

ORIGINAL

Decision No. 39873

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 LONG BEACH MOTOR BUS COMPANY for) Application No. 27929
 reroutings.)

Berol & Handler, by Edw. M. Berol, for applicant.
Conrad C. Caldwell for Lakewood Public Utility District and
Joseph Boland and Keith H. Drew for Lakewood Business Association,
 protestants. J. B. Lamb for City of Long Beach, J. R. McHenry
 for Bureau of Franchises and Public Utilities of the City of Long
 Beach, Chas. F. Koors for Southern Cities Transit Co., Arthur A.
Knoll for Long Beach Board of Education, Rice L. Smirl for Naples
 Improvement Association, J. W. Mulcahy and Louis E. Jaeckel for
 City of Seal Beach, Anton Cherosky for American Avenue Improvement
 Association, Robert L. Swanson for Eynes Chamber of Commerce,
 interested parties.

O P I N I O N

Applicant seeks authority to reroute its bus lines,
 operated in the City of Long Beach and vicinity, so as to conform
 with a proposed city-wide plan whereby applicant's service will
 be correlated with that of the Long Beach City Lines, Inc. ⁽¹⁾

A public hearing was held in the City of Long Beach on
 December 13, 1946, and evidence having been adduced the matter was
 submitted for decision.

The record shows that the proposed plan to reroute and
 reschedule various bus lines of said carriers was considered at
 several public hearings before the Bureau of Franchises and Public

(1) Long Beach City Lines, Inc. was formerly Lang Motor Bus
 Corporation and operated within the City of Long Beach. It
 does not possess a certificate of public convenience and
 necessity from this Commission.

Utilities of the City of Long Beach and was tentatively approved by said Bureau for presentation to, and approval of, this Commission in so far as the operations of this applicant are involved.

Applicant now operates five routes, generally between downtown Long Beach, on the one hand, and Dominguez, North Long Beach, Hynes, Bellflower, and Seal Beach, on the other hand. Although some route and schedule changes are proposed for each of the lines, the said communities and intermediate areas will continue to receive applicant's service except North Long Beach which is now served by applicant's Orange Avenue line. Under the proposed plan service to North Long Beach along Orange Avenue north of 37th Street will be provided by the city bus carrier. This change will eliminate a duplication of service along Orange Avenue between Market Street and 70th Street and will not result in any diminution of service for this area.

The Dominguez and Seal Beach lines are to be consolidated into one direct cross-city line resulting in the elimination of downtown loop operations and duplication of operations along Santa Fe Avenue and Broadway. The new line will provide a complete service between Dominguez and Seal Beach via the downtown Long Beach business district. Seal Beach patrons will be benefited by improvement in headway or frequency of base service from 40 minutes to 20 minutes with peak-hour service of 15 minutes.

Frequency of service will vary along portions of the route from 20 minutes to $7\frac{1}{2}$ minutes. Dominguez will also have a more frequent service. The evidence also shows that the Naples area will receive adequate service by the proposed rerouting of this line. Officials of the City of Seal Beach expressed approval of the proposed service.

Applicant's proposed change in the Hynes-Orange Avenue line will result in more uniform headways. On Orange Avenue, south of Wardlow Road, headways will be reduced to a 15-minute base service instead of 20 minutes, and on Cherry Avenue, north of Carson Street, to 20 minutes compared to the present hourly schedule. Also, present duplicate operations will be eliminated. Applicant proposes to extend this line at its northerly terminus along Paramount Boulevard from Flower Street to Center Street, a distance of approximately a half mile, so as to afford direct transportation between Hynes and Long Beach. The secretary of the Hynes Chamber of Commerce testified in favor of the proposed extension and service. Applicant does not propose to transport passengers locally along the proposed extension as local transportation north of Flower Street is now provided by the Southern Cities Transit, Inc.

In connection with the proposed rerouting of the Hynes-Orange Avenue line applicant proposes to immediately undertake a survey, in cooperation with the Long Beach School Board, of the transportation needs of Junior College students for a bus service along Carson Street between the Los Cerritos district near American Avenue and the Long Beach Junior College located in the Lakewood district.

