

ORIGINALDecision No. 51412

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 LOS ANGELES TRANSIT LINES, a corpora-
 tion, for authority to modify the
 terminal operation of its East
 Jefferson-Coliseum Motor Coach Line
 No. 18.

Application No. 36624

Richard L. Wells, of Gibson, Dunn and
 Crutcher, for Los Angeles Transit Lines. Thomas V.
 Tarbet, for the Department of Public Utilities and
 Transportation of the City of Los Angeles.

O P I N I O N

The applicant herein presently operates its East
 Jefferson-Coliseum Motor Coach Line No. 18 over the following
 described route:

Commencing at the intersection of 41st Street and
 Ascot Avenue, thence via 41st Street, Central Avenue,
 Jefferson Boulevard, Hoover Boulevard, Exposition
 Boulevard, Arlington Avenue, Rodeo Road and Coliseum
 Street to off-street terminal located at Hillcrest
 Drive and Coliseum Street.

Return via Coliseum Street, Rodeo Road, Exposition
 Boulevard, Hoover Boulevard, University Avenue,
 Jefferson Boulevard, Central Avenue, 41st Street,
 Hooper Avenue, 41st Place and Ascot Avenue to 41st
 Street.

Service during school hours as follows:

From Coliseum Street and Buckingham Road, thence
 via Buckingham Road, Rodeo Road, Chesapeake Avenue,
 Exposition Boulevard (south side) and Farmdale Avenue
 to Rodeo Road.

Service during school hours (continued):

Return via Rodeo Road and Buckingham Road to the intersection of Buckingham Road and Coliseum Street and to the regular route above set forth.

Also from the intersection of Coliseum Street and Crenshaw Boulevard, via Crenshaw Boulevard and Rodeo Road to Rodeo Road and Buckingham Road. Return via reverse of above route.

By the instant application, as amended, it proposes (1) to provide a two-block extension of the East Jefferson-Coliseum Motor Coach Line No. 18 along Coliseum Street between Hillcrest Avenue and Chesapeake Avenue, and (2) to eliminate from the existing certificated authority a turnaround description, and, in lieu thereof, to use a general term to describe this turnaround in keeping with other certificated authority which it holds from this Commission.

A public hearing was held on April 7, 1955, before Examiner Grant E. Syphers, at which time evidence was adduced and the matter was submitted for decision.

A witness for applicant testified that the two-block extension of the route along Coliseum Street was proposed inasmuch as the present terminus of the line at Coliseum Street and Hillcrest Avenue is immediately adjacent to the Coliseum Street Elementary School. The extension will eliminate the necessity of the bus turning in the vicinity of this school and also will provide a more acceptable service for an apartment development immediately west of Chesapeake Avenue.

Exhibit No. 1 is a map showing the proposed changes, and Exhibit No. 2 is a certified copy of a letter from the Board of Public Utilities and Transportation of the City of Los Angeles to this Commission, dated April 5, 1955, advising that, on March 8, 1955, the board approved the rerouting of the motor coach line so as to permit a turnaround via Chesapeake Avenue, Rodeo Road and Potomac Avenue. This is the same routing as is proposed herein for

the turnaround at the terminus of this line. It should be noted that the City approval is for a temporary routing pending a study as to the feasibility of establishing a turnaround space at the intersection of Coliseum Street and Chesapeake Avenue. Four residents of the area appeared and stated that they approved applicant's amended proposal.

Upon consideration of all of the evidence we find that public convenience and necessity justify the proposed changes. They will be authorized.

O R D E R

Application as above entitled having been filed, public hearing having been held thereon, the Commission being fully advised in the premises and hereby finding that public convenience and necessity so require,

IT IS ORDERED:

That the East Jefferson-Coliseum Motor Coach Line No. 18 as described in Decision No. 38272 dated October 10, 1945, in Application No. 19159 and as amended by Decision No. 41457 dated April 13, 1948, in Application No. 19159 is hereby further amended to read as follows:

EAST JEFFERSON-COLISEUM MOTOR COACH LINE

Commencing at the intersection of 41st Street and Ascot Avenue, thence via 41st Street, Central Avenue, Jefferson Boulevard, Hoover Boulevard, Exposition Boulevard, Arlington Avenue, Rodeo Road and Coliseum Street to Chesapeake Avenue; and returning via Coliseum Street, Rodeo Road, Exposition Boulevard, Hoover Boulevard, University Avenue, Jefferson Boulevard, Central Avenue and 41st Street to Ascot Avenue.

Also, for school service only, commencing at the intersection of Coliseum Street and Buckingham Road, thence via Buckingham Road and Rodeo Road to Farmdale Avenue; returning via the reverse thereof.

Also, for school service only, commencing at the intersection of Coliseum Street and Crenshaw Boulevard, thence via Crenshaw Boulevard and Rodeo Road to Buckingham Road; returning via the reverse thereof.

Coaches to be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around not more than two blocks contiguous to such intersection, or in accordance with local traffic regulations.

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

Dated at San Francisco, California, this 3rd day of May, 1955.

John E. Mitchell
President
James J. Cassese
Paulo Antunes
William H. Haskin

Commissioners