

ORIGINAL

Decision No. 44216

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 LOS ANGELES TRANSIT LINES for authority)
 to make certain changes in system and)
 routing to provide for one-way traffic)
 operation on Eighth and Ninth Streets in) Application No. 31119
 the central area of Los Angeles, for ex-) as Amended
 tension of service on West Third Street)
 from La Brea to Fairfax Avenue, for sub-)
 stitution of trackless trolley and motor)
 coach operation for certain rail operation)
 and for rerouting of certain rail and)
 motor coach service.)

In the Matter of the Application of)
 PACIFIC ELECTRIC RAILWAY COMPANY, a cor-)
 poration, for an In Lieu Certificate of) Application No. 31158
 Public Convenience and Necessity to re-) as Amended
 route its Wilshire Boulevard Line in the)
 City of Los Angeles.)

Max Eddy Utt and Stanley M. Lanham, for Los Angeles
 Transit Lines, applicant in Application No. 31119; E. D. Yeomans,
 for Pacific Electric Railway Company, applicant in Application
 No. 31158; Thomas V. Tarbot, for the Board of Public Utilities
 and Transportation, City of Los Angeles, interested party;
Mark Mullin, for the Metropolitan Life Insurance Company, inter-
 ested party; Walter Hagedorn, for the Gramercy Place property
 owners, protestant.

O P I N I O N

By Application No. 31119, as amended, Los Angeles Transit
 Lines seeks authority to make certain changes in its operations,
 as follows:

(1) Reroute its Wilshire Boulevard motor coach line No. 82,
 presently operating on Eighth Street between Union Avenue and Olive
 Street, so that this portion of the line would be operated via
 Wilshire Boulevard, Hope Street, and Seventh Street.

(2) Replace the portion of the "N" rail line presently operat-
 ing on Spring Street and Ninth Street to Vermont Avenue by extend-
 ing a portion of the service of the North Figueroa Street motor

Aps. 31119 & 31158 - go

coach line No. 25 so as to operate westbound on Eighth Street to Witmer Street, thence via Witmer Street and Ninth Street to Vermont Avenue, and return via Ninth Street to Spring Street. Other than this, the route of the No. 25 motor coach line will be as described in Decision No. 41295, as subsequently amended by Decision No. 42118.

(3) Replace that portion of the "N" rail line presently operating on Eighth Street between Vermont Avenue and Western Avenue by extending a portion of the "S" rail line service south-erly on Vermont Avenue to Eighth Street, thence over Eighth Street to Western Avenue.

(4) Replace the portion of the "S" rail line presently operating on Third Street between Larchmont Boulevard and La Brea Avenue by extending the No. 3 trolley coach line from its present terminal to Fairfax Avenue via Wilton Place and Third Street.

(5) Replace the portion of the "S" rail line presently operating on Third Street and Larchmont Boulevard between Vermont Avenue and Melrose Avenue by rerouting the "R" rail line so as to operate over the same streets.

(6) Replace the portion of the "R" rail line presently operating on Vermont Avenue between Third Street and First Street by rerouting a portion of the "S" rail line.

By Application No. 31158, as amended, Pacific Electric Railway Company seeks authority to reroute its Wilshire Boulevard motor coach line presently operating on Eighth Street between Union Avenue and Olive Street so that this portion of the line would be operated via Wilshire Boulevard, Hope Street, and Seventh Street.

Hearing in the two matters was held in Los Angeles on April 24, 1950, at which time, by stipulation, they were consolidated for the purpose of hearing as well as for decision.

At the hearing, testimony was presented to show that the proposed changes involving rail and motor coach operations of both applicants on Eighth and Ninth Streets are required in order that the plan for one-way traffic on these streets may be accomplished. The City of Los Angeles and the State of California, through the Division of Highways, have entered into contracts for the construction of the Harbor Parkway, which will require such one-way operation, and construction of the Harbor Parkway as far south as Olympic Boulevard is under contract and in progress. The Principal Traffic Engineer for the City of Los Angeles testified that the establishment of one-way traffic would be progressive and that the first steps would be taken as soon as some of the changes proposed in the present proceeding could be authorized and placed in effect. Other witnesses testified that the proposed rerouting of the Wilshire Boulevard lines of both applicants would provide a much-needed service along Wilshire Boulevard between the downtown district of Los Angeles and Union Street and that the more direct route would result in a reduction in running time of approximately three minutes. There is no public transportation presently existing along this section of Wilshire Boulevard.

