

ORIGINALDecision No. 53766

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of METROPOLITAN COACH LINES,)
 a corporation, for authority to reroute)
 and reschedule Line 58, Los Angeles-) Application No. 37812
 Santa Ana Motor Coach Line.)

James H. Lyons and Dale Harlan, for applicant.
Southern Cities Transit, Inc., by James C. Carson, protestant.
Southland Bus Line, Inc., by William Bourne, interested party.
Henry E. Jordan, Chief Engineer for Bureau of Franchises and
 Public Utilities of Long Beach, interested party.
William F. Hibbard and Fred G. Ballenger of the Commission staff.

O P I N I O N

Metropolitan Coach Lines operates its No. 58 Line between Los Angeles and Santa Ana via Downey, Santa Fe Springs, Norwalk, Buena Park, Disneyland, Anaheim and other points. It seeks authority to modify this route of operation in certain respects, reschedule some of the runs, add schedules in some areas and generally improve the service of the line. It also proposes to establish service to and from Knott's Berry Farm near Buena Park. A public hearing thereon was had before Examiner Leo C. Paul at Downey on April 25, 1956, and the matter was submitted.

Under applicant's proposal it requires authority to operate over the following named streets which would be segments of the route over which it would operate its No. 58 Line:

- (a) Florence Avenue from Downey Avenue to Paramount Boulevard;
- (b) Paramount Boulevard from Florence Avenue to Telegraph Road; (Items (a) and (b) are near Downey)
- (c) Telegraph Road from Atlantic Boulevard to Olympic Boulevard;

- (d) Olympic Boulevard from Telegraph Road to 8th Street;
- (e) 8th Street from Olympic Boulevard to Boyle Avenue;
- (f) Boyle Avenue from 8th Street to Garnet Street;
- (Items (c) (d) (e) and (f) are in the East Los Angeles area extending from Boyle Avenue to Atlantic Boulevard)
- (g) West Street from Ball Road to Katella Avenue;
- (h) Katella Avenue from West Street to Santa Ana Freeway;
- (i) Ball Road from West Street to Harbor Boulevard.
- (Items (g) (h) and (i) are at Disneyland)

The new service proposed to and from Knott's Berry Farm south of Buena Park would be operated by diverging from its present route along Manchester Avenue (Buena Park) thence via Grand Avenue, Knott's Berry Farm, Lincoln Avenue, Stanton Avenue and Katella Avenue to the Disneyland Parking Lot. Applicant proposes no changes in fares, rates or equipment except that one additional unit of equipment would be needed.

Applicant's plan to improve service in the Downey area involves the discontinuance of service by Line 58 over Florence Avenue and Lakewood Boulevard. The service would be rerouted via Florence Avenue and Paramount Boulevard as set out in items (a) and (b) above. The terminals of the proposed routing would be Downey Avenue, on the one hand, and Telegraph Road, on the other hand. The evidence shows that under this plan the public would not be deprived of all service over Florence Avenue, Lakewood Boulevard and Telegraph Road as service would be continued thereover by applicant's No. 55 Line. Under this routing proposal and applicant's rescheduling plan the running time between Los Angeles, Norwalk and Downey could be reduced approximately 14 minutes.

Applicant plans to operate an expedited service between Los Angeles and Santa Ana during the interval between the morning and

evening peak periods. This service would be routed via the Santa Ana Freeway, Paramount Boulevard, Telegraph Road and Santa Fe Springs thence to Norwalk, Buena Park, the southerly portion of Anaheim, Disneyland and Santa Ana. The terminal to terminal running time would be one hour and 14 minutes which is comparable to its express trips with running times varying from one hour and 3 minutes to one hour and 16 minutes. Presently the midday service between Los Angeles and Santa Ana requires two hours and 9 minutes whereas the proposed service through Santa Fe Springs will require one hour and 14 minutes thus producing a saving of 55 minutes. Santa Fe Springs which presently has only peak service would receive midday service at approximately one-hour intervals. This service would be operated at approximate hourly intervals from Santa Ana from 8:07 a.m. to 5:12 p.m. and from Los Angeles from 7:30 a.m. to 3:30 p.m., Mondays through Saturdays. According to the evidence the schedule of this service is so constructed as to provide an approximate 30-minute service between Buena Park and Los Angeles resulting in a decrease of 18 minutes in the present running time.

The route changes at Santa Ana are proposed in order to comply with the local one-way street plan recently established. The Disneyland route changes are to comply with local traffic regulations and to avoid a time consuming reverse movement. The route modifications proposed in the East Los Angeles area are for the purpose of providing a minimum amount of service as a supplement to applicant's No. 55 Line.

