

ORIGINALDecision No. 52036

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
LONG BEACH MOTOR BUS COMPANY request-)
ing authority to reroute portions of)
its East Broadway - Santa Fe Line,) Application No. 37018
Route No. 12, and to limit service)
on a portion of its West Ocean Blvd.)
Line, Route No. 7.)

John Munholland for applicant.

Jessie C. Jensen, for Seal Beach Taxpayers Association; Howard W. Coy; Mrs. Howard W. Coy; L. V. Bennett; and H. C. Brundage; protestants.

Henry E. Jordan, for Bureau of Franchises and Public Utilities of the City of Long Beach; Wahlfred Jacobson, City Attorney, by Leslie E. Still, Jr., Deputy City Attorney, for the City of Long Beach; F. W. Hickman, City Clerk, for the City of Seal Beach; William C. Price, for Pete Drake, doing business as Terminal Island Transit Company; interested parties.

Fred Ballenger, Associate Transportation Engineer, for the Commission's staff.

O P I N I O N

Long Beach Motor Bus Company is a passenger stage corporation authorized to render service as such in and around the City of Long Beach and Seal Beach by this Commission. By the application herein, filed on June 7, 1955, and amended on August 4, 1955, applicant seeks authority (1) to reroute portions and to abandon portions of its Route No. 12, (2) to reduce the frequency of service on its Route No. 12, and (3) to conform the authorized service of a portion of its Route No. 7 to its actual operations.

A public hearing on the application was held in Long Beach before Examiner Kent C. Rogers on August 4, 1955. Prior to the hearing, notice thereof was posted as required by this Commission.

The rerouting of the portion of Route No. 12 in the Naples-Seal Beach areas:

This portion of the route is authorized to be operated^{1/} as follows:

- (a) Via Second Street, Granada Avenue, Ocean Boulevard, Main Street in Seal Beach, Electric Avenue, Bay Boulevard and Westminster Boulevard, to the U. S. Naval Ordnance Depot.
- (b) Also, beginning at the intersection of Second Street and Granada Avenue in the City of Long Beach, thence along Second Street, The Toledo and Venetia Drive to its intersection with Second Street.

The applicant seeks authority to reroute the above described portions of Route No. 12 so that the paragraph (a) portion above referred to will terminate at Ocean Boulevard and 72nd Place, and the Seal Beach service will operate from the intersection of Second Street and The Toledo, via The Toledo, Appian Way, Perimeter Road, Second Street, Bolsa Avenue in Seal Beach, Central Avenue, Main Street, Electric Avenue, Bay Boulevard and Westminster Boulevard to the U. S. Naval Ordnance Depot.

The evidence shows that on March 23, 1955, the Ocean Boulevard bridge across the San Gabriel River was removed and the Seal Beach branch of the line was terminated at 72nd Place and Ocean Boulevard, and a shuttle service was inaugurated between the Naples terminus at the intersection of Second Street and The Toledo and Seal Beach as a temporary expedient to serve the

^{1/} Decision No. 49170, dated October 1, 1953, on Application No. 34659.

people of Seal Beach; that on May 22, 1955, the shuttle service was discontinued and through service was established from Second Street and The Toledo to Seal Beach on all Naples schedules. This temporary service routing was the same as that proposed herein, with the exception that service was over the authorized route along Ocean Boulevard in Seal Beach between First Street and Main Street. The applicant alleges that Central Avenue is centrally located in Seal Beach and will be more convenient to residents than Ocean Boulevard. The City of Seal Beach has approved the proposed routing (Exhibit No. 2).

Several public witnesses appeared in opposition to the proposal. A representative of the Seal Beach Taxpayers Association stated that this group desired a loop operation in Seal Beach and offered a map showing a proposed routing. She was informed that the Commission had before it only the approval or rejection of the company's proposal. Other parties having rental property on or near Ocean Boulevard, the present route, protested the re-routing on Central Avenue.

The record shows that if the residents of Seal Beach are to receive any service by applicant, it must of necessity be to or from Seal Beach via the route proposed from The Toledo across the San Gabriel River. As to the routing in Seal Beach, the record shows that Central Avenue is parallel to and not more than 700 feet from the present routing along Ocean Boulevard, and that the City of Seal Beach has recommended the use of Central Avenue. Upon the evidence of record herein we find that the

proposed abandonments of service are not adverse to the public interest and that public convenience and necessity require that applicant provide service as set out in the order herein.

