

Decision No. 39438

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Application of SACRAMENTO CITY LINES for a certificate of public convenience and necessity to operate motor coach passenger service along Franklin Boulevard from Twelfth Avenue in the City of Sacramento to Forty-seventh Avenue in the County of Sacramento, a distance of 2.15 miles.

ORIGINAL
Application No. 27492

In the Matter of Application of SACRAMENTO CITY LINES for authority to (a) change, alter, and amend certain of its present motor coach lines and discontinue permanently use of all of its electric street railway lines and substitute motor coach service therefor, and (b) for a certificate of public convenience and necessity to cover all of its motor coach operations over routes applied for herein, situated in or near the City of Sacramento, in lieu of the certificates presently outstanding.

Application No. 27632

HARRY B. SEYMOUR, for applicant; J. H. PHILLIPS, for Calif. State Employees Ass'n; RICHARD J. LAWRENCE, City Attorney, for City of Sacramento; R. B. HIBITT, for Land Park Improvement Ass'n; CARL KUCHMAN, for Cannery Workers and Warehousemen's Union; THOMAS B. LEEPER, for various churches; R. J. HILL, for L.D.S. Church; ROBERT CHATFIELD for Libby, McNeill & Libby; A..B. PANATTONI, for Oak Park Merchants' Ass'n; J. R. GWINN, for Calif. Packing Corp.; J. MORROW, for American Can Co.; CLAUDE REIGLE, for Amal. Ass'n of Street Electric Railway Workers.

O P I N I O N

By these applications Sacramento City Lines seeks authority to extend its motor coach service, eliminate all street car operations, and rearrange its routings in Sacramento and the immediate surrounding territory.

A public hearing was held before Examiner Gannon in Sacramento on August 22, 1946, at which time the matters were submitted on a common record.

Each of the above-numbered applications will be considered separately.

APPLICATION NO. 27492

In this application Sacramento City Lines requests permission to extend its motor coach service from the intersection of Franklin Boulevard and 12th Avenue, southerly along Franklin Boulevard to its intersection with 47th Avenue in unincorporated territory in Sacramento County. The length of the extension is approximately 2.15 miles.

The Campbell Soup Company is constructing a large canning plant on a 135-acre tract situated at the northwest corner of Franklin Boulevard and 47th Avenue. This plant, when completed and in operation, will initially employ 1,000 persons and will increase this number to about 3,000 over a period of one year. It is expected that the plant will be completed and in operation by the beginning of 1947, but in the meantime construction workers need transportation. No one opposed the granting of this application.

The record clearly shows that public convenience and necessity require the operation of this extension for the transportation of workers to and from said plant and the application will therefore be granted.

APPLICATION NO. 27632

This is an application of Sacramento City Lines proposing the permanent abandonment of all its street railway lines and the substitution of motor coach service instead. It also proposes to re-route certain of its present motor coach lines and seeks a certificate of public convenience and necessity to cover all of its motor coach operations in the city of Sacramento and unincorporated territory immediately adjacent thereto.

Applicant is now operating a passenger transportation system composed of motor coach routes and street car lines formerly owned by

three competing carriers. (1) A map, identified as Exhibit "B" showing the various present routes, is attached to the application. Some of these routes or lines are rather close to each other and of a competitive nature. It is proposed to operate the system entirely with motor coaches and to eliminate these so-called competitive lines in order to better distribute the service. The proposed routes are shown on the map, Exhibit "C," attached to the application. It will be noted that the proposed lines are so arranged as to divide the territory as equally as possible in order to give reasonable coverage to the area.

During the course of the hearing the City of Sacramento pointed out the urgency of extending the west leg of the No. 2 (Land Park) line into William Land Park on Saturdays, Sundays and holidays in order that children and other residents might conveniently visit the zoo and playgrounds, and requested that an interim order be issued without awaiting a determination of the entire matter. The Commission granted this relief in Decision No. 39375, dated September 3, 1946.

During the course of the hearing certain routes were amended in a minor degree in order to secure better locations for turning motor coaches around and to better serve the Southern Pacific Company passenger depot.

To a large extent the rearranged plan will change the traveling habits of users of the system. A considerable protest was made to certain of these changes, particularly where deviations were made from

(1) Decision No. 36663, dated October 1943 on Application No. 25794; Decision No. 37023, dated April 25, 1944, on Applications Nos. 26067, 26068, and 26070.

A few minor extensions and changes have been made to the original motor coach routes subsequent to the date of the aforesaid decisions, under authority of this Commission by Decisions Nos. 36654, 37972, 38031, 38525, and 39375.

certain of the street car lines. (2) The State employees protested the proposed routing on the ground that no convenient service was provided for State employees to reach the various State buildings along "N" and "O" Streets, (3) particularly during the morning and evening periods. Their representative contended that at least during the peak period a service should be supplied along "O" Street between 15th Street and 10th Street. This could be readily provided by diverting some of the tripper service of the No. 1 line at 15th and "O" Streets.

Objection was also voiced to the change in the terminal of the eastern leg of the No. 2 Land Park Line. The proposal provided for the elimination of service on 11th Avenue and in lieu thereof to continue west along Land Park Drive to William Land Park.

