

Decision No. 46016

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)  
SANTA BARBARA TRANSIT CO., for )  
authorization to change certain ) Application No. 32388  
portions of existing routes. )

Appearances

Frank S. Sylvester, Gaylord J. Sprieitz, and  
Mae A. Martin, for applicant.

Glenn Newton, for Engineering Division, Trans-  
portation Department, Public Utilities  
Commission of the State of California.

O P I N I O N

Santa Barbara Transit Company, a corporation, operates a passenger stage service within and between Santa Barbara and other cities and communities extending from Goleta on the west to Carpinteria on the east. By this application it seeks authority to make route changes in the vicinity of Montecito.

Public hearing was held before Commissioner Mitchell and Examiner Bryant at Santa Barbara on July 18, 1951. The matter is ready for decision.

The present and proposed routes are as described in the margin below.<sup>1</sup> Applicant's vice president testified that the

---

<sup>1</sup> Applicant's present Montecito route is via U.S. Highway 101 from Santa Barbara to Hermosillo Drive, thence by Hermosillo Drive, Hot Springs Avenue, and East Valley Road to Romero Canyon Road, returning in the reverse direction. The proposal herein is to abandon approximately a mile of route along Hermosillo Drive and Hot Springs Avenue and instead to leave U.S. Highway 101 via Olive Mill Road, thence following Hot Springs Avenue and East Valley Road as at present. In the reverse direction the route would leave East Valley Road at San Ysidro Road, follow San Ysidro Road southerly to U.S. Highway 101, and return to Santa Barbara via U.S. Highway 101.

proposed routes would serve areas of relatively greater population density, would produce additional patronage and revenue for the company, would permit greater frequency of service along a section of U.S. Highway 101, and would result in generally improved service to the public. The abandonment of a short section of the existing route would cause little inconvenience, he said, because none of the homes in the area are located more than three blocks from the company's other lines. During a test week in April, 1951, the witness said, only 100 passengers were transported to or from points on this section, paying a total in fares of about \$15. He recognized that the changes would result in some disadvantage to a few patrons who would find it necessary to ride around a loop in order to complete their journey, but declared that this disadvantage would be far outweighed by service improvements to be enjoyed by patrons on other portions of the proposed routes.<sup>2</sup> This witness pointed out also that the proposed routing would take the Montecito buses westbound over about a mile of U.S. Highway 101 which is now served only by the company's Carpinteria line. By coordinating the schedules of the two lines he planned to double the frequency of westbound service on this section.

No one appeared in opposition to the proposed rerouting, and three residents of the area testified in support of the changes. These were a real estate broker, the owner of a pharmacy, and the representative of a large hotel. The real estate broker described the types and locations of existing and projected housing along the several routes. The pharmacist explained that his place of business, located on U.S. Highway 101, is frequented by people waiting for the

---

<sup>2</sup> The witness estimated that the trip around the loop, including transfer time, would take about five minutes.

buses. He believed that the increased frequency of schedules on the highway would be an important convenience to the bus patrons. The hotel representative similarly testified that the additional service would be of great convenience to employees of the hotel and to permanent residents of the adjacent area. All of these witnesses corroborated in general the testimony of applicant's vice president concerning relative population densities along the several routes.

A transportation engineer of the Commission's staff described the results of a field inspection of the several routes which he conducted on May 24, 1951. He stated that there are about 50 homes along the proposed abandonment, consisting mainly of large estates and suburban residences. A portion of this route is also through open fields and a golf course. He found the population density along the corresponding new route to be about three times greater than along the section to be abandoned. He believed that the rerouting would be in the public interest, principally because it would improve the transportation service on approximately one mile of U.S. Highway 101 which is highly developed commercially.

Upon careful consideration of all of the facts and circumstances of record in this proceeding the Commission is of the opinion and finds as a fact that public convenience and necessity require the changing of present routes and the establishment of new routes as proposed in this proceeding. The application will be granted.

O R D E R

Public hearing having been held in the above-entitled proceeding, the evidence having been fully considered, and good cause appearing,

IT IS HEREBY ORDERED that Santa Barbara Transit Company be and it is hereby authorized to establish, on not less than ten (10) days' notice to the Commission and to the public, revised, substituted, and additional routes as set forth in detail in Application No. 32388 and as described in Footnote 1 of the foregoing opinion.

IT IS HEREBY FURTHER ORDERED that, in addition to the filing and posting of time schedules, applicant shall give not less than ten (10) days' notice to the public by distributing and posting in its buses and at loading points along the affected routes a legible explanation or small map of the areas involved, or both, showing clearly the route changes.

IT IS HEREBY FURTHER ORDERED that the authority herein granted shall expire ninety (90) days after the effective date of this order.

This order shall become effective twenty (20) days after the date hereof.

Dated at San Francisco, California, this 31<sup>st</sup> day of

July, 1951.

R. T. [Signature]  
Justice J. [Signature]  
Harold P. [Signature]  
[Signature]  
[Signature]  
COMMISSIONERS