

Decision No. 39731

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
ROBERT LANDIER, doing business as )  
HARBOR HILLS BUS LINE, for a certifi- )  
cate of public convenience and neces- )  
sity to extend the present route of a )  
passenger motor coach service between )  
San Pedro, City of Los Angeles, State )  
of California, and the Harbor Hills )  
District in the County of Los Angeles, )  
State of California. )

**ORIGINAL**

Application No. 27698

GEORGE M. STEPHENSON, for applicant; ROGER ARNEBERGH, for the City of Los Angeles and T. M. CHUBB, for the Board of Public Utilities and Transportation, City of Los Angeles, interested parties; R. E. THOMAS, for Pacific Greyhound Lines, protestant.

O P I N I O N

Applicant requests authority to extend and reroute his Harbor Hills line (1) to the area situated along Pacific Coast Highway between Vermont and Western Avenues, an additional route distance of approximately 2.1 miles, (2) in downtown San Pedro along 6th Street, Pacific Avenue, and 5th Street, a distance of .4 miles, and (3) abandon a portion of his present route along Anaheim Street between Western Avenue and Gaffey Street, a distance of .7 miles. The total round-trip mileage of the proposed new route would be 11.2, or an increase of 1.8 miles.

A public hearing was held in Los Angeles on October 31, 1946, and the matter was then submitted.

Applicant does not propose to change his 10-cent fare and additional equipment will not be required as the present

40-minute headway can be continued by utilizing present layover time. One bus is used in the present service and schedules are operated northbound between 5:40 a.m. and 1:00 a.m. and southbound between 6:00 a.m. and 1:20 a.m.

Applicant's Harbor Hills line now serves two residential communities, one near the intersection of Western Avenue and Palos Verdes Drive and the other near the intersection of Gaffey and Anaheim Streets. By the proposed northerly extension applicant would serve a housing project known as Normont Terrace, situated immediately north of Pacific Coast Highway between Vermont Avenue and Marigold Street, and a portion of Harbor City along said highway between Normandie and Western Avenues.

Two public witnesses, representatives of the residents in Normont Terrace, testified that there is a need for the proposed service. Their testimony was that the present Pacific Greyhound Lines' service along Pacific Coast Highway and between the intersection of Normandie Avenue and Pacific Coast Highway and downtown San Pedro was inadequate because residents of Normont Terrace must walk from a half mile to a mile to the bus station situated at Normandie Avenue and Pacific Coast Highway (known as San Pedro Junction) and because the first morning bus, leaving for San Pedro at 6:28 a.m. is not early enough for some workers and the last bus, leaving San Pedro at 10:42 p.m., is not late enough for those persons attending the motion picture theatres.

The evidence shows that protestant, Pacific Greyhound Lines, operates a bus service between Redondo Beach and Long Beach, along Pacific Coast Highway, with direct connections with its San Pedro bus at San Pedro Junction every half hour.

Protestant renders a local service along said highway between Vermont and Western Avenues and passengers are privileged to transfer to or from the San Pedro bus without extra charge. Protestant's fare is the same as that proposed by applicant, 10 cents, and half-hourly schedules are operated southbound from the Junction to San Pedro between 6:28 a.m. and 10:28 p.m. and northbound from San Pedro between 6:42 a.m. and 10:42 p.m. The distance between the north boundary of Normont Terrace, 253rd Street, and the south boundary, Pacific Coast Highway, is less than a half mile. Protestant's operating supervisor testified that his company's buses will stop for passengers at any intersection along Pacific Coast Highway in this area and that prospective passengers are offered free transfer privileges and half-hourly service to and from San Pedro. This witness also testified that the number of passengers riding locally between the Harbor City and Normont Terrace areas, on the one hand, and San Pedro, on the other hand, was approximately 100 a day with 31 schedules in operation in each direction. This is an average of less than two local passengers per trip.

As applicant proposes to operate north of Pacific Coast Highway, a distance of one to two blocks only, between Vermont and Marigold Avenues, its proposed route between Vermont and Western Avenue is practically the same as protestant's.

The record shows that approximately 1,700 persons reside in Normont Terrace and testimony offered by applicant's accountant indicates that approximately 10% of said residents would use the proposed service or approximately 170 passengers per day. There is no evidence in the record to support this

estimate which, according to the witness, is purely conjectural. This witness also testified that an additional 1,000 persons are in the Harbor City area but the record contains no evidence that any of said persons require or would use applicant's proposed service.

The accountant also testified that applicant is now operating the Harbor Hills line at a net loss of approximately \$20 a day; that the proposed extension to Normont Terrace would increase gross revenue approximately \$17 a day at an additional daily operating cost of approximately \$3.50<sup>(1)</sup> a day. Therefore, it appears that the line would continue operating at a loss. Its establishment would also adversely affect the existing carrier.

As hereinabove indicated, protestant opposes the granting of this application because it contends that the territory is now adequately served and that public convenience and necessity do not require an additional transportation service in the same area. This carrier proposes, in the near future, to improve its facilities at its San Pedro Junction (Normandie Avenue and Pacific Coast Highway) by erecting a small station and providing off-street loading space.

The record clearly shows that applicant's proposed service along 255th Street, 256th Street, and Pacific Coast Highway, between Vermont and Western Avenues, would be in direct competition with that now rendered by the Pacific Greyhound Lines and that there is insufficient demand for service along said

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(1) This figure does not include increased maintenance cost for an additional 53 bus miles per day.

route to support the operation of two competing carriers.

The proposed extension in downtown San Pedro will result in better service and improved traffic conditions and, therefore, is in the public interest.

Upon this record we find that public convenience and necessity require the proposed extension along 5th Street, Pacific Avenue, and 6th Street, in San Pedro, but do not require the proposed extension north of Anaheim Street. Therefore, the application will be granted in part and denied in part.

The proposed abandonment along Anaheim Street between Western Avenue and Gaffey Street will also be denied as that route is required in the operation of applicant's present service.

O R D E R

A public hearing having been held in the above-entitled proceeding, the matter having been duly submitted, the Commission being fully advised, and findings and conclusions having been made as set forth in the foregoing opinion,

IT IS ORDERED:

(1) That the route description contained in subparagraph 3 of paragraph (2) of the Order in Decision No. 38291, dated October 9, 1945, be, and it hereby is, amended to read as follows:

Subject to the authority of this Commission to change or modify it by further order, applicant shall conduct operations pursuant to the certificate herein granted over and along the following route:

Beginning at the intersection of 5th (Fifth) Street and Harbor Boulevard in San Pedro, thence along 5th Street, Pacific Avenue, 6th (Sixth) Street, Harbor Boulevard, Wilmington and San Pedro Road, Channel Street, Gaffey Street, Anaheim Street, Western Avenue, Palos Verdes Drive to its intersection with Gaffey Street.

(2) That in all other respects Decision No. 38291 shall remain in full force and effect.

(3) That, except as to the route change authorized in paragraph (1) of this Order, the application of Robert Landier, Application No. 27698, be, and it hereby is, denied.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 16<sup>th</sup> day of November, 1946.

Harold J. Kuhl  
Justus F. Calver  
Harold D. ...  
Janet Powell  
R. F. ...

Commissioners.