

**ORIGINAL**

Decision No. 61137

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
CROSS TOWN SUBURBAN BUS LINES, INC., for  
authority to reroute its Routes 14 and  
15; for authority to reduce Saturday  
service on Route 14; to delete School  
Routes A, B, C and D from its certifi-  
cate, and in lieu thereof for authority  
to operate special school routes within  
a certain defined area; and for ex  
parte order.

Application No. 42616

John J. Cayer for applicant.  
Musick, Peeler & Garrett, by Bruce A. Bevan, Jr.,  
for Los Angeles Metropolitan Transit Authority;  
Raymond J. Corbett, for the City of Gardena;  
Marshall A. Chamberlain, for the City of  
Torrance; Herbert B. Atkinson, for South  
Los Angeles Transportation Company, pro-  
testants.  
L. A. Bullock, City Attorney, for the City of  
Compton, interested party.  
Fred G. Ballenger, for the Commission staff.

O P I N I O N

Applicant renders passenger stage service via various routes in, between, and in the vicinity of, the Cities of Los Angeles, Whittier, Manhattan Beach, Hermosa Beach, and Redondo Beach. (Decision No. 59054, dated September 29, 1959, in Application No. 41279, as amended).

By the application herein, filed with this Commission on August 26, 1960, applicant seeks authority (1) to reroute its Route No. 14, Compton-Lynwood, and its Route No. 15, Compton-Inglewood,<sup>1/</sup>

<sup>1/</sup> By Decision No. 60239, dated June 6, 1960, in Application No. 41897, the name of this line was changed to Route No. 22, Compton-Imperial-Inglewood. It will be referred to herein as Route No. 22, Compton-Inglewood.

(2) to reduce Saturday service on Route No. 14, and (3) to delete school Routes A, B, C and D from its certificate, and in lieu thereof to provide school service via the most convenient routes in a described area.

A public hearing on the application was held in Los Angeles on October 17, 1960, before Examiner Kent C. Rogers. 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.

The City of Gardena, the City of Torrance, the South Los Angeles Transportation Company, and the Metropolitan Transit Authority objected to the proposed boundaries of the school pickup and delivery area. This proposed area was modified by changing the boundaries, and the protests were withdrawn. The Los Angeles Metropolitan Transit Authority also objected to the proposed rerouting of Route Nos. 14 and 15 along Willowbrook Avenue in the City of Compton.

#### School Service

The applicant presently provides school service via designated Routes A, B, C and D in the Inglewood area. In lieu of this routing in said area, authority is requested to operate the service within a designated territory which would serve five schools, namely, Morningside High School, St. Joseph's Elementary School, Monroe Junior High School, Leuzinger High School, and Lawndale High School. These schools are all located within an area bounded as follows:

Commencing at the intersection of Redondo Beach Boulevard and Aviation Boulevard, Aviation Boulevard, Imperial Highway, Prairie Avenue, Century Boulevard, Crenshaw Boulevard, 80th Street, 5th Avenue, Imperial Highway, Crenshaw Boulevard, and Redondo Beach Boulevard to the point of beginning.

Applicant proposes to serve the schools via the most direct and appropriate routes within the boundaries set forth above. The reason for the change in service is that applicant has found it impractical to operate via specifically named school routes in that from time to time these routes must change, often on short notice, due to the shift of enrollment of the schools served, the building of new schools, and changes in the boundaries of areas served by a particular school.

The fares will remain the same and the service will be operated in time to meet the needs of the pupils.

The Commission having considered this portion of the application, is of the opinion and finds and concludes that public convenience and necessity require that the applicant provide school service as a passenger stage corporation as set forth in the order herein.

Route No. 14, Compton-Lynwood

The present description of this route is as follows:

Beginning at the intersection of McKinley Avenue and Caldwell Street (Richland Farms), thence along Caldwell Street, Wilmington Avenue, Olive Street, Acacia Street, Compton Boulevard (Compton), Santa Fe Avenue, Oaks Avenue, and Long Beach Boulevard to its intersection with Orchard Avenue, then loop alternately in each direction via Long Beach Boulevard (Lynwood), Imperial Highway, Atlantic Avenue, Century Boulevard, Bullis Road and Orchard Avenue to its intersection with Long Beach Boulevard.