The original applications of both applicants proposed the rerouting of the Wilshire Boulevard lines via Wilshire Boulevard, Grand Avenue, and Seventh Street. Upon the basis of testimony by the Principal Traffic Engineer of the City of Los Angeles and

further consideration of more favorable operating conditions from the public's, as well as the companies' standpoint, both applicants, during the course of the hearing, verbally amended their applications⁽¹⁾ so that the operation between Wilshire Boulevard and Seventh Street would be via Hope Street rather than Grand Avenue.

That portion of the route from the intersection of Wilshire Boulevard and Hope Street into and through the downtown area provides for pickup and distribution of passengers and makes it possible to turn the coaches for the return trip. It appears to us that almost any combination of streets in the general area will provide reasonable service to the passengers and that the streets over which the coaches must be operated in order to make the turn is largely a matter which should be decided by the Street Traffic Department, in conjunction with the Board of Public Utilities and Transportation of the City of Los Angeles. Further than this, it appears entirely likely that there will be changes in this portion of the routing from time to time, made necessary by reason of changed traffic conditions or other factors, and that the applicants should be in position to make these changes upon instructions from the Street Traffic Department or the Board of Public Utilities of the City of Los Angeles rather than being required to file formal application with the Commission. Such being the case, the order which follows will authorize the

(1) Subsequent to the hearing, written amendments were filed.

extension of the two Wilshire Boulevard motor coach lines to the intersection of Wilshire Boulevard and Grand Avenue, with the privilege of turning the coaches in any two-block area contiguous to that intersection.

No protest developed at the hearing with regard to the proposed change in routing of the two Wilshire Boulevard lines. It appears that the changes are essential to the City's plans for one-way traffic on Eighth and Ninth Streets, that they will offer a minimum of inconvenience to the present patrons of the lines involved, and will provide a needed service along Wilshire Boulevard between Union Avenue and the central business district of the City.

With regard to the changes proposed by Los Angeles Transit Lines along Third Street, witnesses testified as to the need for service through this area to serve the residential development adjacent to Third Street between La Brea and Fairfax Avenues, known as Parklabrea, now under construction by the Metropolitan Life Insurance Company. It was stated that when the eighteen 13-story apartment buildings are completed later this year, the project will have in excess of 4,000 apartments, with an estimated population of 11,000 persons. It was further testified that extension of passenger operations to Fairfax Avenue would serve a rapidly developing business district and recreation area in the vicinity of Third Street and Fairfax Avenue. All witnesses were of the opinion that further benefits would be gained by replacing the "noisy" streetcars, now operating along Third Street west of Larchmont Boulevard, with rubber-tired vehicles.

As previously stated, applicant proposes to serve the area by extending its No. 3 trolley coach line and, in addition, asks for a certificate of public convenience and necessity for motor coach operation over the identical route. Such a certificate is necessary in order that motor coaches may supplement the trolley coach operation during hours of peak travel and on any other occasions as might be necessary.

A witness for applicant, Los Angeles Transit Lines, testified that replacement of the "S" rail line west of Vermont Avenue by an extension of the "R" rail line would offer a further improvement in service to the area, as the "R" rail line is operated entirely with modern P.C.C. type cars. This witness further testified that passenger traffic requirements would not warrant the operation of all service to the terminal of the line at Melrose Avenue and for that reason it was proposed to turn back approximately one-half of the service, during both peak and base periods, at a new turnaround loop to be constructed in the vicinity of Gramercy Place. Applicant's witness expressed the opinion that because of the heavy volume of vehicular traffic on Third Street, any proposal to turn the cars by use of present facilities which would require back-up movements into street traffic would be entirely unsatisfactory. This same witness indicated that the expense of constructing a loop to turn the single-ended P.C.C. cars can be justified from the standpoint of reduction in accident hazard and traffic interference.

A witness representing residents along the proposed turnaround loop on Gramercy Place and Fourth Street testified in objection to such an operation on the grounds that it would set

up unnecessary hazards and disturb the peace and quiet of an old and well-established residential neighborhood. Other than this, there were no objections to any portion of the proposed changes and extensions. Turning back service at Gramercy Place, or at any other point along applicant's routes, is strictly an operating problem of the company. Where the turnbacks are made and the method followed depend upon traffic characteristics of the line and should be adjudicated between the operating company and the traffic and transportation representatives of the City. The order herein will therefore make no determination as to whether or not the turn should be made via the proposed loop on Gramercy Place or via existing facilities on Third Street and private right of way immediately to the south thereof, between Gramercy Place and Wilton Place.

