

Decision No. 39730

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of  
 J. A. BARDIN, doing business as ) Application No. 27860  
 GREEN BUS SERVICE to amend routes. )

## O P I N I O N

In this proceeding, J. A. Bardin, doing business as Green Bus Service, seeks permission to change certain routes over which he is authorized to conduct passenger stage service (as defined by Section 24, Public Utilities Act) within San Luis Obispo, and between that city and adjacent points. Specifically he desires to change the routes between San Luis Obispo, and California State Polytechnic School and Security City, respectively. Service to the school would be augmented; to Security City, however, the service would be curtailed.

By Decision No. 28981, rendered May 14, 1946, in Application No. 27118; two distinct routes were established over which bus service would be provided between San Luis Obispo and the points mentioned. Both of these routes; it is proposed, would be rearranged

(1) Decision No. 38981, authorized operation over routes (C) and (D) between San Luis Obispo, and California State Polytechnic School and Security City, respectively, as follows:

(C) Commencing at the intersection of Higuera and Chorro Streets; thence via Chorro Street to Mt. Pleasanton Drive; Mt. Pleasanton Drive to Foothill Boulevard; Foothill Boulevard to California Boulevard; California Boulevard to California Polytechnic School; California Polytechnic School to Crandall Way; Crandall Way to Carpenter; Carpenter to Hathaway Avenue; Hathaway Avenue to Murray Avenue; Murray Avenue to Santa Rosa Street; Santa Rosa Street to Mill Street; Mill Street to Chorro Street; Chorro Street to Higuera Street.

(D) Commencing at the intersection of Higuera and Chorro Streets; thence via Chorro Street to Mt. Pleasanton Drive; Mt. Pleasanton Drive to Los Osos Road; Los Osos Road to Security City. At the northern city boundary line of San Luis Obispo, Chorro Street becomes Mt. Pleasanton Drive.

(2)

and combined to form a single route.

The change in routing, as well as the more frequent service offered, is designed better to serve the needs of students and others having occasion to travel to and from the Polytechnic School. Registration at the school has increased, so applicant alleges, from approximately 300 to 1600. To accommodate veterans and their families, facilities have been established on the campus, which now house some 1800 people. In addition, many persons residing in San Luis Obispo daily travel to and from the school. Both students and school officials have requested these changes, applicant alleges.

---

(2) The combined operations, mentioned above, would be conducted under the schedules and over the routes, described as follows:

ROUTE (D)

Part 1: Leaving Chorro and Higuera Streets at the following times, viz., 7:25 a.m.; 8:25 a.m.; 4:25 p.m. and 5:25 p.m. over the following route:

Commencing at the intersection of Chorro and Higuera Streets; thence along Chorro Street to Mt. Pleasant Drive; Mt. Pleasant Drive to Foothill Blvd.; thence via Foothill Blvd. (Los Osos Road) to Rincon Drive; returning via Foothill Blvd. (Los Osos Road) to California Blvd.; California Blvd. to California State Polytechnic School Administration Building; thence to California Blvd.; California Blvd. to Foothill Blvd.; Foothill Blvd. to Mt. Pleasant Drive; Mt. Pleasant Drive to Chorro Street; Chorro Street to Higuera Street.

Part 2: Leaving Chorro and Higuera Streets at 25 minutes past each hour, (excepting 7:25 a.m.; 8:25 a.m.; 4:25 p.m. and 5:25 p.m.), over the following route:

Commencing at the intersection of Chorro and Higuera Streets; thence along Chorro Street to Mt. Pleasant Drive; Mt. Pleasant Drive to Foothill Blvd.; Foothill Blvd. to California Blvd.; California Blvd. to California State Polytechnic School Administration Building; returning thence to California Blvd.; California Blvd. to Foothill Blvd.; Foothill Blvd. to Mt. Pleasant Drive; Mt. Pleasant Drive to Chorro Street; Chorro Street to Higuera Street.

Under this plan, buses would operate, during peak periods in the morning and afternoon, between the business district of San Luis Obispo and Foothill Blvd. and Rincon Drive (in Security City); and from that point the buses would proceed to the Polytechnic School, and back to San Luis Obispo. During the remainder of the day, Security City would not be served directly the buses operating only between the downtown district and Polytechnic School.

As stated, service between San Luis Obispo and Security City would be curtailed. At present, buses operate to Security City directly; under the contemplated changes, the service would terminate during peak hours, at Foothill Boulevard and Rincon Drive, approximately .9 miles west of Mt. Pleasant Drive and Foothill Boulevard. Thus, during off-peak hours, the bus line would still be accessible to the inhabitants of this district.

Experience has shown that but few residents of Security City have patronized the service, so applicant alleges. The population, it is estimated, does not exceed 250 persons. Spot checks, during the past year, disclose that an average of 16 passengers daily use this bus, most of them riding during the morning and the evening peak hours; only on rare occasions does anyone travel during off-peak hours. The revised schedule, it is apparent, would accommodate substantially all of the residents of this district desiring to avail themselves of applicant's facilities.

The local authorities, to whom this matter has been submitted for consideration, have expressed to the Commission their approval of applicant's proposal. A member of the Board of Supervisors of San Luis Obispo County, within whose district is situated the operation under consideration, has so advised the Commission. Similar advice has also been received from the Mayor and members of the Council of the City of San Luis Obispo.

Applicant, accordingly, will be authorized to make the route changes for which approval is sought. In making effective the proposed changes in the time schedules relating to the service to be afforded between the points affected, applicant should comply with the provisions of General Order No. 93-A. For the time being,

no change will be made in existing Route (C), since applicant has not requested the elimination of that route.

O R D E R

Application having been made as above entitled; the Commission having considered the matter; and good cause appearing,

IT IS ORDERED as follows:

(1) That Route (D) of Paragraph (1) (a) of the order contained in Decision No. 38981, rendered May 14, 1946, in Application No. 27118, be, and it hereby is amended to read as follows:

ROUTE (D)

Part 1: Commencing at the intersection of Chorro and Higuera Streets; thence along Chorro Street to Mt. Pleasanton Drive; Mt. Pleasanton Drive to Foothill Boulevard; thence via Foothill Boulevard (Los Osos Road) to Rincon Drive; returning via Foothill Boulevard (Los Osos Road) to California Boulevard; California Boulevard to California State Polytechnic School Administration Building; thence to California Boulevard; California Boulevard to Foothill Boulevard; Foothill Boulevard to Mt. Pleasanton Drive; Mt. Pleasanton Drive to Chorro Street; Chorro Street to Higuera Street.

Part 2: Commencing at the intersection of Chorro and Higuera Streets; thence along Chorro Street to Mt. Pleasanton Drive; Mt. Pleasanton Drive to Foothill Boulevard; Foothill Boulevard to California Boulevard; California Boulevard to California State Polytechnic School Administration Building; returning thence to California Boulevard; California Boulevard to Foothill Boulevard; Foothill Boulevard to Mt. Pleasanton Drive; Mt. Pleasanton Drive to Chorro Street; Chorro Street to Higuera Street.

That in all other respects said Decision No. 38981 shall remain in full force and effect.

The effective date of this order shall be the date hereof:

Dated at San Francisco, California, this 16<sup>th</sup>  
day of December, 1946.

Harold P. Hule  
Justin J. Casner  
Francis Blay  
John H. Hule  
A. J. [Signature]  
 COMMISSIONERS