

ORIGINALDecision No: 51473

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of METROPOLITAN COACH LINES,)
 a corporation, for a Certificate of Public)
 Convenience and Necessity to operate a) Application No: 36728
 passenger stage service in the Silver Lake)
 District in the City of Los Angeles.)

Waldo K. Greiner and James H. Lyons, by
James H. Lyons, for applicant.
Melvin E. Gainger, for the Department of
 Public Utilities and Transportation of
 the City of Los Angeles, interested
 party.
Arthur Ager, for the Commission's staff:

O P I N I O N

Applicant Metropolitan Coach Lines, a corporation, is engaged in the business of transporting passengers for compensation both by rail cars and passenger stage coaches in and around the City of Los Angeles and neighboring communities, including Glendale and Burbank, pursuant to authority from this Commission. It presently serves between Los Angeles; on the one hand, and Glendale and Burbank, on the other hand, via a rail line which, in part, proceeds from the intersection of Temple Street and Glendale Boulevard in Los Angeles via Glendale Boulevard to the intersection of Glendale Boulevard and Allesandro Street. At this latter point the rail line proceeds via a private right of way to Glendale Boulevard and Hyperion Avenue from which point the rail line is on the public streets (see Map No. 1 and Map No. 2 in Exhibit No. 2). The applicant has been given authority to substitute bus service for rail service on the said Los Angeles to Glendale and Burbank Line

(Decision No. 50873, dated December 14, 1954, in Application No. 34990). The bus service will be from the intersection of Temple Street and Glendale Boulevard via Glendale Boulevard to the intersection of Glendale Boulevard and Allesandro Street. From this point alternate services are to be rendered with one-half of the schedules being via Allesandro Street and Riverside Drive to Glendale Boulevard and the other half being via Glendale Boulevard (see Map No. 2 on Exhibit No. 2). Although the Allesandro Street-Riverside Drive leg of the bus route is less than one-fourth of a mile from the present rail line, travel between the bus route and the rail line is difficult because there are few available routes (Map No. 1 of Exhibit No. 2). Riverside Drive is lower than the existing rail line, and the residential district served by the rail line and to be served by the bus line is higher than the existing rail line.

By the application herein, filed on February 9, 1955, applicant seeks authority to provide a shuttle service from the intersection of Allesandro Street and Glendale Boulevard via Allesandro Street, Lake View Avenue, India Street and Silver Lake Boulevard to Glendale Boulevard and return via the reverse of the going route. Service would be rendered from 6:30 a.m. to 6:30 p.m. daily except Sundays and holidays. The distance from one end of the line to the other is approximately 1.5 miles and applicant will make three round trips per hour. The streets on the proposed route are narrow and crooked and applicant will provide the service with a 23-passenger, 30-foot long gasoline-powered bus (see picture, Exhibit No. 1). The proposed route is in the applicant's inner zone and free transfers will be issued to any point in that zone served by applicant, including downtown Los Angeles.

A public hearing on the application was held in Los Angeles on April 13, 1955, before Examiner Kent C. Rogers, evidence was presented and the matter was submitted. It is ready for decision. . .

Applicant's president testified that the rail line is 50 feet to 60 feet higher than Riverside Drive where the Los Angeles to Glendale stage will run and that there are about 250 homes above the track in the vicinity of the proposed shuttle service. If the proposed service is not authorized, he said, the residents of these homes will be required to walk longer distances and up and down lengthy steps to get to the substituted services on Allesandro Street and Riverside Drive.

Applicant's superintendent of traffic testified that on the present rail line there is a stop at Lake View and a stop at India Street which serve passengers originating at or destined to points on Hidalgo Avenue, Lake View Avenue, and Silver Ridge Avenue (see Map No. 1 on Exhibit No. 2). If the rail line is abandoned and the proposed service is not authorized these passengers will be required to walk additional distances and climb or descend additional stairs to have access to the Riverside Drive stage service. Map No. 1 on Exhibit No. 2 shows the routes available between the various streets and the tracks and between the tracks and Riverside Drive or Allesandro Street. Hidalgo Avenue is on the crest of the hill. It runs into Electric Street. A stairway provides access to India Street. Silver Ridge Avenue is east of Hidalgo Avenue. Two sets of steps make it possible to walk downhill east to Lake View Avenue. At Silver Lake Avenue a set of stairs make it possible for a pedestrian to walk to the tracks. At both India Street and the Lake View stop pedestrians must use additional stairs to reach Allesandro Street or Riverside

