

**ORIGINAL**Decision No. 50943

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SAN DIEGO TRANSIT SYSTEM, )  
 a corporation, for certificate of public )  
 convenience and necessity to enlarge the )  
 area of coverage to the east of the City )  
 of National City (part of which is )  
 is in the City of San Diego) by (1) re- )  
 routing Route "W"; (2) establishing new )  
 route (Route "12"); (3) extending serv- )  
 ice to the Division Street-Harbrison )  
 Avenue area; (4) extending service to )  
 the Paradise Hills area and to Bayview )  
 Hills (Navy Housing Project) and )  
 (5) a. discontinuing service west of )  
 National Avenue between 13th Street )  
 and 18th Street; b. on Palm Avenue )  
 between 4th Street and 8th Street; )  
 and c. on the present turnaround in )  
 Paradise Hills over Alleghany Street, )  
 Reo Drive and Flintridge Drive. )

Application  
No. 35896

Lindley, Lazar and Scales, by Leon W. Scales,  
 for applicant. Helen M. Griffin, for Lincoln Acres Civic  
 Club, W. L. Berger, for Paradise Hills Community Club,  
Mrs. Marian F. Ballard, F. A. Schmidt and Ruth Hawkins,  
 interested parties. William F. Hibbard, Associate  
 Transportation Engineer, for the Commission's staff.

O P I N I O N

By the order of Decision No. 42744, dated April 19,  
 1949, on Application No. 30173, applicant has authority to render  
 service as a passenger stage corporation in the Cities of National  
 City and San Diego via the following route, designated Route "W":

Beginning at the intersection of 18th Street and  
 Grove Street; thence along Grove Street, 22d Street,  
 Prospect Street, 24th Street, Grove Street, Sweetwater  
 Road, 32d 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, Albemarle Street and Flintridge Drive to Alleghany Street.

By the application herein applicant seeks authority (1) to discontinue service from the intersection of 18th Street and National Avenue via 18th Street, Taft Avenue and 13th Street to National Avenue, and in lieu thereof to route service via National Avenue between its intersections with 18th Street and 13th Street; (2) to discontinue service on Palm Avenue between its intersections with 4th Street and 8th Street; (3) to extend service from the intersection of Palm Avenue and 4th Street via Palm Avenue and Division Street to Harbison Avenue; (4) to include the portion of the line extending east from the intersection of Palm Avenue and 8th Street via 8th Street, Harbison Avenue, and 16th Street to Rachael Avenue in the proposed Route "12"; and (5) to abandon service along Alleghany Street, Reo Drive, Albemarle Street, and Flintridge Drive to Alleghany Street. It also seeks authority to inaugurate a new service to be known as Route "12" which will operate from the intersection of 8th Street and National Avenue via 8th Street, Harbison Avenue, 16th Street, Rachael Avenue, Albemarle Street, Calle Serena, Alleghany Street, Munda Road, Oriskany Road, Ranger Road and Saipan Drive to Munda Road. Those portions of this proposed route from the intersection of 8th Street and Palm Avenue, via 8th Street, Harbison Avenue and 16th Street to Rachael Avenue, and along Albemarle Street between Flintridge Drive and Reo Drive are portions of the existing Route "W".

A public hearing on the application was held in National City on December 8, 1954, before Examiner Kent C. Rogers. At the hearing evidence was presented and the matter was submitted. It is ready for decision. Prior to the hearing, notice thereof was posted and published as required by this Commission. There were no protests to the proposal insofar as the changes in routing are concerned. The applicant intends to adjust its schedules so that the altered Route "W", which now has Sunday and holiday service, will not have such service. The proposed Route "12" will have Sunday and holiday service. All of the interested parties were concerned with the proposed schedules (Exhibits 7 and 8). Applicant's traffic superintendent stated that an attempt will be made to operate schedules satisfactory to the riders.

Fares in the presently served areas will remain the same. The proposed service on Route 12 beyond the easterly terminus of Route "W" will be in applicant's existing Zone 4. No additional equipment will be required. The City of San Diego and the City of National City do not object to the proposals.

Applicant's superintendent of traffic testified in its behalf.

Concerning applicant's proposal to route its buses via National Avenue between its intersections with 13th Street and 18th Street, the superintendent stated that Taft Avenue has been converted to a freeway and that ingress and egress thereto or therefrom on 18th Street and 13th Street have become extremely dangerous. He stated that for some time, in the interests of safety, applicant has been routing service via Harding Avenue,

one block to the east of Taft Avenue. Harding Avenue, he said, is a dirt street and not suitable for passenger stage use. National Avenue is the main north to south business street in National City and is less than one-quarter mile from Harding Avenue and about one-third mile from Taft Avenue. There were no protests to this proposal. Upon the evidence of record it appears that the proposed abandonments are not adverse to the public interest, and that public convenience and necessity require that applicant extend its services along National Avenue between 13th Street and 18th Street.

Applicant also proposes to abandon service on that portion of route "W" along Palm Avenue between 8th Street and 4th Street, a distance of one-quarter mile, and to extend service from the intersection of 4th Street and Palm Avenue via Palm Avenue and Division Street to Harbison Avenue.

Applicant's traffic superintendent testified that the routing along Division Street will enable applicant to serve a residential area and a school on or near Division Street and that the proposal was made at the request of the National City Chamber of Commerce. If the abandonment is authorized, no passenger will be required to walk more than one-eighth mile additional in order to secure transportation into National City. There were no protests to these changes. Upon the evidence of record herein we find that the abandonment of service along Palm Avenue between 4th Street and 8th Street is not adverse to the public interest, and that public convenience and necessity require that applicant extend its services from the intersection of 4th Street and Palm Avenue via Palm Avenue and Division Street to Harbison Avenue.

