

ORIGINALDecision No. 57168

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of THE GREYHOUND CORPORATION)
 for authority to change its route of }
 operation between a point near Beatrice } Application No. 39792
 and a point near Fernbridge. }

McCutchen, Thomas, Matthew, Griffiths & Greene,
 by William W. Schwarzer, for applicant.
L. V. Olsen, Jr., for Loleta Chamber of Commerce,
 protestant.
Walter E. Mendenhall, for Mendenhall Transportation
 Co., interested party.

O P I N I O N

In this proceeding The Greyhound Corporation seeks authority to revise its operations in Humboldt County by adopting relocated U. S. Highway 101 as the authorized route of operation between points designated as Beatrice Junction and South Loleta Junction in lieu of its present route between these points over former U. S. Highway 101. In effect, this proposal will abandon direct service to Loleta, a city between 800 and 1000 in population, located on the former highway approximately seven miles south of Eureka.

Public hearing on this matter was held in Loleta on June 12, 1958, at which time evidence was presented and the matter submitted.

Applicant's evidence establishes that U. S. Highway 101 has been relocated between the afore-mentioned points by-passing said city of Loleta. The purpose of this application is to utilize this new four-lane highway as a more direct and safer route between said

points. The new highway, consisting of gradual curves and grades, will result in a saving of .6 of a mile in distance traveled and five minutes in time as compared with operations over the former route. It was alleged and evidence was offered, that the aforesaid relocation has resulted in unsafe bus operations in the making of left-hand turns when entering or leaving U. S. Highway 101 at the junction points of former and relocated U. S. Highway 101 at the afore-mentioned Beatrice Junction and South Loleta Junction points. The traffic, particularly at South Loleta Junction, combined with the visibility limitations of the highway terrain, makes such left-hand turns hazardous during the majority of the applicant's schedules. Greyhound states that East Loleta, a point on the new highway approximately one mile east from the center of the city and the present bus stop is as suitable and convenient for the receipt and discharge of passengers as is the present bus stop in Loleta. A paved road directly connects East Loleta with downtown Loleta and the applicant alleges that adequate provision has been made at the East Loleta point for vehicles to safely stop off the main-traveled portion of said U. S. Highway 101. The applicant does not wish to operate over this road because the road surface and width is not suitable for large bus operations.

A substantial portion of the hearing consisted of testimony by the applicant that the patronage received from this city does not justify continuance of operations along the former highway. Very few passengers apply for Greyhound's service to or from this point; during a given test period in January of this year (January 9 to January 15, 1958) drivers' trip reports show that with four daily schedules operating in each direction, a total of

only six passengers were discharged and none were received at Loleta on the 56 schedules operated through this city during the test period. From April 1 to April 7, 1958 only 11 passengers were discharged.

In addition, evidence was presented that Mendenhall Transportation Company, a local passenger stage line operating between Eureka and Scotia, provides three round trips per day to downtown Loleta. Such service averages approximately two passengers a day.

No change is required as a result of Greyhound's proposal except that its Route 8.01 needs to be reauthorized as it is presently described in order to establish that the reference therein to U. S. Highway 101 is to that highway as it is currently relocated. The only fares and charges presently published in applicant's tariffs which will be affected by this request will be those applicable to Loleta. Such fares will, by tariff supplement or amendment, be made applicable to the new fare point of East Loleta, instead of Loleta. Greyhound's proposal will not affect schedule frequency of kind or number of units of equipment to be operated.

Protestants declare that the alleged left-hand turn hazards claimed by Greyhound will be eliminated in the near future as a result of new highway improvements at the afore-mentioned points. It was stated that a cloverleaf ramp-like construction is planned for South Loleta junction while Beatrice junction will be provided with an overhead bridge. Testimony was received that the road leading from the East Loleta junction to the center of the city was being used frequently by school buses and trucks and therefore it was argued that Greyhound buses should be able to travel over it

safely. In addition it was alleged the county plans to resurface this road in the immediate future. Greyhound's proposal to use this East Loleta junction in place of its present bus stop near the downtown section was assailed because of alleged deficiencies in the physical condition of the pickup and discharge area on the new highway. Passengers would be forced to cross the new heavily traveled highway in order to board northbound buses. Parking facilities for automobiles would be inadequate. The thick, foggy weather in this vicinity would add, it is charged, to this hazard. No shelter is planned for this open highway location. Furthermore, protestants say the road leading to this junction is unlighted and would be potentially dangerous for those passengers walking to and from Loleta.

