

Decision No. 48166**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 PACIFIC ELECTRIC RAILWAY COMPANY, a
 corporation, for an in lieu certifi-
 cate of public convenience and
 necessity for modification of
 operation of its Long Beach-Pasadena
 via Atlantic Boulevard Line in the
 vicinity of Monterey Park.

Application No. 33863

E. L. H. Bissinger for Pacific Electric Railway
 Company; Harry C. Williams for the City of Monterey
 Park; Henry E. Jordan for the City of Long Beach;
Mrs. Frances O. Fucile, protestant; Lou Mumpower,
E. L. Kaltenback, Mrs. Genevieve W. Sheetz, and
Mrs. Eleanor Anhorn, interested parties.

O P I N I O N

Pacific Electric Railway Company's Route No. 61 serves between Long Beach and Pasadena. The portion of Route No. 61 in the City of Monterey Park is via Atlantic Boulevard between the south city limits, approximately 1,200 feet south of Brooklyn Avenue (Riggin Street east of Atlantic), and Garvey Avenue, and via Garvey Avenue between Atlantic Boulevard and Garfield Avenue. Applicant seeks authority to change the routing in Monterey Park by proceeding as at present via Atlantic Boulevard to Riggin Street, and at that point to go east on Riggin Street to Garfield Avenue and north on Garfield Avenue to Garvey Avenue where the present routing will be resumed. It is approximately 3200 feet from Atlantic Boulevard

to Garfield Avenue at the closest point. The distance between the intersection of Atlantic Boulevard and Riggin Street and the intersection of Garvey Avenue and Garfield Avenue is 2.6 miles via the present route and 2.9 miles via the proposed route. The time of travel is approximately equal by either route, and the proposed schedules will be the same as existing schedules. ⁽¹⁾ No change in fares is contemplated. ⁽²⁾ No additional equipment or drivers will be required.

A public hearing was held in Monterey Park on December 22, 1952, before Examiner Rogers, evidence was presented and the matter was submitted subject to the filing of proposed Exhibit No. 6. This exhibit has been filed and the matter is ready for decision. Prior to the hearing, notice thereof was published in a newspaper of general circulation in Monterey Park ⁽³⁾ and posted in applicant's affected buses and terminals. ⁽⁴⁾

Applicant operates twelve schedules per day in each direction over the Long Beach-Pasadena via Atlantic Boulevard route. ⁽⁵⁾ It operates approximately the same number of schedules on its Los Angeles-El Monte via Brooklyn Avenue route, which also traverses Atlantic Boulevard and Garvey Avenue

(1) Exhibit "D" in the application.

(2) Pacific Electric Railway Company has requested a general increase in its interurban fares. Due to the rerouting the through fare break point will be Garfield Avenue and Riggin Street instead of Seveille Street and Atlantic Boulevard. Local fares are now 10 cents in Monterey Park.

(3) Exhibit No. 1.

(4) Exhibit No. 2.

(5) Exhibit "D" in the application.

between Brooklyn Avenue and Garfield Avenue. There are no transfer privileges between the two lines. Applicant seeks authority to effect the rerouting at the request of the City of Monterey Park.

Monterey Park has grown in population from 8,531 in 1940 to 23,000 in 1952. Forty-five per cent of its population is in the area south of Garvey Avenue and east of Atlantic Boulevard. Eleven new tracts have been subdivided there since 1946.⁽⁶⁾ There are no public transportation facilities in that portion of Monterey Park, the closest being applicant's two stage lines heretofore referred to, and one on Garvey Avenue. From a survey made by the City of Monterey Park on March 25, 1952, it appears that in the district east of Atlantic Boulevard and south of Garvey Avenue, approximately 1,191 persons would use the stage daily, if rerouted, to Alhambra, Garvey Boulevard, Montebello, Whittier, Pasadena, East Los Angeles, or Long Beach.⁽⁷⁾

Several persons stated that they reside on or near the proposed route and desire the service. Generally they testified that there is no public transportation available to them and they need the proposed service.

One woman objected to the rerouting. She resides on Atlantic Boulevard and El Repetto Drive and is employed at Atlantic Boulevard and Olympic Boulevard. If the proposed authority is granted, she will be required to use the Brooklyn

(6) Exhibits Nos. 4 and 6.

(7) Exhibit No. 5.