Applicant would serve Knott's Berry Farm by diverging from its present route through Buena Park thence via Grand Avenue and Knott's Berry Farm to the Disneyland Parking Lot. Knott's Berry Farm is located about two miles south of Buena Park. It is a family partnership enterprise established 35 years ago according to the testimony of its originator. He said that more than two and one-half

million persons visit the farm annually, of which he estimated approximately 20 per cent are tourists. The witness stated a regularly scheduled service between the farm and Los Angeles is needed as its absence has been detrimental to the business. He said the only present common carrier service is a sight-seeing type in addition to some so-called "charter group" movements. In his opinion applicant's proposed two daily round trips with five round trips on Sundays would be satisfactory.

The only protest to any of applicant's proposals was directed to the proposed rerouting at Downey. Southern Cities Transit, Inc., opposed applicant's plan to use Paramount Boulevard between Florence Avenue and Telegraph Road. It contends that the routing proposed would be in direct competition with protestant's local operation. Protestant requested that a local restriction be imposed on applicant's proposed operation along Paramount Boulevard and also on applicant's present operation along Downey Avenue and Florence Avenue. The record shows that protestant presently operates at hourly intervals during the day along Paramount Boulevard. Applicant's proposed basic service would be at approximately the same interval. The record also shows, as admitted by protestant, that while it operates along Paramount Boulevard to Telegraph Avenue it has no authority for that portion of this operation extending from Gallatin School House Road to Telegraph Road and Manzanar Avenue. Protestant's service is local in the area involved. Applicant provides a complete service between Los Angeles and Santa Ana as well as local service at Downey. According to the record the traffic in the area along Paramount Boulevard is insufficient to be of much consequence to either carrier. On the facts developed we find that public convenience and necessity require the service proposed by applicant along Paramount Boulevard without restriction.

A report prepared by the Commission's staff, and of record as Exhibit No. 5, shows that boarding and alighting checks were made by the company along a part of the Santa Ana Line between Boyle Avenue and Lakewood Boulevard. The report calls attention to the fact that approximately 3,200 passengers are transported daily on a typical weekday on the portion of the line operated via Norwalk. Of these passengers about 220 (7 per cent) would be adversely affected by applicant's proposal. The remaining 2,980 passengers, or 93 per cent, would receive the same or an improved service. It was the staff's position that the number of passengers affected adversely could be reduced by approximately 40 persons daily if bus stops were established along the Santa Ana Freeway at the overhead pedestrian bridge near the United States Rubber Company plant on Anaheim-Telegraph Road near Atlantic Boulevard.

The report shows that after an inspection the Commission's engineers are of the opinion that the routes over which applicant desires to operate are adequate.

After receipt of all pleadings and a notice of hearing in this proceeding and subsequent to the hearing and submission thereof, yet not having entered an appearance, counsel for the Department of Public Works requested the Commission to accept the Department's written statement of position with respect to use of a highway assertedly involved. Obviously any statement of position which is not placed in evidence at the hearing of the matter cannot be considered by the Commission. In any event the proposed use of the highway said to be involved was abandoned by applicant because of a competitive situation and is not involved in this proceeding.

After full consideration of all the evidence of record, the Commission finds that public convenience and necessity require the reroutings and extensions proposed by applicant which will be authorized by redescriptions of the routes used by the line involved as

set forth in the following order.

O R D E R

A public hearing having been held, the Commission being fully informed in the premises and having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Metropolitan Coach Lines, a corporation, 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 persons, baggage and express between the points and over the routes set forth in the description of Line 58 - Los Angeles-Santa Ana, appearing on First Revised Pages 15 and 16 and Original Pages 16-A and 16-B 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. 52821 in Application No. 36930 and more specifically to the provisions set forth in Section 2 of Appendix A thereof.

(2) That Appendix A of said Decision No. 52821 is hereby amended by incorporating therein First Revised Pages 15 and 16 and Original Pages 16-A and 16-B as referred to in paragraph (1) of this order.

(3) That in exercising the authority herein granted applicant shall comply with and observe 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 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 ten days after the date hereof.

Dated at San Francisco, California, this 19th day of July, 1956.

John E. Mitchell
President

Justus J. Casner

Louis Waterman

William H. Hasley

R. Hardy
Commissioners

SECTION 1 (Continued)

LINE 58 - LOS ANGELES-SANTA ANA* A. VIA DOWNEY

From Main Street Station at 6th and Main Streets (Los Angeles), via Main Street, or, as an alternate, from Los Angeles Street Terminal (Los Angeles), via Los Angeles Street, 6th Street, Whittier Boulevard, Boyle Avenue, Garnet Street, Santa Ana Freeway, Paramount Boulevard, Florence Avenue, Downey Avenue (Downey), Firestone Boulevard (Norwalk), Santa Ana Freeway, Manchester Avenue (Buena Park), Whitaker Street, Magnolia Avenue, Commonwealth Avenue (Fullerton), Spadra Road, Los Angeles Street, Santa Ana Freeway, Chapman Avenue (Orange), Lemon Street, La Veta Avenue, Main Street (Santa Ana), 2nd Street, Spurgeon Street, 4th Street to French Street.

