

**ORIGINAL**

Decision No. 48183

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	)	Application No. 33861
Necessity for modification of operation	)	
of its Los Angeles-Beverly Hills-Venice-	)	
Santa Monica Line, Los Angeles-Beverly-	)	
Sunset Boulevard-University Line, and	)	
Hollywood-Beverly Hills-University Line	)	
in the City of Beverly Hills.	)	

C. W. Cornell and E.L.H. Bissinger, by E.L.H. Bissinger, for applicant; Arthur Ager, Supervising Transportation Engineer, Public Utilities Commission.

O P I N I O N

Pacific Electric Railway Company, a corporation, has authority pursuant to Decision No. 46471, dated November 27, 1951, on Application No. 32443, to operate in the City of Beverly Hills its Los Angeles-Beverly Hills-Venice-Santa Monica Line, Route No. 75, via a route which includes portions of Burton Way and Canon Drive, thence through the Pacific Electric station grounds and thence via Santa Monica Boulevard; its Los Angeles-Beverly-Sunset Boulevard-University Line, Route No. 76, via a route which includes portions of Santa Monica Boulevard, Canon Drive, the Pacific Electric station grounds and Beverly Drive; and its Hollywood-Beverly Hills-University Line, Route No. 77, via a route which includes Beverly Drive, Pacific Electric station grounds and Canon Drive. Applicant proposes to modify all three routes and eliminate use of the Pacific Electric station grounds in Beverly Hills as a portion of each of the three routes. Under the proposed changes, Route No. 75 will proceed on Burton Way to Rexford Drive and thence

via Rexford Drive and Santa Monica Boulevard; Route No. 76 will proceed on Santa Monica Boulevard to Canon Drive and thence north on Canon Drive to Lomitas Avenue, where the present routing will be resumed; and Route No. 77 will proceed via Canon Drive between Dayton Way, south of Santa Monica Boulevard and Lomitas Avenue, north of Santa Monica Boulevard, where present routing will be resumed.<sup>1</sup> Use of Beverly Drive by Route No. 76 and Route No. 77 between Lomitas Avenue on the north, and Santa Monica Boulevard on the south, will be discontinued. Applicant also requests that the route description of Route No. 77 be amended to exclude service on Olympic Boulevard between two portions of Beverly Drive.<sup>2</sup> As this change is not in routing but simply to eliminate a route description showing service around a traffic island at Olympic Boulevard and Beverly Drive, which traffic island has been removed, the change will be ordered.

A public hearing was held in Los Angeles on December 29, 1952, before Examiner Rogers, evidence was presented on behalf of applicant and the matter was submitted. There was no opposition. Prior to the hearing notices were posted in applicant's affected buses and terminals, and a notice was published in a newspaper of general circulation in Beverly Hills. There will be no changes in fares or equipment as a result of the proposed routing changes.

Applicant's lines numbered 75, 76 and 77, as well as one of applicant's rail lines, now use the Pacific Electric station grounds located at Canon Drive and Santa Monica Boulevard on the southwest corner as a passenger stop and transfer point. An old Pacific Electric right of way is on the south side of the Pacific

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<sup>1</sup> See Exhibits A, B and C on application.

<sup>2</sup> Exhibit No. 6.

Electric Station and the numbered lines now use the right of way between Canon Drive and Beverly Drive. Prior to December 1, 1952, traffic signals were located on Santa Monica Boulevard, the north roadway only, at its intersections with Beverly Drive and Canon Drive. On about December 1, 1952, the City of Beverly Hills placed traffic signals at the intersection of Canon Drive and Santa Monica Boulevard, south roadway, and the intersection of Beverly Drive and Santa Monica Boulevard, south roadway.<sup>3</sup> These signals stop traffic on Canon Drive, Beverly Drive and Santa Monica Boulevard, south roadway, streets now used by applicant for entering or leaving the station grounds. This stoppage causes delays due to applicant's inability to move its buses across the traffic streams, and makes the operation hazardous due to the fact that applicant's buses must cross the traffic stream between two signal controlled intersections. The City of Beverly Hills has recommended that the changes proposed be made and has agreed to install concrete passenger loading zones on Canon Drive and Santa Monica Boulevard to accommodate the passengers waiting or transferring from one bus to another.<sup>4</sup> While passengers now boarding and alighting at the station will be required to cross streets in transferring from one line to another if the application is granted, the streets are not excessively wide, Santa Monica Boulevard being 60 feet from curb to curb and Canon Drive being 40 feet from curb to curb, and pedestrians are protected by automatic traffic signals.

There are passenger stops on Lines 76 and 77 on Beverly Drive between Santa Monica Boulevard on the south and Lomitas Avenue on the north, at Elevado Avenue and Carmelita Avenue. If

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<sup>3</sup> Exhibit No. 3.

<sup>4</sup> Exhibit No. 7.

these lines are rerouted via Canon Drive as proposed instead of Beverly Drive; passengers now boarding or alighting at Carmelita Avenue or Elevado Avenue and coming from or going to the west will be required to walk not to exceed 700 feet in addition to the distance now traveled.

Upon the evidence of record we find that the proposed reroutings are in the public interest, and they will be authorized.