Avenue bus from El Repetto to Brooklyn Avenue, and the Long Beach-Pasadena bus from Brooklyn Avenue to Olympic Boulevard. As there are no transfer privileges between the two lines, she will be required to pay an additional fare. Also, she will be required to spend more time in transit.

After public hearing and full consideration of the evidence of record, the Commission is of the opinion and finds that public convenience and necessity require that the application be granted.

Applicant also requests authority to operate passenger stages not exceeding 40 feet in length and 102 inches in width over the herein-described new routing. Applicant has such authority as to the present route (Decision No. 46222, dated September 25, 1951, on Application No. 32574), and, therefore, applicant will be authorized to operate such buses over the new routing herein authorized.

O R D E R

Application having been filed, a public hearing having been held and the Commission having found that public convenience and necessity so require,

IT IS ORDERED that the route description of Pacific Electric Railway Company's Long Beach-Pasadena Line, Route No. 61, as set forth on page 8 of Appendix A of Decision No. 46471, dated November 27, 1951, on Application No. 32443, is amended to read as follows:

Route No. 61 - Long Beach-Pasadena Line

(a) VIA ATLANTIC BOULEVARD

From Pacific Electric Station at Pacific Avenue and Ocean Boulevard (Long Beach), via Ocean Boulevard, American Avenue, Long Beach Boulevard, San Antonio Drive, Atlantic Avenue, Atlantic Boulevard (through Lynwood, Bell, Maywood, and East Los Angeles), Riggin Street (Monterey Park), Garfield Avenue (Alhambra), Atlantic Boulevard, Wilson Avenue, Los Robles Avenue, Colorado Street, Raymond Avenue, and Union Street to Pacific Electric Station at Fair Oaks Avenue (Pasadena).

Return from Union Street and Fair Oaks Avenue via Union Street, Delacy Street, Colorado Street to Raymond Avenue and reverse of above route from Raymond Avenue and Colorado Street.

RESTRICTION

No passengers shall be transported whose origin and destination are each between Abbott Road and Fernwood Avenue (Lynwood), both points inclusive.

(b) VIA-WHITTIER

From Pacific Electric Station at Pacific Avenue and Ocean Boulevard (Long Beach), via Ocean Boulevard, American Avenue, Long Beach Boulevard, San Antonio Drive, Atlantic Avenue, Artesia Avenue, Bellflower Boulevard (Bellflower), Center Street, Alondra Boulevard, Pioneer Boulevard, San Antonio Drive (Norwalk), Norwalk Boulevard, Anaheim-Telegraph Road, Painter Avenue, Los Nietos Road, Painter Avenue, Bailey Street, Comstock Avenue, Philadelphia Street (Whittier), Whittier Boulevard, Durfee Avenue (Pico), Lexington-Gallatin Road, Fawcett Avenue, Tyler Avenue, Valley Boulevard (El Monte), Rosemead Boulevard (Rosemead), Mission Drive, Las Tunas Drive (San Gabriel), Main Street (Alhambra), Garfield Avenue, Atlantic Boulevard, Wilson Avenue, Los Robles Avenue, Colorado Street, Raymond Avenue, and Union Street to Pacific Electric Station at Fair Oaks Avenue (Pasadena).

Return from Union Street and Fair Oaks Avenue via Union Street, Delacy Street, Colorado Street to Raymond Avenue and reverse of above route from Raymond Avenue and Colorado Street.

IT IS FURTHER ORDERED that Pacific Electric Railway Company is authorized to operate passenger stages not to exceed 40 feet in length and 102 inches in width, over the route and

between the points specified in the first ordering paragraph of the order herein.

IT IS FURTHER ORDERED that Pacific Electric Railway Company shall post notices in all buses operating over Route No. 61, and in its terminals, indicating specifically the changes in routings and in the applicable time schedules which would result from operations conducted pursuant to this order. Such notices shall be posted and shall remain continuously posted during a period of not less than ten (10) days prior to the establishment of service over said revised route. Proof of such posting shall be filed with this Commission within thirty (30) days after the establishment of such service.

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

Dated at San Francisco, California, this 15th day of January, 1933

R. J. Drummond
President

Harold A. Hula

Remondetta Potter
John C. Mitchell

Commissioners

Justus E. Craemer
Commissioner , being necessarily absent, did not participate in the disposition of this proceeding.