

ORIGINALDecision No. 60926

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SAN DIEGO TRANSIT)
 SYSTEM, a corporation, for auth-)
 ity to extend its Route "11" -)
 ADAMS AVENUE-LOGAN HEIGHTS line.)

Application No. 42605

Lindley, Scales and Patton, by Leon W. Scales,
 for applicant.
W. Earl Smart, for Freddie Allen Bus Line, Inc.,
 protestant.
Frederick B. Holoboff, Chief Deputy City Attorney,
 for the City of San Diego, interested party.
R. R. Entwistle and F. G. Ballenger, for the
 Commission staff.

O P I N I O N

San Diego Transit System, a corporation, is a common carrier of passengers between various points in and around San Diego, California (see Decision No. 55090, dated June 4, 1957, in Application No. 38858, as amended).

Included in its routes is Route "11" - ADAMS AVENUE-LOGAN HEIGHTS which, specified in Second Revised Page 29 in Appendix A to Decision No. 59432, dated December 21, 1959, in Application No. 41621, is as follows:

Route "11" - ADAMS AVENUE-LOGAN HEIGHTS

From the intersection of Kildale Road and Marlborough Drive, via Marlborough Drive, Adams Avenue, Park Boulevard, University Avenue, and 1st Avenue to Beech Street, then eastbound only via Beech Street and 2nd Avenue to Broadway, then via Broadway, 16th Street, Logan Avenue, 26th Street, National Avenue, 43rd Street, Logan Avenue, and Olvera Avenue to Mira Flores Avenue.

Also, from the intersection of 2nd Avenue and Broadway, westbound only via Broadway and 1st Avenue to Beech Street.

Also, from the intersection of National Avenue and 32nd Street, via 32nd Street to Norman Scott Road.

By the application herein, filed on August 24, 1960, applicant proposes to extend service east from the intersection of Olvera Avenue and Mira Flores Avenue as follows:

Olvera Avenue, 58th Street, Detroit Avenue, 65th Street, Skyline Drive, Meadowbrook Drive, Brookhaven Road, Briarwood Road, Paradise Valley Road, and Sweetwater Road to Elkelton Boulevard, then loop via Elkelton Boulevard, Jamacha Road, and Sweetwater Road to Elkelton Boulevard.

The matter was set for hearing in San Diego on September 13, 1960. On said date it was called and continued for hearing in San Diego before Examiner Kent C. Rogers on September 14, 1960, at which time and place evidence was presented and the matter was submitted. It is ready for decision.

Exhibit No. 1 herein shows the present route of applicant's Line "11", the proposed extension thereof, parallel lines of the applicant, and the proposed routes of the protestant, Freddie Allen Bus Line, Inc.

At the present time applicant's Line "11" buses provide service between San Diego and the intersection of Olvera Avenue and Mira Flores Avenue. The principal service extends to the intersection of 47th Street and Logan Avenue. One trip an hour extends to the Mira Flores and Olvera Avenues intersection. This results in a layover period under the present schedules.

Under the proposal the layover time would be used to provide service on the proposed extension and no reduction of service would be required. In addition, applicant would not be

required to secure additional help, and the only added expense to the applicant would be the cost of running the bus over the extension, a total round-trip distance of approximately 13.4 miles. This cost is estimated by applicant to be 20 cents per mile. Applicant will make 14 round trips daily, Monday through Friday.

Applicant estimates that at present there are 2,450 homes in the area which will be served by the extension (Exhibit No. 1), and that the operation will result in a profit, based on cost of driving the bus versus letting the bus sit at the present terminus, of \$765.00 annually (Exhibit No. 2).

It appears from surveys that applicant may reasonably expect the estimated patronage (Exhibit Nos. 3 and 5). In addition, 11 residents of the area to be served by the proposed extension appeared in support of the application.

Fares will be those presently in effect, i.e., 25 cents cash or a 20-cent token for the first two zones, and 7 cents for each additional zone. The extension is in applicant's zones 3, 4 and 5, with resultant cash fares from downtown San Diego of 32 cents, 39 cents and 46 cents, respectively.

