

ORIGINAL

Decision No. 46745

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the application of  
 LONG BEACH MOTOR BUS COMPANY to re-  
 route portions of its Bellflower-  
 Lakewood Route No. 11; to separately  
 designate a portion of its present  
 Paramount-Orange Route No. 13 as  
 Carson Street Route No. 13-A; to  
 extend a portion of its Cherry Avenue  
 Route No. 14; and to reroute and ex-  
 tend portions of Seventh Street-  
 Bellflower Route No. 15.

Application No. 33070

John Munholland and Willard A. Lee for applicant.  
Henry E. Jordan for Bureau of Franchises and Public Utilities of  
 the City of Long Beach; Harry Shehan and Angelo Iacobona, for  
 Lakewood Chamber of Commerce; Virgil Gillespi, Chairman of the  
 Traffic and Transportation Department, Long Beach Chamber of  
 Commerce; Francis Flynn, for Long Beach State College; Peter  
Netrini and Jack C. Lippman, for May Company, Lakewood Center;  
Don Rocklen, Director of Publicity for Lakewood Center; R. V.  
Kelly, for Butler Brothers, Lakewood Center; L. H. Brewer, for  
 People's Bank of Lakewood; J. F. Bennett, for Hody's Restaurant,  
 Los Angeles, California; Alton Parker, for Lakewood Taxpayers'  
 Association; Harry Hatch, for Thrifty Mart, Lakewood Center;  
Harry Du Chene and Moreland W. Schumun, for Long Beach General  
 Hospital; and C. N. Choate, for Choate's Bakery, Whittier, Cali-  
 fornia; interested parties.

O P I N I O N

Applicant seeks authority (1) to reroute portions of  
 its Bellflower-Lakewood Route No. 11; (2) to separately desig-  
 nate a portion of its present Paramount-Orange Route No. 13 as  
 Carson Street Route No. 13-A; (3) to extend a portion of its  
 Cherry Avenue Route No. 14; and (4) to reroute and extend portions  
 of Seventh Street-Bellflower Route No. 15.

A public hearing was held before Examiner Rogers in Long Beach, and the matter submitted for decision. Prior to the hearing, notices thereof were posted in applicant's buses and published in a newspaper of daily general circulation in the area. There was no opposition to the request, and numerous interested parties representing chambers of commerce, hospitals and merchants now operating, or intending to operate in the near future, stores near or on the proposed routes, appeared and indicated their support for the proposed changes. The May Company representative stated that that company will open a new store in Lakewood Center on February 18, 1952, which will employ approximately 1,000 employees. He requested that the changes be authorized and that the service be placed in operation prior to February 18, 1952, in order to serve those employees.

Bellflower-Lakewood Route No. 11.

The portion of this route proposed to be abandoned is along Carson Street between Clark Avenue and Lakewood Boulevard, and is now served by one of applicant's existing lines, and in addition will be served by the proposed Route No. 13-A, subsequently referred to herein. Route No. 11 is to be extended to provide service to the above-mentioned Lakewood Center located in the area between Clark Avenue, Lakewood Boulevard, Candlewood Street and Del Amo Boulevard. This center, the evidence shows, contains many stores and markets, and others will be completed in the near future. The proposed changes will provide service to this area from both downtown Long Beach and Bellflower.

Paramount-Orange Avenue Route No. 13  
Carson Street Route No. 13-A

A portion of this route, which extends from Paramount to downtown Long Beach, is to remain unchanged. Applicant desires to reroute the portion which extends from Carson Street and Long Beach Boulevard via Carson Street to Bellflower Boulevard, by eliminating service along Carson Street between Atlantic Boulevard and Long Beach Boulevard, using in lieu thereof a route along San Antonio Drive and Atlantic Boulevard to Carson Street, on the west end, and to extend the east end to include service to proposed and existing new subdivisions, terminating in the Lakewood Center. These changes will give direct transportation to hundreds of new residents north of Carson Street, service to the Lakewood Center, and a transfer service to downtown Long Beach or Bellflower. The proposed route will provide transportation along a portion of Route No. 15, proposed to be abandoned, and referred to below. A passenger check for one week showed that no passengers boarded or alighted on Carson Street between Atlantic Avenue and Long Beach Boulevard.

Cherry Avenue Route No. 14

The only change proposed in this route is for the purpose of extending service along Newport Avenue between Willow Street and Spring Street. This will permit applicant to provide service to the Long Beach General Hospital which has approximately 260 employees and 350 patients. At present the nearest service is approximately one-fourth of a mile distant on Spring Street.

Seventh Street-Bellflower Route No. 15

It is proposed to abandon the portion of this route beginning at the intersection of Atherton Street and Abbeyfield Street, thence along Abbeyfield Street, Britton Drive and Atherton Street to Bellflower Boulevard. If this abandonment is authorized, service will be provided by Long Beach City Lines, Inc., and the Bureau of Franchises of the City of Long Beach has indicated that authority for such service will be given <sup>(1)</sup>. The only portion of the route which will be abandoned and not supplanted by service from Long Beach City Lines, Inc. will be from Britton Drive and Los Santos south on Britton Drive to Atherton and west on Atherton to Bellflower Boulevard, involving only three passenger stops. A recent one week's passenger check disclosed that an average of only thirty-six passengers daily board and thirty-five passengers per day alight from the coaches along this portion of the route. All of these passengers live north of Atherton Street and would be less than three blocks from proposed and existing motor coach service.

