

ORIGINAL

Decision No. 43707

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
STOCKTON CITY LINES, INC. for an)
order of this Commission, authorizing) Application No. 30763
applicant to reroute a portion of)
its No. 5 Line in the City of Stockton.)

Gilbert L. Jones and Dan S. Lane, for applicant;
Bill L. Dozier and Taubner G. Hamma, for
City of Stockton, interested party; Mrs. Louis
Voyer, for Luther Burbank P.T.A. and Residents
East of Wilson Way, protestants; Albert D. Smith,
protestant; James M. Stevenson, protestant.

O P I N I O N

Stockton City Lines operates an urban passenger stage service within the City of Stockton and the immediately adjacent territory. In this proceeding it requests authority to reroute a portion of its south Wilson Way No. 5 line located within the southeast portion of the City of Stockton.

A public hearing was held in Stockton on December 2, 1949, and the matter was submitted subject to the filing of an affidavit by the City of Stockton to show the condition of the Pilgrim Street bridge across the Mormon Channel. The affidavit has been received.

The south Wilson Way branch of the No. 5 line leaves the business center of Stockton via Weber Avenue, and then turns south on American Street to Church Street. Applicant proposes to operate one block farther south on American Street, and then follow Hazelton Avenue, Pilgrim Street, Clay Street and Ophir Street to the intersection of Charter Way and Sharp's Lane, thence along Sharp's Lane the present route. This would be in lieu of operation over the present route from American Avenue along Church Street,

Wilson Way and Charter Way to Sharp's Lane. There is no proposed change in the remainder of this No. 5 route which follows south Sharp's Lane from Charter Way past the Fair Grounds, Municipal Golf Links and Fairview Housing, and serves the Stockton Airport on certain schedules.

Applicant desires to operate buses on Hazelton Avenue instead of Church Street because Hazelton is a wider and less congested thoroughfare better suited to bus operation. The Church Street crossing at grade of both Southern Pacific Company and Western Pacific Railroad tracks including several switching tracks has restricted visibility, and the crossing signal protection is not of the higher standard of the Hazelton Avenue crossing of the same tracks.

The proposed routing would also directly cross the State Highway (Charter Way) instead of requiring a left turn at its intersection with Sharp's Lane. Such crossing of this main arterial would make it possible to both board and discharge Luther Burbank School children without requiring a pedestrian crossing of this highway. However, the President of the Parent-Teachers Association testified that these school children may no longer require transportation when schools, now being constructed, are completed in the Fairview Housing area to the south. This witness further stated that most of these school children receive transportation by school bus.

Several residents of the area east of Wilson Way protested the proposed change of route from Wilson Way to Pilgrim Street, pointing out that they would be three blocks greater distance from a bus stop. They also calimed that the Pilgrim Street routing would

be on the western margin of the principal residential area served. The area west of Pilgrim Street is occupied mainly by railroad tracks and yards.

The Pilgrim Street route would present the additional traffic hazard of a grade crossing over the main line of The Atchison, Topeka & Santa Fe Railway and a transfer track between that railway and Western Pacific Railroad which might also cause occasional delays in bus schedules when trains are stopped on the crossings. This hazard is avoided by using the Wilson Way underpass of those tracks as at present.

It was pointed out that use of the Pilgrim Street route would so increase traffic over the Pilgrim Street bridge across the Mormon Channel that maintenance thereof would be substantially increased. The bridge, however, is not posted for a load limit. The City of Stockton by affidavit filed contends that such maintenance would be increased from about \$1,000 to \$1,700 annually.

The Commission believes that the objections to applicant's proposed rerouting of the No. 5 line outweigh the gains that might be accomplished through such change, and the application as it stands should be denied. However, there is considerable merit to the desire to use Hazelton Avenue instead of Church Street, and to cross Charter Way directly instead of making a left turn at its intersection with Sharp's Lane. It appears that further study should be made by applicant concerning the possibility of accomplishing either or both of these changes without producing the undesirable features contained in the application before us.

One possibility of using Hazelton Avenue instead of Church Street as an operating route might be accomplished by

following Hazelton Avenue eastbound to within one block of Wilson Way, and then looping the block via Sierra Nevada Street and Church Street into Wilson Way, thus avoiding a turn at the north end of the underpass at Hazelton Avenue and Wilson Way.

A study of the use of Ophir Street and Clay Street or Jackson Street as a route between Sharp's Lane and Wilson Way appears desirable in an attempt to avoid turns to and from Charter Way and to establish greater safety for the children of Luther Burbank school.

ORDER

An application as above entitled having been filed, a public hearing had thereon, the matter having been submitted and fully considered by the Commission, and basing this order upon the evidence of record and the conclusions and findings expressed in the opinion hereof,

IT IS ORDERED that the application of Stockton City Lines, Inc. is hereby denied without prejudice.

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

Dated at San Francisco, California, this 17th day of January, 1950.

[Signature]
Justice F. Coe
Dep. St. Powell
Harold A. Hill
[Signature]
Commissioners