevard, Ventura Place, Ventura Boulevard, Laurel Canyon Boulevard, Moorpark Street, Coldwater Canyon Avenue, Riverside Drive, Woodman Avenue, Ventura Boulevard, to its intersection with Van Nuys Boulevard. Return via the same route to the intersection of Magnolia Boulevard & Tujunga Avenue, thence via Tujunga Avenue, Chandler Boulevard (north roadway) to the point of beginning;

- (2) alternate route along Colfax Avenue between Riverside Drive and Moorpark Street, and along Moorpark Street between Colfax Avenue and Laurel Canyon Boulevard.

These two matters were consolidated for hearing, and hearings were held before Examiner Syphers at North Hollywood on February 6, 1948, and at the Commission courtroom in Los Angeles on February 10, 1948, at which time the matters were submitted.

At the hearing there were no protests as to Asbury Rapid Transit System's proposal to extend its Roscoe-North Hollywood line northerly to the Sunland area. Evidence was presented by public witnesses, residents, and business people of the area, indicating that there is presently no public transportation between Roscoe and Sunland and, further, that there is a need for public transportation in that area. Such public transportation would be used by school students, also by the residents of the area for shopping purposes and to travel to and from their places of employment. Further testimony was presented showing that the population of the area has grown considerably during the past few years.

Concerning the proposal of Asbury Rapid Transit System to extend its Roscoe-North Hollywood line southerly to Studio City, evidence of public witnesses was presented indicating a desire on the part of the witnesses for this service. These witnesses consisted of residents and business people of Sunland, Roscoe, North Hollywood, and Studio City. It was pointed out that North Hollywood

is the business center of this area and that there is, at the present time, no public transportation over the route proposed. The only existing transportation between North Hollywood and Studio City would be too circuitous and take far too much time. There was testimony to the effect that Studio City contains motion picture studios which employ a large number of people who are residents of North Hollywood, Sunland, and Burbank. A good many of these employees favor the proposed service. Several public witnesses testified that it would be in the public interest to have a through service from Sunland to Studio City without the necessity of transferring at North Hollywood.

Concerning the application of Pacific Electric Railway Company to establish service between North Hollywood, Studio City, and Sherman Oaks, testimony of various public witnesses was presented. These public witnesses, including residents and business people of the communities concerned, testified as to the need for transportation to Studio City, principally for movie studio employees. In addition, they testified as to the growing population in the area between Ventura Boulevard and Chandler Boulevard. According to the testimony, these two boulevards are a little more than a mile apart at Van Nuys Boulevard and they are almost two miles apart at Colfax Avenue. The proposed service of Pacific Electric Railway Company, in addition to serving Studio City from North Hollywood, would provide a service in the area between these two boulevards. It was testified that there are various business sections and housing developments in this area, as well as several schools, including the Notre Dame Preparatory School, the Riverside Drive School, and the McKinley Home for Boys, as well as a junior

high school on Colfax Avenue. The principal points in the area are Sherman Oaks, Studio City, and North Hollywood, and a great deal of the testimony was as to the need for transportation between these points.

An analysis of all of this testimony indicates that there is a need for a more direct service between North Hollywood and Studio City. Both applicants propose this type of service and, in addition, the Pacific Electric Railway Company proposes a further service which will cater to the residents and business people now located in the area between Ventura Boulevard and Chandler Boulevard, and westerly of Laurel Canyon Boulevard. The Pacific Electric Railway Company proposes to operate this additional service with no additional equipment and, according to the surveys they have made, the run will meet the out-of-pocket expenses applicable to this operation. As against this additional service proposed by Pacific Electric, we must balance the desire for a through service, without transfers, from Sunland to Studio City. Apparently there is insufficient patronage in the area to justify both proposals.

In view of all the testimony presented in this case, we conclude that there is a need for a passenger stage transportation service between Roscoe and Sunland. Inasmuch as Asbury Rapid Transit System has proposed this service and the proposal has met with no opposition, and inasmuch as evidence has been presented indicating that the public convenience and necessity warrant this service, this part of the Asbury Rapid Transit System's application will be granted.

As to the proposed services southerly and westerly of North Hollywood, we find, upon consideration of all the evidence

presented, that there is a need for additional passenger stage service in the area. We further find that the proposal submitted by the Pacific Electric Railway Company will most adequately meet that need and is warranted by the public convenience and necessity.

O R D E R

Application as above entitled having been made, public hearings having been held, at which evidence was adduced, the matter having been submitted, and the Commission being fully advised in the premises, and hereby finding that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Asbury Rapid Transit System authorizing the establishment and operation of a service as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers between those sections of the City of Los Angeles known as Roscoe and Sunland.

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

- (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 five (5) days' 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, Asbury Rapid Transit System shall conduct said passenger stage operation over and along the following described route:

Foothill Boulevard, Ora Vista Avenue, Hillrose Street, Sherman Grove Avenue, Fenwick Street, Sherman Grove Avenue, Foothill Boulevard, Sunland Boulevard to the point of beginning.

In all other respects Application No. 28435 will be denied.

IT IS FURTHER ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to the Pacific Electric Railway Company, authorizing the establishment and operation of a service as a passenger stage corporation, as that term is defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of persons between those sections of the City of Los Angeles known as North Hollywood, Studio City, and Sherman Oaks.

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

- (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 five (5) days' 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 intersection of Lankershim and Chandler Boulevards, thence via Lankershim Boulevard, Magnolia Boulevard, Colfax Avenue, Riverside Drive, Laurel Canyon Boulevard, Ventura Place, Ventura Boulevard, Laurel Canyon Boulevard, Moorpark Street, Coldwater Canyon Avenue, Riverside Drive, Woodman Avenue, Ventura Boulevard to its intersection with Van Nuys Boulevard. Return via the same route to the intersection of Magnolia Boulevard & Tujunga Avenue, thence via Tujunga Avenue, Chandler Boulevard (north roadway) to the point of beginning.

Alternate route along Colfax Avenue between Riverside Drive and Moorpark Street, and along Moorpark Street between Colfax Avenue and Laurel Canyon Boulevard.

The effective date of this order shall be twenty (20) days from the date hereof

Dated at San Francisco, California, this 27th day of April, 1948.

B. P. [Signature]
Justin J. [Signature]
[Signature]
[Signature]
[Signature]
COMMISSIONERS