

ORIGINAL

Decision No. 45488

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Gibson Lines, a corporation)
for a certificate of public convenience and)
necessity over various routes between)
Sacramento, North Sacramento, Del Paso)
Heights, Rio Linda, Carmichael, Orangevale)
and West Sacramento, and to consolidate)
such operation with the remainder of)
applicant's transportation system.)

Application No. 32157

O P I N I O N

Applicant, Gibson Lines, presently renders a passenger stage service over various routes between Sacramento, North Sacramento, Hagginwood, Del Paso Heights, Robla, Rio Linda, McClellan Field, Carmichael, Fair Oaks, Broderick, Bryte and West Sacramento, and all intermediate points, by authority granted in Decision No. 35292 dated April 28, 1942 in Application No. 24889; Decision No. 40451 dated June 24, 1947 in Application No. 27906; Decision No. 40469 dated June 28, 1947, in Application No. 28389; Decision No. 40961 dated November 25, 1947, in Application No. 28389 Third Supplemental; and Decision No. 41326 dated March 16, 1948 in Application No. 29107. In this application it requests authority to extend certain of its routes.

No change in applicant's existing fares now on file with the Commission is proposed. Decision No. 41326 amended Decision No. 40469 by granting the carrier authority to transport shipments of express weighing not in excess of 100 pounds each, on passenger carrying vehicles, in the area involved.

In justification for the authority sought applicant alleges:

1. That it has received many demands for extensions of its service into various localities in the Sacramento area. Realizing that to fulfill all these demands would be economically impossible, applicant in August, 1950 engaged a consulting traffic engineer to

make a detailed survey of the entire Sacramento area to determine what extensions or rerouting of its present service would meet the needs of the public in the area and provide sufficient revenue to pay the costs of operation. The routes proposed in applicant's opinion, will most satisfactorily meet these conditions without unduly reducing present service to localities which experience has shown is required by public convenience and necessity.

2. That Route 1 proposes service to and from Bohemian Gardens and Del Paso Manor, recently developed subdivision adjacent to applicant's presently certificated route between Sacramento and Carmichael. Both of these subdivisions have experienced rapid growth and it is believed that the people residing therein can be more efficiently served by diverting certain schedules presently operated between Sacramento and Carmichael over Routes 1(a) and 1(b) as proposed.

3. That Route 2 proposes service over an alternate route between Sacramento and Rio Linda via Gardena Park and West Del Paso Heights. Applicant has received many requests for service into this area which is so sparsely populated that it is doubtful whether sufficient revenue can be derived from the proposed service to meet the costs of operation. However, in response to the demands applicant desires to render limited service for a time to determine accurately what this territory will provide in the way of revenue. If, after a reasonable period, it is found that the operation cannot be conducted on a paying basis, applicant intends to make application to this Commission for an order authorizing it to abandon the proposed route.

4. That Route 7 is proposed in response to many requests, including those of the West Sacramento Development Club and the West Sacramento Chamber of Commerce for service into the recently

developed area of West Sacramento which are of such extent that applicant believes public convenience and necessity require the extension of its service as proposed above.

Recently the City of Sacramento established "I" Street, over which applicant is presently certificated, as a one-way street for eastbound traffic. The City Traffic Department after consultation with members of the staff of the Transportation Department of this Commission decided that the public would best be served by the operation of applicant's westbound schedules over and along 12th and "J" Streets to 6th Street, which operation is currently in effect. Applicant requests certification over said route.

That portion of the proposed addition to Route 7, between State Highways Nos. 16 and 24 and "D" Street, Broderick, over 5th Street is required by public safety. Applicant's presently certificated route over 3rd Street which turns sharply at the foot of the steeply inclined approaches to the "I" Street Bridge over the Southern Pacific Railroad tracks is very hazardous. This hazard can be eliminated by rerouting the service over 5th Street, as proposed.