Applicant also proposes to render a service via a route to be known as Route "12" which will be from National Avenue and 8th Street in National City, to Saipan Drive and Munda Road in the City of San Diego. A portion of the line will operate from the intersection of National Avenue and 8th Street via 8th Street to Palm Avenue. There is no service at present over this portion of the proposed route, and the granting of the requested authority will permit applicant to render a more direct service to downtown National City. From 8th Street and Palm Avenue, Route "12" will follow the present route of Route "W" to 16th Street and Rachael Avenue. At this point it will depart from the existing Route "W" and proceed via Rachael Avenue, Albemarle Street (a portion of the Route "W" turnaround is now along Albemarle Street between Flintridge Drive and Ree Drive), Calle Serena, Alleghany Street, Munda Road, Oriskany Road, Ranger Road and Saipan Drive to Munda Road. Under the proposal only the turnaround loop on the existing Route "W" will be deprived of service and no portion of the existing route will be more than one-quarter mile from the proposed Route "12". Applicant's witness stated that the granting of this proposal will permit applicant to serve the Paradise Hills and Tres Lomas areas along Albemarle Street in San Diego and a newly developed area northeast thereof in the vicinity of Ranger Road. He stated that the proposal will enable applicant to provide a service to approximately 1,900 families not now served. There was no objection to these proposals. Upon the evidence of record herein we find that the proposed abandonment of service along the portion of Route "W" extending east from the intersection of Alleghany Street and Rachael Avenue is not adverse to the public

interest, and that public convenience and necessity require that applicant render service as a passenger stage corporation (1) between the intersection of 8th Street and National Avenue, on the one hand, and the intersection of 8th Street and Palm Avenue, on the other hand, and (2) between the intersection of 16th Street and Rachael Avenue, on the one hand, and the intersection of Saipan Drive and Munda Road, on the other hand, as set out in the order herein.

O R D E R

A public hearing having been held and the Commission having made the findings above set forth, and the Commission being fully advised in the premises,

IT IS ORDERED:

(1) That San Diego Transit System be, and it hereby is, authorized to abandon those portions of its Route "W", heretofore authorized to be served by Decision No. 42744, dated April 19, 1949, on Application No. 30173, described as follows:

- (a) From the intersection of 18th Street and National Avenue, via 18th Street, Taft Avenue and 13th Street to National Avenue;
- (b) Along Palm Avenue between its intersections with 4th Street and 8th Street;
- (c) From the intersection of Rachael Avenue and Alleghany Street, via Alleghany Street, Roo Drive, Albemarle Street and Flintridge Drive to Alleghany Street.

(2) That a certificate of public convenience and necessity be, and it hereby is, granted to San Diego Transit System, authorizing the establishment and operation of services as a

passenger stage corporation, as defined in Section 226 of the Public Utilities Code, for the transportation of passengers (a) between the intersection of 18th Street and National Avenue, on the one hand, and the intersection of 13th Street and National Avenue, on the other hand, via National Avenue; (b) between the intersection of 4th Street and Palm Avenue on the one hand, and the intersection of Division Street and Harbison Avenue, on the other hand, via Palm Avenue and Division Street; (c) between the intersection of 8th Street and National Avenue, on the one hand, and the intersection of Palm Avenue and 8th Street, on the other hand, via 8th Street; and (d) between the intersection of 16th Street and Rachael Avenue, on the one hand, and the intersection of Saipan Drive and Munda Road, on the other hand, via Rachael Avenue, Albemarle Street, Calle Serona, Alleghany Street, Munda Road, Oriskany Road, Ranger Road and Saipan Drive, serving intermediate points in each instance, as extensions of and to be consolidated with applicant's existing rights.

(3) That in providing service pursuant to the certificate granted by paragraph (2) of this order, San Diego Transit System shall comply with and observe the following service regulations:

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty days after the effective date hereof, and upon not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make effective tariffs satisfactory to the Commission.

(4) That applicant may consolidate that portion of Route "W" as described in Decision No. 42744, dated April 19, 1949, on Application No. 30173, which remains after the abandonments of portions thereof described in Paragraph 1 of the order herein with the extensions authorized by Paragraph 2 of the order herein, and may divide such route into two lines, to be known as Route "W" and Route "12", which shall operate over the following routes in the City of San Diego and the City of National City:

Route "W"

Beginning at the intersection of 18th Street and Grove Street, thence along Grove Street, 22d Street, Prospect Street, 24th Street, Grove Street, Sweetwater Road, 32d Street, Orange Street, Sweetwater Road, Ridgeway Drive, Granger Avenue, 18th Street, National Avenue, 4th Street, Palm Avenue, and Division Street to Harbison Avenue.

Route "12"

Beginning at the intersection of 8th Street and National Avenue, thence along 8th Street, Harbison Avenue, 16th Street, Rachael Avenue, Albemarle Street, Calle Serona, Alleghany Street, Munda Road, Oriskany Road, Ranger Road, and Saipan Drive to Munda Road.

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.

(5) That prior to the discontinuance of service pursuant to paragraph (1) of the order herein, San Diego Transit System shall post plainly visible notices in all of its buses and terminals used in its present Route "W" services, stating the changes to be made in its routing and schedules. Such notices

shall remain posted for at least five days prior to the changes authorized by paragraphs (1) and (4) of the order herein.

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

Dated at San Francisco, California,  
this 4th day of JANUARY, 1955.

Peter E. Mitchell  
President

Justin J. Casner  
Ray G. Lutermeier

Commissioners