

ORIGINALDecision No. 42744

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 SAN DIEGO TRANSIT SYSTEM, a corpora-)
 tion, for a certificate of public)
 convenience and necessity authorizing) Application No. 30173
 a loop service on a portion of Route)
 "W" in the Lincoln Acres area in and)
 near National City, San Diego County,)
 California.)

O P I N I O N

By Decision No. 42387, in Application No. 29835, applicant was authorized to operate its present Route W in the City of National City and vicinity. It now proposes to reroute that portion of said route which is southerly and easterly of the intersection of 18th Street & Grove Street, so as to provide service to a recently developed residential district along Grove and Prospect Streets.

The proposed route change will result in a one-way loop operation, beginning at said intersection of 18th & Grove Streets, in place of the present two-way operation. The loop is necessary because of the topography of the area.

The proposed service along Grove Street has been requested by the Grove-Prospect Street Bus Committee representing approximately 400 residents of that area which is part of a larger district known as Lincoln Acres. The Lincoln Acres Civic Club which represents the area now served also has approved the proposed change in service. A letter addressed to applicant by the secretary of the latter club states that "the entire group (at a meeting called for

the purpose of considering applicant's proposal), Grove-Prospect, Sweetwater Road, Little Farms and Ridgeway-Granger Avenue areas, were of the unanimous opinion that this arrangement will work to our mutual benefit and to yours." However, said club and group suggest that applicant issue transfers to passengers desiring to return to the Grove Street area from the inbound buses, at the Grove Street & 18th Street intersection, when returning to their homes from the Ridgeway Drive-Granger Avenue business district.

This Commission is of the opinion that a mutually satisfactory transfer privilege should be provided in view of the loop character of the proposed new service.

The proposed loop operation is all within applicant's fourth zone. No change in fares or the establishment of a new fare zone is contemplated. No additional mileage will be added and frequency of service will remain the same.

As further justification for the proposed route change, applicant states that the new route will provide transportation to a district having in excess of 300 homes, which, on account of hills, canyons, and lack of connecting streets, does not now have access to the existing service; that present revenue per bus-mile for Route W is less than cost of operation; and that the proposed re-routing will increase revenue without increasing operating expenses.

The application is not opposed and no other carrier will be affected.

Upon full consideration of this matter, we find that public convenience and necessity require that the application be granted. A public hearing is not necessary.

ORDER

Application having been filed, the Commission being fully advised in the premises and having found that public convenience and necessity so require,

IT IS ORDERED:

That the route description appearing in Paragraph (1) of the Order in Decision No. 42387, in Application No. 29835, be, and it hereby is, amended to read as follows:

Route W

Beginning at the intersection of 18th Street and Grove Street; thence along Grove Street, 22nd Street, Prospect Street, 24th Street, Grove Street, Sweetwater Road, 32nd Street, Orange Street, Sweetwater Road, Ridgeway Drive, Granger Avenue, 18th Street, Taft Avenue, 13th Street, National Avenue, 4th Street, Palm Avenue, 8th Street, Harbison Avenue, 16th Street, Alleghany Street, Reo Drive, Albermarle Street, and Flintridge Drive to Alleghany Street.

Applicant is authorized to turn its motor vehicles 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.

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

Dated at San Francisco, California, this 19th day of April, 1949.

R. Z. Dreyfus
Justin J. Cadden
Frank H. Royell
Harold H. Hill
Samuel J. Potts
COMMISSIONERS