Applicant proposes to reroute Line No. 15 so that it will proceed from Seventh Street and American Avenue in downtown Long Beach, east on Seventh Street to Bellflower Boulevard, and thence north to Anaheim Road. This service presently exists. At this point a new branch will proceed north and east to a new subdivision (State College Branch). This branch will provide service for some 2,500 students and faculty members at the temporary location of the new Long Beach State College at Anaheim Road and Palo Verde Avenue, and will serve 1,500 new homes east of Palo Verde Avenue between Spring Street and Stearns Street.

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(1) See Exhibit No. 6.

At Bellflower Boulevard and Anaheim Road a branch will proceed north on Bellflower Boulevard to Carson Street, and thence west to Lakewood Boulevard (Norse Way Branch. Note: Norse Way formerly known as Cerritos Diagonal). This service presently exists. At Carson Street and Bellflower Boulevard a branch will proceed north on Bellflower Boulevard to Del Amo Boulevard and west and north to the Lakewood Center (Lakewood Center Branch - via Bellflower Boulevard). The portion of this line from Bellflower Boulevard west on Del Amo and into Lakewood Center is new and will provide transportation to the shopping center. From Spring Street and Bellflower Boulevard a branch will proceed east and north through a new subdivision, and west to the Lakewood Center (Lakewood Center Branch - via Spring and Woodruff). This will serve the newly constructed residential area located north of Carson Street and east of Bellflower Boulevard, which is entirely without any mass transportation facilities. This proposed rerouting will eliminate services on both Wardlow Road and Carson Street between Bellflower Boulevard and Woodruff Avenue, but a passenger check for one week showed a daily average of four passengers on and nine passengers off Carson Street, and nine passengers on and seventeen off on Wardlow Road at the intermediate stops between Bellflower Boulevard and Woodruff Avenue. All can obtain service within one-quarter mile or less by present or proposed lines.

The Bureau of Franchises and Public Utilities of the City of Long Beach has approved the proposed reroutings. No change in fares will result from the proposed rerouting, and substantially the present frequency of service will be maintained.

We are of the opinion and find that public convenience and necessity require that applicant be granted the authority it has requested. The application will be granted.

O R D E R

A public hearing having been held in the above-entitled matter, the Commission being fully advised in the premises, and having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That the amended route description of the Bellflower-Lakewood Route No. 11, as provided in the order of Decision No. 45115, dated December 12, 1950, is further amended to read as follows:

Bellflower-Lakewood Route No. 11

From downtown terminal loop, starting at Ocean & American, west on Ocean to Locust, north on Locust to Broadway, east on Broadway to American, South on American to Ocean; thence east on Ocean to Redondo where the line branches as follows:

Redondo Branch - From Ocean & Redondo, north on Redondo to Pacific Coast Highway, east on Pacific Coast Highway to Los Alamitos Traffic Circle.

Ximeno Branch - From Ocean & Redondo, east on Ocean to Livingston Drive, northeast on Livingston to Ximeno, north on Ximeno to Pacific Coast Highway, northwest on Pacific Coast Highway to Los Alamitos Traffic Circle.

From Pacific Coast Highway & Los Alamitos Traffic Circle, north on Lakewood Boulevard to Spring Street, where line again branches as follows:

Branch A - From Spring north on Lakewood Boulevard to South Street, with two further branches from this point:

Short line branch - From Lakewood Boulevard & South, via terminal loop west on South to Oliva, north on Oliva to Ashworth, east on Ashworth to Lakewood Boulevard, and south on Lakewood Boulevard over reverse route.

Extended route - From Lakewood Boulevard & South, north on Lakewood Boulevard to Flower, east on Flower to Bellflower Boulevard, north on Bellflower Boulevard to terminal loop via west on Harvard to Orchard, north on Orchard to Center, east on Center to Bellflower Boulevard and south on Bellflower Boulevard over reverse route.

Branch B - From Spring & Lakewood Boulevard, east on Spring to Clark, north on Clark to Del Amo, with two further branches at this point:

Short line Lakewood Center branch - From Clark & Del Amo, west on Del Amo to Graywood, north on Graywood to B Street, west on B Street to Hazelbrook, south on Hazelbrook to C Street, east on C Street to Graywood, south on Graywood to Del Amo, and east on Del Amo over reverse route.

Extended main line route - From Clark & Del Amo, west on Del Amo to Graywood, north on Graywood to B Street, west on B Street to Hazelbrook, south on Hazelbrook to C Street, east on C Street to Graywood, north on Graywood to Candlewood, east on Candlewood to Clark, north on Clark to Flower, east on Flower to Bellflower Boulevard, north on Bellflower Boulevard to terminal loop via west on Harvard to Orchard, north on Orchard to Center, east on Center to Bellflower Boulevard, south on Bellflower over reverse route.