The rerouting of the western portion of Route No. 12:

On this portion of Route No. 12, service is authorized (1) from the intersection of Santa Fe Avenue and Anaheim Street, via Anaheim Street, Harbor Avenue, 9th Street, Pico Avenue and Broadway into downtown Long Beach, and (2) from the intersection of Pico Avenue and Broadway in Long Beach, via Pico Avenue, Ocean Boulevard and Golden Avenue to Broadway.^{2/} Applicant proposes to abandon those portions of the line described above between the intersection of Harbor Avenue and Anaheim Street and the intersection of Broadway and Magnolia Avenue, and in lieu thereof serve via Anaheim Street and Magnolia Avenue. The applicant alleges that the City of Long Beach has purchased certain properties west of the Los Angeles River Flood Control (which is immediately east of Pico Avenue) because of the subsidence of the land, and to secure a right of way for a system of approaches for the southern entrance to the Long Beach Freeway, and that the Long Beach Harbor Department is acquiring all property south of Third Street and west of Pico Avenue for expansion and improvement of harbor facilities. As a result, applicant states that only two industries remain in the vicinity of the existing routes and that they are scheduled to be removed by September 1, 1955. Applicant further states that on and off passenger checks have shown that there are few passengers

^{2/} Decision No. 49170, supra.

left in the vicinity of portions of the line to be abandoned, and they can be served by applicant's Line No. 7 which operates via Ocean Boulevard and Broadway across the Los Angeles River. The City of Long Beach was represented at the hearing and made no objection to the proposal. Upon the record herein, we are of the opinion and find that the proposed abandonments of service are not adverse to the public interest and that public convenience and necessity require that applicant extend service as set out in the order herein.

Service on Route No. 7:

As a portion of its Route No. 7, applicant has authority to serve a U. S. Naval operating base and a U. S. Naval Shipyard on Terminal Island.^{3/} These installations are also served by Pete Drake, doing business as Terminal Island Transit Company. The parties have agreed that applicant would provide no service to the two installations excepting during shift changes, and this agreement has been in effect since sometime in 1953. Inasmuch as applicant is now rendering such curtailed service only, the order of Decision No. 49170 will be amended to so provide.

Schedule changes on Route No. 12:

Present and proposed schedules are set forth on page 5 of the application herein. All service west of Broadway and American will be on the existing schedules. Between the Central part of Long Beach and Park Avenue and Second Street the morning and evening peak service is to be reduced from 8 to 8-1/2 minutes, the day base from 10 to 12 minutes, and the night service from 30 to

^{3/} Decision No. 49170, supra.

33 minutes. On the leg extending from Granada Avenue and Second Street to Ocean Boulevard and 72nd Place, the present morning peak service is 17 minutes, the evening peak service is 15 minutes, the day base frequency is 20 minutes and the night frequency is 60 minutes. Applicant proposes to reduce these services to frequencies of 25-1/2 minutes, 25-1/2 minutes, 36 minutes and 66 minutes, respectively. From Granada Avenue and Second Street applicant proposes to operate as follows: one bus will operate via Granada Avenue and Ocean Boulevard to 72nd Place; the next two will operate from Granada Avenue and Second Street to The Toledo and Second Street; one of these stages will turn at that point and go back via The Toledo and Venetia Drive to Second Street; the other will proceed to Seal Beach and return via The Toledo and Venetia Drive to Second Street. Under this system the portion of the route between Granada Avenue and Second Street to The Toledo will have two buses 8-1/2 minutes apart and then an interval of 17 minutes in the morning peak and the evening peak; two buses 12 minutes apart, and then an interval of 24 minutes in the day base period; and a service at 66-minute intervals at night. The portion of the route from Second Street and The Toledo through Seal Beach will have morning and evening peak service of 25-1/2 minutes; a day base of 36 minutes and night service at 66-minute intervals.

The only patrons who will be affected to any noticeable degree will be the riders to and from the area west of Second Street and Granada Avenue. The City of Seal Beach has approved the proposal (Exhibit No. 2), and the applicant alleged that there

are less than 200 passengers on weekdays to or from Seal Beach. The Commission's engineer suggested that, instead of operating two schedules to The Toledo and one to 72nd Place, as proposed by the applicant, the frequency of service on the legs be equalized.

The public witnesses objected to the proposed reduced frequency of service but offered no evidence to show that the patronage is greater than the applicant alleged.

