

ORIGINALDecision No. 44902

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 the BAY CITIES TRANSIT COMPANY, a cor-)
 poration, for authority to reroute)
 existing service, inre Route No. 18,) Application No. 31413
 South Lincoln, Douglas Plant Line,)
 and Route No. 19, Carlyle Avenue,)
 Douglas Plant Line.)

Hector P. Baida, for applicant.O P I N I O N

By the above-entitled application, Bay Cities Transit Company seeks authority to reroute a portion of, and abandon a portion of, its Route No. 18 - South Lincoln, Douglas Plant line, and to reroute a portion of its Route No. 19 - Carlyle Avenue, Douglas Plant line. These lines are being operated pursuant to authority granted by Decision No. 36243, dated March 23, 1943, on Application No. 25537.

A public hearing on the application was held before Examiner Rogers in Santa Monica on September 21, 1950, at which time and place evidence was taken and the matter was submitted for decision.

Route 18 is from the Douglas plant, located on Ocean Park Boulevard between 27th Street and Centinela Avenue, along Ocean Park Boulevard and Lincoln Boulevard to Elm Street, thence on Elm Street, Walnut Avenue, Washington Boulevard,

Lincoln Boulevard, Ocean Park Boulevard, to the Douglas plant, point of beginning. The request to extend the portion of this route which is on Ocean Park Boulevard, to 32nd Street and Ocean Park Boulevard, is neither an extension nor a rerouting, as the entrance to the Douglas plant is at 32nd Street and Ocean Park Boulevard. The proposal to abandon the portion of this route on Elm Street, Walnut Avenue, and Washington Boulevard, so that the line traverses Lincoln Boulevard only in both directions between Washington Boulevard and Ocean Park Boulevard, is a very minor change, it being only 400 feet from Lincoln Boulevard to Walnut Avenue and only 600 feet from Elm Street to Washington Boulevard. Permitting this line to be rerouted so that it proceeds along Lincoln Boulevard between Washington Boulevard and Ocean Park Boulevard, in both directions, will, therefore, require no person to walk more than 700 feet in addition to the distance he presently travels in order to use applicant's Route 18 bus. The original routing was prescribed at a time when the Douglas plant operated three shifts, and was established primarily to enable Douglas plant employees living in the Venice area to reach the plant. As there were three shifts of employees requiring transportation to and from the plant, applicant was required to make three trips per day in each direction. This made the turnaround on the Washington Boulevard end necessary. Applicant now makes but one run in the morning, hauling employees of the Douglas plant to work, and one run in the afternoon, hauling employees home from the plant. After each of these runs the bus in use is placed in service

elsewhere on applicant's lines. In view of these facts, the Commission finds that the abandonment of the portion of Line 18 along Elm Street, Walnut Avenue, and Washington Boulevard, and the routing of this line along Lincoln Boulevard, in both directions, between Washington Boulevard and Ocean Park Boulevard, should be authorized.

The Santa Monica Municipal Bus Lines operates a service along and adjacent to that portion of Route 18 between 25th Street and Ocean Park Boulevard and Lincoln Boulevard and Hill Street, and has requested that applicant operate its Route 18 buses with a "closed door" between these intersections. Applicant has agreed to the imposition of this restriction and, as the purpose of the line is primarily to transport passengers from the Venice area to the Douglas plant, such restriction will not affect the line's major purpose. Applicant's service should, therefore, be restricted to prohibit the transportation of passengers having both origin and destination between the intersection of Lincoln Boulevard and Hill Street and the intersection of 25th Street and Ocean Park Boulevard.

Route 19 commences at the intersection of 4th Street and Santa Monica Boulevard, proceeds via 4th Street, San Vicente Boulevard, 9th Street, Carlyle Avenue, 26th Street, Colorado Avenue, Clover Field Boulevard, Pearl Street, to the Douglas Plant, returning via reverse of this route. Applicant desires to reroute two portions of this route. It proposes to abandon that portion along Pearl Street between Clover Field Boulevard and 32nd Street and, in lieu thereof, route its buses one block