Applicant proposed to discontinue service on Bullis Road and Orchard Avenue and to shift service from Oaks Avenue to Pine Avenue. In addition it proposes to extend service, as a portion of Route No. 14, from the intersection of Compton Boulevard and Willowbrook Avenue, via Willowbrook Avenue, Rosecrans Avenue and Wilmington Avenue to its intersection with 124th Street.

These changes in routing and the extension will enable applicant to provide a one-way operation except for a loop from Imperial Highway via Century Boulevard, Atlantic Avenue and Imperial Highway to Century Boulevard, with more frequent and less-confusing service at all stops north of the intersection of Long Beach Boulevard and Orchard Avenue; to comply with the request of the City of Compton to serve along Pine Avenue; and to render a direct service from 124th Street and Wilmington Avenue through Compton to the St. Francis Hospital and a shopping center, both in the vicinity of Century Boulevard and Imperial Highway in Lynwood.

The only area where the proposed changes would disaccommodate passengers is along Bullis Road. Applicant's witness testified that Bullis Road is a residential street with numerous stop signs thereon; that Lynwood High School is situated adjacent to it; and that the residents served by the line on Bullis Road are members of two-car, or more, families.

Under the proposal the frequency of service Mondays through Fridays will remain approximately the same as at present.

Saturday service is to be reduced from hourly to two-hourly service. This change, however, will not adversely affect the patrons inasmuch as the loop service from the intersection of Long Beach Boulevard and Orchard Avenue is being eliminated and a one-way service instituted in its place. At present one bus goes counterclockwise via Bullis Road and one bus clockwise via Long Beach Boulevard. Having both buses go in the same direction will give the same frequency of service in one direction over most of the line.

Upon the evidence of record the Commission is of the opinion and finds and concludes that the proposed abandonments and reductions of service on Route No. 14 are not adverse to the public interest and that public convenience and necessity require that the applicant extend service via Route No. 14 as proposed in the application herein.

Route No. 22, Compton-Inglewood (Route No. 15)

This line extends between the City of Inglewood and the City of Compton. In Compton a portion of the route is along Acacia Avenue between Rosecrans Avenue and Compton Boulevard.

By the application herein, applicant requests authority to reroute the Acacia Avenue portion of the line two blocks east to Willowbrook Avenue. Willowbrook Avenue between Rosecrans Avenue and Compton Boulevard is a divided highway in the middle of which, in an unpaved right of way, are the tracks of the Los Angeles Metropolitan Transit Authority's Los Angeles-Long Beach Line (Line No. 36). The west roadway of Willowbrook Avenue is for southbound traffic only. The east roadway is for northbound traffic only. The only grade crossing between Rosecrans Avenue and Compton Boulevard is at Elm Street, approximately half way between Rosecrans Avenue and Compton Boulevard. It is approximately one-half mile between the latter two streets.

The applicant stated that the City of Compton requested the rerouting; that it does not operate along Willowbrook Avenue at present; that over the past year it has had several calls per month from people desiring that the service be removed from Acacia Street; and that less than ten passengers per day board or alight

from applicant's coaches along Acacia Street between Compton Boulevard and Rosecrans Avenue.

The City of Compton appeared in support of the proposed change of service from Acacia Street to Willowbrook Avenue. Its officials contend that public safety demands the change.

The evidence shows that Acacia Street is used for two-way traffic and varies in width from 30 feet to 36 feet between curbs; that parking is permitted on both sides of the street; and that, as a result, when cars are parked on each side of the street, two cars may not safely pass in opposite directions.

The evidence further shows that in the year 1959 and the year 1960 to date there were a total of eleven noninjury accidents along Acacia Street, three of which involved applicant's buses.