Cross-examination of the applicant's witnesses revealed that the 33-minute night service proposed for Route No. 12, west of 2nd and Granada, and the 66-minute service proposed on each leg of the route east of that point will not enable the company to reduce the number of buses necessary to provide the night service. With 30 or 60-minute frequencies intending passengers will have the convenience of departure times at the same time each hour, while with 33 or 66-minute frequencies the passengers will be dependent upon printed timetables to learn the schedule times which will be different each hour.

Upon the evidence of record herein, the Commission is of the opinion and finds that the proposed frequency of service on Line No. 12 will be adequate in view of the number of passengers carried, and applicant will be authorized to render service at the proposed frequencies, with the exception of the frequency proposed for the night service, which change will be denied.

O R D E R

An application having been filed, a public hearing having been held, the Commission having made the findings set forth in the foregoing opinion and based upon said findings,

IT IS ORDERED:

That the route descriptions of applicant's Route No. 12 - Broadway Santa Fe Line and Route No. 7 - West Ocean Boulevard Line,

as contained in Appendix A to Decision No. 49170, dated October 1, 1953, in Application No. 34659, be amended to read as follows:

No. 12 - Broadway Santa Fe Line

Beginning at the intersection of Harbor View and Harrison Street, thence along Harrison Street, Prospect Avenue, Dominguez Street, Harbor View Avenue, Carson Street, Bataan Avenue, 218th Street, McHelen Avenue, 223rd Street, Santa Fe Avenue, Anaheim Street, Magnolia Avenue, Broadway, Park Avenue, Second Street, The Toledo, Appian Way, Perimeter Road, Second Street, Bolsa Avenue in Seal Beach, Central Avenue, Main Street, Electric Avenue, Bay Boulevard and Westminster Boulevard to Main Administration Gate of the United States Naval Ordnance Depot.

Also, beginning at the intersection of Hill Street and Santa Fe Avenue in the City of Long Beach, thence along Hill Street, Monitor Avenue and Willard Street to its intersection with Santa Fe Avenue.

Also, beginning at the intersection of Second Street and Granada Avenue in the City of Long Beach, thence along Granada Avenue and Ocean Boulevard, to its intersection with 72nd Place.

Also, beginning at the intersection of Second Street and Park Avenue in the City of Long Beach, thence along Second Street, Roycroft Avenue and Livingston Drive to its intersection with Park Avenue.

Also, beginning at the intersection of Second Street and The Toledo in the City of Long Beach, thence along Second Street, The Toledo and Venetia Drive to its intersection with Second Street.

No. 7 - West Ocean Boulevard Line

Beginning at the intersection of Ocean Boulevard and Pacific Avenue in the City of Long Beach, thence along Pacific Avenue, First Street, Pine Avenue, Ocean Boulevard to its intersection with Pacific Avenue, thence along Ocean Boulevard, Golden Avenue, Broadway, Pico Avenue, Seaside Boulevard, Santa Barbara Avenue and Ocean Boulevard to its intersection with Golden Avenue.

Also, beginning at the intersection of Seaside Boulevard and Santa Barbara Avenue, in the City of Long Beach, thence along Seaside Boulevard to Gate No. 1 - U.S. Naval Operating Base, provided that no service shall be rendered to or from Terminal Island except for shift changes or personnel.

Also, beginning at the intersection of Seaside Boulevard and (no name street) in the City of Long Beach, thence along (no name street) to Gate No. 5 - U. S. Naval Shipyard, provided that no service shall be rendered to or from Terminal Island except for shift changes of personnel.

Also, beginning at the intersection of Seaside Boulevard and Pico Avenue in the City of Long Beach, thence along Pico Avenue, Embarcadero and Channel Way. (On-call service by U. S. Navy)

Also, beginning at the intersection of Pico Avenue and Embarcadero in the City of Long Beach, thence along Pico Avenue and Panorama Drive to Pierpont Landing. (On-call service.)

IT IS FURTHER ORDERED that in providing the service herein authorized the Long Beach Motor Bus Company shall comply with the following service regulations:

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty days after the effective date hereof, and upon not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make effective tariffs and time schedules satisfactory to the Commission.
- (c) That prior to discontinuance of service as herein authorized, applicant shall post plainly visible notices in all of its buses and terminals used on its Route No. 12. Such notices shall remain posted for at least five days prior to the abandonment of service as herein authorized.

IT IS FURTHER ORDERED that applicant may alter the frequency of its schedules on its Route No. 12 as proposed in the application with the exception of the change proposed in the night service. The requested authority to change the night service on Route No. 12 is denied.

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

Dated at San Francisco, California, this 4th day of October, 1955.

[Signature]
President

[Signature]

[Signature]

[Signature]
Commissioners