

ORIGINALDecision No. 47974

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 opera-
 tion of its Los Angeles-North
 Hollywood-Van Nuys via Riverside
 Drive Line in the vicinity of
 Panorama City.

Application No. 33638

C. W. Cornell and R. P. Reddingius for applicant..
Joseph C. Whitman for Panorama City-Sepulveda-Pacoima
 Civic Association, protestant; James G. Moran,
 Secretary-Manager, Van Nuys Chamber of Commerce,
Robert W. Russell, for Department of Public Utilities
 and Transportation of the City of Los Angeles, Don L.
Campbell, for Asbury Rapid Transit System, and
William P. Bear, for Panorama City Merchants Association,
 interested parties.

O P I N I O N

Applicant presently conducts a passenger stage operation between Los Angeles, North Hollywood, Van Nuys and Panorama City, upon its Los Angeles-North Hollywood-Van Nuys via Riverside Drive Line, Route No. 86, under authority of Decision No. 46471, dated November 27, 1951, in Application No. 32443. It is proposed herein to reroute that portion of Route No. 86 in the vicinity of Panorama City between the inter-sections of Van Nuys Boulevard and Chase Street and Van Nuys Boulevard and Osborne Street, so as to operate via Chase Street, Woodman Avenue and Osborne Street, in lieu of the present

operation via Van Nuys Boulevard between the two aforementioned intersections. This rerouting also contemplates the abandonment of service along Van Nuys Boulevard between Chase Street and Osborne Street.

A public hearing was held on October 2, 1952, before Examiner Syphers, at Los Angeles. On this date evidence was adduced and the matter submitted subject to the filing of an exhibit showing the action in this matter of the Department of Public Utilities and Transportation of the City of Los Angeles. This exhibit now has been filed.

At the hearing testimony was presented by an official of the applicant company, showing the present service in the area proposed to be discontinued. This service is listed on Exhibit 1, which is an operating schedule. The witness testified that during the peak period twenty-nine motor coaches were used, and six motor coaches were used during the base hours. A check of the passenger use was presented in Exhibit 2, and discloses that on Wednesday, September 10, 1952, at the three stops involved there were twenty-three passengers boarding the inbound coaches and twenty-six passengers leaving the outbound coaches. It was pointed out that if service is discontinued to these three points along Van Nuys Boulevard, Rayen Street, Parthenia Street North and Parthenia Street South, the proposed new routing would provide stops within .29 of a mile from any of the three stops which would be discontinued.

Applicant has had many requests for this rerouting, inasmuch as the proposed route will go through the area known

as Panorama City. This is an area consisting of about 20,000 residents, which has been developed in the past seven years. As an example of these requests there was attached to the application a letter from the Van Nuys Chamber of Commerce, dated July 10, 1952, asking applicant to furnish service to Panorama City. Under the proposal as submitted by applicant no change in fares is contemplated.

On cross-examination of applicant's witness it was developed that there is a parallel service on Sepulveda Boulevard. However, this boulevard is approximately one mile west of Van Nuys. It was also developed that the district proposed to be abandoned along Van Nuys Boulevard between Chase and Osborne Streets is about .6 of a mile.

Public witnesses appearing in support of the application consisted of the executive secretary of the Panorama City Merchants Association, a representative of the Panorama Community Homes and Panorama Community Development, and the secretary-manager of the Van Nuys Chamber of Commerce. The testimony of these witnesses related to the recent rapid growth in the area, and also pointed out that Van Nuys Boulevard is on the westerly edge of Panorama City, whereas the population center is more nearly along Woodman Avenue in the area of the proposed route. Exhibit 3 is an aerial photograph of the area in question.

In opposition to the proposal, a representative of the Panorama City-Sepulveda-Pacoima Civic Association, who is also a property owner along Van Nuys Boulevard, presented a petition

signed by ninety-nine people objecting to the proposed rerouting on the grounds that it would take away the service along Van Nuys Boulevard. This witness stated that there were businesses and properties along Van Nuys Boulevard between Chase and Osborne Streets to which people rode on the buses.

A complete consideration of all of this testimony leads us to the conclusion, and we now find, that the proposed rerouting should be authorized. The number of passengers boarding or leaving the coaches along Van Nuys Boulevard between Chase and Osborne Streets is not sufficient to justify the continuance of the service, whereas the development along the proposed rerouting is of sufficient size to justify a bus service.

At the hearing an exhibit number was reserved so that the action of the Department of Public Utilities and Transportation of the City of Los Angeles could be incorporated in this record. Exhibit 4 is a copy of the action of that department, wherein the proposed rerouting was approved.

O R D E R

Application as above entitled having been filed, a public hearing having been held thereon, the matter having been submitted, and the Commission being fully advised in the premises and hereby finding that the public interest and the 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 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 226 of the Public Utilities Code, for the transportation of persons along the routes and between the points hereinafter specified, as an extension of and to be consolidated with applicant's existing rights in connection with its Los Angeles-North Hollywood-Van Nuys Line Route No. 86:

Commencing at the intersection of Van Nuys Boulevard and Chase Street, thence via Chase Street, Woodman Avenue and Osborne Street to its intersection with Van Nuys Boulevard.

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

- (a) Within thirty (30) days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty (60) days after the effective date hereof, and upon not less than five (5) days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make effective tariffs and time schedules satisfactory to the Commission.

(3) That, subject to the conditions herein provided, the Pacific Electric Railway Company be, and it hereby is, authorized to discontinue motor coach passenger service on its Los Angeles-North Hollywood-Van Nuys Line Route No. 86 along Van Nuys Boulevard between Chase Street and Osborne Street, subject to the following conditions:

Changes in service shall be made only after five (5) days' notice to this Commission and to the public, and the abandonment of the existing motor coach service on Van Nuys Boulevard between Chase Street and Osborne Street shall be effected coincident with the inauguration of the substitute motor coach service hereinabove authorized.

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.

A. F. Anderson
President

Justin J. Casper

Harold H. Hill

Ernest R. Patten

John L. Mitchell
Commissioners