

Decision No. 43449

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 certificate) Application No. 30256  
of public convenience and necessity. )

(Establish an alternate route  
for the Hollywoodland-Beverly  
Hills-University Motor Coach  
Line in the vicinity of  
Beverly Hills)

Randolph Karr, for applicant; Girard F. Baker, for  
residents of Beverwil Drive; J. B. Edwards, for Beverly Hills  
Chamber of Commerce and Civic Association.

O P I N I O N

By the above-numbered application, as amended, Pacific Electric Railway Company seeks the Commission's authority to establish an alternate route for its Hollywoodland-Beverly Hills-University Motor Coach Line in the vicinity of Beverly Hills. Applicant also proposes a minor change in the routing of the existing service so as to eliminate operations on Canon Drive between Dayton Way and Wilshire Boulevard and on Wilshire Boulevard between Canon Drive and Beverly Drive.

A public hearing in the matter was held at Los Angeles on October 4, 1949. It was duly submitted and is now ready for determination.

The record indicates that for more than 10 years there has been agitation in the area involved for the establishment of

a cross-town motor coach service from Wilshire Boulevard to Pico Boulevard. Pacific Electric Railway Company, as a result of studies made prior to the war, was of the opinion that such a service would be in the public interest and was agreeable to its establishment, but because of the war and the restrictions imposed by the Office of Defense Transportation it was impossible to provide the extension.

Under the plan as now developed, it appears that there is sufficient lay-over time at Wilshire Boulevard on the existing route so as to permit the establishment of the service at a minimum cost. It is proposed to operate 29 round trips daily, involving an additional mileage of 56 miles per day. In order to pay out-of-pocket costs, this would necessitate the handling of approximately 225 passengers daily, or an average of about four per one-way trip.

No service is proposed on Sundays and holidays, it being felt that, initially at least, service on six days per week is all that can be reasonably justified.

Applicant proposes to extend the limits of its "Beverly Hills-Zone 4" fare zone from Wilshire Boulevard to the intersection of Pico Boulevard and Beverwil Drive, and the same transfer privileges will be available as are now available to other riders of applicant's system.

A petition filed with the Commission, protesting that portion of the proposal which contemplates operation over Beverwil Drive in the City of Beverly Hills, contains 35 signatures. A check of this petition reveals that these 35 signers were residents of 18 addresses and that, although approximately half the

length of this residential street is in the city of Los Angeles, there were no signatures to the petition except by residents of the City of Beverly Hills. The signers of this petition are not opposed to the establishment of the extended service, per se, but only to that much of the proposal which contemplates operation over Beverwil Drive.

In an effort to remove the source of complaint, applicant has attempted to locate a suitable route in the vicinity. which would eliminate the necessity of using Beverwil Drive, and, although five alternate routes were examined, each was found to be unsatisfactory. The record shows that Beverwil Drive is a 100-foot street, with 20 feet of parking on either side, leaving a usable width of 60 feet between curbs. The street is paved with a 7-inch cement concrete pavement entirely suitable for motor coach operation and, despite the contention of protestants that unnecessary hazards will be created by the establishment of motor coach service as proposed, we are not convinced that 29 one-way trips daily will induce any unnecessary or unusual hazard.

The Beverly Hills City Council held a hearing at which the protestants appeared and voiced their opinions, and upon completion of this session the Council refused to consider the protest and recommended favorable action on the application.

Petitions containing the signatures of more than 500 persons endorsing the proposal were presented at the hearing and, in addition, many residents of the area tributary to the route proposed appeared and testified as to the need for the service.

As to the minor change in routing of the existing service, referred to previously in this opinion, the proposal is to conduct the service via Dayton Way between Canon Drive and Beverly Drive, and via Beverly Drive between Dayton Way and Wilshire Boulevard. Such a change will result in the elimination of a hazardous turn at the intersection of Wilshire Boulevard and Canon Drive and provide a direct crossing of Wilshire Boulevard at Beverly Drive, where traffic signals will protect the crossing.

Careful consideration of the record in this proceeding leads to the conclusion that public convenience and necessity will be best served by the establishment of the service as proposed, and the application will be granted. We will authorize the change as an extension to and modification of the present route described in Appendix A of Decision No. 38827 as Route 23, as an extension and enlargement of, and to be consolidated with applicant's existing rights in said territory.

O R D E R

Public hearing having been held, the Commission being fully advised in the premises and having found that public convenience and necessity so require.

IT IS ORDERED:

(1) That Route 23, as described in Appendix A of Decision No. 38827, be and it is hereby amended to read as follows:

From Beachwood Drive and Westshire Drive (Los Angeles), via Beachwood Drive, Franklin Avenue, Argyle Avenue, Yucca Street, Vine Street, Hollywood Boulevard, Laurel Canyon Boulevard,

Sunset Boulevard (through Beverly Hills), Hilgard Avenue, University Drive, Hilgard Avenue, Le Conte Avenue and Westwood Boulevard to Wilshire Boulevard.

Also, from Sunset Boulevard and Rodeo Drive (Beverly Hills), via Rodeo Drive, Lomitas Avenue, and Beverly Drive to driveway to station grounds of Pacific Electric Station (Beverly Hills), and from said driveway at Canon Drive, via Canon Drive, Dayton Way, Beverly Drive, Wilshire Boulevard, Camden Drive and Brighton Way to Canon Drive.

Also, from Wilshire Boulevard and Beverly Drive (Beverly Hills), via Beverly Drive, Olympic Boulevard, Beverly Drive, Pico Boulevard, and Beverwil Drive to Beverly Drive.

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

- (a) Applicant is authorized to turn its motor vehicles at termini, or at points en route where it is necessary to serve a loading point, either in the intersection of streets, or by operating around a block contiguous to such intersection, provided that municipal traffic regulations are observed and complied with.
- (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.

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

Dated at San Francisco, California, this 25<sup>th</sup>  
day of October, 1949.

R. Z. Dunderberg  
James F. Craven  
Robert F. Dunderberg  
Harold P. Kula  
Frederick H. Potter  
COMMISSIONERS