

ORIGINALDecision No. 47973

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 certifi-
 cate of public convenience and
 necessity for modification of
 operation of its Vermont Avenue-
 Echo Park-Hill Street-Venice
 Boulevard Line.

Application No. 33518

E. D. Yeomans for applicant. Don S. Sheets and
Thomas E. Boswell for Brotherhood of Railroad Train-
 men; M. E. Gaider for Department of Public Utilities
 and Transportation of the City of Los Angeles; and
Carl F. Fennema for Downtown Businessmen's Association,
 interested parties.

O P I N I O N

Applicant now operates a local passenger stage service within the City of Los Angeles on its Vermont Avenue-Echo Park-Hill Street-Venice Boulevard Line, Route No. 91, under authority of this Commission's Decision No. 46471, dated November 27, 1951, in Application No. 32443, which route is described as follows:

Route No. 91 - Vermont Avenue-Echo Park-Hill Street-Venice Boulevard Line

From Crenshaw Boulevard and Venice Boulevard via Venice Boulevard, Hill Street, relocated Hill Street, Sunset Boulevard, and Echo Park Avenue to Donaldson Street. Return via reverse of going route.

Also from 15th and Hill Streets, via Hill Street, relocated Hill Street, and Sunset Boulevard to Vermont Avenue. Return via Vermont Avenue, Hollywood Boulevard, Sunset Boulevard, relocated Hill Street and Hill Street to 15th Street.

It is proposed to abandon that portion of above route between the intersection of 15th and Hill Streets and the intersection of Crenshaw Boulevard and Venice Boulevard as shown on

map attached to its application and marked Exhibit "A", and to provide local service on its Los Angeles-Culver City-Venice Line in lieu of the local service herein proposed to be abandoned.

No change in fares or equipment operated is proposed.

A public hearing was held in Los Angeles, and evidence having been adduced the matter was submitted for decision.

The evidence shows, and we find, that said Line No. 91 now provides, in part, a local bus service along Venice Boulevard between Crenshaw Boulevard and Hill Street, and along Hill Street, between Venice Boulevard and downtown Los Angeles; that applicant's Line No. 75 (Los Angeles-Culver City-Venice Line) operates along Venice Boulevard between Crenshaw Boulevard and Olive Street, and along Olive Street (one block west of Hill Street) between Venice Boulevard and downtown Los Angeles; that after 7:00 P.M. daily and all day on Sundays and holidays Line No. 75 now carries the Line No. 91 local traffic between Crenshaw Boulevard and downtown Los Angeles over the Venice Boulevard and Olive Street route; that the proposed discontinuance of service on Line No. 91 between the intersection of 15th Street and Hill Street and the intersection of Venice Boulevard and Crenshaw Boulevard will eliminate a hazardous U-turn on Venice Boulevard west of Crenshaw and the existing confusion arising from the present dual route operation of said line; that the headways and running times of the said two lines are approximately the same; that Line No. 75 can handle the Line No. 91 local passengers along Venice Boulevard except during peak periods; that during the peak periods adequate local bus service along Olive Street and Venice Boulevard to Crenshaw Boulevard will be provided by additional local buses; that the portion of Line No. 91 now operated between 15th Street and Hill Street and

its northern termini (two branches) will continue to be operated as at present.

A company witness testified that the proposed change will result in an estimated annual savings of \$28,613, a reduction of 96,183 bus miles, and the operation of two less regular coaches without any material change or inconvenience to nearly all of applicant's present local patrons along Venice Boulevard. It was also testified that local service will be provided by the Los Angeles-Culver City-Venice Line No. 75 coaches for entire period of operation except in morning inbound peak movement and evening outbound peak movement. From 6:46 A. M. until 8:59 A. M., local service will be provided by additional equipment operating locally. During this period, said Line No. 75 coaches will operate limited from Venice Boulevard and Crenshaw to downtown Los Angeles. Similarly, from 3:55 P. M. to 6:11 P.M. outbound, local service will be provided by additional units and during this period Line No. 75 coaches will operate limited outbound to Crenshaw. Local service will be provided on Saturday similar to weekday during peak periods, however, to a lesser extent because of a lesser peak movement.

The evidence (Exhibit No. 5) also shows that on the northbound run of Line No. 91 approximately 34 persons have been alighting daily at First and Hill Streets, and 115 persons have been alighting at Temple and Hill Streets. Of this number of passengers, those originating along Venice Boulevard will be inconvenienced by the proposed change by having to transfer downtown from Line No. 75 on Olive Street to some other of applicant's lines operating northbound along Hill Street.

We have carefully considered the evidence and although a few patrons will be inconvenienced, as indicated, we are of the

opinion that the resulting reduction in operating expenses justifies the proposed change in service.

The application was not opposed and a similar request addressed by applicant to the Los Angeles Board of Public Utilities and Transportation has been approved. The application will be granted.

O R D E R

A public hearing having been held, the Commission being fully advised in the premises and good cause appearing,

IT IS ORDERED:

(1) That Pacific Electric Railway Company be, and it hereby is, authorized to discontinue its local passenger stage service between the intersection of 15th Street and Hill Street and the intersection of Venice Boulevard and Crenshaw Boulevard in the City of Los Angeles as now operated by its Vermont Avenue-Echo Park-Hill Street-Venice Boulevard Line, Route No. 91, under authority of this Commission's Decision No. 46471, dated November 27, 1951, upon the condition that applicant shall provide a substitute local service along Venice Boulevard and Olive Street on its Los Angeles-Culver City-Venice Line, Route No. 75, in the manner as hereinabove set forth.

(2) That the route description of the Vermont Avenue-Echo Park-Hill Street-Venice Boulevard Line, being Route No. 91, and appearing in Appendix A of Decision No. 46471, on Application No. 32443, be amended to read as follows:

Route No. 91 - Vermont Avenue-Echo Park-Hill Street Line

From 15th and Hill Streets via Hill Street, lower Hill Street, Sunset Boulevard and Echo Park Avenue to Donaldson Street. Return via reverse of going route.

Also from 15th and Hill Streets via Hill Street, lower Hill Street and Sunset Boulevard to Vermont Avenue. Return via Vermont Avenue, Hollywood Boulevard, Sunset Boulevard, lower Hill Street and Hill Street to 15th Street.

(3) That the route description of the "Echo Park Avenue-Hill Street-Venice Boulevard Line 91 (revised)" appearing in paragraph (4) of the Order in Decision No. 47565 on Application No. 33243 be amended to read as follows:

Route No. 91 - Hill Street-Echo Park Avenue Line

From 15th and Hill Streets via Hill Street, lower Hill Street, Sunset Boulevard and Echo Park Avenue to Donaldson Street. Return via reverse of going route.

(4) That, at least ten (10) days prior to the establishment of the changes in service herein authorized, applicant shall post plainly visible notices of the service and route changes at its terminals and in all the buses operated on said Line No. 91.

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

Dated at San Francisco, California, this 25th day of November, 1952.

R. F. [Signature]
President
Justus F. [Signature]
Harold [Signature]
[Signature]
[Signature]
Commissioners