

ORIGINAL

Decision No. 41441

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the
LOS ANGELES TRANSIT LINES, a corporation,
for an order or orders granting permission
to increase and adjust, and place into
effect, certain fares for the transporta-
tion of passengers on its lines and on lines
of Los Angeles Motor Coach Lines.

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)
) First Supplemental
) Application
) No. 27487
)
)

Investigation on the Commission's own motion
into reasonableness and adequacy of rates,
service, operations and facilities of PACIFIC
ELECTRIC RAILWAY, LOS ANGELES TRANSIT LINES,
and LOS ANGELES MOTOR COACH LINES.

)
) Case No. 4843
)
)

THIRD INTERIM OPINION AND ORDER

Under the terms of the Commission's Order of its Decision
No. 41150, dated January 19, 1948, the Los Angeles Transit Lines
was required, among other things, to:

"submit to this Commission within sixty (60) days
from the effective date of this order a zone plan
which will provide reasonable transportation to
its patrons in traveling between the business
center of Highland Park and the area immediately
adjacent thereto, on the payment of one zone fare."

Under date of February 7, 1948, the company submitted a
proposed re-zone plan in the Highland Park District in compliance
with that portion of the Order referred to above. This revised zone
plan provides for a change in the location of the boundary line
between Zones 1 and 2 on North Figueroa Street from Buena Vista
Terrace to York Boulevard, a distance of approximately 1-1/4 miles,
and also for the inclusion of the portion of the Highland Park bus
line north and east of the intersection of York Boulevard and North
Figueroa Street in Zone 2. It also provides for an extension of
boundaries of Zone 2 in this area, the most southerly point being
the intersection of Avenue 50 and North Figueroa Street. This ex-
tension is accomplished through overlaps with Zone 1 along various
service lines via Avenue 50, York Boulevard, Monte Vista, and North

Figueroa Street. The proposed revised boundaries of Zone 2 are more particularly described in Appendix "A" attached hereto.

The adoption of the proposed zone plan would have the effect of offering the public local transportation in the Highland Park area upon the payment of one zone fare as required by the Order, which would permit of traveling between the various business centers and the adjacent residential area served by lines of transportation along portions of the following routes; Avenue 50, North Figueroa, Eagle Rock, and Colorado Boulevard.

On the other hand, this proposed revised zone plan would have the effect of removing that portion of the North Figueroa route between York Boulevard and Buena Vista Terrace from Zone 1 to Zone 2, and therefore passengers traveling between this section of the line and other portions of the City of Los Angeles in Zone 1 would be required to pay a two-zone fare as contrasted to their present one-zone fare.

The record shows that the proposed revised zone plan conforms with the general pattern of establishing the boundaries of Zone 1, which is encompassed within a six-mile radius from 7th and Broadway in the business center of the city. This proposed zone plan was urged at the hearing by applicant and there is nothing in the record to oppose its adoption.

In considering the record on the phase of the matter under consideration, we must weigh the advantages and disadvantages of the proposed revised zone plan from a public interest standpoint. On this basis we conclude that the approval of the proposed zone plan is in keeping with the public interest since the benefits in the way of extended local service outweigh the disadvantage of increasing the fares to a limited number of patrons in traveling to or from points along North Figueroa Street beyond Avenue 50 which are outside the normal boundary limits of Zone 1, and the downtown portion of the City of Los Angeles.

Upon this record, we find that Los Angeles Transit Lines should be authorized to establish the revised zone boundaries as set forth in its proposed plan referred to above, and more particularly described in Appendix "A" attached hereto, and that the proposed increase in fares resulting from the adoption of this plan has been justified.

O R D E R

Based upon the foregoing findings IT IS HEREBY ORDERED that Los Angeles Transit Lines be, and it hereby is, authorized on not less than five (5) days' notice to the Commission and the public to modify its existing fare zone boundaries as described in Appendix "A" attached hereto and made a part hereof.

IT IS FURTHER ORDERED that the authority herein granted shall be void unless the modification of fare zones herein granted are published, filed and made effective within sixty (60) days from the effective date of this order.

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

Dated at San Francisco, California, this 6th day of April, 1948.

R. F. Johnson
Justin J. Quallen
Robert J. Quinn
Harold P. Kils
Samuel P. Potter

COMMISSIONERS

Application No. 27487
Case No. 4843

Third Supplemental Opinion and Order

APPENDIX "A"

1. The outer boundary of Zone 1, (Inner Zone), on North Figueroa Street is to be located at the intersection of North Figueroa Street and York Boulevard and applies to territory served north and east of this intersection.

2. A single zone fare is authorized between points in Zone 2, north of Eagle Rock Avenue and Avenue 45, and York Boulevard and North Figueroa Street on the one hand and points in Zone 1, (Inner Zone) lying north of the intersection of North Figueroa Street and Avenue 50.