A witness for applicant, Los Angeles Transit Lines, testified that the proposed changes would add approximately 83,000 vehicle miles annually to present operations; that an additional 10 trolley coaches and six motor coaches would be operated; and that 31 of the old wooden-bodied streetcars would be retired. To compensate for any added operating expense, this witness expressed the opinion that some additional revenue would accrue from the proposed extensions of service along Wilshire Boulevard and Third Street. It was estimated that electrical overhead facilities in connection with the extension of the No. 3 trolley coach line would cost approximately \$52,000 and the cost to construct the turnaround loop at Gramercy Place would be somewhat less than \$20,000.

As the result of the changes proposed by Los Angeles Transit Lines, as set forth above, trackage and facilities in Ninth Street between Spring Street and Vermont Avenue and in Third Street between Larchmont Boulevard and La Brea Avenue will no longer be necessary or required. Applicant seeks authority herein to abandon said trackage and facilities, with no requirement for physical removal at this time. It is proposed to negotiate with the City of Los Angeles for the disposition of these facilities without the necessity of removal or repaving. Applicant states that considerable loss and expense will be sustained as a result of abandonments herein proposed, because of retirement of nondepreciable way and structures and payments to be made in lieu of removal and dismantling of tracks and related structures. Accordingly, applicant requests authority to charge these losses and expenses to a suspense account and amortize such losses and expenses over a period of 60 months, at the same time crediting tax saving resulting from the retirements to a suspense account and amortizing that item concurrently with the amortization of the expense, all as set forth in Exhibit "C" attached to the application. This portion of the proposal does not appear to be adverse to the public interest and will be approved for accounting purposes only.

No changes in fares will result from the execution of the plan proposed herein.

Upon this record, we find that public convenience and necessity require that Los Angeles Transit Lines be authorized to

- (a) abandon service upon rail line "N" and the portion of rail line "S" west of Larchmont Boulevard;

- (b) reroute rail lines "R" and "S" and motor coach line No. 82;
- (c) extend motor coach line No. 25 and trolley coach line No. 3; and
- (d) enter into an agreement with the City of Los Angeles, as described herein, covering the disposition of tracks and facilities along the routes proposed for abandonment,

and that Pacific Electric Railway Company be authorized to reroute its Wilshire Boulevard motor coach line.

O R D E R

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

IT IS ORDERED that

I

(A) 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 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers in and about the Los Angeles Metropolitan Area, as an extension and enlargement of and to be consolidated with applicant's present passenger stage operative rights.

(B) In providing service pursuant to the certificate herein granted, Los Angeles Transit Lines shall comply with and observe the following service regulations:

- (1) 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.
- (2) Within sixty (60) days from the effective date hereof, and on not less than five (5) 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 and Part IV of General Order No. 93-A by filing in triplicate, and concurrently making effective, appropriate tariffs and timetables.
- (3) Subject to the authority of this Commission to change or modify such at any time, the following changes in or additions to previously described routes are hereby authorized:

- (a) Wilshire Boulevard Motor Coach Line No. 82
(local only)

Paragraph III(B)3(g) of the order in Decision No. 42696, in Application No. 30097, is hereby amended to read as follows:

- (g) Wilshire Boulevard Motor Coach Line No. 82
(local only)

Commencing at the intersection of Wilshire Boulevard and Fairfax Avenue, in the City of Los Angeles, thence via Wilshire Boulevard to Grand Avenue; returning via reverse of the going route.

- (b) North Figueroa Street Motor Coach Line No. 25

Decision No. 41295, in Application No. 28924 and Seventy-Fifth Supplemental Application No. 19179, as amended by Decision No. 42118, in Application No. 29714, is hereby amended by adding to Appendix "A" the following:

Along Eighth Street between Spring Street and Witmer Street.

Along Witmer Street between Eighth Street and Ninth Street.

Along Ninth Street between Spring Street and Vermont Avenue.

(c) West Sixth Street and Central Avenue Trolley Coach Line No. 3 (Supplemental motor coach operation only)

Decision No. 39917, in Application No. 27975 and 73rd Supplemental Application No. 19179, is hereby amended by adding to Appendix "A" the following:

Along Wilton Place between Sixth Street and Third Street.

Along Third Street between Wilton Place and Fairfax Avenue.

Applicant may turn its motor vehicles at termini or intermediate points, at intersections or by operating around a block contiguous to such intersection, in accordance with local traffic regulations; except that in the case of the Wilshire Boulevard motor coach line No. 82 at the intersection of Wilshire Boulevard and Grand Avenue applicant may turn its motor vehicles by operating in either direction around two blocks contiguous to such intersection.

In all other respects Decisions Nos. 42696, 41295, 42118, and 39917, as amended, shall remain in full force and effect.