Service on the proposed Cherry Avenue line will be increased to 40 minutes, a reduction in headway of 20 minutes. Along Cherry Avenue, between 21st Street and Carson Street, service will be discontinued except for a shift-hour service along Cherry Avenue and Spring Street to its intersection with Lakewood Boulevard. This service is offered principally for persons employed

at or near the Municipal Airport. Applicant's transportation consultant testified that travel checks show little demand for the present service along Cherry Avenue between Spring Street and Wardlow Road where it is proposed to discontinue the present service.

Applicant proposes to reroute its Bellflower line along Ocean Boulevard, operating one branch via Redondo Boulevard and one via Ximeno to the Los Alamitos Circle, thence both branches will operate along Lakewood Boulevard to Conant Street from which point a branch will be operated along Conant Street and Bellflower Boulevard and the other branch by way of Lakewood Boulevard, Harvey Way, Faculty Avenue, Del Amo Boulevard, and Clark Avenue into Bellflower.

The evidence shows that there will be a considerable improvement in the frequency of service between Harvey Way in the Lakewood district and downtown Long Beach. North of Harvey Way service will be on an hourly basis with a 50-minute peak-time service as compared with the present 50-minute headway. The Bellflower branch will also operate on a 60-minute schedule north of the Lakewood district, so that the Bellflower patrons will receive service to Long Beach at half-hour intervals.

The evidence shows that the Lakewood Village area will have four schedules per hour including a cross-connection between Lakewood and Bellflower Boulevards, along Harvey Way.

The only protests voiced at the hearing were those of the Lakewood Public Utilities District and the Lakewood Business Association. Their principal objection was to the proposed routing between the intersection of Lakewood Boulevard and Harvey Way, and the intersection of Del Amo Boulevard and Clark Avenue. The

position of the protestants was that the route between said intersections should follow Lakewood Boulevard, Arbor Road, and Clark Avenue.

The evidence clearly shows that applicant's proposed route in the Lakewood Village area will more conveniently and adequately meet the transportation requirements of a greater number of persons in this district and that said route was decided upon with the idea of meeting the public's transportation requirements after consultation with protestants' representatives and others residing or having businesses in Lakewood Village. The evidence also shows that applicant's proposed route will afford a direct service to the Junior College and that protestants' proposed route was opposed by the president of the Long Beach School Board because it would result in considerable inconvenience for many students who would be required to walk by day and night from Lakewood Boulevard to the college, located near the intersection of Harvey Way and Faculty Avenue, a distance of five blocks.

Protestants also objected to the proposed route along Harvey Way and Lakewood Boulevard (the Lakewood loop operation) because, they contend, it does not operate through the principal business intersection located at Cerritos Diagonal and Village Road. The evidence shows that applicant's buses will pass the intersection of Lakewood Boulevard and Cerritos Diagonal, a distance of one block from said business intersection. The record also shows that the use of buses along Los Cerritos Diagonal and Village Road would present operational difficulties because of sharp turns and indirect routing.

Objection was also voiced to the proposed abandonment of the present service along Carson Street between Faculty Avenue and Orange Avenue. As previously stated, school bus service along Carson is to be provided if the needs of the Junior College students so require, but not otherwise, due to the lack of patronage experienced on this route. In this application applicant requests permission to operate a school service along Carson Street between Orange Avenue and the Junior College.

Protestants offered no evidence that would justify a denial of applicant's request to reroute its lines as herein proposed.

There were no protests to applicant's proposed reroutings of its Dominguez, Hynes, and Seal Beach lines nor to the substitution of service by the Long Beach City Lines along a portion of the North Long Beach route.

No increase in fares will result from the proposed reroutings. The fare proposed for the extended service north of Flower Street in Hynes is 12 cents from any point south of Carson Street and is on a basis comparable with fares charged in adjacent areas by this applicant.

Upon consideration of the entire record we find that applicant's proposed routes and schedules will provide the people of the City of Long Beach and adjacent areas with a convenient, expeditious, and efficient service and will not deprive any of the areas now served of reasonable transportation, and that the proposed changes are in the public interest; therefore, a certificate of public convenience and necessity, in lieu of applicant's present operating rights between the said communities, will be granted.

O R D E R

A public hearing having been held in the above-entitled matter, the Commission now being fully advised in the premises, and finding that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Long Beach Motor Bus Company, a corporation, authorizing the establishment and operation of a service as a passenger stage corporation, as that term is defined in Section 2½ of the Public Utilities Act, for the transportation of persons, between Long Beach, on the one hand, and Dominguez, Hynes, Bellflower, Long Beach Municipal Airport, and Seal Beach, on the other hand, and intermediate points, along routes hereinafter described, subject to the following restriction:

(a) No passengers having both origin and destination along Paramount Boulevard, between Flower Street and Center Street, both inclusive, shall be transported.

