

ORIGINALDecision No. 51499

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of METROPOLITAN COACH LINES,)
 a corporation, for authority to reroute)
 certain portions of its Route No. 51,) Application No. 36801
 LOS ANGELES-REDONDO BEACH MOTOR COACH LINE,)
 in the City and County of Los Angeles.)

Dale Harlan, for applicant.
R. W. Russell, for the Department of Public
 Utilities and Transportation of the City of
 Los Angeles; William V. Hess; and Mrs. Helen Hoff,
 interested parties.

O P I N I O N

Applicant Metropolitan Coach Lines, a corporation, is engaged in the business of transporting passengers for compensation by rail cars and passenger stage coaches in and around the City of Los Angeles and neighboring communities pursuant to authority from this Commission. Its services include an operation between Los Angeles, on the one hand, and the beach cities and communities of Playa Del Rey, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach and Palos Verdes, on the other hand. (1) Applicant designates this service the Los Angeles-Redondo Beach Line, Route No. 51. There are three branches to

(1) Authority granted to Pacific Electric Railway Company by Decision No. 48254, dated February 10, 1953, in Application No. 34027; transferred to applicant by Decision No. 48923, dated August 4, 1953, in Application No. 34249.

this line, all commencing at a terminal point on Olive Street near 5th Street in Los Angeles. One branch is via Olive Street to Venice Boulevard and then through Culver City and Playa Del Rey to Redondo Beach. This branch is not affected by the application. A second branch commences at the same point, and proceeds via Olive Street, Hill Street, 30th Street, Flower Street, Figueroa Street, Slauson Avenue, La Tijera Boulevard, Manchester Avenue and Sepulveda Boulevard and thence into the beach communities. A third branch commences at the same point, and proceeds via Olive Street, Hill Street, 30th Street, Flower Street, Exposition Boulevard, Arlington Avenue, Santa Barbara Avenue, Leimert Boulevard, Vernon Avenue, Olympiad Drive and Angeles Vista Boulevard to Slauson Avenue where it joins the second route above referred to. In Manhattan Beach, all authorized services are via Highland Avenue, Manhattan Beach Boulevard and Manhattan Avenue.

By the application herein, filed on March 15, 1955, Metropolitan Coach Lines requests authority (1) to reroute the second branch above referred to between the intersection of Hill Street and 30th Street and the intersection of Santa Barbara Avenue and Figueroa Street via Hill Street and Santa Barbara Avenue; (2) to reroute the third branch above referred to between the intersection of Hill Street and 30th Street and the intersection of La Cienega Boulevard and La Tijera Boulevard via Hill Street, Santa Barbara Avenue, Crenshaw Boulevard, Stocker Street and La Cienega Boulevard; and (3) in Manhattan Beach, southbound to operate via Highland Avenue, 12th Street and Manhattan Avenue, and northbound via Manhattan Avenue, Manhattan Beach Boulevard, and Highland Avenue.

A public hearing was held in Los Angeles on April 27, 1955, before Examiner Kent C. Rogers. Prior thereto notice was posted as required by this Commission. The proposed changes will not result in any reduction in service or changes in fares and no additional equipment will be required. Transit time will be shortened by about five minutes. The City of Los Angeles has approved the proposed changes therein (Exhibit No. 3).

In support of the proposals applicant's superintendent of traffic testified that applicant's certificated route in and out of downtown Los Angeles via Olive Street, Hill Street, 30th Street, Flower Street and Figueroa Street, the routing traversed by branch number 2 and branch number 3, cannot be used because of the construction of the Harbor Freeway which has necessitated the closing of some streets and the changing of Flower Street and Figueroa Street to one-way traffic control.

The witness further testified that the proposed routing of branch number 3 along Santa Barbara Street, Stocker Street and La Cienega Boulevard would result in a saving of five minutes in running time. This service is now restricted so that "no passengers shall be transported whose origin and destination are each between 5th and Olive Streets and the intersection of La Brea and Slauson Avenues, both points inclusive" (Decision No. 48254 referred to supra). The witness testified that on Wednesday, February 9, 1955, a poll was conducted of all inbound limited passengers on all schedules on branch number 3 west of the intersection of Hill Street and Santa Barbara Avenue. There are 11 such inbound trips which on that day carried 341 passengers of which 313 favored the proposed rerouting and 28 opposed the

proposed rerouting. The origin points or destination points of these passengers were not shown.

The witness stated that the rerouting in the City of Manhattan Beach was at the request of the police department and has been in effect for some four or five months.