farther south on Clover Field Boulevard to Ocean Park Boulevard and thence east on Ocean Park Boulevard to 32nd Street, the entrance to the Douglas plant. Applicant states that the original routing along Pearl Street was occasioned by the closing of a portion of Ocean Park Boulevard to vehicles because of the World War II emergency, and that the principal purpose of this line was to transport persons from the northwest portion of Santa Monica to the Douglas plant. There is a bus service along Pico Boulevard at the present time. This boulevard is within a quarter-mile of Pearl Street, the present route of Line 19. In view of these facts, the Commission finds that the rerouting of Line 19 by the abandonment of that portion along Pearl Street to the Douglas plant, and the rerouting of that line so that it traverses Clover Field Boulevard to Ocean Park Boulevard, and Ocean Park Boulevard to 32nd Street, is in the public interest and will be authorized.

The Santa Monica Municipal Bus Lines also operates a service along and adjacent to that proposed portion of Route 19 between Virginia Avenue and Clover Field Boulevard and 25th Street and Ocean Park Boulevard, and has requested that applicant operate its Route 19 buses with a "closed door" between those intersections. Applicant has agreed to the imposition of this restriction and, as the purpose of the line is primarily to transport passengers from the northwest portion of Santa Monica to the Douglas plant, such restriction will not affect the line's major purpose. Applicant's service should, therefore, be restricted to prohibit the transportation of passengers having

both origin and destination between the intersection of Virginia Avenue and Clover Field Boulevard, and the intersection of Ocean Park Boulevard and 25th Street.

Applicant also states that, with respect to Route 19, a deviation from the authorized route is required by the fact that San Vicente Boulevard has become a divided highway, and there is no crossover at 9th Street. To overcome this difficulty, applicant requests authority, on the trip from the plant to 4th Street and Santa Monica Boulevard, to travel via 9th Street, Georgina Avenue, 7th Street, and San Vicente Boulevard, instead of via 9th Street to San Vicente Boulevard, there being no way to turn west on San Vicente Boulevard at 9th Street. This request is in the public interest and will be granted.

The changes above described will have no effect on schedules, fares, or transfers, and will require no additional equipment.

O R D E R

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

IT IS ORDERED:

(1) That the route description of Route 18, described on page 3 of the order of Decision No. 36243, dated March 23, 1943, in Application No. 25537, is amended to read as follows:

Beginning at the intersection of Lincoln Boulevard and Washington Boulevard, thence along Lincoln Boulevard, Ocean Park Boulevard to 32nd Street, returning via reverse of the above route.

The authority herein granted is subject to the following condition and restriction:

No passenger shall be transported having both origin and destination between the intersection of Lincoln Boulevard and Hill Street and the intersection of 25th Street and Ocean Park Boulevard.

(2) That the route description of Route 19, described on page 3 of the order of Decision No. 36243, dated March 23, 1943, in Application No. 25537, is amended to read as follows:

Route to:

Commencing at the intersection of 4th Street and Santa Monica Boulevard, thence via 4th Street, San Vicente Boulevard, 9th Street, Carlyle Avenue, 26th Street, Colorado Avenue, Clover Field Boulevard, Ocean Park Boulevard to 32nd Street.

Route from:

Commencing at the intersection of 32nd Street and Ocean Park Boulevard, thence via Ocean Park Boulevard, Clover Field Boulevard, Colorado Avenue, 26th Street, Carlyle Avenue, 9th Street, Georgina Avenue, 7th Street, San Vicente Boulevard, 4th Street to Santa Monica Boulevard.

The authority herein granted is subject to the following condition and restriction:

No passenger shall be transported having both origin and destination between the intersection of Virginia Avenue and Clover Field Boulevard and the intersection of 25th Street and Ocean Park Boulevard.

(3) It is further ordered that 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 intersection, or in accordance with local traffic rules.

(4) In all other respects, Decision No. 36243, dated March 23, 1943, in Application No. 25537, shall remain in full force and effect.

(5) That notice to the public of the rerouted services, as authorized in paragraphs (1) and (2) hereof, shall be posted in vehicles operating over the routes involved for at least ten (10) consecutive days next preceding the inauguration of such service.

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

Dated at San Francisco, California, this 10th day of October, 1950.

R. E. [Signature]
Justice F. Calver
Lucretia [Signature]
Harold [Signature]
Kenneth [Signature]
COMMISSIONERS