

Decision No. 52446**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES)
 for authority to discontinue and abandon)
 its authorized service between North)
 Freeway Junction and South Freeway Junction)
 via North Sacramento; to adopt its alternate) Application No. 36917
 route between such termini as its regular)
 route; and for authority to establish an)
 alternate route between Elvas Junction and)
 Sacramento, together with connecting urban)
 routes.)

O P I N I O N

By this application, as amended, Pacific Greyhound Lines requests the Commission to authorize it

- (a) to use the newly constructed Elvas Freeway as as alternate route between a point designated by applicant as Elvas Junction and the City of Sacramento, and in connection therewith to use 29th and 30th Streets to Broadway;
- (b) to substitute "F" Street for "H" Street between 8th and 16th Streets at the request of the City of Sacramento;
- (c) to discontinue regular route operations through North Sacramento between the points it designates as North Freeway Junction and South Freeway Junction on U. S. Highway 40; and
- (d) to convert its "alternate route" (1) operation over the North Sacramento Freeway to a "regular route" operation.

(1) Decision No. 47907 in Appendix A thereof defines alternate routes as follows:

"Alternate Routes:

"Routes hereinafter designated as "alternate routes" are routes which are in addition to the regular routes between the named termini, and are authorized for operating convenience, to be operated at the option of the company, provided, however, no service may be rendered to or from any intermediate point or points thereon."

A new highway known as the Elvas Freeway (U. S. Highway 99E) has been opened for travel. It extends from Elvas Junction, which is about one-half mile southwesterly of North Sacramento Freeway Junction, to the boundary of the City of Sacramento. There it connects with 29th and 30th Streets for southbound and northbound traffic respectively. This freeway is designed to divert through traffic from the more congested streets of the business area of Sacramento. Applicant desires to use the Elvas Freeway as an "alternate route" for its through traffic. No one has filed any objection to the use of this route.

The proposed change of routing from "H" Street to "F" Street, within the City of Sacramento, is at the request of the assistant traffic engineer of the City.

In support of its request to discontinue operations through North Sacramento, applicant asserts that its operative authority in the area is restricted to the extent that practically no demand exists for this service. Congested traffic conditions prevail on the route between applicant's Sacramento and North Sacramento stations which are about four miles apart. Applicant states that an adequate daily service is regularly maintained between these points by a local bus line.

Upon abandonment of the "regular route" through North Sacramento, if authorized, the only remaining through route would be the "alternate route" over the North Sacramento Freeway (U. S. Highway 40). This route extends from Sacramento to Ben Ali and applicant desires authority to use it as a "regular route" without restriction. This route together with the route over Ben Ali-Roseville Freeway (U. S. Highway 40) would form a continuous freeway route from Sacramento to a point near Roseville referred

to as Roseville Junction. (2) Applicant points out that "regular route" operation in the Sacramento area authorizes service to and from intermediate points, subject to the local restrictions mentioned above. Notwithstanding such authority it does not propose to stop its buses for the receipt or discharge of authorized traffic at any point on any freeway or other highway where such stopping would be in violation of any applicable laws, rules or regulations. Nor would it stop in any other instance where it would not be safe for applicant's passengers or other highway traffic.

No objection to any proposals of applicant have been received except from the Department of Public Works. Through counsel, in writing, it objects to applicant's request to convert its operation over the North Sacramento Freeway from an "alternate route" to a "regular route" unless the "regular route" is subjected to a specific restriction "... against the stopping of applicant's buses within the limits of the North Sacramento Freeway for the purpose of picking up or discharging passengers, baggage or express." The Department requests that in making its decision herein the Commission take into consideration the proceedings in "... Application No. 35872 and the written statement of position filed by the Department at the hearing on said application"

In that proceeding the same applicant as here sought authority to use the new Ben Ali-Roseville Freeway as a "regular route" without restriction. At the hearing of Application No. 35872, the Department's position in opposition to applicant's proposal therein was thoroughly established and fully considered by the Commission. The Department's position and the facts here are essentially the same as in that proceeding wherein the Commission

(2) "Regular route" operation over the Ben Ali-Roseville Freeway by applicant was authorized by the Commission in Decision No. 52394 in Application No. 35872.

after due consideration declined to include the restriction sought by the Department and granted applicant's request. On the facts here we find no justification to reach a different conclusion.

After full consideration of all the facts in this proceeding the Commission finds that public convenience and necessity require the establishment and operation of "regular route" and "alternate route" passenger stage service over the routes as proposed by applicant. We further find that public convenience and necessity no longer require passenger stage service by applicant to or from points on the route via North Sacramento. No public hearing appears to be necessary and the application will be granted.

O R D E R

An application therefor having been filed, the Commission being fully informed therein and it having been found that public convenience and necessity so require,

IT IS ORDERED:

(1) That Pacific Greyhound Lines is hereby authorized to discontinue passenger stage service to and from North Sacramento, provided that for at least 10 consecutive days preceding discontinuance of such service Pacific Greyhound Lines shall post notices thereof at all of its stations involved and in all of its equipment operating over the route serving said North Sacramento.

