

ORIGINALDecision No. 48794

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 of Public Convenience
and Necessity for modification of
operation of its Hill Street-
Santa Monica Boulevard-Van Nuys
Line in downtown Los Angeles.

Application No. 34366

O P I N I O N

Pacific Electric Railway Company, a corporation, has authority pursuant to Decision No. 47565, dated August 11, 1952, on Application No. 33243, to operate its passenger stage Hill Street-Santa Monica Boulevard-Van Nuys Line No. 93 via a route commencing at the intersection of 15th and Hill Streets in Los Angeles. By Decision No. 46471, dated November 27, 1951, on Application No. 32443, it was authorized to turn its motor vehicles at termini and intermediate points, in either direction, at intersections of streets, or by operating around a block contiguous to such intersections, or in accordance with local traffic regulations.

Applicant alleges that, in conformance with the authority contained in the above-numbered decisions, the turn-around for Line No. 93 in the vicinity of 15th and Hill Streets is via Hill Street, Venice Boulevard, Olive Street and 14th Street to Hill Street.

By the application herein it requests authority to turn around from the intersection of 15th and Hill Streets via Hill Street, 17th Street, Olive Street and 14th Street. It also requests authority to operate passenger stages not exceeding 40 feet in length and 102 inches in width over the hereinafter-described route. Applicant has such authority as to its other passenger stage routes (Decision No. 46222, dated September 25, 1951, on Application No. 32574), and, therefore, applicant will be authorized to operate such buses over the route described in the order herein.

Applicant alleges that under the present operation of the turnaround, layover for coaches is taken on the easterly side of Olive Street, immediately southerly of 15th Street. It states that the Board of Public Utilities and Transportation and the Police Department of the City of Los Angeles, as well as the applicant, have received complaints from business establishments in the vicinity relative to the laying-over of coaches at said location, which layover point has, since the establishment of this service, become inadequate, particularly during peak periods. Applicant alleges that as other buses lay over on Olive Street between 15th Street and 14th Street, it has no alternative to establishing a layover on 17th Street between Hill and Olive Streets.

No change in fares, service or equipment is to be made.

The Los Angeles Transit Lines has indicated it has no objection to the proposed change.

Upon the allegations of the application herein, we find that the proposed change in routing is in the public interest. It will be authorized. A public hearing is not necessary.

ORDER

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

IT IS ORDERED that the route description of Pacific Electric Railway Company's Hill Street-Santa Monica Boulevard-Van Nuys Line No. 93 set forth on page 14 of Decision No. 47565, dated August 11, 1952, on Application No. 33243, is amended to read as follows:

Hill Street-Santa Monica Boulevard-Van Nuys Line

Commencing at the intersection of 15th and Hill Streets, thence via Hill Street, Lower Hill Street, Sunset Boulevard, Santa Monica Boulevard, Highland Avenue, Hollywood Parkway, Vineland Avenue, Magnolia Boulevard, Lankershim Boulevard, Chandler Boulevard and Van Nuys Boulevard to Sherman Way.

Return via reverse of going route.

Also, from the intersection of Temple Street and Hill Street, via Temple Street, Grand Avenue entrance to Hollywood Parkway and Hollywood Parkway to Santa Monica Boulevard; returning from Santa Monica Boulevard and Hollywood Parkway via Hollywood Parkway, Hope Street exit to Temple Street and Temple Street to Hill Street.

Also, along frontage roads of Hollywood Parkway between Highland Avenue and Barham Boulevard. Return via reverse of going route.

Also, from the intersection of Barham Boulevard and Cahuenga Boulevard, via Cahuenga Boulevard, Vontura Boulevard and Vineland Avenue to Hollywood Parkway; returning via reverse of going route.

Also, along Lankershim Boulevard between Magnolia Boulevard and Vineland Avenue; returning via reverse of going route.

Also, turnaround for short line service by operating in either direction around two blocks contiguous to the intersection of Highland Avenue and Santa Monica Boulevard.

Also, turnaround for short line service be operated in either direction around any two blocks contiguous to the intersection of 15th and Hill Streets.

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.

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

Dated at San Francisco, California, this 7th day of July, 1953.

A. J. Anderson
President

Harold A. Auld

Robert L. Mitchell

Commissioners