

Decision No. 55156**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES)
 for authority to adopt California)
 Highway 1 as relocated as its regular) Application No. 38771
 route between Half Moon Bay and Rockaway)
 Beach.)

McCutchen, Thomas, Matthew, Griffiths & Greene
 by William W. Schwarzer, for applicant.
Kenneth Harrison, for himself, interested
 party.
Charles W. Overhouse, for the Commission staff.

O P I N I O N

By the above-entitled application, The Greyhound Corporation, a passenger stage corporation, is requesting authority to reroute a portion of its regular route between Half Moon Bay and Rockaway Beach.

A public hearing was held on April 10, 1957, at San Francisco before Examiner William L. Cole at which time the matter was submitted.

This application was originally filed by Pacific Greyhound Lines. Subsequent to such filing, The Greyhound Corporation filed a petition requesting that it be substituted for Pacific Greyhound Lines as the party applicant inasmuch as it has been the authorized owner and holder of Pacific Greyhound Lines' operative rights and properties since June 1, 1957. This petition is hereby granted.

Present Route

Applicant's present route between Rockaway Beach and Half Moon Bay is along former State Highway No. 1. This route

passes through the unincorporated communities of Montara, Moss Beach, Princeton and Miramar as well as the communities of El Granada and Half Moon Bay. At the present time applicant is operating two schedules daily between these points. One schedule operates from Half Moon Bay to Rockaway Beach, and then on to San Francisco in the morning. The other schedule operates from San Francisco through Rockaway Beach to Half Moon Bay in the evening. The schedules are commuter schedules designed to serve the people living in that area who work in San Francisco.

During the summer season, applicant also operates two schedules daily between San Francisco and Santa Cruz over the route in question.¹

Proposed Changes and Justification Therefor

Recently, State Highway No. 1 has been relocated in part between Rockaway Beach and Half Moon Bay. This relocation has been such that the highway no longer travels through the six communities previously mentioned, but does pass close by each of these communities. Applicant is requesting authority to change its present route in order to follow the relocated highway with respect to the communities of Montara, Moss Beach, Princeton and Miramar, but has not requested authority to alter its route with respect to the communities of Half Moon Bay and El Granada.

As justification for its proposed changes, applicant alleges that the turn off and return to the highway as relocated, in order to serve the four communities of Montara, Moss Beach, Princeton and Miramar, create traffic hazards, particularly when

¹ The summer season is from June 10 to September 10 of each year.

left hand turns are required. Applicant also alleges that, inasmuch as the roads between the relocated highway and the center of the communities in question are narrow and winding, traffic hazards are present which would be eliminated if the application is granted. Applicant also alleges that the rerouting requested will reduce the operational time of its buses between Half Moon Bay and San Francisco from seven to ten minutes. Applicant's representative testified that the elimination of the requirement of traversing the winding roads between the center of the communities in question and the highway would be an important factor in eventually being authorized to use larger buses over this route.

Applicant alleges further that there are safe and convenient points of pickup and discharge on the relocated highway with respect to each of the four named communities that would be affected by the granting of the application.

Evidence

The evidence introduced shows that some traffic hazards do exist with respect to turning on and off of the relocated highway, particularly at Montara where the visibility at the intersection is limited. In turning onto the relocated highway at Montara, applicant's bus driver testified that because of this limited visibility it was necessary to move into the intersection before oncoming automobiles could be seen. This witness also testified that at another intersection oncoming cars were forced to swerve when the bus turned onto the relocated highway because of limited visibility. The evidence also shows that approximately seven to nine passengers board and are discharged from applicant's buses at Montara and a like number at Moss Beach. The evidence shows that

ordinarily one person is served daily at Princeton and one at Miramar but that on occasions, no passengers board or are discharged from applicant's buses at these two points.

The evidence also shows that applicant proposes to stop its buses on the relocated highway at selected points to receive and discharge passengers whose present points of pickup and discharge are in the center of the communities in question. The distance from the center of town and the relocated highway in the case of Montara, Moss Beach and Miramar is approximately one-tenth of a mile, and in the case of Princeton, it is one-fourth of a mile, but the evidence shows that there are no pedestrian crosswalks at the points chosen by applicant as proposed bus stops on the relocated highway. Likewise, there are no traffic signals at these points. In this regard one of applicant's bus drivers testified that, while the volume of traffic on the relocated highway is not too large at the times the commuter schedules in question operate, the traffic on the highway travels at high speed. It was testified that there are no reduced speed limits on the highway at the points proposed as bus stops.

The evidence also shows that applicant has no present plans to erect shelters at its proposed bus stops on the relocated highway. While shelters are not provided at its present stops the evidence indicates that store entrances, or vacant garages or similar structures are being used by passengers as shelters at Montara, Moss Beach and Princeton. Some of the passengers drive their cars to the bus stops and use them as shelters until the bus arrives.

The evidence also shows that the commuter schedules in question handle about 40 to 42 passengers each way and that over half of these passengers board or leave the buses south of Princeton.

