

Decision No. 45027

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Commission investigation into the schedules,)	
operations, practices, and terminal facilities)	
in, to, and from the City and County of San)	Case No. 5240
Francisco of PACIFIC GREYHOUND LINES, a cor-)	
poration.)	

Gerald H. Trautman for respondent.
Spurgeon Avakian for County of Marin and
 Federation of Marin County Commuters' League.
Dion R. Holm, Paul L. Beck, Paul Oppermann and
Jack A. Eker for City and County of San Francisco.
Boris H. Lakusta for Transportation Department,
 Public Utilities Commission of the State of
 California.

O P I N I O N

This proceeding was instituted on the Commission's own motion, information having been received that the lease under which property held by Pacific Greyhound Lines, respondent herein, situated on Sansome Street in San Francisco and used as a terminal expires on November 30, 1950, and that commencing December 1, 1950, respondent proposes to restrict its San Francisco-Marin County service to busses operated to and from its terminal located on Seventh Street. The purpose of the investigation is to determine the location and character of facilities respondent shall be required to furnish in San Francisco and the extent of the operation thereof necessary reasonably and adequately to meet public requirements for service.

A public hearing was held before Commissioner Rowell and Examiner Bradshaw at San Francisco on November 15, 1950.

Respondent's vice president explained that at the time commutation service between San Francisco and Marin County was inaugurated by Pacific Greyhound Lines during the latter part of 1940, its then existing terminal at Fifth and Mission Streets was inadequate;

that arrangements were made to construct a terminal exclusively for commutation traffic upon property located on Sansome Street under a ten-year lease; that said lease will terminate on November 30, 1950; and that respondent has been notified to vacate the premises by midnight of the same date.

According to the testimony, respondent has been considering various means of handling Marin County-San Francisco traffic, including receiving and discharging passengers at street curb locations or the use of its Seventh Street terminal. Respondent's vice president declared that following recent meetings with organizations composed of Marin County commuters and informal discussions with members of the Commission's staff, it has been concluded that a terminal at the Ferry Building affords the best site to displace the terminal now located on Sansome Street; that after conferences with representatives of the State Board of Harbor Commissioners, he is confident that necessary arrangements to operate to and from this location can be made; and that a proposed method of operating busses and handling passengers will prove entirely satisfactory.

It was stated that so-called street curb loading of passengers in the San Francisco financial district would not be practical; that a suitable terminal location in that district could not be located; that the frequency of schedules to and from the Ferry Building would be the same as now operated to and from the Sansome Street terminal; and that the transit time would also be the same as, if not faster than, at present.

A senior transportation engineer in the employ of the Commission gave testimony and presented a report based upon a survey of the conditions surrounding the handling of passengers commuting between Marin County and San Francisco. According to the engineer's

findings, by reason of its convenient location in the financial district, the Sansome Street terminal is used by the great majority of Marin County commuters. He concluded that, although a need exists for a terminal in the financial district, no potential sites could be found; that while the Ferry Building is not as conveniently located for commuters working in the financial district as is the Sansome Street terminal, it is the only location within walking distance of that district where shelter and adequate space for a terminal is available; that the travel time to and from the Ferry Building by bus will be at least as fast as, or faster than, to and from Sansome Street; and that no pedestrian hazards or interference with vehicular traffic would be involved in the use of this location.

The use of the terminal on Seventh Street is considered undesirable, due to the greater distance from the financial district, longer transit time than to and from Sansome Street, congestion within the station and street congestion at Seventh and Mission Streets and at bus stops along Van Ness Avenue, the engineer testified.

Loading and discharging of passengers at street locations in the financial district, in the opinion of the engineer, would require considerable curb space in an area where space is at a premium for moving peak hour traffic. Lack of shelter for waiting passengers and the absence of storage areas for busses to insure regular service, as well as sidewalk congestion on narrow sidewalks, were given as additional disadvantages of the curb loading method of handling Marin County passengers.