5. That the proposed rerouting of certain of applicant's presently operated schedules between Sacramento and Fair Oaks over Arden Way will provide service to the recently developed subdivision of Arden Oaks for which applicant has had numerous requests. The proposed rerouting of these schedules over Arden Way and the North Sacramento Freeway will alleviate traffic congestion on the heavily traveled H Street Road and thereby promote safety in the area.

After full consideration of the facts, the Commission is of the opinion and finds that public convenience and necessity require the establishment and operation of the proposed service. A public hearing does not appear necessary. The application will be granted by adding the proposed extensions and deleting the proposed

abandonment to applicant's existing routes as described in appropriate decisions.

O R D E R

Application having been made, the Commission being fully advised in the premises and it having been found that public convenience and necessity so require.

IT IS ORDERED:

1. That Route 1 as defined in service regulation C on Sheet 10 of Decision No. 40469, which was amended by Decision No. 41326, is further amended by adding thereto the following:

"From the intersection of Marconi Avenue and Wright Street; thence south on Wright Street to El Camino Avenue; thence west on El Camino Avenue to Bell Street; thence south on Bell Street to Cottage Avenue; thence east on Cottage Avenue to Fulton Avenue."

"From the intersection of Marconi Avenue and Morse Avenue; thence south on Morse Avenue to El Camino Avenue; thence west on El Camino Avenue to Fulton Avenue."

"From the intersection of Marconi Avenue and Lopez Street; thence south on Lopez Street to Duran Circle; thence northeast on Duran Circle to Loreto Street; thence northeast on Loreto Street to Lausen Drive; thence southeast on Lausen Drive to Catalina Way; thence south on Catalina Way to El Camino Avenue; thence east on El Camino Avenue to Eastern Avenue; thence north on Eastern Avenue to Marconi Avenue."

2. That Route 2 as defined in service regulation C on Sheet 10 of Decision No. 40469 is amended by adding thereto the following:

"From the intersection of Lower Marysville Road and El Camino Avenue; thence north on Lower Marysville Road to Silver Eagle Road; thence east on Silver Eagle Road to Sully Street; thence south on Sully Street to Charles Avenue; thence east on Charles Avenue to Taylor Street; thence north on Taylor Street to Grand Avenue; thence east on Grand Avenue to Rio Linda Boulevard."

3. That Route 7 as defined in service regulation C on Sheet 11 of Decision No. 40469 is amended by adding thereto the following:

"From the intersection of 12th and "I" Streets in Sacramento; thence south on 12th Street to "J" Street; thence west on "J" Street to 6th Street."

"From the intersection of 5th and "D" Streets in Broderick; thence north on 5th Street to its intersection with State Highways Nos. 16 and 24."

"From the intersection of Alameda Boulevard and Maryland Avenue in West Sacramento; thence south on Maryland Avenue to 19th Street; thence east on 19th Street to Virginia Avenue; thence north on Virginia Avenue to 16th Street."

4. That Route 7 as defined in service regulation C on Sheet 11 of Decision No. 40469 is amended by deleting the following:

"Thence east along "D" Street to 3rd Street."

5. That Item 1 as set forth in service regulation C on Sheet 4 of Decision No. 40451 is amended by adding the following:

"From the intersection of Arden Way and Watt Avenue, thence west on Arden Way to its intersection with the North Sacramento Freeway."

6. That Item 4(g) as set forth in service regulation on Sheet 8 of Decision No. 35292 is amended by adding the following:

"From the intersection of Fulton Avenue and Monroe Avenue; thence south on Monroe Avenue to Fair Oaks Boulevard."

7. Within sixty (60) days from the effective date hereof and on not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and shall comply with the provisions of General Order No. 79 and Part 19

of General Order No. 98, by filing in triplicate and concurrently making effective appropriate tariffs and timetables.

8. In all other respects Decisions Nos. 35292, 40451, 40469, 40961, and 41326 shall remain in full force and effect.

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

Dated at San Francisco, California, the 27th day of March, 1951.

[Signature]
JUSTUS F. CASSIDY
HAROLD F. KUBA
[Signature]
JOHN E. McKEE
COMMISSIONERS