In addition, the record reflects that each roadway of Willowbrook Avenue is approximately 25 feet in width; that they may be used for one-way traffic only; that parking is permitted only on the side away from the tracks; that in the year 1959 and the year 1960 to date there was only one accident on this street between Compton Boulevard and Rosecrans Avenue; and that approximately 1120 vehicles use Willowbrook Avenue southbound and approximately 1680 vehicles use Willowbrook Avenue northbound in a peak eight-hour period.

It was stipulated that the protestant operates its Los Angeles-Long Beach Line No. 36 in part along the Willowbrook Avenue right of way between Rosecrans Avenue and Compton Boulevard; that it provides a local service picking up and discharging passengers at Compton Boulevard and Rosecrans Avenue; that the fare is 20 cents

for this local service; that said service is on an approximately 30-minute headway. The Commission's records show that applicant's fare for the same service is 15 cents.

The protestant's position is that there is no reason for rerouting; that there appears to be no more safety in the one routing than in the other; and that if the rerouting is permitted, applicant should be required to operate with closed doors along Willowbrook Avenue.

The public, or some segment thereof, desires that the change be made. The new route is close enough to the existing route that no patron will be seriously disaccommodated. The Los Angeles Metropolitan Transit Authority is entitled to whatever protection will be afforded by a restriction against applicant carrying local passengers over its existing route, but inasmuch as the City of Compton desires that the change be made, the proposed rerouting is found to be not adverse to the public interest and will be authorized. The applicant will be required to restrict its service by not transporting any passengers whose origin and destination are both along Willowbrook Avenue between its intersections with Rosecrans Avenue and Compton Boulevard, both points inclusive.

O R D E R

An application having been filed, a public hearing having been held, evidence having been presented, the Commission having made certain findings thereon and based on said findings,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be and it hereby is granted to Cross Town Suburban Bus Lines, Inc.,

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. 59054, as amended, is hereby further amended by incorporating therein the following revised pages which are attached hereto and made a part hereof:

Third Revised Page 2  
Third Revised Page 12  
Second Revised Page 15  
First Revised Page 17  
First Revised Page 18

(3) That applicant is authorized to adjust its Saturday service on Route No. 14 as requested in the application herein.

(4) That in providing service pursuant to the authority herein granted, Cross Town Suburban Bus Lines, Inc., a corporation, shall comply with the following service 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 ten 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.

(5) That Cross Town Suburban Bus Lines, Inc., shall post notices in all the buses used on its Route No. 14 and its Route No. 22, and in all its terminals, which notices shall indicate specifically the changes in routes and schedules which will result for operations conducted pursuant to this order. Such notices shall remain posted continuously for a period of not less than ten days prior to the establishment of service pursuant to the order. Proof of such posting shall be filed with the Commission within fifteen days after the establishment of service.

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

Dated at San Francisco, this 23rd. day of November, 1960.

[Signature]  
President  
[Signature]  
[Signature]  
[Signature]  
Commissioners

Commissioner Theodore H. Jenner - being necessarily absent, did not participate in the disposition of this proceeding.

CROSS TOWN SUBURBAN BUS LINES, INC.  
(a corporation)

Appendix A

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Issued by California Public Utilities Commission.

\* Changed by Decision No. 61137, Application No. 42616.

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SECTION 2 (Continued)

\*Route No. 14 - Compton-Lynwood

Beginning at the intersection of Caldwell Street and McKinley Avenue, thence along Caldwell Street, Wilmington Avenue, Alondra Boulevard, Acacia Avenue, Compton Boulevard, Santa Fe Avenue, Pine Avenue, Long Beach Boulevard and Imperial Highway to its intersection with Century Boulevard; thence loop via Century Boulevard, Atlantic Avenue, and Imperial Highway to its intersection with Century Boulevard.

Also, beginning at the intersection of Compton Boulevard and Willowbrook Avenue, thence along Willowbrook Avenue, Rosecrans Avenue and Wilmington Avenue to its intersection with 124th Street.

- \* No passengers will be transported having both origin and destination between Rosecrans Avenue and Compton Boulevard, both points inclusive.