Protestants and Interested Parties

A petition objecting to the granting of the application was filed with the Commission. This petition was signed by approximately twenty persons living in Montara and Moss Beach.

Five persons who ride the commuter schedules in question appeared at the time of the hearing and testified. One person testified that he was in favor of granting the application principally because of the saving of time involved. The remaining four persons were opposed to the granting of the application. Of these four one lived in El Granada and the others lived in Montara and Moss Beach. The principal reasons given by these passengers in opposing the application were the lack of shelters at the proposed stops along the highway, the lack of adequate parking space at these proposed stops, and the accident hazards involved in requiring passengers to cross the relocated highway on foot in order to board, or after having been discharged from, applicant's buses.

Findings and Conclusions

Based upon the evidence introduced, it is the Commission's conclusion, and it hereby finds, that it would not be in the public interest to authorize applicant to relocate its present route with respect to the communities of Montara and Moss Beach. In view of the number of passengers served by applicant in those communities, it appears to the Commission that the adverse effects upon those passengers which would accrue from the granting of the application outweigh the time saving advantages gained from relocating applicant's

present route. The evidence does show the present practice of entering and leaving the relocated highway so as to serve these two communities presents a possible traffic hazard. However, it is the Commission's conclusion that a greater hazard would exist in requiring passengers to cross the highway on foot without the protection of pedestrian crosswalks or traffic signals.

In view of the small number of passengers served by applicant from the communities of Princeton and Miramar, however, it is the Commission's conclusion, and it so finds, that it is in the public interest to grant applicant's request to relocate its route with respect to these two communities.

O R D E R

A public hearing having been held in the above-entitled matter and the Commission being fully informed therein, now therefore,

IT IS ORDERED:

(1) That The Greyhound Corporation is hereby authorized to discontinue passenger stage service into the communities of Princeton and Miramar.

(2) That the certificate of public convenience and necessity authorizing service between San Francisco and Santa Cruz as set forth and described in Route 14.08 appearing at Third Revised Page 41 of Appendix A of Decision No. 47907, Application No. 31883, is hereby amended to read as set forth in Fourth Revised Page 41 attached hereto as Appendix A and made a part hereof.

(3) That The Greyhound Corporation is hereby authorized to amend its tariff on not less than five days' notice to the Commission and to the public, to reflect the changes authorized in the above ordering paragraphs.

(4) That The Greyhound Corporation shall post an appropriate notice of the change of service as herein authorized for a period of at least ten days next preceding such discontinuance. Such notice shall be posted in applicant's stations at San Francisco and Half Moon Bay and in all equipment used in servicing those points. An affidavit of such posting shall be filed with the Commission within ten days after the date of posting.

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

Dated at San Francisco, California, this 18th day of JUNE, 1957.

[Signature]
President
[Signature]
[Signature]
Commissioner [Signature] Roy Hardy, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioners

14.06 - Between Palo Alto and Sunnyvale Junction via Mountain View:

From Palo Alto, over Alma Street and Alma Road to Mountain View, thence over Front Street to Evelyn Avenue to Sunnyvale, thence over unnumbered highway to junction U. S. Highway 101 (Sunnyvale Junction).

14.07 - Between Agnew Junction and Santa Clara:

From the junction of By-Pass U. S. Highway 101 and Santa Clara-Agnew Road (Agnew Junction), over Santa Clara-Agnew Road to junction U. S. Highway 101 (Santa Clara), to be operated as an alternate route.

*14.08 - Between San Francisco and Santa Cruz:

From San Francisco, over California Highway 1 to junction unnumbered highway thence over unnumbered highway to Montara, thence over unnumbered highway to junction California Highway 1, thence over California Highway 1 to junction unnumbered highway, thence over unnumbered highway to Moss Beach, thence over unnumbered highway to junction California Highway 1, thence over California Highway 1 to junction unnumbered highway, thence over unnumbered highway to El Granada, thence over unnumbered highway to intersection California Highway 1, thence over California Highway 1 to junction unnumbered highway, thence over unnumbered highway to Half Moon Bay, thence over unnumbered highway to junction California Highway 1, thence over California Highway 1 to Santa Cruz.

14.09 - Between San Francisco and Santa Cruz (Skyline Route):

From San Francisco, over California Highway 1 to junction California Highway 5 (Skyline Junction), thence over California Highway 5 to junction California Highway 1 (Saratoga Gap), thence over California Highway 1 to Santa Cruz.

14.10 - Intentionally left blank.

14.11 - Between Sunnyvale Junction and Santa Cruz:

From junction U. S. Highway 101 and California Highway 9 (Sunnyvale Junction), over California Highway 9 to Saratoga, thence over unnumbered highway to Los Gatos, thence over California Highway 17 to Santa Cruz.

14.12 - Between Felton and Camp Evers:

From junction California Highway 5 and unnumbered highway (Felton), over unnumbered highway via Mt. Hermon to junction California Highway 17 (Camp Evers).

Issued by Public Utilities Commission of the State of California.

*Changed by Decision No. 55156, Application No. 38771.

Correction No. 177.