

**ORIGINAL**Decision No. 54861

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of METROPOLITAN COACH )  
 LINES, a corporation, for author- )  
 ity to operate its Brentwood )  
 motor coach service as a part of )  
 Line 83 in place of Line 75. )

Application No. 38403

James H. Lyons, for applicant.  
Paul L. Carver, for T. M. Chubb, General  
 Manager, Department of Public Utilities  
 and Transportation, City of Los Angeles;  
John B. Zurlo, for Brentwood Community  
 Association; Horace Dauchey, in propria  
 persona, interested parties.  
William F. Farrell, for Santa Monica Munic-  
 ipal Bus Line, protestant.  
William F. Hibbard and Hilton Nichols, for  
 the Commission staff.

O P I N I O N

Two lines of the Metropolitan Coach Lines are involved in this application: Line 75, Glendale-Burbank-Los Angeles-Beverly Hills-Venice-Santa Monica, and Line 83, Wilshire-Sunset. Part of the Line 75 is known as the Brentwood service and it is herein proposed to change the routing of this service and make it a part of Line 83. This changed routing would result in an abandonment of service along Federal Avenue between Wilshire and Santa Monica Boulevards for a distance of .55 miles.

A public hearing was held in Los Angeles on December 17, 1956, before Examiner Grant E. Syphers, at which time evidence was adduced and the matter submitted subject to a late-filed exhibit showing the action taken by the Board of Public Utilities and Transportation of the City of Los Angeles in this matter. This exhibit now has been filed and the matter is ready for decision.

The evidence disclosed that the applicant has received several requests to reroute its Brentwood service so as to operate along Wilshire Boulevard. The applicant took a poll of the inbound passengers using this Brentwood service and for a total of 241 passengers who returned answers, about 88 per cent indicated they would be benefited by the proposed change. The proposed route is along Wilshire Boulevard whereas the existing route is along Olympic Boulevard. It was testified that Wilshire Boulevard, in the area concerned, has more business centers and more places of origin and destination of passengers than does Olympic Boulevard.

The proposal was supported by public witnesses who made reference to the greater demands for service along Wilshire Boulevard than along the present route.

The proposal was opposed in part by a representative of the Santa Monica Municipal Bus Lines, which company objected to the Metropolitan Coach Lines providing direct service to the campus of the University of California at Los Angeles. This witness pointed out that the Santa Monica Municipal Bus Lines presently provides this service through its No. 3 Line which connects with its Wilshire line. However, the Santa Monica Municipal Bus Lines does not operate service along San Vicente Boulevard to the University campus such as is proposed by applicant.

On January 22, 1957, the Board of Public Utilities and Transportation of the City of Los Angeles approved the proposal with the restriction that operation of through service by a combination of the UCLA leg of the No. 83 Line and the Brentwood leg of the No. 83 Line be not authorized.

A consideration of this record leads us to conclude and we now find that the proposal is in the public interest. There appears to be no compelling reason for restricting service to UCLA and accordingly, the proposal will be authorized subject only to the restrictions hereinafter set out.

O R D E R

An application therefor having been filed and duly considered by the Commission and it having been found that public convenience and necessity so require,

IT IS ORDERED:

1. That the Metropolitan Coach Lines is hereby authorized to reroute its present Brentwood service by abandoning service along Federal Avenue between Wilshire and Santa Monica Boulevards, a distance of .55 of a mile and by making the additions to the route descriptions of Line 83 which are more specifically described and specified in Appendix A which is attached hereto and by this reference made a part hereof subject to the provisions, restrictions and limitations, and specifications applicable thereto. The route change herein authorized shall be consolidated with applicant's existing operating authority.

2. That in providing service pursuant to the authorization herein granted, applicant shall comply with and observe the following service regulations:

- a. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty days after the effective date hereof.
- b. Applicant shall comply with the provisions of General Orders Nos. 79, 80 and 98 by filing in triplicate, and concurrently making effective, appropriate tariffs and timetables satisfactory to the Commission within thirty days after the effective date hereof and on not less than one day's notice to the Commission and the public.

- c. Within thirty days after the effective date hereof applicant shall file with the Commission three sets of maps drawn to an indicated scale on sheets of paper 8½ x 11 inches in size. On each set of maps there shall be delineated in a distinctive manner all routes, by classes, and principal points which applicant is authorized to serve. Each sheet of each set of maps, in addition to the foregoing, shall also show the name of applicant, a designation of the route group to which it relates, proper orientation and other information essential to a clear understanding of the map.

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

Dated at San Francisco, California, this 16<sup>th</sup> day of April, 1957.