(2) That a certificate of public convenience and necessity is hereby granted to Pacific Greyhound Lines authorizing the establishment and operation of service as a passenger stage corporation, as that term is defined in Section 226 of the Public

Utilities Code, for the transportation of passengers, baggage and express between the points and over the routes described as Route No. 3.01, Route No. 3.02, Urban Routes Nos. UR-10.01, UR-10.13 and UR-10.14 appearing at Second Revised Page 13, Third Revised Page 76 and Second Revised Page 76-A, respectively, of Appendix A attached hereto. The authority herein granted is an extension and enlargement of, consolidation with and subject to all the limitations and restrictions set forth in the certificate granted by Decision No. 47907, and more particularly subject to the provisions set forth in Section 3 of Appendix A thereof.

(3) That Appendix A of Decision No. 47907 is hereby amended by incorporating therein Second Revised Page 13, Third Revised Page 76 and Second Revised Page 76-A as referred to in paragraph (2) of this order.

(4) That in exercising the authorities herein granted the applicant shall comply with and observe the following service regulations:

- (a) Immediately upon posting notice of discontinuance of service as herein authorized a true copy of such notice shall be filed with the Commission.
- (b) Within thirty days after the effective date hereof applicant shall file a written acceptance of the certificate herein granted.
- (c) Within sixty days after the effective date hereof, and on not less than five days' notice to the Commission and to the public, applicant shall establish the service herein authorized and file in triplicate, and concurrently make effective, appropriate tariffs and timetables.

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

Dated at San Francisco, California, this
17th day of January, 1956

John E. Marshall
President

Justina J. Collins

Ray B. Ventresina

William J. Kelly

R. Hardy
Commissioners

ROUTE GROUP 3

- *3.01 - Between the Nevada-California State Line east of Floriston and Sacramento:

From the point where U. S. Highway 40 intersects the Nevada-California State Line, over U. S. Highway 40 to Sacramento, including necessary deviation therefrom to serve Colfax and Auburn.

- *3.02 - Between Elvas Junction and Sacramento:

From the junction of U. S. Highway 40 and U. S. Highway 99E (Elvas Junction), over U. S. Highway 99E to Sacramento, to be operated as an alternate route.

- 3.03 - Between the Nevada-California State Line east of Lakeside and Sacramento:

From the point where U. S. Highway 50 intersects the Nevada-California State Line, over U. S. Highway 50 to junction former U. S. Highway 50 (East Folsom Junction), thence over former U. S. Highway 50 via Folsom and Nimbus to junction present U. S. Highway 50 (West Folsom Junction), thence over present U. S. Highway 50 to Sacramento.

- 3.04 - Between the Nevada-California State Line at Cal-Neva and Tahoe City:

From the point where California Highway 28 contacts the Nevada-California State Line, over California Highway 28 to junction California Highway 89 (Tahoe City).

- 3.05 - Between Truckee and Tahoe Valley Junction:

From Truckee, over U. S. Highway 40 to junction California Highway 89 (Tahoe Junction), thence over California Highway 89 to junction U. S. Highway 50 (Tahoe Valley Junction).

Issued by Public Utilities Commission of the State of California

*Changed by Decision No. 52446 Application No. 36917

Correction No. 115

URBAN ROUTE GROUP UR-10

SACRAMENTO

- *UR-10.01 - From the northern city limits of Sacramento, over U. S. Highway 40 to Sixteenth Street to F Street to Eighth Street to L Street.
- UR-10.02 - From the northern city limits of Sacramento, over U. S. Highway 40 to Twelfth Street to E Street to Seventh Street to Capitol Avenue.
- UR-10.03 - From the junction of Eighth Street and I Street, over I Street and I Street Bridge through Broderick (West Sacramento) to California Highway 24 to the western city limits of Sacramento.
- UR-10.04 - From the junction of Eighth Street and L Street, over Eighth Street to Capitol Avenue to U. S. Highway 40 to the western city limits of Sacramento.
- UR-10.05 - From the junction of Seventh Street and L Street, over L Street to Alhambra Boulevard to Folsom Boulevard to U. S. Highway 50 to the eastern city limits of Sacramento.
- UR-10.06 - From the junction of Ninth Street and L Street, over Ninth Street to Broadway to Stockton Boulevard to U. S. Highway 99 to the southern city limits of Sacramento.
- UR-10.07 - From the junction of Capitol Avenue and Eighth Street, over Eighth Street to P Street to Tenth Street to Broadway.
- UR-10.08 - From the junction of Capitol Avenue and Alhambra Boulevard, over Capitol Avenue to Twenty-Ninth Street to P Street to Tenth Street.
- UR-10.09 - From the junction of I Street and Fifth Street, over Fifth Street to Capitol Avenue.

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Correction No. 116

- UR-10.10 - From the junction of I Street and Third Street, over Third Street to Capitol Avenue.
- UR-10.11 - From the junction of I Street and Second Street (Broderick), over Second Street to junction Capitol Avenue (Broderick Junction).
- UR-10.12 - From the junction of Seventh Street and L Street, over L Street to Third Street.
- *UR-10.13 - From the junction of U. S. Highway 99E and Twenty-Ninth Street, over Twenty-Ninth Street to Broadway.
- *UR-10.14 - From the junction of U. S. Highway 99E and Thirtieth Street, over Thirtieth Street to Broadway.

Issued by Public Utilities Commission of the State of California

*Added by Decision No. 52446 Application No. 36917

Correction No. 117