

ORIGINALDecision No. 50020

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 ATKINSON TRANSPORTATION COMPANY, a)
 corporation, for an order granting)
 permission to modify certain portions) Application No. 35189
 of its HUNTINGTON PARK-IMPERIAL)
 AVALON route.)

H. B. Atkinson, for applicant.
David Canning, for Los Angeles Transit Lines,
 protestant.
T. E. Hoffman, Franchise Engineer, City of
 Los Angeles; Captain William Laremore, for
 City of Huntington Park; J. C. Meserve,
 District Manager, Southern California
 Edison Company; Etta Green, Rosa R. De Perez,
Ruth Ruiz, Alta Frias, interested parties.

O P I N I O N

Atkinson Transportation Company is a California corpor-
 ation authorized by this Commission to render services as a
 passenger stage corporation in the City of Huntington Park, the
 unincorporated areas south thereof, and the City of Los Angeles.
 It is authorized to operate its "Huntington Park-Imperial-Avalon
 Route" via the following streets:

Commencing at Imperial Highway and Avalon Boulevard
 in the County of Los Angeles, thence via Imperial
 Highway, Central Avenue, 103rd Street, Hickory
 Street, 97th Street, Anzac Avenue, Fir Avenue, 83rd
 Street, Crockett Boulevard, Nadeau Avenue, Santa Fe
 Avenue, Gage Avenue, Pacific Avenue, Zoe Avenue to

¹ Decision No. 48153, dated January 15, 1953, on Application
 No. 33827.

Santa Fe Avenue, thence via Santa Fe Avenue,
Nadeau Avenue and reverse of the going route.

By the application herein it seeks authority:

(1) To use Grape Street instead of Hickory Street between
97th Street and 103rd Street (in the City of Los Angeles);

(2) To eliminate service in the City of Huntington Park via
Gage Avenue and via Zoe Avenue between their respective intersec-
tions with Santa Fe Avenue and Pacific Avenue, and in lieu thereof
to operate from the intersection of Santa Fe Avenue and Gage
Avenue via Santa Fe Avenue, Randolph Street, Pacific Avenue and
Florence Avenue to Santa Fe Avenue and then the reverse of the
going route from the intersection of Santa Fe Avenue and
Florence Avenue via Florence Avenue and Nadeau Avenue to Imperial
Avenue and Avalon Boulevard.

A public hearing was held in Huntington Park on
April 15, 1954, before Examiner Rogers, evidence was presented,
and the matter was argued and submitted. It is ready for deci-
sion. Prior to the hearing notice thereof was posted as required
by this Commission.

Change (1) is necessitated by the fact that Hickory
Street has been vacated as a public street and is now part of a
public housing development in the City of Los Angeles. Applicant
states that Grape Street is now, and for about 10 months past,
has been used in place of Hickory Street. It is a short block
between Hickory Street and Grape Street. The City of Los Angeles
has approved the change. We find that the routing is not adverse
to the public interest. It will be authorized.

Change (2) is entirely within the City of Huntington Park. Under present routing and restrictions imposed by the City of Huntington Park, applicant proceeds north on Santa Fe Avenue from Florence Avenue. Passengers can be picked up and discharged at Zoe Avenue and (if the signal is favorable) at Gage Avenue. Thereafter, applicant's buses are required to proceed, without picking up or discharging passengers, from the intersection of Santa Fe Avenue and Gage Avenue, via Gage Avenue, Pacific Avenue and Zoe Avenue to the intersection of Rugby Avenue and Zoe Avenue. At this point (which is in front of the Edison Company building) passengers are discharged and picked up, and the stage then proceeds without stopping to pick up or discharge passengers from the intersection of Zoe Avenue and Rugby Avenue, via Zoe Avenue and Santa Fe Avenue to its intersection with Florence Avenue. Under the proposed routing, the service will proceed from the intersection of Florence Avenue and Santa Fe Avenue, via Santa Fe Avenue, Randolph Street, Pacific Avenue, and Florence Avenue to its intersection with Santa Fe Avenue. The only regular stop which will be made on Santa Fe Avenue will be at Zoe Avenue. No stops will be made on Randolph Street. Stops will be made on Pacific Boulevard on street car passenger loading zones at Clarendon Avenue, Gage Avenue, Zoe Avenue, Saturn Avenue and Florence Avenue. No stops will be made on Florence Avenue between Pacific Boulevard and Santa Fe Avenue.

A witness for the applicant testified that the business section of Huntington Park is along Pacific Boulevard between

Slauson Avenue (two blocks north of Randolph Street) and Florence Avenue. Applicant's passengers destined for the business area must alight at the intersection of Rugby Avenue and Zoe Avenue only. In addition, passengers destined for points served by other passenger carriers and using such lines in combination with applicant's line are in some instances required to walk two to three blocks in order to use the two services.² Under the proposed plan of operation, all passenger carrier services in Huntington Park will touch applicant's services at one or more points. Applicant will be able to operate the proposed service on its same schedules and without additional equipment, the witness said, because there is now a layover of two to three minutes at the intersection of Zoe Avenue and Rugby Avenue. This time is sufficient to permit the proposed rerouting.