Applicant also requests authority to operate passenger stages not exceeding 40 feet in length and 102 inches in width over the herein-described new routings. Applicant has such authority as to the present routes (Decision No. 46222, dated September 25, 1951, on Application No. 32574), and, therefore; applicant will be authorized to operate such buses over the new routings herein authorized.

#### O R D E R

Upon the findings and conclusions set forth in the foregoing opinion,

IT IS ORDERED that the route descriptions of Pacific Electric Railway Company's Los Angeles-Beverly Hills-Venice-Santa Monica Line, Route No. 75, Los Angeles-Beverly-Sunset Boulevard-University Line, Route No. 76, and Hollywood-Beverly Hills-University Line, Route No. 77, as set forth in Appendix A of Decision No. 46471, dated November 27, 1951, on Application No. 32443, are respectively amended to read as follows:

Route No. 75 - Los Angeles-Beverly Hills-Venice-Santa Monica Line.

From terminal between 4th and 5th Streets on Olive Street (Los Angeles), via Olive Street, Olympic Boulevard, San Vicente Boulevard, Burton Way, (Rexford Drive), Santa Monica Boulevard, Ocean Avenue (Santa Monica), Pico Boulevard, Main Street, Windward Avenue (Venice), Pacific Avenue, Venice Boulevard, and Olive Street to the Los Angeles terminal.

Also, via reverse of above route to Venice Boulevard and Mildred Avenue (Venice), thence via Mildred Avenue, Pacific Avenue and continue reverse of above route.

ALTERNATE ROUTES:

1. Over the regular route from Olive Street Terminal (Los Angeles) to Santa Monica Boulevard and Federal Avenue, thence via Federal Avenue, San Vicente Boulevard, and Ocean Avenue to Broadway, return via reverse of above route.
2. Regular route inbound to San Vicente Boulevard and Carrillo Drive, thence via Carrillo Drive, Stearns Drive and Olympic Boulevard to San Vicente Boulevard and continue on regular route.

RESTRICTIONS:

1. No passengers shall be transported in the City of Los Angeles whose origin and destination are between its Olive Street terminal and the intersection of Fairfax Avenue and Olympic Boulevard.
2. Passengers shall be transported between points located between the intersection of Pier Avenue and Main Street and the intersection of Santa Monica and Westwood Boulevards on through inter-urban schedules only.

Route No. 76 - Los Angeles-Beverly-Sunset Boulevard-University Line.

From terminal between 4th and 5th Streets on Olive Street (Los Angeles), via Olive Street, 5th Street, Figueroa Street, 2nd Street, 1st Street, Beverly Boulevard, Santa Monica Boulevard, Canon Drive, Beverly Drive, Sunset Boulevard, Hilgard Avenue, University Drive, Hilgard Avenue, Le Conte Avenue, Gayley Avenue, Montana Avenue, Sepulveda Boulevard, Sunset Boulevard, and Pacific Coast Highway to Porto Marina Way (Castellammare).

Return via reverse of above route except at Sunset Boulevard and Canon Drive via Canon Drive to Beverly Drive and except at 5th Street and Figueroa Street, via Figueroa Street, 6th Street and Olive Street to the Los Angeles terminal.

ALTERNATE ROUTE:

Same as above route to Sunset Boulevard and Hilgard Avenue, thence via Sunset Boulevard to Sepulveda Boulevard and balance of route same as above.

Return via reverse of route.

RESTRICTION:

No passengers shall be transported whose origin and destination are between 5th and Olive Streets in the City of Los Angeles and any point east of La Cienega Boulevard and Beverly Boulevard in the City of Los Angeles.

Route No. 77 - Hollywood-Beverly Hills-University Line.

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.

Return via reverse of above route.

ALTERNATE ROUTES:

1. Above route to Sunset Boulevard and Rodeo Drive (Beverly Hills), thence via Rodeo Drive, Lomitas Avenue, Canon Drive, Dayton Way, Beverly Drive, Wilshire Boulevard to Camden Drive.

Return via Camden Drive, Brighton Way, Canon Drive and reverse of above route.

2. Above route in (1) to Beverly Drive and Wilshire Boulevard, thence via Beverly Drive to Pico Boulevard.

Return via Pico Boulevard, Beverwil Drive, Beverly Drive and reverse of above route.

IT IS FURTHER ORDERED that Pacific Electric Railway Company is authorized to operate passenger stages not to exceed 40 feet in length and 102 inches in width, over the routes and between the points specified in the first ordering paragraph of the order herein.

IT IS FURTHER ORDERED that Pacific Electric Railway Company shall post notices in all buses operating over Routes Nos. 75, 76 and 77, and in its terminals, indicating specifically the changes in routings and in the applicable time schedules which would result from operations conducted pursuant to this order. Such notices shall be posted and shall remain continuously posted during a period of not less than ten (10) days prior to the establishment of service pursuant to such order over said routes. Proof of such posting shall be filed with the Commission within thirty (30) days after the establishment of such service.

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

Dated at San Francisco, California, this 19<sup>th</sup> day of January, 1953.

[Signature]  
President

Justus J. Casper

Harold P. Kule

[Signature]

[Signature]  
Commissioners