

ORIGINAL

Decision No. 54369

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of METROPOLITAN COACH)
 LINES, a corporation, for authority)
 to extend its Line 86, Los Angeles-)
 North Hollywood-Van Nuys via)
 Riverside Drive motor coach line)
 from Panorama City to Pacoima, in)
 the City of Los Angeles.)

Application No. 38306

James H. Lyons, for applicant.
Jack O. Sanders, for Department of Public
 Utilities and Transportation of the City
 of Los Angeles.
Carl O. Ward, in propria persona.
Robert Hale and James G. Moran, for Van
 Nuys Chamber of Commerce, interested
 parties.
William F. Hibbard, for the Public Utilities
 Commission staff.

O P I N I O N

Metropolitan Coach Lines presently operates its Los Angeles-North Hollywood-Van Nuys via Riverside Drive Line 86 from the center of Los Angeles via Riverside Drive and various other streets, through North Hollywood and Van Nuys to Panorama City, terminating at Osborne Street and Van Nuys Boulevard.

In the instant application it proposes to extend this line into the Pacoima area from the intersection of Woodman Avenue and Osborne Street via Woodman Avenue, Van Nuys Boulevard, Herrick Avenue, Paxton Street and Glen Oaks Boulevard to Louvre Street. The distance of this proposed extension is approximately 4.8 miles. The present Line 86 operates to its terminus at Van Nuys Boulevard and Osborne Street on a thirty-minute frequency. The instant proposal would be to continue hourly service to this terminus and to have hourly service over the new extension. In other words, approximately half

of the buses would continue to operate over the present route and the other half over the extension.

A public hearing was held before Examiner Grant E. Syphers on October 8, 1956, at which time evidence was adduced and the matter submitted. It now is ready for decision.

The testimony presented by the company included travel checks as to the use of the existing service, and a description of the proposal. It was pointed out that there have been a great many demands for this extended service, and in this connection the rapid growth of the area was described. Various businessmen and residents of the area testified in favor of the proposal and there was no specific opposition thereto. However, various other businessmen and residents of the area presented testimony and requested the Commission to consider an alternate proposal. It was generally conceded that there is a need for service into the Pacoima area, but the alternate proposal was that the routing as proposed by the company is not the most satisfactory. Specifically it was suggested that the extension should be made from the present terminus of the line at Van Nuys Boulevard and Osborne Street, thence via Van Nuys Boulevard into Pacoima.

Testimony was presented as to the location of residential and business areas in the vicinity. Exhibits Nos. 3, 4, and 5 are aerial photographs showing the area in question. ✓

An analysis of this record leads us to the conclusion, and we now find, that the service should be extended into the Pacoima area. Having made this finding, the specific issue before us is a determination of the route to be used. The record discloses considerable support for the route as proposed by the company. Likewise it cannot be denied that there is much growth and development along the alternate route of Van Nuys Boulevard as proposed by some of the other parties.

On this record we conclude to grant the company's proposal with a direction to the company to submit to this Commission a report as to the results of operation of this proposal six months after the extended service is placed into effect.

It can reasonably be concluded from this record that the company's proposal will provide a new service that is needed. The existing service will continue except that the last leg thereof will be on an hourly schedule instead of a half-hourly schedule as at present. The record does not show that any group will be seriously affected by this inasmuch as the last leg of this service covers a distance of approximately six blocks and has not been very strongly patronized. Service will be available to people in the area under the new proposal although it will be along a different routing.

It should be noted that the proposal will not affect existing fares. The extension from Panorama City to Pacoima will merely fall into an additional fare zone. The proposal will require the use of one additional motor coach which the applicant now can furnish. Inasmuch as the applicant's present authority permits it to operate passenger stages in excess of 35 feet but not to exceed 40 feet in length and in excess of 90 inches but not to exceed 104 inches in width, this authority will be expanded to include the extended service herein authorized.