Counsel for the County of Marin and various commuter organizations asserted that there exists a strong sentiment in favor of the contemplated Ferry Building site at the present time, although a small minority of the commuters preferred curb loading at street

locations in the financial district.

A resolution adopted by the Board of Supervisors of the County of Marin, urging that a terminal be provided within or adjacent to the financial district, was presented by its chairman. He testified that adequate commutation service to and from San Francisco is of great importance to the County and its residents.

Five witnesses, representing various organizations composed of persons using respondent's commutation service between Marin County and San Francisco, testified that, based upon the action taken at meetings held to consider the situation and the results of interrogating members in instances where meetings were not held, their members, in nearly all cases, favored the suggested use of the Ferry Building site as a terminal. According to most of these witnesses, the Ferry Building site, while not an ideal one, is the best location now available and will be acceptable for the present.

A report, compiled by an independent research organization, tabulating the results of returns from several questionnaires distributed among persons who use respondent's commutation service, was received in evidence. According to this exhibit, returns received from one questionnaire indicate that as between the Ferry Building terminal, unsheltered curb loading in the financial district, the use of the Seventh Street depot and the use of private car pools, 75 per cent of those responding declared their first preference to be the Ferry Building site.

The solution of the problem arising from the expiration of the lease involving the Sansome Street terminal has to a large extent been simplified as a result of cooperative efforts on the part of the Marin County commuters, respondent, representatives of the Board of Harbor Commissioners and members of the Commission's staff.

Upon the facts of record, we are of the opinion that to provide adequate service, a bus terminal in downtown San Francisco is necessary for commutation traffic from and to Marin County, but that a site for such a terminal in the immediate vicinity of the Sansome Street depot is not available. It appears, however, that, from the standpoint of its location and adaptability as a bus terminus, the use of the Ferry Building site, as proposed by respondent, represents a practical method of providing proper and convenient service. An order will, therefore, be entered directing respondent to establish service from and to the Ferry Building and authorizing it to discontinue all operations at the present Sansome Street terminal.

O R D E R

Public hearing having been had in the above-entitled proceeding, evidence having been received and duly considered, the Commission now being fully advised and basing its order upon the findings and conclusions set forth in the preceding opinion,

IT IS ORDERED:

(1) That Pacific Greyhound Lines, a corporation, be and it is hereby (a) directed to establish commutation bus service, on or before December 1, 1950, between the Ferry Building in San Francisco, and points in Marin County to and from which service is presently rendered from and to its depot on Sansome Street in San Francisco and (b) authorized to concurrently abandon its existing terminal on Sansome Street between Halleck and Sacramento Street in San Francisco.

(2) That the route description appearing in paragraph 7 at page 5 of Decision No. 33539, dated September 24, 1940, in Application No. 23711, be and it is hereby further amended to read

as follows:

"Traversing the following route within the boundaries of the City and County of San Francisco: Entering San Francisco on the Golden Gate Bridge at the County Line, thence via the Golden Gate Bridge and its approaches to Richardson Avenue, thence along Lombard Street, Van Ness Avenue, North Point Street, Columbus Avenue, Bay Street and the Embarcadero to the Ferry Building at the foot of Market Street, and return over the same route."

(3) That Pacific Greyhound Lines be and it is hereby authorized to establish whatever tariff and time schedule changes may be necessary in complying with paragraph (1) of this order on not less than four (4) days' notice to the Commission and the public.

(4) That Pacific Greyhound Lines be and it is hereby directed to cause to be posted in a conspicuous place in all busses operated between San Francisco and points in Marin County and in each station in San Francisco and Marin County on or before November 27, 1950, a notice, setting forth the changes in service to be established pursuant to this decision and stating the places at which commutation and other tickets may thereafter be purchased.

The Secretary is hereby directed to cause a certified copy of this decision to be served, personally or by registered mail, upon respondent, Pacific Greyhound Lines, a corporation.

This order shall become effective on November 25, 1950.

Dated at San Francisco, California, this 21st day of November, 1950.

[Signature]
Justice F. Callahan
James P. Powell
Harold P. Kild
[Signature]
COMMISSIONERS