II

The route description of Los Angeles Transit Lines' West Sixth Street and Central Avenue trolley coach line No. 3, as contained in Appendix "B" of Decision No. 39917, is hereby amended to include the following:

Along Wilton Place between Fifth Street and Third Street.

Along Third Street between Wilton Place and Fairfax Avenue.

Applicant may turn its trolley coaches at termini or intermediate points, either at intersections or by operating in either direction around a block contiguous to such intersection.

In all other respects Decision No. 39917 shall remain in full force and effect.

III

Los Angeles Transit Lines is hereby authorized to abandon street rail operations over and along the following described routes:

Ninth Street between Spring Street and Vermont Avenue.

Third Street between Larchmont Boulevard and La Brea Avenue.

Applicant is also authorized to enter into an agreement with the City of Los Angeles in regard to the disposition of tracks and facilities as referred to in the foregoing opinion.

IV

Los Angeles Transit Lines is hereby authorized to discontinue service on its West Ninth Street and Civic Center rail line "N" and to provide substitute service therefor by extending the North Figueroa Street motor coach line No. 25 as authorized herein and by rerouting a portion of the San Pedro and West Third Street rail line "S" along Vermont Avenue between Seventh Street and Eighth Street and along Eighth Street between Vermont Avenue and Western Avenue.

V

Los Angeles Transit Lines is hereby authorized to abandon passenger stage service over and along the following described routes, and the operative rights therefor are hereby revoked and annulled:

Along Union Avenue between Wilshire Boulevard and Eighth Street.

Along Eighth Street between Union Avenue and Witmar Street.

VI

Los Angeles Transit Lines is hereby authorized to reroute its rail line "R" so as to operate along Third Street between Vermont Avenue and Larchmont Boulevard and along Larchmont Boulevard between Third Street and Melrose Avenue, and to reroute a portion of its rail line "S" to operate along Vermont Avenue between First Street and Third Street.

VII

Los Angeles Transit Lines is hereby authorized to effect the accounting entries as set forth in Exhibit "B" attached to the application and as indicated in the foregoing opinion.

VIII

(A) A certificate of public convenience and necessity is hereby granted to Pacific Electric Railway Company, authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 2½ of the Public Utilities Act, for the transportation of passengers along Wilshire Boulevard between Union Avenue and the downtown business district, as an extension and enlargement of and to be consolidated with applicant's present passenger stage operative rights.

(B) In providing service pursuant to the certificate herein granted, Pacific Electric Railway Company shall comply with and observe the following service regulations:

- (1) 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.
- (2) Within sixty (60) days from the effective date hereof, and on not less than five (5) 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 and Part IV of General Order No. 93-A by filing in triplicate, and concurrently making effective, appropriate tariffs and timetables.

- (3) Subject to the authority of this Commission to change or modify such at any time, applicant shall conduct said passenger stage operations over and along the following described routes:

(a) Wilshire Boulevard Motor Coach Line (express only)

Paragraph IV(B)3(c) of the order in Decision No. 42696, in Application No. 30097, is hereby amended to read as follows:

(c) Wilshire Boulevard Motor Coach Line (express only)

Commencing at the intersection of Wilshire Boulevard and Second Street in the City of Santa Monica, thence via Second Street, Broadway, Ocean Avenue, and Wilshire Boulevard to Grand Avenue in the City of Los Angeles, 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, Le Conte Avenue, and Hilgard Avenue to the intersection of Hilgard Avenue and Strathmore Drive.

Restrictions

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.

No passengers shall be transported locally in the territory between the intersection of Fairfax Avenue and Wilshire Boulevard and the easterly terminus of said line, both points inclusive, on either the going or returning route.

Applicant may turn its motor vehicles at termini or intermediate points at intersections or by operating around a block contiguous to such intersection, in accordance with local traffic regulations; except that at the intersection of Wilshire Boulevard and Grand Avenue applicant may turn its motor vehicles by operating in either direction around two blocks contiguous to said intersection.

In all other respects Decision No. 42696 shall remain in full force and effect.

IX

Pacific Electric Railway Company is hereby authorized abandon passenger stage service over and along the following described routes, and the operative rights therefor are hereby revoked and annulled:

Along Union Avenue between Wilshire Boulevard and Eighth Street.

Along Eighth Street between Union Avenue and Olive Street.

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

Dated at San Francisco, California, this 23rd day of May, 1950.

R. T. Anderson
Justice F. Callier
Wesley Powell
Harold S. Kelly

COMMISSIONERS

Commissioner Kenneth Potter, being necessarily absent, did not participate in the disposition of this proceeding.