Many townspeople, it was further alleged, purchase tickets at Fortuna, located some five miles south, thereby diluting the traffic originating from and destined to Loleta in Greyhound's traffic count. If this application were granted, the protestants claim, approximately 10 to 15 elderly people in the city would be seriously inconvenienced because of the location of the contemplated bus stop.

The Commission, as in similar cases, must balance the advantages and disadvantages of this proposal within the framework of the concept of public convenience and necessity. There is no doubt that the hazards of the highways leading into this community will eventually be cured by the proposed improvements. However, the very small patronage received by Greyhound, even conceding the Fortuna dilution, from this city does not, in our opinion, justify the continuance of service along former U. S. Highway 101. The declining traffic does not justify the loss of time, mileage, and

inconvenience to other passengers traveling on applicant's buses. There will be, as the evidence shows, some hardship to the people of Loleta; however, this, by itself, does not justify a denial of the application. This slight local public inconvenience is outweighed by the substantial inconvenience to the general public if this new modern highway is disregarded. The convenience ultimately to be served is that of the entire economic area to which this applicant is committed. The transportation service provided by Mendenhall Transportation Company is reasonably adequate for the size and location of this community; Loleta is not cut off from service to the larger cities. Furthermore, evidence at the hearing disclosed that the trend and direction of new housing in this area is eastward toward the East Loleta junction; in time the inconvenience of this location will be considerably reduced.

Based upon the evidence of record we find and conclude that the applicant's request is not adverse to the public interest and that public convenience and necessity require that the application be granted.

O R D E R

A public hearing having been held in the above entitled matter, the Commission being fully informed therein, and having found that the application is not adverse to the public interest and that public convenience and necessity so require,

IT IS ORDERED:

(1) That Appendix A of Decision No. 55893 is hereby amended by incorporating First Revised Page 15 in revision of Original Page 15.

(2) That the authority herein granted is in consolidation with and subject to all the limitations and restrictions set forth in the certificate granted by Decision No. 55893.

(3) That in providing service pursuant to the authority herein granted The Greyhound Corporation shall comply with and observe the following service regulations:

- (a) Within sixty days after the effective date hereof, and on not less than five days' notice to the Commission and to the public, The Greyhound Corporation shall establish the service herein authorized and file in triplicate, and concurrently make effective, tariffs and time schedules satisfactory to the Commission.
- (b) Within thirty days after the effective date hereof, The Greyhound Corporation shall file with the Commission appropriate map or maps consistent with the authority granted by this order.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 12th day of August, 1958.

Ernest Fox
 President

Paul J. ...

Paul J. ...

...

Commissioners

Commissioner Theodore H. Jenner, being necessarily absent, did not participate in the disposition of this proceeding.

ROUTE GROUP 8

- *8.01 - Between the Oregon-California State Line north of Smith River, and Santa Rosa:

From the point where U. S. Highway 101 intersects the Oregon-California State Line, over U. S. Highway 101 to junction U. S. Highway 199, thence over U. S. Highway 101-199 to Crescent City, thence over U. S. Highway 101 to North Santa Rosa Junction, thence over Business U. S. Highway 101 to Santa Rosa.

- 8.02 - Between the Oregon-California State Line north of Hazelview, and Crescent City:

From the point where U. S. Highway 199 intersects the Oregon-California State Line, over U. S. Highway 199 to Crescent City.

- 8.03 - Between Fort Bragg and Cloverdale:

From Fort Bragg, over California Highway 1 to junction California Highway 128, thence over California Highway 128 to junction U. S. Highway 101 (Cloverdale).

- 8.04 - Between North Windsor and East Windsor:

From North Windsor, over unnumbered highway via Windsor to East Windsor, to be operated on-call for five or more adult fares.

- 8.05 - Between Fulton Corners and Mark West Corners:

From Fulton Corners, over unnumbered highway via Fulton to Mark West Corners, to be operated on-call for five or more adult fares.

Issued by California Public Utilities Commission.

*Reauthorized by Decision No. 57168, Application No. 39792.