

ORIGINAL

Decision No. 40264

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Application of PASADENA CITY LINES, INC. )  
 for authority to (a) extend its Colorado Street Line No. 1 )  
 from Colorado Street and Rosemead Blvd. to Valley Blvd. )  
 and Loma Ave.; (b) extend its Avenue 64 Line No. 7 from )  
 Colorado and Lake Sts. to Lake St. and Cornell Road; (c) )  
 extend its Washington Street Line No. 8 on Washington St. ) Application  
 from Harding Ave. to Foothill Blvd.; (d) discontinue service ) No. 27841  
 on Washington St. from Grand Oaks Ave. to Harding Ave.; (e) )  
 extend its Linda Vista Line No. 6 from its northerly terminus )  
 to Foothill Blvd. and Commonwealth Ave., over public streets )  
 described herein; (f) reroute portions of its Avenue 64 and )  
 Linda Vista Lines; and (g) consolidate its Washington Street )  
 and Craig-Martello Lines. )

LEONARD A. DEITHER, for Applicant; DEANE M. LOWERY, for  
 Flintridge Preparatory School for Boys; A. L. NUNNEMAKER,  
 Temple City Chamber of Commerce; J. R. BOREN, Temple City  
 Board of Education; SISTER LECHNIKER, St. Luke's Hospital;  
 H. BURTON NOBLE, City Attorney, on behalf of City of Pasadena.

O P I N I O N

In this proceeding Pasadena City Lines Inc. requests permission to  
 extend its passenger stage service in and adjacent to the City of Pasadena, as  
 follows:

- a. Extension of its Colorado Street Line No. 1
- b. Extension of Avenue 64 Line No. 7
- c. Extension of Washington Street Line No. 8
- d. Discontinuance of portion of service on Washington  
 Street Line No. 8
- e. Extension of Linda Vista Line No. 6

A public hearing was held in Pasadena and the matter submitted for  
 determination.

Applicant operates a city-wide motor coach system in Pasadena and  
 immediate surrounding territory. The instant application proposes to extend  
 service to territories not heretofore served, to discontinue certain service,  
 and to reroute other service. The various proposals will be discussed as follows:

a. Extension of Colorado Street Line No. 1. It is proposed to extend this line southerly from its present terminus at Colorado Street and Rosemead Boulevard, along Rosemead Boulevard, Garibaldi Avenue, Sunset Boulevard, Las Tunas Drive, Rosemead Boulevard, and terminate around the block bounded by Rosemead Boulevard, Valley Boulevard, Loma Avenue and Bentel Avenue in the Temple City area, a route distance of 6.1 miles.

No local passengers are to be picked up on Las Tunas Drive between Rosemead Boulevard and Sunset Boulevard for the reason that the Pacific Electric Railway Company now performs local motor coach service along said Las Tunas Drive; through passengers, however, will be handled.

Applicant states it has had numerous requests from the communities of Temple City, San Gabriel, El Monte, and Rosemead for service into Pasadena. The record shows that there is now no north and south service connecting these communities with Pasadena, as the service of the Pacific Electric Railway Company operates in an east and west direction from and to the city of Los Angeles. Applicant's proposal will intersect Pacific Electric Railway Company's service and thereby provide service to Pasadena through an interchange of passengers with Pacific Electric Railway Company.

In the beginning only weekday service is contemplated, with no service on Sundays and holidays. In order to perform the service two additional motor coaches will be required on Line No. 1.

Numerous individuals and organizations presented testimony showing the dire need for this service. No one opposed this extension and the record clearly indicates that public convenience and necessity require this extension to the Colorado Street Line No. 1.

b. Extension of Avenue 64 Line No. 7. It is proposed to extend this route southerly from the intersection of Colorado Street and Lake Avenue, along Lake Avenue to California Street, thence around the block bounded by California Street, Mentor Avenue, Cornell Road, and Lake Avenue, a route distance of one mile, all within the City of Pasadena.