Drive. Exhibits Nos. 3 and 4 show the number of passengers who used the rail line on Friday, March 11, 1955, and boarded or alighted at the Lake View stop and India Street. On that day, with 74 schedules between 6:18 a.m. and 6:34 p.m., approximately 18 passengers, who originated at or were destined to some point west of the rail line, boarded or alighted at the Lake View stop, and approximately 70 passengers, who originated at or were destined to some place west of the rail line, boarded or alighted at the India Street stop. More passengers who were destined to or originated at points east of the rail line boarded or alighted at these stops, but obviously these passengers would not be helped or served by the proposed shuttle service to the west of the rail line.

The chief research engineer for the applicant estimated that the fares collected annually from passengers on the proposed shuttle line would total \$1,965 per year, and the service would cost the applicant \$16,025 on an out-of-pocket basis. The revenue, he estimated, would be 5.75 cents per mile. The out-of-pocket costs of operation would be, he said, 46.97 cents per mile (Exhibit No. 5). Applicant's president stated that he was familiar with the area and it was his opinion that if the service were inaugurated the revenue would more than double due to the fact that residents of the area would use the bus for local service.

The city councilman representing the district which includes the area involved stated that he believed the applicant should provide the proposed service even at a loss to compensate for the abandonment of the rail line inasmuch as the Riverside Drive bus service would be farther from the homes of many people than the existing rail service. The evidence shows that there are several

sharp curves on the proposed shuttle route, and that the streets are only wide enough for one automobile in each direction. The witness stated that he would recommend to the City Council that parking be restricted on the proposed route to make the operation safe.

Three residents from the northern end of the area in the vicinity of Adelbert Street and Lake View Street (see indicated names on Map No. 1 of Exhibit No. 2) testified to the difficulty they would have in getting from their homes to Riverside Drive. In addition to the distance they now travel to the India Street stop they will be required to walk down about twenty steps to India Street east of the tracks and thence via Riverside Terrace to Riverside Drive. Each witness stated that he or she desired that the proposed shuttle service be authorized.

The Commission's engineering staff made a study of the proposal (Exhibit No. 2). It is the staff's conclusion, based on checks, that grades on the proposed shuttle route vary from 5 per cent to as high as 15 per cent; that Lake View Avenue, the length of which comprises approximately one-half the route, is 20 feet wide, with parking restricted to one side of the street, resulting in a passage width of about 14 feet; and that extremely hazardous conditions are created when vehicles approaching blind curves are forced to use the left side of the street owing to the presence of parked automobiles.

The staff's estimate of operating results is approximately the same as that of applicant's witness. The staff's exhibit shows an estimated loss per mile on an out-of-pocket basis of 40.39 cents per mile or \$13,785 per year.

The evidence herein shows a very limited number of passengers boarding or alighting at the stops affected by the change. The only additional hardship these passengers will have as a result of the change from rail to bus service on the Los Angeles to Glendale Line will be traveling up or down approximately 14 steps and walking one-quarter mile or less in addition to the distance presently traveled to reach Riverside Drive or Allesandro Street. Applicant produced no public witness from the area between India Street and Allesandro Street and west of the existing tracks. The passengers residing in this area will have the greatest additional distance to travel for the new service on Riverside Drive. None of applicant's officials expected to receive revenue sufficient to pay more than one-fourth of the operating costs. The evidence shows that the area is an old neighborhood. There is apparently no chance of increased patronage in the future from new homes.

From the evidence it appears that the proposed route is hazardous and unsuited to passenger stage service. It also appears that the line would not be and could not be made self-supporting. This would mean that patrons of lines which have a reasonable operating ratio would be called upon to subsidize, in effect, a service in which they have no interest. No reason appears why these patrons should support the proposed line.

Upon the evidence of record herein it appears, and we find, that public convenience and necessity do not require that the application be granted. It will be denied.

O R D E R

Application having been filed, a public hearing having been held thereon, and the Commission having found that public

convenience and necessity do not require that the application be granted, therefore,

IT IS ORDERED that the application be, and the same hereby is, denied.

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

Dated at Los Angeles, California, this 16th day of May, 1955.

John E. McMill
President
Justin J. Cooney
Robert L. ...
...
Commissioners