Direct main line service - From Clark & Del Amo, north on Clark over same route to community of Bellflower and reverse.

(2) That the amended route description of the Paramount-Orange Avenue Route No. 13, as set forth in the order in Decision No. 44521, dated July 11, 1950, is amended by deleting from said route description the second paragraph thereof and substituting therefor a new paragraph reading as follows:

Carson Street Route No. 13-A

From terminal loop, via Business Street to Carson, northwest on Carson to Long Beach Boulevard, north on Long Beach Boulevard to San Antonio Drive, east on San Antonio Drive to Atlantic, south on Atlantic to Carson, east on Carson to Bellflower Boulevard,

north on Bellflower Boulevard to Harvey Way, east on Harvey Way to Conquista, north on Conquista to Centralia, east on Centralia to Knoxville, north on Knoxville to Arbor Road, west on Arbor Road to Conquista, north on Conquista to Del Amo, west on Del Amo to Graywood, north on Graywood to B Street, west on B Street to Hazelbrook, south on Hazelbrook to C Street, east on C Street to Graywood, south on Graywood to Del Amo and over reverse route.

(3) That the amended route description of the Cherry Avenue Route No. 14, as set forth in the order in Decision No. 43237, dated August 23, 1949, is further amended to read as follows:

Cherry Avenue Route No. 14

Beginning at the intersection of Lakewood Boulevard and Spring Street, thence along Spring Street, Cherry Avenue, Ocean Boulevard, Locust Avenue, Broadway, American Avenue to its intersection with Ocean Boulevard.

Also, beginning at the intersection of Cherry Avenue and Twenty-First Street, thence along Twenty-First Street, Kelly Drive, Alamitos Avenue to its intersection with Twenty-First Street.

Also, beginning at the intersection of Willow Street and Redondo (formerly Newport Ave.), along said Redondo Ave. to Spring Street.

(4) That the amended route description of the Seventh Street-Bellflower Route No. 15, as set forth in the order in Decision No. 45115, dated December 12, 1950, is further amended to read as follows:

Seventh Street-Bellflower Route No. 15

From a downtown terminal loop, starting at 7th & American, west on 7th to Locust, south on Locust to 1st, east on 1st to American, north on American to 7th, east on 7th to Bellflower Boulevard, north on Bellflower Boulevard to Anaheim Road:



State College Branch - From Anaheim Road and Bellflower Boulevard, east on Anaheim Road to Palo Verde, north on Palo Verde to Willow, east on Willow to Nipomo, north on Nipomo to Barrios, west on Barrios to Ladoga, north on Ladoga to Spring, east on Spring to Nipomo, and south on Nipomo over reverse route.

Norse Way Branch - From Anaheim Road and Bellflower Boulevard, north on Bellflower Boulevard to Carson, west on Carson to Lakewood Boulevard, north on Lakewood Boulevard to Norse Way, southeast on Norse Way to Carson, east on Carson over reverse route.

Lakewood Center Branch (via Bellflower Boulevard)  
From Carson Street and Bellflower Boulevard, north on Bellflower Boulevard to Del Amo, west on Del Amo to Graywood, north on Graywood to B Street, west on B Street to Hazelbrook, south on Hazelbrook to C Street, east on C Street to Graywood, south on Graywood to Del Amo, east on Del Amo over reverse route.

Lakewood Center Branch (via Spring and Woodruff)  
From Spring Street and Bellflower Boulevard, east on Spring to San Anseline, north on San Anseline to Mezzanine Way, east on Mezzanine Way to Woodruff, north on Woodruff to Hardwick, west on Hardwick to Ocana, north on Ocana to Candlewood, west on Candlewood to Graywood, south on Graywood to B Street, west on B Street to Hazelbrook, south on Hazelbrook to C Street, east on C Street to Graywood, north on Graywood to Candlewood, and east on Candlewood over reverse route.

Main Line - From Del Amo and Bellflower Boulevard, north on Bellflower Boulevard to terminal loop in community of Bellflower via west on Harvard to Orchard, north on Orchard to Center, east on Center to Bellflower Boulevard, south on Bellflower Boulevard and over reverse route.

In all other respects Decisions Nos. 45115, 45521 and 43237 shall remain in full force and effect.

(5) That in providing service pursuant to the certificate herein granted, there shall be compliance with the following service regulations:

- (a) One (1) day after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) One (1) day after the effective date hereof, and without further notice to the Commission and the public, applicant shall establish the service herein authorized and 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, tariffs and time schedules satisfactory to the Commission.

The effective date of this order shall be the date hereof.

Dated at San Francisco California, this 13th day of February, 1952.

R. E. [Signature]  
President  
Justin J. [Signature]  
Harold P. [Signature]  
[Signature]  
[Signature]  
Commissioners