The proposal provides for the extension easterly of Line No. 7 along Colorado Street from Los Robles Avenue to Lake Avenue, in lieu of turning south along Los Robles Avenue to Glenarm Street. The service along Los Robles Street would be performed by an extension of applicant's Linda Vista Line No. 6.

Applicant alleges that the service along Lake Avenue is necessary to serve several large department, furniture, and other types of stores being constructed along Lake Avenue.

No protest was received with respect to the extension of service on Lake Avenue. Protest, however, was received with respect to the change in service on Los Robles Avenue, which will hereafter be discussed.

c. Extension of Washington Street Line No. 8. This is a short extension of about .3 of a mile along Washington Street between Harding Avenue and Foothill Boulevard, for the purpose of making a connection with applicant's Line No. 9 at the intersection of Washington Street and Foothill Boulevard.

d. This involves the abandonment of service for two short blocks along Washington Street between Grand Oaks Avenue and Harding Avenue.

The small extension to the Washington Street line and the discontinuance of a small amount of service requested would give an opportunity for consolidating the Washington Street Line No. 8 and the Craig-Martello Line at Washington Street and Foothill Boulevard, and the two could then be operated as one line. Furthermore, the hospital located in the vicinity of Washington Street and Foothill Boulevard could have direct service along either Washington Street or Foothill Boulevard.

e. Extension of Linda Vista Line No. 6. It is proposed to extend this line from its present terminus at Inverness Drive and Linda Vista Avenue, along Linda Vista Avenue, La Canada-Verdugo Road, Oak Grove Drive, Michigan Boulevard, Viro Avenue, Baptiste Way, Alminar Avenue, La Canada-Verdugo Road, Foothill Boulevard to Commonwealth Avenue. From the initial point to the intersection of Michigan Boulevard and Viro Avenue this extension is in the City of Pasadena, the remainder being in the County of Los Angeles, a total route distance of 3.3 miles.

The proposed extension will provide more service on a closer headway in districts now served, provide service to a fast-growing community north and west of Devil's Gate Dam, and provide service to the City of Pasadena's Veterans' Housing Project in Brookside Park. The proposed service will enable people from La Canada-LaCrescenta, Sunland and Montrose districts to reach Pasadena. Furthermore, the proposal will enable people from these districts living adjacent to service by Pacific Electric Railway in La Canada to transfer to applicant's service to Pasadena. The City of Pasadena has requested that more service be provided to the Veterans' Housing Project in Brookside Park.

Numerous individuals and organizations presented testimony that they need this extended service so that they may conveniently travel to and from Pasadena.

f. Change portions of presently-certificated routes of Avenue 64 Line No. 7 and Linda Vista Line No. 6.

At present the Avenue 64 Line No. 7 operates from York Boulevard along Avenue 64 and Colorado Street to Los Robles Avenue, thence turns south on Los Robles Avenue to Glenarm Street. Applicant herein proposes, however, that instead of operating any portion of the Avenue 64 line along Los Robles Avenue, it will operate along its certificated route on Colorado Street to Lake Avenue and then turn south on Lake Avenue along the proposed new extension, previously described in paragraph b.

At present the Linda Vista Line No. 6 terminates at Garfield and Green Streets. Applicant proposes, however, to extend this line from its Garfield terminus along the present certificated route on Colorado Street to Los Robles Avenue and then south on Los Robles Avenue over presently certificated route to Glenarm Street.

The revised and extended Linda Vista line will operate generally on a 45-minute headway, whereas the revised Avenue 64 Line No. 7 will operate on a 20-minute headway during the peaks and on a 30-minute headway during the remainder of the day.

These proposals will change the service on Los Robles Avenue between Colorado Street and Glenarm Street from 20-minute and 30-minute headways to 45-minute headways. Applicant presented testimony to show that the amount of patronage developed along Los Robles Avenue does not require the amount of service provided. (1) Residents of the area bordering Los Robles Avenue appeared in protest to the reduction of service to Glenarm Street, contending that they need the frequent service which is now being performed.