The district manager for the Southern California Edison Company testified that this company owns the building at the intersection of Rugby Avenue and Zoe Avenue, the intersection where applicant now picks up and discharges passengers. Passengers and prospective passengers depart from a loading zone in front of the Edison building and in rainy weather crowd the building's entrance and make it difficult for the company's patrons to get in or out. He would like to see the present stop at Rugby Avenue and Zoe Avenue eliminated.

The Captain of Police and Traffic Commander for the City of Huntington Park stated that the City favors the proposed routing and will approve no other routing.

² See Exhibit 2 for lines involved and Exhibit 3 for numbers of passengers affected.

A representative of the Los Angeles Transit Lines appeared in opposition to the proposed routing. He testified that in 1916 that company dedicated 30 feet of its 60-foot right-of-way along the present Pacific Avenue to the City of Huntington Park for street purposes, and in 1927 gave the city an easement over the remaining right-of-way. He questioned the propriety of other passenger carriers using the street but did not state that any rights granted the City of Huntington Park were so conditioned that other carriers could not use Pacific Avenue. He stated that there are three Los Angeles Transit Lines services on Pacific Avenue; the No. 55 line on Pacific between Randolph and Gage, which has a 15-minute headway, the No. 50 line on Pacific between Randolph and Florence with 5 to 15-minute headway and the "J" line on Pacific between Randolph and Florence with a 4 to 7½-minute headway. In addition, there is a Metropolitan Coach Lines service on Pacific between Randolph and Florence with a 12 to 20-minute headway and a Cross Town Lines service with a 20-minute headway. These multiple services plus an additional service will slow Los Angeles Transit Lines time and make it difficult to maintain schedules as all services use, and applicant proposes to use, the street car track lane, loading and unloading at the existing passenger zones in the middle of the street. This witness proposed a different routing.³

Any routing other than that proposed by the applicant is disapproved by the City of Huntington Park. Although the protestant appears to fear that adding another carrier will delay

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Exhibit No. 8.

its services, the evidence does not demonstrate that such would be the result. Applicant presented a traffic count (Exhibit No. 5) of southbound traffic using the route or rail portion of Pacific Boulevard. During the most congested 20-minute period a total of 63 vehicles, including 10 of protestant's vehicles, passed the intersection of Pacific and Gage southbound. Applicant will operate on a 20-minute headway during the peak periods (30 minutes at other periods) and it does not appear that an additional vehicle each 20 minutes will adversely affect the protestant.

We find that the proposed routing along Santa Fe Avenue, Randolph Street, Pacific Avenue and Florence Avenue, and the abandonment of service via Gage Avenue and Zoe Avenue is not adverse to the public interest. The requested authority will be granted. There will be no change in vehicle requirements, schedules or fares.

O R D E R

Application as above entitled having been filed, a public hearing having been held, evidence presented, and the matter argued and submitted,

IT IS ORDERED:

(1) That the route description of applicant's Huntington Park-Imperial-Avalon Route acquired by applicant from Landier Transit Co., Inc., pursuant to Decision No. 48153 dated January 13, 1953, on Application No. 33827, is amended to read as follows:

Commencing at Imperial Highway and Avalon Boulevard, thence easterly on Imperial to Central Avenue, thence northerly on Central to 103rd Street, thence easterly on 103rd Street to Grape Street, thence northerly

on Grape to 97th Street and westerly to Anzac, thence northerly on Anzac and Fir Avenues to 83rd Street, thence easterly to Crockett Boulevard to Nadeau Avenue, thence easterly to Santa Fe Avenue, thence northerly on Santa Fe Avenue to Randolph Street and easterly to Pacific Avenue, thence southerly on Pacific Avenue to Florence Avenue, thence westerly on Florence Avenue to Santa Fe Avenue, thence southerly on Santa Fe and return over same route to Imperial Highway and Stanford Avenue, thence southerly on Stanford Avenue to 115th Street, thence westerly on 115th Street to Avalon Boulevard and northerly to the point of beginning at Avalon and Imperial Highway.

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.

(2) That prior to abandonment of service via Gage Avenue and Zoe Avenue, applicant shall post plainly visible notices in all of its buses and at stops used in the said Huntington Park-Imperial-Avalon Route, advising passengers of the proposed change.

Such notices shall remain posted for at least five days prior to the change in routing herein authorized.

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

Dated at Los Angeles, California,
this 11th day of May, 1954.

Robert Mitchell
President

Justin J. Cassner

Kenneth Potter

James Higgins

Commissioners