Return via 3rd Street, Main Street and reverse of above route to Santa Ana Freeway and Soto Street; thence via Soto Street, Whittier Boulevard, 6th Street, Central Avenue, 5th Street and Maple Avenue to Los Angeles Terminal.

* B. VIA SANTA FE SPRINGS

Over route A from Los Angeles Terminal to Santa Ana Freeway and Paramount Boulevard; thence via Paramount Boulevard, Telegraph Road, Norwalk Boulevard, San Antonio Drive (Norwalk), Firestone Boulevard, Santa Ana Freeway, Manchester Avenue (Buena Park), Santa Ana Freeway, Manchester Avenue (Anaheim), Santa Ana Freeway, Main Street (Santa Ana), 2nd Street, Spurgeon Street, 4th Street to French Street.

Return via 3rd Street, Main Street and reverse of above route.

* C. VIA WHITTIER

Over route A from Los Angeles Terminal to Whittier Boulevard and Boyle Avenue; thence via Whittier Boulevard (through Montebello and Pico), Philadelphia Street (Whittier),

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* Changed by Decision No. 52266, Application No. 37812.
Correction No. 11.

SECTION 1 (Continued)

Comstock Avenue, Bailey Street, Painter Avenue, Whittier Boulevard, La Mirada Avenue, Central Avenue (La Habra), Pomona Avenue, Brea Boulevard (Brea), Spadra Road to Commonwealth Avenue (Fullerton); thence via route A to Santa Ana.

* D. VIA EXPRESS ROUTE

Over route A from Los Angeles Terminal to Santa Ana Freeway and Paramount Boulevard; thence via Santa Ana Freeway, Pioneer Boulevard, Firestone Boulevard (Norwalk), Santa Ana Freeway, Manchester Avenue (Buena Park), Santa Ana Freeway, Manchester Avenue (Anaheim), Santa Ana Freeway, Main Street (Santa Ana), 2nd Street, Spurgeon Street, 4th Street to French Street.

Also, as an alternate, Santa Ana Freeway through Norwalk, Buena Park and Anaheim.

Return via 3rd Street, Main Street and reverse of above route.

* E. VIA DISNEYLAND

1. From Los Angeles Street and Ball Road (Anaheim); thence via Ball Road, Harbor Boulevard, Disneyland Parking Lot, West Street, Katella Avenue to Santa Ana Freeway.

Return via Katella Avenue, Disneyland Parking Lot, West Street and Ball Road to Los Angeles Street.

2. From Santa Ana Freeway and Harbor Boulevard (Anaheim); thence via Harbor Boulevard, Disneyland Parking Lot, West Street, Katella Avenue to Santa Ana Freeway.

Return via Katella Avenue, Disneyland Parking Lot, West Street and Ball Road to Santa Ana Freeway.

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* Changed by Decision No. 53506, Application No. 37812.
Correction No. 12.

SECTION 1 (Continued)

****F. KNOTTS BERRY FARM AND DISNEYLAND**

Over routes A, B or D from Los Angeles Terminal to Manchester Avenue and Grand Avenue (Buena Park); thence via Grand Avenue, Knotts Berry Farm, Lincoln Avenue, Stanton Avenue, and Katella Avenue to Disneyland Parking Lot.

Return via West Street to Katella Avenue and reverse of above route.

ALTERNATE ROUTES

1. From Main Street Station at 6th and Main Streets (Los Angeles), via Main Street, or, as an alternate, from Los Angeles Street Terminal (Los Angeles), via Los Angeles Street, 6th Street, Whittier Boulevard, Atlantic Boulevard and Telegraph Road to Paramount Boulevard.

Return via reverse of above route to 6th Street and Central Avenue; thence via Central Avenue, 5th Street and Maple Avenue to the Los Angeles Terminal.

2. From Main Street Station at 6th and Main Streets (Los Angeles), via Main Street, or, as an alternate, from Los Angeles Street Terminal (Los Angeles), via Los Angeles Street, 6th Street, Whittier Boulevard, Boyle Avenue, 8th Street, Olympic Boulevard, Telegraph Road, Atlantic Boulevard and Telegraph Road to Paramount Boulevard.

Return via reverse of above route to 6th Street and Central Avenue; thence via Central Avenue, 5th Street and Maple Avenue to the Los Angeles Terminal.

Issued by California Public Utilities Commission.

** Added by Decision No. 53366, Application No. 37812.
Correction No. 13.

SECTION 1 (Continued)

RESTRICTIONS:

- ** 1. No passenger shall be picked up or discharged along the Santa Ana Freeway, except at points designated as bus stops by the Division of Highways of the State of California.
- ** 2. No passenger shall be transported in the City of Los Angeles whose origin and destination are between the Los Angeles Terminal and any point west of Indiana Street.

Issued by California Public Utilities Commission.

* Added by Decision No. 5366, Application No. 37812.

**No change. Transferred from Original Page 16.
Correction No. 18.