

Decision No. 41205

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
HIGHLAND TRANSIT, INC., a California)
corporation, for authority to abandon)
service over certain streets, for a)
certificate of public convenience and)
necessity to operate over new streets,)
and for authority to operate an)
alternate route.)

Application No. 28916

O P I N I O N

Pursuant to authority of the Commission's Decision No. 38232, applicant Highland Transit, Inc. is providing a passenger stage service in San Pedro (Los Angeles Harbor district) and between San Pedro and adjacent points in Los Angeles County over routes defined in the Order of said Decision No. 38232. It now requests authority to reroute portions of its 9th Street and 13th Street routes by discontinuing service between the intersection of Averill Park Drive and Weymouth Avenue and the intersection of Dodson Avenue and 16th Street on the 9th Street Line, and between the intersection of 13th Street and Patton Avenue and the intersection of Dodson Avenue and 16th Street on the 13th Street Line. It is proposed to operate the 9th Street Line southeasterly from the intersection of Averill Park Drive and Weymouth Avenue along Weymouth Avenue to 13th Street. The 13th Street Line will be operated westerly from the intersection of 13th Street and Patton Avenue along 13th Street to Weymouth Avenue. Applicant also proposes to operate along 9th Street between Weymouth and Patton Avenues as an alternate route on its 9th Street Line.

As justification for the proposed reroutings, applicant states that, due to lack of patronage over and along the portions of the routes proposed to be discontinued, its revenue per mile developed along the described route segments is considerably less than its out-of-pocket costs. Applicant alleges that the proposed new route, together with the proposed abandonments, would result in a daily reduction and elimination of approximately 182 miles, which reduction in mileage would result in the elimination of one bus and two coach operators. This reduction in equipment and labor is estimated to save applicant approximately \$1,000 per month, which saving is vitally necessary inasmuch as applicant is at present operating at a loss of from \$600 to \$700 per month.

The proposed route changes will not materially inconvenience most of the persons residing in the area where service is to be discontinued. Some persons will be required to walk approximately a third of a mile. As continuance of the present service might jeopardize applicant's entire operation, it appears that the proposed route changes are in the public interest.

Present fares will be retained, and schedules provide for a headway of 16 minutes as compared with the present 15-minute frequency.

Applicant's proposed alternate route along 9th Street between Weymouth and Patton Avenues will be operated during certain hours of the day when there is little demand for a direct service to a hospital located on 7th Street. Service will be continued over the present 7th Street route at least during day and evening visiting hours.

The Board of Public Utilities and Transportation of the City of Los Angeles has considered and approved applicant's proposals.

Full consideration having been given this matter we are of the opinion and find that the proposed route changes are in the public interest and, therefore, the application will be granted. A public hearing is not necessary.

O R D E R

Application having been made in the above-entitled matter, the Commission being fully advised in the premises and finding that public convenience and necessity so require,

IT IS ORDERED that paragraph (2), subparagraph 3 of the Order in Decision No. 38232, in Application No. 26878, be, and it hereby is, amended to read as follows:

3. Subject to the authority of the Commission to change or modify them by further order, applicant shall conduct operations pursuant to the certificate herein granted, over and along the following routes:

OUTER HARBOR ROUTE

Beginning at the intersection of Harbor Boulevard & 4th Street, thence westerly on 4th Street to Palos Verdes Street, thence southerly on Palos Verdes Street to 9th Street, thence easterly on 9th Street to Beacon Street, thence southerly on Beacon Street to San Pedro Street, thence southeasterly on San Pedro Street to Signal Street, thence continuing southeasterly on Signal Street to 22nd Street, thence southwesterly on 22nd Street to the Navy Supply Depot, and return via same route.

ALTERNATE OUTER HARBOR ROUTE

Beginning at the intersection of Harbor Boulevard & 4th Street, thence southerly on Harbor Boulevard to San Pedro Street, thence southeasterly on San Pedro Street to Signal Street, thence continuing southeasterly on Signal Street to 22nd Street, thence southwesterly on 22nd Street to the Navy Supply Depot, and return via same route.

NOTE: This alternate route is intended for use only for special trips at shift changes with extra equipment.

9TH STREET ROUTE

Beginning at the intersection of Weymouth Avenue & 13th Street, thence northerly along Weymouth Avenue (Western Avenue) to 7th Street, thence easterly on 7th Street to Patton Avenue, thence southerly on Patton Avenue to 9th Street, thence easterly on 9th Street to Centre Street, thence northerly on Centre Street to 7th Street, thence easterly on 7th Street to Palos Verdes Street, thence northerly on Palos Verdes Street to 4th Street, thence easterly on 4th Street to Harbor Boulevard, thence southerly on Harbor Boulevard to 7th Street, thence westerly on 7th Street to Palos Verdes Street. Also, along 9th Street between Weymouth Avenue (Western Avenue) and Patton Avenue.

13TH STREET ROUTE

Beginning at the intersection of Weymouth Avenue & 13th Street, thence easterly along 13th Street to Centre Street, thence northerly on Centre Street to 7th Street, thence easterly on 7th Street to Palos Verdes Street, thence northerly on Palos Verdes Street to 4th Street, thence easterly on 4th Street to Harbor Boulevard, thence southerly on Harbor Boulevard to 7th Street, thence westerly on 7th Street to Centre Street.

Applicant is authorized to turn its motor vehicles at terminal and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersection, or in accordance with local traffic rules.

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

Dated at San Francisco, California, this 10th day of February, 1948.

R. J. [Signature]
Justin J. [Signature]
Wesley H. [Signature]
Harold P. [Signature]
Herbert L. [Signature]
COMMISSIONERS.