A witness residing on the existing route near the intersection of Angeles Vista Boulevard and Olympiad Drive appeared in support of the rerouting via Santa Barbara Avenue and Stocker Street. She stated that the proposed routing would help relieve congestion on Angeles Vista Boulevard. A resident of El Segundo supported the application as the rerouting would allegedly save some five minutes in transit time between Los Angeles and his home.

Having fully considered the application, we find that the proposed reroutings are in the public interest and they will be authorized.

O R D E R

Application as above entitled having been filed, the Commission being fully advised in the premises, and having found that the proposed rerouting is in the public interest,

IT IS ORDERED that the route description of applicant's Los Angeles-Redondo Beach Line, Route No. 51, appearing in the

order of Decision No. 48254, dated February 10, 1953, in Application No. 34027, is amended to read as follows:

LINE NO. 51 LOS ANGELES-REDONDO BEACH

(a) VIA VENICE BOULEVARD AND PLAYA DEL REY

From terminal between 4th and 5th Streets on Olive Street (Los Angeles), via Olive Street, Venice Boulevard, National Boulevard, Washington Boulevard, Culver Boulevard (Culver City), Vista Del Mar Lane, Vista Del Mar, Century Boulevard, Coast Boulevard, Main Street (El Segundo), Grand Avenue, Coast Boulevard, Highland Avenue, 12th Street, Manhattan Avenue, Greenwich Village, Hermosa Avenue, Pacific Avenue (Redondo Beach), and Catalina Avenue to Avenue "I".

Return via Catalina Avenue, Pacific Avenue, Hermosa Avenue, Greenwich Village, Manhattan Avenue, and Manhattan Beach Boulevard to Highland Avenue, thence via reverse of above route to Culver Boulevard and Washington Boulevard (Culver City), thence via Culver Boulevard, Venice Boulevard and Olive Street to the Los Angeles Terminal.

(b) VIA SLAUSON AVENUE AND LA TIJERA BOULEVARD

From terminal between 4th and 5th Streets on Olive Street (Los Angeles), via Olive Street, Hill Street, Santa Barbara Avenue, Figueroa Street, Slauson Avenue, La Tijera Boulevard, Manchester Avenue, Sepulveda Boulevard, Imperial Highway, Main Street (El Segundo), Grand Avenue, Coast Boulevard, Highland Avenue, 12th Street, Manhattan Avenue, Greenwich Village, Hermosa Avenue, Pacific Avenue (Redondo Beach), and Catalina Avenue to Avenue "I".

Return via Catalina Avenue, Pacific Avenue, Hermosa Avenue, Greenwich Village, Manhattan Avenue, and Manhattan Beach Boulevard to Highland Avenue, thence via reverse of above route.

(c) VIA EXPOSITION AND ANGELES VISTA BOULEVARDS

From terminal between 4th and 5th Streets on Olive Street (Los Angeles), via Olive Street, Hill Street, Santa Barbara Avenue, Crenshaw Boulevard, Stocker Street, La Cienega Boulevard, La Tijera Boulevard, Sepulveda Boulevard, Imperial Highway, Main Street (El Segundo), Grand Avenue, Coast Boulevard, Highland Avenue, 12th Street, Manhattan Avenue, Greenwich Village, Hermosa Avenue, Pacific Avenue (Redondo Beach), and Catalina Avenue to Avenue "I".

Return via Catalina Avenue, Pacific Avenue, Hermosa Avenue, Greenwich Village, Manhattan Avenue, and Manhattan Beach Boulevard to Highland Avenue, thence via reverse of above route.

(d) TO PALOS VERDES

From Catalina Avenue and Avenue "I", via Catalina Avenue, Palos Verdes Boulevard, Granvia La Costa, and West Palos Verdes Drive to Via Chico (Malaga Cove Plaza).

Return via reverse of route.

RESTRICTION:

No passengers shall be transported whose origin and destination are each between 5th and Olive Streets and the intersection of La Brea and Slauson Avenues, and/or La Cienega and La Tijera Boulevards, both points inclusive.

IT IS FURTHER ORDERED that applicant shall give not less than five days' notice of the route changes, except those in Manhattan Beach, before they are effected by posting plainly

visible notices at terminals of said line and on all buses used in the operation of said services.

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

Dated at San Francisco, California,
this 24th day of May, 1955.

John E. Mitchell
President

Justus J. Carver

Rachel L. Carver

Markus D. ...

Commissioners