The City and County of San Diego expressed no objection to the proposal. The Chief Deputy City Attorney of San Diego called as a witness an Associate Traffic Engineer of the City of San Diego who pointed out that along the portion of the proposed extension on Skyline Drive the highway was approximately 20 feet wide with dirt shoulders, and should be improved with 6-foot shoulders and the cement covered with one or two inches of asphalt. In addition, he recommended that the proposed operation over

Brookhaven Road, Briarwood Road and Paradise Valley Road be eliminated and the service be routed over Meadowbrook Road between Brookhaven Road and Paradise Valley Road. It appears, however, that these recommendations have not been requested by the City of San Diego which has taken no official position. Some of the public witnesses opposed such proposed routes as it would require them to walk one half to three fourths of a mile for service.

Freddie Allen Bus Line, Inc., which has an application pending for authority to serve between El Cajon and San Ysidro, protested the application. This applicant proposes to operate in part along Sweetwater Road between Jamacha Road and Paradise Valley Road and along Paradise Valley Road, Briarwood Road, Brookhaven Road and Meadowbrook Drive, a distance approximately three miles one way. This routing, except for a stretch along Meadowbrook Drive, will be served by applicant herein by the proposed extension, and it appears to be in the public interest to permit applicant to serve as it has proposed.

The evidence herein shows, and we find and conclude, that public convenience and necessity require that applicant extend service as it has proposed. It will be so ordered.

O R D E R

An application having been filed, a public hearing having been held thereon, the Commission having found that public convenience and necessity require that applicant extend service as proposed in the application, and based on said findings,

IT IS ORDERED:

1. That a certificate of public convenience and necessity be, and it hereby is, granted to San Diego Transit System, a corporation, authorizing it to establish and operate a service for the transportation of persons as a "passenger stage corporation", as defined in Section 226 of the Public Utilities Code between the points and over the routes more particularly set forth in Appendix A attached hereto and made a part hereof, subject to the conditions and restrictions as set forth in said Appendix A.

2. That Appendix A to Decision No. 55090, dated June 4, 1957, in Application No. 38858, as finally amended by Appendix A to Decision No. 59432, dated December 21, 1959, in Application No. 41621, is hereby further amended by incorporating therein Third Revised Page 29 which is attached hereto as Appendix A and made a part hereof.

3. That in providing service pursuant to the authority herein granted, San Diego Transit System shall comply with the following regulations:

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98 and insurance requirements of the Commission's General Order No. 101-A. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Orders Nos. 98 and 101-A, may result in a cancellation of the operating authority granted by this decision.

(b) Within sixty days after the effective date hereof, and on 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 and timetables satisfactory to the Commission.

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

Dated at San Francisco, California, this 18th day of October, 1960.

[Signature]

 President

[Signature]

[Signature]

[Signature]

Theodore James

 Commissioners

Section 3. ROUTE DESCRIPTIONS (continued)

ROUTE "11" - ADAMS AVENUE-LOGAN HEIGHTS

From the intersection of Hilldale Road and Marlborough Drive, via Marlborough Drive, Adams Avenue, Park Boulevard, University Avenue, and 1st Avenue to Beech Street, then eastbound only via Beech Street and 2nd Avenue to Broadway, then via Broadway, 16th Street, Logan Avenue, 26th Street, National Avenue, 43rd Street, Logan Avenue, and Olvera Avenue, 58th Street, Detroit Avenue, 65th Street, Skyline Drive, Meadowbrook Drive, Brookhaven Road, Briarwood Road, Paradise Valley Road, and Sweetwater Road to Elkelton Boulevard, then loop via Elkelton Boulevard, Jamacha Road, and Sweetwater Road to Elkelton Boulevard.

Also, from the intersection of 2nd Avenue and Broadway, westbound only via Broadway and 1st Avenue to Beech Street.

Also, from the intersection of National Avenue and 32nd Street, via 32nd Street to Norman Scott Road.

Issued by California Public Utilities Commission.

Decision No. 60926, Application No. 42605.