

Decision No. 4240?

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of)	
the Los Angeles Transit Lines for)	
authority to extend its Vernon Avenue)	Application No. 29914
Motor Coach Line No. 27 and to abandon)	
a portion of said line.)	

O P I N I O N

Los Angeles Transit Lines, by Decision No. 41457 dated April 13, 1948, on Seventy-sixth Supplemental Application No. 19179, was authorized to operate its Vernon Avenue Motor Coach Line No. 27 over the following route:

"Commencing at the intersection of Vernon Avenue and Hoover Street, thence via Vernon Avenue, Eleventh Avenue, 43rd Street, Crenshaw Boulevard, Santa Barbara Avenue to Leimert Boulevard, returning via the same route to the point of origin."

In the instant application it is proposed to reroute and extend said Vernon Avenue Motor Coach Line No. 27 by diverting from the present route at Crenshaw Boulevard and Santa Barbara Avenue, and proceeding thence via Santa Barbara Avenue, Marlton Avenue and Santa Rosalia to Hillcrest Drive, a distance of approximately nine-tenths of a mile. As a result of the rerouting and extension referred to above, applicant proposes to abandon service on that portion of said Vernon Avenue Motor Coach Line No. 27 on Santa Barbara Avenue from Crenshaw Boulevard to Leimert Boulevard, a distance of approximately seven-tenths of a mile.

At the present time Santa Rosalia is not paved between Marlton Avenue and Buckingham Road, and this portion of the proposed route is unsuitable for motor coach operation. Applicant states that this portion of Santa Rosalia will be paved in the near future and,

pending completion of the work, proposes an alternate route via Santa Barbara Avenue, Buckingham Road and Santa Rosalia.

The present and proposed routes, including the proposed alternate route, are shown on the map attached to the application and marked Exhibit "A".

The application recites that since April 16, 1948, when said Vernon Avenue Motor Coach Line No. 27 was extended along Santa Barbara Avenue to Leimert Boulevard, an insufficient volume of traffic has developed to warrant continuation of that portion of the route. It is further alleged that in the area westerly of Crenshaw Boulevard there has been a recent residential development which, within a short time, will house more than 3500 persons, and additional developments are planned in the area. This area is now without public transportation and will be served by the proposed extension of the Vernon Avenue Line as described above. Applicant states that it has received many urgent requests for the service from persons now living in this newly-developed residential district.

On December 28, 1948, after a public hearing, the changes proposed herein were approved by the Board of Public Utilities and Transportation of the City of Los Angeles. At this hearing witnesses for the Los Angeles Transit Lines presented evidence in the form of traffic checks to indicate the small number of persons now availing themselves of the service along Santa Barbara Avenue between Crenshaw Boulevard and Leimert Boulevard and the need for the extension and rerouting of said Vernon Avenue Motor Coach Line No. 27 as proposed. In addition to company witnesses, there were also some ten or fifteen persons now living in the area proposed to be served who indicated the urgent need for public transportation. A witness for Los Angeles Transit Lines testified that notices of the hearing before the Board

of Public Utilities and Transportation, containing a description of the proposed abandonment and rerouting, were posted on December 13, 1948 in the buses and on poles adjacent to passenger stops on said Vernon Avenue Motor Coach Line No. 27. No objections were expressed to the proposal, including the abandonment of service along Santa Barbara Avenue between Crenshaw Boulevard and Leimert Boulevard.

No changes in fares are involved, no other operators are affected and, as indicated above, there has been no expression of objection to the application. We are therefore of the opinion that this is not a matter in which a public hearing is necessary, that the establishment and operation of a passenger stage service, as requested herein, is in the public interest, and that the application should be granted.

O R D E R

Application as above-entitled having been filed, the Commission being fully advised and hereby finding that public convenience and necessity so require,

IT IS ORDERED:

(1) That Los Angeles Transit Lines be, and it hereby is authorized to operate its Vernon Avenue Motor Coach Line over the following route:

Vernon Avenue Line No. 27

Commencing at the intersection of Vernon Avenue and Hoover Street, thence via Vernon Avenue, Eleventh Avenue, 43rd Street, Crenshaw Boulevard, Santa Barbara Avenue, Marlton Avenue and Santa Rosalia to Hillcrest Drive; returning via reverse of the going route,

as a part of, and consolidated with the operative rights created by Decision No. 27052 and in lieu of the route described in the opinion hereof as authorized by Decision No. 41457.

(2) That pending completion of the paving of Santa Rosalia between Marlton Avenue and Buckingham Road, applicant is authorized to operate via Santa Barbara Avenue, Buckingham Road and Santa Rosalia to Hillcrest Drive. Upon completion of the paving of Santa Rosalia between Marlton Avenue and Buckingham Road, applicant shall immediately discontinue operations over the alternate route and commence operations over the permanent route herein authorized.

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

Applicant is authorized to establish service over the route herein defined on not less than five (5) days' notice to the Commission and the public.

In all other respects Decision No. 27052, as subsequently amended, and Decision No. 41457 shall remain in full force and effect.

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

Dated at San Francisco, California, this 12th day of January, 1949.

R. T. Johnson
Justin F. Cooney
Frank H. Lawrence
Harold H. Kula
Herbert Potts
Commissioners