

ORIGINAL

Decision No. 48836

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of LOS ANGELES TRANSIT LINES for)
authority to establish a "Limited)
Service" on the Hollywood Freeway)
as a part of its Beverly Boulevard)
Motor Coach Line No. 44 and to)
establish tariff provisions for)
that and similar services.)

Application No. 34314

O P I N I O N

Applicant herein presently operates its Beverly Boulevard Motor Coach Line No. 44 pursuant to Decision No. 34405, dated July 8, 1941, on Thirty-ninth Supplemental Application No. 19179, as amended by Decision No. 42940, dated June 1, 1949, on Application No. 30291, over the following route:

"Beginning at the intersection of Beverly Boulevard and Santa Monica Boulevard, thence via Beverly Boulevard, Second Street and Hill Street to Olympic Boulevard, and return via reverse of said route.

"Also, beginning at the intersection of Beverly Boulevard and Larchmont Boulevard, thence along Larchmont Boulevard, Rosewood Avenue, Arden Boulevard to its intersection with Beverly Boulevard."

In the instant application an extension of this service is proposed so as to establish an alternate route for limited service as follows:

Also from the intersection of Beverly Boulevard and Vermont Avenue, thence via Vermont Avenue, Vermont Avenue eastbound ingress to Hollywood Freeway, Hollywood Freeway, Hope Street egress from Hollywood Freeway, Temple Street and Hill Street to Second Street. Return via Hill Street,

Temple Street, Grand Avenue, Grand Avenue ingress to Hollywood Freeway, Hollywood Freeway, Vermont Avenue westbound egress from Hollywood Freeway, and Vermont Avenue to Beverly Boulevard.

It is proposed to operate limited service during the a.m. and p.m. rush hours only and during those periods it is also proposed to maintain a local service along the presently authorized route. The coaches operating in "Limited Service" would stop for pickup and discharge of passengers at all of the regularly designated stops along Beverly Boulevard west of Western Avenue, at the intersection of Beverly Boulevard and Vermont, at the intersection of Alvarado Street and the Hollywood Freeway, and at all stops along Hill Street in the downtown area of Los Angeles. Applicant proposes to assess as the minimum fare for transportation to, from, or between points within the so-called "Limited Service" portion of the line (that portion of the line east of the intersection of Beverly Boulevard and Western Avenue) the fare applicable between its "Inner Zone" and "Hollywood Zone 2".

It is alleged that many requests have been received for such limited service operating over the freeway route. It is further alleged that such a service will provide an expedited and improved service for passengers traveling between the outer zones involved and the central business district and will result in a reduction of travel time. It is also stated that this is one of the initial steps in utilizing freeway routes in the Los Angeles area in local and suburban service.

In the operation of the limited service applicant proposes to use motor coaches or buses not exceeding 40 feet in length

and 102 inches in width. It seeks approval for the use of vehicles as described.

The Pacific Electric Railway Company has advised that it has no opposition to offer and the Board of Public Utilities and Transportation of the City of Los Angeles has authorized this proposal.

A thorough consideration of this record leads to the conclusion and we now find that public convenience and necessity require the establishment of the service as herein proposed. The service will be authorized. Also will be authorized the use of the vehicles hereinabove described in the performance of said service. Public hearing is not necessary.

Los Angeles Transit Lines is hereby placed upon notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate-fixing, for any amount of money in excess of that originally paid to the state as the consideration for the grant of such rights. Aside from their purely permissive aspect, they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the state, which is not, in any respect, limited to the number of rights which may be given.

O R D E R

Application as above entitled having been filed, the Commission being fully advised in the premises and hereby finding that 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 Los Angeles Transit Lines, a corporation, 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 passengers on its presently established Beverly Boulevard Motor Coach Line No. 44, over the following alternate route:

Also from the intersection of Beverly Boulevard and Vermont Avenue, thence via Vermont Avenue, Vermont Avenue eastbound ingress to Hollywood Freeway, Hollywood Freeway, Hope Street egress from Hollywood Freeway, Temple Street and Hill Street to Second Street. Return via Hill Street, Temple Street, Grand Avenue, Grand Avenue ingress to Hollywood Freeway, Hollywood Freeway, Vermont Avenue westbound egress from Hollywood Freeway, and Vermont Avenue to Beverly Boulevard.

(2) That in providing service pursuant to the certificate herein granted the Los Angeles Transit Lines shall observe and comply with the following service regulations:

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty days after the effective date hereof, and upon not less than five 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.

IT IS HEREBY FURTHER ORDERED that, in connection with the establishment of the above-described alternate route limited service, the Los Angeles Transit Lines be and it hereby is authorized to amend its Local Passenger Tariff No. 12, Cal. P.U.C.

No. 13, on not less than five days' notice to the Commission and the public, to establish as its minimum fare for transportation to, from, or between points within the "Limited Service" portion of its Beverly Boulevard Motor Coach Line No. 44 (that portion of the line east of the intersection of Beverly Boulevard and Western) the fare applicable between its Inner Zone and Hollywood Zone 2.

IT IS HEREBY FURTHER ORDERED that in the operation of the limited service hereinabove authorized Los Angeles Transit Lines be and it is hereby authorized to utilize motor coaches or buses not exceeding 40 feet in length and 102 inches in width.

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

Dated at San Francisco, California, this 14th day of July, 1953.


R. J. Anderson
President

Justin J. Currier
John E. Mitchell

Commissioners

I concur in the foregoing only for the reason that the Board of Public Utilities and Transportation of the City of Los Angeles has authorized the proposed routing over the Hollywood Freeway.

The history of the Hollywood Freeway from its initial opening in December 1950 has indicated an ever-increasing use by automobile traffic to the point that it is close to saturation at the present time. The operation proposed is limited service during the peak rush hours at a time when the freeway traffic also is at its peak. To add the operation of this limited bus service to the peak traffic to which said freeway is now subjected may constitute an additional hazard to life and limb to which present patrons of the freeway ought not to be subjected. Should this prove to be the case, it is my opinion that this Commission at some future time should reconsider its decision herein authorizing such limited service on the freeway.



Commissioner.

July 14, 1953