It was shown that this would cause a longer walk through the park to the State College if the terminal of the route were changed. We are convinced that the present terminal of this route should be maintained and extended one more block to the edge of William Land Park, thus continuing to serve the area and putting this service much closer to the State College.

The existing rates of fare are to remain in force, and sufficient motor coach equipment is available to reasonably handle the traffic.

The proposal as hereinafter modified, if inaugurated, will somewhat change the travel habits of residents of Sacramento. On the other hand the lines, as laid out, divide the territory as nearly equal as possible to produce a well balanced transportation system.

It must be borne in mind that Sacramento and its environs are growing communities and applicant should be ever mindful of the changes and growth of the area and fulfill their expanded transportation needs as they arise.

(2) Many individuals appeared, both in favor of and in protest to the plan proposed.

(3) The location of the State office buildings is shown on the map, Exhibit 33.

After giving due consideration to the record and the needs of the traveling public, we are of the opinion that the motor coach routes prescribed in the following order will reasonably meet public convenience and necessity and that all street car service should be concurrently abandoned.

O R D E R

A public hearing having been held and the matter having been submitted, IT IS HEREBY ORDERED that:

I. Sacramento City Lines is hereby authorized to abandon all electric street car service in Sacramento, subject to the provision that said abandonment shall become effective concurrently with the inauguration of motor coach service as hereinafter authorized.

II. A certificate of public convenience and necessity be and it is hereby granted to Sacramento City Lines, a corporation, authorizing the establishment and operation of a service as a passenger stage corporation, as defined by Section 2½ of the Public Utilities Act, between points in the City of Sacramento and points in unincorporated territory adjacent thereto. Said certificate is issued in lieu of the following certificates of public convenience and necessity heretofore granted applicant: Decisions Nos. 36663, 36654, 37023, 37972, 38031, 38525, and 39375.

III. In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:

- (1) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
- (2) Applicant shall comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A, by filing in triplicate and concurrently making effective appropriate tariffs and time schedules within sixty (60) days from the effective date hereof and upon not less than five (5) days' notice to the Commission and the public.

- (3) The service herein authorized shall be inaugurated concurrently with the abandonment of street car service as hereinbefore authorized.
- (4) Applicant is authorized to turn its motor vehicles at termini or intermediate points, either in the intersection of the streets or by operating around a block contiguous to such intersection, in either direction, and to carry passengers as traffic regulations of the political subdivision may require.
- (5) Subject to the authority of this Commission, to change or modify such at any time, Sacramento City Lines shall conduct said passenger stage operation over and along the following described routes:

McKINLEY AND FOLSOM BOULEVARDS ROUTE NO. 1

Commencing at a point three-tenths of a mile east of 57th Street on Folsom Boulevard, thence west on Folsom Boulevard to "N" Street, west on "N" Street to Alhambra Boulevard, south on Alhambra Boulevard to "O" Street, west on "O" Street to 15th Street, north on 15th Street to "J" Street, west on "J" Street to 7th Street, north on 7th Street to "E" Street, east on "E" Street to the intersection of Alhambra Boulevard and McKinley Boulevard, east on McKinley Boulevard to "D" Street, east on "D" Street to 46th Street, south on 46th Street to "F" Street, east on "F" Street to 50th Street and Colema Way, northwest on Colema Way to Pala Way, and southwest on Pala Way to "P" Street; returning over the same route.

With an alternate route to serve State offices from the intersection of 15th and "O" Streets, thence westerly along "O" Street to 10th Street and northerly along 10th Street to the intersection of 10th Street and "X" Street.

Occasional route. From 46th and "F" Streets, south on 46th Street to "J" Street.

RIVERSIDE BOULEVARD AND LAND PARK DRIVE ROUTE NO. 2

Commencing at a terminal at Bartley Drive and West Land Park Drive, west and north on Bartley Drive to Cavanaugh Way, west and north on Cavanaugh Way to 13th Avenue, west on 13th Avenue to Riverside Boulevard, north on Riverside Boulevard to "X" Street, west on "X" Street to 10th Street, north on 10th Street to "K" Street, east on "K" Street to 15th Street, south on 15th Street to "X" Street, east on "X" Street to 16th Street, south on 16th Street to Caramay Way, west on Caramay Way to Land Park Drive, south on Land Park Drive to 11th Avenue, east on 11th Avenue to 18th Street, south on 18th Street to the entrance to William Land Park; returning over the same route.

"J" STREET ROUTE NO. 3

Commencing at a loop around 56th Street, "H" Street, 57th Street and "J" Street, thence west on "J" Street to 4th Street, thence north on 4th Street to Southern Pacific Depot, thence east on unnamed street in front of depot to 5th Street, thence south on 5th Street to "J" Street; returning over the same route.