[Signature]  
President

[Signature]

[Signature]

[Signature]

[Signature]  
Commissioners

LINE 75 - GLENDALE-BURBANK-LOS ANGELES-BEVERLY HILLS-  
VENICE-SANTA MONICA

- (a) From Orange Grove Avenue and Glenoaks Boulevard (Burbank), thence along Glenoaks Boulevard (Burbank), Glenoaks Boulevard, Brand Boulevard (Glendale), Glendale Boulevard (Los Angeles), Riverside Drive, Allesandro Street, Glendale Boulevard, Temple Street, Spring Street, Main Street, Olympic Boulevard, San Vicente Boulevard, Burton Way (Los Angeles), Burton Way (Beverly Hills), Rexford Drive, Santa Monica Boulevard (Beverly Hills), Santa Monica Boulevard (Los Angeles), Santa Monica Boulevard (Santa Monica), Ocean Avenue, Pico Boulevard, Main Street (Santa Monica), Main Street (Venice), Windward Avenue, Pacific Avenue, Venice Boulevard (Los Angeles) (through Culver City), Main Street, Spring Street, Temple Street, Glendale Boulevard, and return to Burbank via reverse of above route.
- (b) Also, reverse of above route from Main Street and Venice Boulevard to Venice Boulevard and Mildred Avenue (Venice), thence via Mildred Avenue, Pacific Avenue, and continue reverse of above route.

ALTERNATE ROUTES

- \* 1. Portions of this item transferred to Line 83, Page 39.

Issued by California Public Utilities Commission.

\* Changed by Decision No. 54861, Application No. 38403.

Correction No. 24.

ALTERNATE ROUTES

1. Regular route inbound to San Vicente Boulevard and Carillo Drive (Los Angeles), thence south on Carillo Drive, thence via Stearns Drive and Olympic Boulevard to San Vicente Boulevard and continue on regular route on Olympic Boulevard.
2. Also, from Brand Boulevard and Glenoaks Boulevard (Glendale), thence along Brand Boulevard to Mountain Street (Glendale).
3. Also, from Glendale Boulevard and Riverside Drive (Los Angeles), thence along Glendale Boulevard to Allesandro Street (Los Angeles).

RESTRICTIONS

1. No passengers shall be picked up on eastbound trips or discharged on westbound trips between the intersection of Olympic Boulevard and Grand Avenue and the intersection of Olympic Boulevard and Fairfax Avenue, both points inclusive.
2. No passengers will be handled locally, or passenger stops made, on Temple Street between Grand Avenue and Glendale Boulevard, both points excluded.

Issued by California Public Utilities Commission.

Decision No. 54261, Application No. 38403.

Correction No. 25.

LINE 83, WILSHIRE-SUNSET

From Sunset Boulevard and Crescent Heights Boulevard in the City of Los Angeles, thence along Sunset Boulevard, Vermont Avenue, Oakwood Avenue, Hollywood Freeway, Hope Street exit ramp, Temple Street, Hill Street, 8th Street, Hope Street, Wilshire Boulevard and Ocean Avenue (Santa Monica), to Colorado Avenue.

Return via reverse of route to Ninth Street, and Hope Street, thence along Ninth Street, Hill Street, Temple Street, Grant Avenue, entrance ramp of Hollywood Freeway, Vermont Avenue and Sunset Boulevard to Crescent Heights Boulevard.

From Hilgard Avenue and Strathmore Drive (West Los Angeles), thence along Hilgard Avenue, LeConte Avenue and Westwood Boulevard to Wilshire Boulevard.

\* ALTERNATE ROUTE

Over regular route to Wilshire Boulevard and Federal Avenue (Los Angeles), thence along Federal Avenue, San Vicente Boulevard and Ocean Avenue to Colorado Avenue (Santa Monica).

\* RESTRICTIONS

1. No passengers shall be transported locally in the territory between the intersection of Federal Avenue, Wilshire Boulevard, and the intersection of Colorado Avenue and Ocean Avenue. This restriction does not apply to service operated via Federal Avenue, San Vicente Boulevard and Ocean Avenue.
2. No passengers shall be picked up on eastbound trips (inbound to downtown Los Angeles business district) or discharged on westbound trips (outbound from downtown Los Angeles business district) between the intersection of Fairfax Avenue and Wilshire Boulevard and the intersection of Seventh and Hope Streets, both points inclusive.

Issued by California Public Utilities Commission.

\* Changed by Decision No. 54861, Application No. 38403.

Correction No. 26.

Appendix A METROPOLITAN COACH LINES

First Revised Page 40  
Cancels  
Original Page 40

Section 1--Contd.

3. No passengers shall be picked up on inbound trips to downtown Los Angeles business district or discharged on outbound trips from downtown Los Angeles business district at Alvarado Street on the Hollywood Freeway (Applies to Lines Nos. 83, 91 and 93).
4. No passengers shall be picked up or discharged on the Hollywood Freeway except at points where proper facilities have been provided for that purpose.

Issued by California Public Utilities Commission.

Decision No. 54881, Application No. 38403.

Correction No. 27.