

ORIGINAL

Decision No. 52999

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
LOS ANGELES TRANSIT LINES, a corporation,)	
for authority to modify terminal operation)	
of its Normandie-Vernon-Jefferson Motor)	Application No. 37736
Coach Line No. 27, abandoning portion of)	
route on Vernon Avenue between Hoover)	
Street and Vernon Avenue.)	

O P I N I O N

Applicant requests authority to reroute a portion of its present Line No. 27 by cutting back the present loop operation from Hoover Street to Vermont Avenue, a distance of about three blocks. The present Line No. 27 is a consolidation of the old lines Nos. 27 and 57. The new loop will be operated beginning at the intersection of Vernon Avenue and Kansas Street, thence along Kansas Street, 43rd Street, Vermont Avenue and Vernon Avenue to point of beginning.

As justification for its proposal applicant alleges that when events are held at Los Angeles Memorial Coliseum heavy volumes of street traffic are concentrated in the area between Vermont Avenue and Hoover Street through which the terminal operation of the line is now routed via Vermont Avenue, 43rd Place, Hoover Street and Vernon Avenue; that in order to accommodate traffic attracted by such events Menlo Avenue is operated at such times as a one-way street; that irregularity of service on the entire route results from delays experienced because of severe traffic congestion encountered on the terminal operations east of Vermont Avenue during Coliseum events; that very few originating passengers are handled by the Vernon-Jefferson service at the stop at Vernon Avenue and

Hoover Street, which is the only stop east of Vermont Avenue on the line; that service on that portion of the route proposed to be abandoned, along Vernon Avenue between Vermont Avenue and Hoover Street, is duplicated by Vernon-Vermont Street car line "V"; that the proposed modification of terminal operation of the Normandie-Vernon-Jefferson coach service will retain the existing transfer connections with street car line "V" and with South Vermont Avenue-Highland Park Coach Line No. 6 at the intersection of Vernon and Vermont Avenues; that in addition to the reduction of service delays caused by traffic congestion, the proposed modification of terminal operation will permit a reduction of approximately 16,000 substantially nonproductive scheduled coach miles per year.

The proposed modification of route will result in no change in existing fares.

Applicant's proposed route change has been approved by the Board of Public Utilities and Transportation of the City of Los Angeles after public hearing, notices thereof having been posted along said route and in buses. No one appeared at said hearing to protest the application. A Commission engineer has made a favorable report. Only a few passengers will be slightly inconvenienced by having to walk a distance of not more than three blocks or by transferring to the "V" line at the intersection of Vermont and Vernon Avenues. On the other hand, a much larger number of patrons are now inconvenienced by having to travel to Hoover Street and return.

The Commission is of the opinion and finds that the proposed route change is in the general public interest and therefore the application will be granted. A public hearing is not deemed necessary.

O R D E R

Application having been made, the Commission being fully advised in the premises, and good cause appearing,

IT IS ORDERED:

(1) That the descriptions of Line No. 27, as heretofore set forth and as amended in Decisions Nos. 41457, 42407 and 46054, and of Line No. 57, as heretofore set forth in Decision No. 41656, be, and the same hereby are, further amended and consolidated to read as set forth in Appendix A, attached hereto and made a part hereof.

(2) That applicant shall give notice to the public, by posting in its Line No. 27 buses a description of the new route, such notice to be posted not less than seven days before the effective date of said route change, and shall remain posted not less than ten days after said effective date.

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

Dated at San Francisco, California, this 1st day of May, 1956.

[Signature]
 President

[Signature]

[Signature]

[Signature]

Commissioners

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APPENDIX A

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Los Angeles Transit Lines, a corporation, pursuant to the authority heretofore granted, and as amended in the above-numbered decision, is authorized to operate its Line No. 27 over and along the route hereinbelow described, subject, however, to the authority of this Commission to change or modify said route at any time:

Normandie-Vernon-Jefferson Line No. 27

Beginning at the intersection of Imperial Highway and Normandie Avenue, thence along Normandie Avenue to Vernon Avenue, Vernon Avenue to Kansas Street, Kansas Street to 43rd Street, 43rd Street to Vermont Avenue, Vermont Avenue to Vernon Avenue, Vernon Avenue to 11th Avenue, 11th Avenue to 43rd Street, 43rd Street to Crenshaw Boulevard, Crenshaw Boulevard to Santa Barbara Avenue, Santa Barbara Avenue to Marlton Avenue, Marlton Avenue to Santa Rosalia Drive, Santa Rosalia Drive to Hillcrest Drive, Hillcrest Drive to Santa Barbara Avenue, Santa Barbara Avenue to Rodeo Road, Rodeo Road to Jefferson Boulevard, Jefferson Boulevard to off street terminal on Jefferson Boulevard near 10th Avenue, returning via reverse of said route.

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.