"T" STREET ROUTE NO. 4

Commencing at 63rd Street and 8th Avenue, east on 8th Avenue to 64th Street, south on 64th Street to 9th Avenue, west on 9th Avenue to 63rd Street, north on 63rd Street to 5th Avenue, west on 5th Avenue to 57th Street; also alternately from 9th Avenue and 56th Street south to 11th Avenue, west on 11th Avenue to 55th Street, north on 55th Street to 10th Avenue, west on 10th Avenue to 53rd Street, north on 53rd Street to 9th Avenue, east on 9th Avenue to 56th Street, north on 56th Street to 5th Avenue, east on 5th Avenue to 57th Street; thence north on 57th Street to "V" Street, west on "V" Street to 55th Street, north on 55th Street to "T" Street, west on "T" Street to 15th Street, north on 15th Street to "K" Street, west on "K" Street to 8th Street, south on 8th Street to "L" Street, west on "L" Street to 7th Street, north on 7th Street to "K" Street, east on "K" Street to 8th Street; returning over the same route.

COLONIAL HEIGHTS ROUTE NO. 5

Commencing at Stockton Boulevard and San Francisco Boulevard, south on Stockton Boulevard to 21st Avenue, east on 21st Avenue to Solano Avenue, north on Solano Avenue to Santa Barbara Avenue, west on Santa Barbara Avenue to Ventura Avenue, south on Ventura Avenue to 21st Avenue; also alternately from San Francisco Boulevard and Stockton Boulevard, east on San Francisco Boulevard to Solano Avenue, south on Solano Avenue to 21st Avenue, west on 21st Avenue to Ventura Avenue, north on Ventura Avenue to Santa Barbara Avenue, east on Santa Barbara Avenue to Solano Avenue.

From Stockton Boulevard and San Francisco Boulevard; northwest on Stockton Boulevard to "Y" Street (Broadway), west on "Y" Street (Broadway) to Alhambra Boulevard; also alternately from Stockton Boulevard and 5th Avenue, west on 5th Avenue to 35th Street, north on 35th Street to Sacramento Boulevard, northwest on Sacramento Boulevard to Broadway.

From Sacramento Boulevard and Broadway, west on Broadway to Riverside Boulevard, north on Riverside Boulevard to "X" Street, west on "X" Street to 10th Street, north on 10th Street to "K" Street, west on "K" Street to 4th Street, north on 4th Street to Southern Pacific depot, east on unnamed road in front of depot to 5th Street, south on 5th Street to "K" Street; returning over the same routes.

21ST STREET ROUTE NO. 6

Commencing at 24th Street and 11th Avenue, east on 11th Avenue to West Curtis Drive, south on West Curtis Drive to Coleman Street, west on Coleman Street to 24th Street, north on 24th Street to Donner Way, west on Donner Way to 24th Street, north on 24th Street to 2nd Avenue, west on 2nd Avenue to 21st Street; also alternately from terminal on Freepert Boulevard at the entrance to the Sacramento Junior College, north on Freepert Boulevard to 21st Street, north on 21st Street to 2nd Avenue, continuing north on 21st Street to "K" Street, west on "K" Street to 3rd Street, north and east on 3rd Street and unnamed road to Southern Pacific depot, thence south on 4th Street to "K" Street; returning over the same route.

Occasional Route: From Sacramento College and Freeport Boulevard, south to Sutterville Road, northeast on Sutterville Road to 24th Street and northwest on 24th Street to Coleman Street.

FRANKLIN BOULEVARD ROUTE NO. 7

Commencing at a terminal at 44th Street and 12th Avenue, west on 12th Avenue to 35th Street; also alternately from the intersection of 35th Street and Laurel Street, east on Laurel Street to Hickory Street, south on Hickory Street to 23rd Avenue, west on 23rd Avenue to 34th Street (Pine Street), north on 34th Street (Pine Street) to Laurel Street, east on Laurel Street to 35th Street, north on 35th Street to 12th Avenue; thence west on 12th Avenue to Franklin Boulevard, northwest on Franklin Boulevard to Broadway, west on Broadway to 28th Street, north on 28th Street to "J" Street, west on "J" Street to 8th Street, north on 8th Street to "I" Street, west on "I" Street to 7th Street, south on 7th Street to "J" Street, east on "J" Street to 8th Street; returning over the same route.

FIFTH STREET ROUTE NO. 8

Commencing at Broadway and 9th Street, north on 9th Street to "X" Street, east on "X" Street to 10th Street, south on 10th Street to Broadway, west on Broadway to 5th Street, north on 5th Street to "J" Street, east on "J" Street to 7th Street, south on 7th Street to "K" Street, west on "K" Street to 5th Street; returning over the same route.

U. S. SIGNAL DEPOT ROUTE NO. 9

Commencing at the intersection of Stockton Boulevard and Santa Barbara Avenue in the City of Sacramento, thence south on Stockton Boulevard to Fruitridge Road, east on Fruitridge Road to Perkins and Florin Roads situated in the County of Sacramento; returning over the same route.

CAMPBELL SOUP ROUTE NO. 10

Commencing at the intersection of 12th Avenue and Franklin Boulevard, thence southeasterly along Franklin Boulevard to 47th Avenue in the County of Sacramento; returning over the same route.

The effective date of this order shall be twenty (20) days.

from the date hereof.

Dated at San Francisco, California, this 24th
day of September, 1946.

James P. Hale
Justus F. Cameron

W. H. Powell
A. J. Dunder
Commissioners