It is appreciated that a more frequent headway than that proposed would be desirable; however, the evidence shows that the amount of patronage developed is not consistent with the amount of service now performed. It appears that the reduction proposed is reasonable; however, applicant must be mindful of the fact that if patronage sufficiently increases, the service must be correspondingly augmented.

At the time of the hearing applicant did not have sufficient equipment to inaugurate the extensions herein proposed; however, motor coaches are on order and delivery is expected within a few months.

The fare proposed for the service is the basic five-cent fare with one cent transfer charge, supplemented by a five-cent zone fare on the extension of the Colorado Street Line No. 1 and the Linda Vista Line No. 6, as shown in detail in Section VI of the application.

After giving due consideration to the entire record we are convinced that public convenience and necessity require the establishment of service on the proposed extensions, the rearrangement of service as requested, and desired fare structure. The following order will so provide.

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(1) Exhibit No. 10 shows that on an average weekday 276 passengers were carried along Los Robles Avenue, and on Sunday an average of 96 passengers. The estimated cost of operating this portion of the line is \$18.24, while the revenue from 276 passengers amounts to \$13.18, or a loss of \$4.44 per day. Under the proposed schedule, assuming the same revenue daily, expenses will be reduced to \$11.32, resulting in a revenue of \$2.48 in excess of expenses.

O R D E R

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

I. A certificate of public convenience and necessity be and it is hereby granted to Pasadena City Lines, Inc., authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 24 of the Public Utilities Act, as an extension of and to be consolidated with its present operations, for the transportation of passengers between the points and over the routes described as follows:

- a. Extension of Colorado Street Line No. 1. Commencing at Colorado Street and Rosemead Boulevard, thence along Rosemead Boulevard, Garibaldi Avenue, Sunset Boulevard, Las Tunas Drive, and Rosemead Boulevard to Valley Boulevard, a route distance of 6.1 miles, all situated in the County of Los Angeles.
- b. Extension of Avenue 64, Line No. 7. Commencing at Colorado Street and Lake Avenue, thence along Lake Avenue to California Street, a route distance of one mile, situated in the City of Pasadena.
- c. Extension of Washington Street Line No. 8. Along Washington Street between Harding Avenue and Foothill Boulevard, a route distance of .3 of a mile, situated in the County of Los Angeles.
- d. Extension of Linda Vista Line No. 6. Commencing at the present terminus of this line at Inverness Drive and Linda Vista Avenue, thence along Linda Vista Avenue, La Canada-Verdugo Road, Oak Grove Drive, Michigan Boulevard, Viro Avenue, Baptiste Way, Alminar Avenue, La Canada-Verdugo Road to the junction of Michigan Boulevard and Foothill Boulevard, and thence along Foothill Boulevard to Commonwealth Avenue. This extension is situated in the City of Pasadena as far as Michigan Boulevard and Viro Avenue, the remainder being in the County of Los Angeles. Total route distance 3.3 miles.

II. 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 G. O. No. 93-A by filing in triplicate and concurrently making effective appropriate supplements to tariffs and time schedules within sixty (60) days from the effective date hereof and on not less than one day's notice to the Commission and the public. Said supplements to tariffs shall in volume and effect be identical with the rates and tariffs set forth in the application.
3. Applicant may turn its motor vehicles at termini or intermediate points, either in the intersection of the street or by operating in either direction around the block contiguous to such intersection.

III. Applicant is authorized to abandon service on Washington Street between Grand Oaks Avenue and Harding Avenue, in the County of Los Angeles, concurrently with the establishment of service authorized on extension of Washington Street Line No. 8, as hereinbefore authorized.

IV. Applicant is authorized to reduce service along Los Robles Avenue between Colorado Street and Glenarm Street, substantially as described in Section (f) of the application, and to rearrange its operating routes substantially as set forth in the application.

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

Dated at Los Angeles, California, May 13, 1947.

Harold S. Hull

Scott Russell

R. J. Dwyer

Kenneth Potter

Commissioners