

ORIGINALDecision No. 52284

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of METROPOLITAN COACH LINES,)
 a corporation, for authority to reroute)
 Line 51, Los Angeles-Redondo Beach Motor) Application No. 37378
 Coach Line, in the Playa Del Rey district)
 in the City of Los Angeles.)

O P I N I O N

Applicant Metropolitan Coach Lines has authority from this Commission to transport passengers by motor coach 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. This route is designated by the applicant as its Route No. 51, Los Angeles-Redondo Beach Motor Coach Line. The portion of this line between Playa Del Rey and El Segundo extends from the intersection of Vista Del Mar and Century Boulevard via Century Boulevard and Coast Boulevard to Imperial Highway. By the application herein, filed on October 6, 1955, the applicant seeks authority to reroute the described portion of the line from the intersection of Century Boulevard and Vista Del Mar via Vista Del Mar and Imperial Highway to Main Street.

As justification for the proposed rerouting, applicant alleges that its certificated route is via Vista Del Mar, thence

1/ Decision No. 51499, dated May 24, 1955, in Application No. 36801.

along Century Boulevard and Coast Boulevard to El Segundo; that this route bypasses the southerly half of Playa Del Rey because no other direct or improved streets were available in the past; that Imperial Highway has recently been paved westerly to Vista Del Mar, thereby making possible the rerouting proposed; that the rerouting will provide motor coach service the full length of Playa Del Rey; and that the Public Facilities Committee of the Civic Union of Playa Del Rey has requested that the proposed routing be authorized. The applicant further alleges that the present routing is through uninhabited territory and has only two stops, one of which is on Century Boulevard at Rindge Avenue, one block east of Vista Del Mar, and the other on Century Boulevard at Trask Avenue, about 1200 feet east of Vista Del Mar (see Exhibit "A" on the application). The applicant submitted a passenger count (Exhibit "C" on the application) for Thursday, September 8, 1955, and Friday, September 9, 1955, showing the number of passengers picked up and discharged at the intersection of Century Boulevard and Trask Avenue (Rindge Avenue is one block from Vista Del Mar). This count shows that there are twenty inbound and seventeen outbound trips per day. During the two-day period a total of twenty-five passengers boarded applicant's stages on the inbound trips and none alighted, and a total of forty-three passengers alighted and one boarded the stages on outbound trips.

Copies of the application were mailed to various parties who might be interested, including the City of El Segundo, on October 6, 1955. There have been no objections filed with this Commission except by one individual residing on Trask Avenue.

Having fully considered the application, we find that the proposed rerouting is in the public interest. It will be authorized. A public hearing is not necessary.

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. 51499, dated May 24, 1955, in Application No. 36801, is amended to read as follows:

LINE 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, 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 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 before they are

effected by posting plainly visible notices at terminals and stops affected, and on all buses used in the service.

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

Dated at San Francisco, California,
this 29th day of November, 1955.

Arthur E. Maxwell
President

Justus J. Calmes
Ralph L. Lutterer
Marion J. Cook

Commissioners