(2) That, in providing service pursuant to the certificate herein granted, the following service regulations shall be complied with:

(a) 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.

(b) Applicant shall, within sixty (60) days from the effective date hereof and upon not less than one (1) day's notice to the Commission and the public, establish the service herein authorized and 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, tariffs and time schedules satisfactory to the Commission.

- (c) Subject to the authority of this Commission to change or modify such at any time, Long Beach Motor Bus Company shall conduct said passenger stage operation over and along the following described routes:

DOMINGUEZ-SEAL BEACH ROUTE

Beginning at the intersection of Harbor View Avenue and Harrison Street, thence along Harrison Street, Prospect Avenue, Dominguez Street, Harbor View Avenue, Carson Street, Santa Fe Avenue, Anaheim Street, Pico Avenue, Broadway, Park Avenue, Second Street, Granada Avenue, Ocean Boulevard, Main Street in Seal Beach, Electric Avenue, Bay Boulevard, Westminster Boulevard to main administration gate of the United States Naval Ordnance Depot.

Also, beginning at the intersection of Santa Fe Avenue and Hill Street in the City of Long Beach, thence along Hill Street, Monitor Avenue, Willard Street to its intersection with Santa Fe Avenue.

Also, beginning at the intersection of Second Street and Granada Avenue in the City of Long Beach, thence along Second Street, The Toledo, Venetia Drive to its intersection with Second Street.

HYNES-ORANGE AVENUE ROUTE

Beginning at the intersection of Center Street and Paramount Boulevard in Hynes, thence along Paramount Boulevard, Artesia Street, Cherry Avenue, Carson Street, Walnut Avenue, Wardlow Road, Orange Avenue, Alamitos Avenue, Ocean Boulevard, Locust Avenue, Broadway to its intersection with Alamitos Avenue.

Also, beginning at the intersection of Orange Avenue and Carson Street, thence along Carson Street, Faculty Avenue, Harvey Way, Lakewood Boulevard to its intersection with Carson Street.

CHERRY AVENUE ROUTE

Beginning at the intersection of Lakewood Boulevard and Spring Street, thence along Spring Street, Cherry Avenue, Ocean Boulevard, Locust Avenue, First Street, American Avenue to its intersection with Ocean Boulevard.

Also, beginning at the intersection of Cherry Avenue and 21st Street, thence along 21st Street, Gaviota Avenue, Alamitos Avenue to its intersection with 21st Street.

BELLFLOWER ROUTE

Beginning at the intersection of Center Street and Bellflower Boulevard, thence along Bellflower Boulevard, Conant Street, Lakewood Boulevard, Ximeno Avenue, Livingston Drive, Ocean Boulevard, Locust Avenue, First Street, American Avenue to its intersection with Ocean Boulevard.

Also, beginning at the intersection of Bellflower Boulevard and Flower Avenue, thence along Flower Avenue, Clark Avenue, Del Amo Boulevard, Faculty Avenue, Harvey Way, Lakewood Boulevard to its intersection with Conant Street.

Also, beginning at the intersection of Bellflower Boulevard and Harvey Way, thence along Harvey Way to its intersection with Faculty Avenue.

Also, beginning at the intersection of Lakewood Boulevard and Pacific Coast Highway, thence along Pacific Coast Highway, Termino Avenue, Wilton Street, Redondo Avenue to its intersection with Ocean Boulevard.

Applicant is authorized to turn its motor vehicles at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersection, or in accordance with local traffic rules.

(3) That the foregoing certificate is granted in the place and stead of, and shall supersede all passenger stage common carrier operative rights granted to or acquired by Long Beach Motor Bus Company pursuant to Decisions Nos. 29232, 32831, 32933, 33658, 37151, 37477, 38979, 39003 and 39612 or orders amendatory thereof, which operative rights are hereby revoked and annulled.

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

Dated at San Francisco, California, this 21st day of January, 1947.

Harold P. Kille

James J. Green

W. H. K. Kille

R. J. [unclear]

COMMISSIONERS