Route No. 15 - Combined with Route No. 22

Route No. 16 - La Mirada-Artesia

- A. Beginning at the intersection of Compton Boulevard and Willowbrook Avenue (Compton), thence along Compton Boulevard, Paramount Boulevard (Paramount), Flower Avenue, Bellflower Boulevard (Bellflower), and Rosecrans Avenue (through Norwalk) to its intersection with Luitweiler Avenue (La Mirada).
- B. Over the regular route from the intersection of Compton Boulevard and Willowbrook Avenue (Compton) to the intersection of Rosecrans Avenue and Pioneer Boulevard (Norwalk), thence along Pioneer Boulevard and Carson Street to its intersection with Norwalk Boulevard.

Issued by California Public Utilities Commission.

\*Changed by Decision No. 61137, Application No. 42616.

CROSS TOWN SUBURBAN BUS LINES, INC.  
(a corporation)

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## SECTION 2 (Continued)

\*Route No. 22 - Compton-Inglewood

Beginning at the intersection of Market and Regent Streets, thence along Market Street, La Brea Avenue, Hawthorne Boulevard, Imperial Highway, Wilmington Avenue, Rosecrans Avenue, Willowbrook Avenue, Compton Boulevard, Santa Fe Avenue and Alondra Boulevard to its intersection with Mayo Avenue; thence loop via Mayo Avenue, Caldwell Street, Burris Avenue, Greenleaf Drive, Atlantic Avenue and Alondra Boulevard to its intersection with Mayo Street.

Also, along Imperial Highway between Hawthorne Boulevard and Sepulveda Boulevard.

Also, along Imperial Highway between Wilmington Avenue and Long Beach Boulevard, then loop via Long Beach Boulevard, Century Boulevard and Imperial Highway to its intersection with Long Beach Boulevard.

Restrictions:

No passengers will be transported having both origin and destination between Inglewood Avenue and Aviation Boulevard, both points inclusive.

- \* No passengers will be transported having both origin and destination between Rosecrans Avenue and Compton Boulevard, both points inclusive.

Issued by California Public Utilities Commission.

\*Changed by Decision No. 61137, Application No. 42616.

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(a corporation)

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## SECTION 3. SPECIAL SCHOOL SERVICE AREAS AND ROUTES

School Service AreasLynwood Area

To and from any school within the area bounded on the north by Michigan Avenue and the extensions thereof; on the west by Alameda Street; on the east by the Los Angeles River; and on the south by Tucker Street and McMillan Street and extensions thereof to the east.

Whittier and Vicinity Area

To and from any school within the area bounded on the north by Beverly Boulevard, Beverly Drive, Citrus Avenue, Floral Drive, Pickering Avenue, and Beverly Boulevard to Painter Avenue; on the east by Painter Avenue, Mar Vista Street, Catalina Avenue, Whittier Boulevard, and Scott Avenue to Leffingwell Road; on the south by Los Nietos Road, Telegraph Road, and Leffingwell Road to Scott Avenue; and on the west by the San Gabriel River.

\*Inglewood Area

To and from Morningside High School, St. Joseph's Elementary School, Monroe Junior High School, Leuzinger High School, and Lawndale High School via any appropriate route or routes within the area bounded as follows:

Commencing at the intersection of Redondo Beach Boulevard and Aviation Boulevard, Aviation Boulevard, Imperial Highway, Prairie Avenue, Century Boulevard, Crenshaw Boulevard, 80th Street, 5th Avenue, Imperial Highway, Crenshaw Boulevard, and Redondo Beach Boulevard to the point of beginning.

Issued by California Public Utilities Commission.

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CROSS TOWN SUBURBAN BUS LINES, INC.  
(a corporation)

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School Service Areas

Section 3 (Continued)

Service in the above areas is subject to the following conditions:

- a. Special school routes as may be necessary and convenient may be established within school service areas, provided that in addition to the filing of tariffs and timetables applicant shall first file three copies of a map showing the said school service areas, the locations of the schools served, and the routes traversed. When school routes are changed, three copies of revised maps shall be filed within thirty days after such change.
- b. Service shall be operated over and along the most convenient and direct highways, streets, or roads in accordance with local traffic regulations.

Issued by California Public Utilities Commission.

Decision No. 51137, Application No. 42616.