O R D E R

A public hearing having been held, the Commission being fully advised in the premises and having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is granted to Metropolitan Coach Lines, authorizing it to establish and operate as a "passenger stage corporation", as that term is

defined in Section 226 of the Public Utilities Code, for the transportation of persons and their baggage or express between the points and over the routes more particularly set forth in Appendix A attached hereto and made a part hereof, as an enlargement of and to be consolidated with its existing authority.

(2) That Metropolitan Coach Lines shall file a report with this Commission, within six months after such extended service is placed into effect, showing the results of operation under the authority herein authorized.

(3) That in providing service pursuant to the certificate herein granted there shall be compliance 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. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Order No. 98, may result in a cancellation of the operating authority granted by this decision.

(b) Within sixty days after the effective date hereof, and on 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.

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

Dated at San Francisco, California, this 8th day of January, 1957.

[Signature]
President
[Signature]
[Signature]
[Signature]
Commissioners

SECTION 1 (Continued)

LINE 86 - LOS ANGELES-NORTH HOLLYWOOD-VAN NUYS
VIA RIVERSIDE DRIVE

From the Terminal between 4th and 5th Streets on Olive Street (Los Angeles), thence via Olive Street, 5th Street, Figueroa Street, Pasadena Freeway, Riverside Drive, Victory Boulevard, Alameda Avenue, Buena Vista Street, Riverside Drive, Lankershim Boulevard, Oxnard Street, Laurel Canyon Boulevard, Victory Boulevard, Van Nuys Boulevard, Chase Street, Woodman Avenue, and Osborne Street to Van Nuys Boulevard.

- * Also, from Woodman Avenue and Osborne Street, thence via Woodman Avenue, Van Nuys Boulevard, Herrick Avenue, Paxton Street and Glenoaks Boulevard to Louvre Street.

Return via reverse of above route to Figueroa Street and 5th Street (Los Angeles), thence via Figueroa Street, 6th Street, and Olive Street to the Los Angeles Terminal.

RESTRICTIONS

1. Passengers shall not be handled locally between the terminus of the line in Los Angeles and the intersection of Riverside Drive and Hyperion Avenue, both points inclusive, including intermediate points.
2. Passengers, baggage and express may not be received or discharged on the Pasadena Freeway between Riverside Drive and Alpine Street.

Issued by the California Public Utilities Commission.

* Changed by Decision No. 54369, Application No. 38306.

Correction No. 22.

SECTION 3 (Continued)

<u>Line No.</u>	<u>Line Name</u>	<u>One-Way Route Mileage</u>	<u>Between</u>	<u>And</u>
81	Hollywood-Ventura Blvds.	15.10	Hollywood	Tarzana
81	Hollywood-Ventura Blvds.via Encino Park	16.85	Hollywood	Tarzana
83	Wilshire Boulevard	16.60	Los Angeles	Santa Monica
83	Wilshire Boulevard	12.70	Los Angeles	UCLA-Westwood
83	Sunset Boulevard	10.40	Los Angeles	Laurel Canyon and Sunset Blvd.
84	Van Nuys-San Fernando	9.70	Van Nuys	San Fernando
85	Van Nuys-Reseda	6.40	Van Nuys	Reseda
* 86	Los Angeles-North Hollywood-Van Nuys via Riverside Drive	25.20 29.30	Los Angeles Los Angeles	Panorama City Pacoima
87	North Hollywood-Studio City-Sherman Oaks	8.40	North Hollywood	Sherman Oaks
88	North Hollywood	5.45	Lankershim and Cahuenga Blvds.	Tujunga Ave. and Saticoy Street
88	North Hollywood	6.85	Lankershim and Cahuenga Blvds.	Vanowen Loop
89	Fairfax Avenue	8.85	Santa Monica Blvd. and Western Ave.	Venice Blvd. and Fairfax Avenue

Issued by California Public Utilities Commission.

*Changed by Decision No. 54369, Application No. 38306.

Correction No. 23.