

Decision No. 36068

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the CITY)  
OF SACRAMENTO, a municipal corporation, for )  
an Extension of Bus Service by the Pacific )  
Gas and Electric Company. )

Case No. 4647

ORIGINAL

HUGH B. BRADFORD, City Attorney, City of Sacramento,  
for Complainant

R. W. DuVAL, for Pacific Gas and Electric Company, Defendant

JOHN J. HAMLYN and FRANK B. DURKEE, for Land Park District  
Improvement Association.

BY THE COMMISSION:

O P I N I O N

In this proceeding the City of Sacramento asks the Commission to issue its order requiring Pacific Gas and Electric Company to extend the service of its No. 2 bus line into the residential area west of William Land Park, known as the Land Park Tract, in order to provide a direct transportation route between this residential area and the various parts of the City of Sacramento, particularly the downtown business area.

A public hearing was held in this matter before Examiner Hall in Sacramento on November 16, 1942, at which time the matter was submitted for determination.

Pacific Gas and Electric Company operates the local street car and bus system within the City of Sacramento. Among the routes so operated is its No. 2 bus line. This line has one of its terminals at the Riverside Boulevard entrance to William Land Park and opposite the Riverside Baths. The route then traverses along Riverside Drive, Broadway, Tenth, and Eighth Streets to the business area of Sacramento, then returns southerly along Fifteenth and Sixteenth Streets and Land Park Drive and Eleventh Avenue to the intersection of Eleventh Avenue and Eighteenth Street, near the northeast side of William Land Park.

Complainant requests that the No. 2 bus line be extended southerly from the Riverside Boulevard terminal along Riverside Drive to Thirteenth Avenue, along Thirteenth Avenue to West Land Park Drive thence southerly along West Land Park Drive to the intersection of Bartle Drive, all as shown by Exhibit "A" attached to the amended complaint filed September 17, 1942, for the primary purpose of serving the subdivision south and west of Land Park Drive.

The record now shows that this subdivision (Land Park Tract) has 118 homes, all of them occupied. (1) Complainant produced testimony to show that residents of this area, in order to reach either terminal of the No. 2 bus line, must walk along dark streets at night or cross the park, which is not well illuminated. Furthermore, near the intersection of Riverside Boulevard and Thirteenth Avenue is a bridge of Southern Pacific Company and immediately west thereof is the east levee of the Sacramento River. At times tramps or suspicious looking characters are camped along this area. Due to the darkness of the streets, caused primarily by the present dim-out regulations, the people of the subdivision, particularly the women, are afraid of being accosted when going from or to their homes during hours of darkness. Furthermore, it was testified that the distance to the present terminal from various points in this subdivision is excessive to walk. The air-line distance, as scaled from Exhibit "A" attached to the amended complaint, is approximately 2,500 feet between the present terminal of the No. 2 bus line on Riverside Drive and the proposed terminal at the intersection of West Land Park Drive and Bartle Drive. However, the walking distance would be substantially farther due to the layout of the streets. The closest point of the subdivision to the present

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(1) The locations of these homes are shown on the map entered as Exhibit No. 2 in this proceeding.

terminal is less than 1,000 feet. Complainant's witnesses contended that there is sufficient layover of the buses at the Riverside Drive terminal to extend the service into the subdivision. Further testimony showed that an additional residential area is being developed south of the proposed terminal just outside the city limits of Sacramento. However, low ground creates a barrier between this area and the Land Park Tract. The opinion was expressed that people living in this new development south of the city limits would use the bus line extension, although they would have a walk of a mile or more. It was brought out that this extension would primarily serve people working in the business area of Sacramento, or those going there on business, and would have very little use in the war effort.

Defendant opposed the granting of this request on the grounds that additional equipment would be necessary for the extension; that insufficient new patronage would develop; that all of its existing bus equipment is now in use; and that the extension would not further the war effort and would be contrary to the directives of the Office of Defense Transportation.

A careful review of the entire record in this proceeding leads to the following conclusions:

1. In order to properly serve this territory additional equipment would be necessary as it is clear from the record that the layover time at the present terminal is insufficient for the equipment to traverse this additional distance.

2. Due to the long blocks in Land Park Tract (see Exhibit 2) some of the residents would still have a rather long walk to reach the bus if the extended route was authorized.

3. Improved illumination, if possible, should be provided in the area.

4. Transportation equipment must be conserved to the utmost in order to further the war effort and minimize the use of strategic materials.

5. Public convenience and necessity do not require the extension into this subdivision at the present time.

The petition will therefore be denied.

O R D E R

A public hearing having been held and the matter being under submission,

IT IS HEREBY ORDERED that Case No. 4647 is hereby denied, without prejudice.

The effective date of this Order shall be twenty (20) days from the date hereof.

Dated at San Francisco this 29<sup>th</sup> day of

December, 1942.

Justus J. Gallen  
By W. Riley  
W. Baker  
Francis L. Haverne  
Richard H. Chase  
Commissioners