

ORIGINAL

Decision No. 57288

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SOUTHLAND BUS LINES, INC.,
for authority to alter Route B; and to
extend Routes A and B to Pacific Land-
ing.

Application No. 40201

William D. Bourne, for applicant.
Walfred Jacobsen, City Attorney, by Leslie E. Still,
Deputy City Attorney, for the City of Long
Beach; Henry E. Jordan, for the Bureau of
Franchises and Public Utilities of the City
of Long Beach; Glenn A. Irvin, for the
Long Beach Chamber of Commerce; and
John Munholland, for the Long Beach Motor
Bus Company, interested parties.
W. F. Hibbard, for the Commission staff.

O P I N I O N

A public hearing was held in the above-entitled application in Long Beach on July 29, 1958, before Examiner Kent C. Rogers. Prior to the hearing notice thereof was posted in applicant's buses and terminals.

Southland Bus Lines, Inc., hereinafter referred to as applicant, provides regular passenger stage service between Long Beach, Knott's Berry Farm, Anaheim, Disneyland, Garden Grove, and intermediate points. It also renders school bus service, a sight-seeing service, and carries express. Its regular passenger stage service between Anaheim and Long Beach terminates in Long Beach at the intersection of First Street and American Avenue. It is restricted against carrying any local passengers in that portion of

the City of Long Beach west of the San Gabriel River, and it may not carry any passengers between the City of Long Beach, on the one hand, and any portion of the City of Anaheim northeasterly of the Santa Ana Freeway, on the other hand.

By the application herein, filed on June 23, 1958, applicant seeks authority (1) to extend through service on two schedules each day from the present terminus in Long Beach to the Pacific Landing in Long Beach for the purpose of serving Catalina passengers arriving at or departing from that landing, and (2) to modify its routing in Garden Grove.

The Pacific Landing Service

As proposed by the applicant, one of the morning schedules originating in Anaheim, and one of the evening schedules originating in Long Beach, would be extended from the present terminus at First Street and American Avenue in Long Beach to Pacific Landing in Long Beach via First Street, Pacific Avenue, Ocean Boulevard, Pico Avenue and Harbor Scenic Drive, a distance of approximately $1\frac{1}{2}$ miles. The proposed service would deliver passengers originating east of the Long Beach city limits to the landing in time to make connections with the 150-passenger boat of Clipper Transportation Co., Inc., which departs from the landing for Catalina at approximately 9 a.m., and would arrive in the evening to pick up passengers returning from Catalina by the boat which arrives at the landing at approximately 7:15 p.m. In addition to the boat passengers, these morning and evening services would provide transportation to and from points east of the City of Long Beach for Avalon Air Transport passengers. The latter company has

planes leaving Pacific Landing at 8:50 a.m. and arriving at Pacific Landing at 6:20 p.m. Applicant proposes a scheduled service which would arrive at Pacific Landing at 8:45 a.m. on week days and depart from Pacific Landing at 7:10 p.m. However, the schedule was proposed at a time when the Clipper boat arrived at Pacific Landing at 7 p.m. Applicant will revise its schedule to provide service for the Clipper passengers if the certificate is granted.

The evidence shows that there is a need for the proposed service, particularly to and from the vicinity of Disneyland where there are numerous motels catering to out-of-town visitors who desire to see Catalina Island after visiting Disneyland, and who would rather have public transportation direct to the landing than drive their own cars.

Long Beach Motor Bus Co., which provides service generally coextensive with the city limits, also serves the Pacific Landing. It has no objection to the proposed extension provided the applicant renders no local intracity service. The existing restriction prohibits applicant from rendering local service.

The Long Beach Chamber of Commerce favored the application to the extent proposed by applicant, i.e., extension of two schedules per day, but opposed the granting of any authority to add additional schedules to the landing. This proposed restriction was stated to be for the benefit of the Long Beach Motor Bus Co. which did not propose such a limitation. In view of the fact that applicant will be restricted from providing any local service in the city, such a restriction does not appear necessary and will not be imposed.

The applicant proposed that it only provide scheduled service to meet the Clipper boat during the summer period of June 15 to September 30, and to operate an on-call service the remaining portion of the year. After discussion at the hearing, the applicant agreed that such proposal is probably unworkable, and that if the Commission so requests it would furnish service seven days per week year round, providing at least morning and evening schedules to connect with the Clipper boat service. The applicant stated that the only additional costs would be the out-of-pocket cost of running the bus the extra three miles each trip which it makes to meet the boat.

No new equipment will be needed and existing fares will apply to the extension.

Upon the evidence of record herein the Commission is of the opinion and finds that public convenience and necessity require that applicant extend service to the Pacific Landing in Long Beach and it will be so authorized subject to the existing restriction against providing local service west of the San Gabriel River. This service is to be rendered seven days per week on a year-round basis, with not less than one schedule to the landing in the morning and not less than one schedule from the landing in the afternoon, such schedules to be the ones most nearly serving the Clipper Transportation Co., Inc., boat arriving and departing from Pacific Landing.

The Rerouting

At present applicant's services in both directions are via Chapman Avenue and Euclid Avenue in Garden Grove, with two

express trips in each direction along Garden Grove Boulevard between Euclid Avenue and Los Alamitos Boulevard (Exhibit B on the application). By the application authority is sought to abandon service on Euclid Avenue between Chapman Avenue and Garden Grove Boulevard, and on Chapman Avenue between Brookhurst Avenue and Euclid Avenue, and to extend service on Garden Grove Boulevard between Euclid Avenue and Brookhurst Avenue and on Brookhurst Avenue between Chapman Avenue and Garden Grove Boulevard. Such rerouting will enable applicant to eliminate the express service except for one trip each direction on Sundays, and provide more frequent service to the community of Garden Square located at the intersection of Brookhurst Avenue and Garden Grove Boulevard, which community now receives only twice-a-day service in each direction via applicant's express route. The applicant's witness stated that most of the traffic on Chapman Avenue originates at or is destined to points west of Brookhurst Avenue, and most of the traffic on Garden Grove Boulevard originates at or is destined to points east of Brookhurst Avenue. If the express service is eliminated except for one trip in each direction on Sundays, service would be concentrated in the regular routes, which would enable applicant to give more frequent service in each direction.

The applicant's witness stated that applicant has frequent requests from people residing east of Brookhurst Avenue for service to the shopping center in Garden Square located at Brookhurst Avenue and Garden Grove Boulevard.

The revised routing will result in the discontinuance of service at ten existing stops and 2½ miles of the route along

Euclid Avenue and Chapman Avenue. Passenger counts taken during the week of June 12 to 18, 1958, inclusive, showed that a total of 33 passengers boarded and alighted along the portion of the regular route to be abandoned. In addition, there are 12 stops along Garden Grove Boulevard, the express route, between Los Alamitos Boulevard and Brookhurst Avenue. During said week a passenger count showed only 20 passengers boarding or alighting along this portion of the express route.

No new equipment will be required and fares will remain the same.

Upon the evidence of record herein it appears, and we find, that public convenience and necessity require that applicant extend service between the intersection of Chapman Avenue and Brookhurst Avenue and the intersection of Euclid Avenue and Garden Grove Boulevard via Brookhurst Avenue and Garden Grove Boulevard, and that the abandonment of service between said intersections via Chapman Avenue and Euclid Avenue is not adverse to the public interest.

O R D E R

An application therefor having been filed, a public hearing having been held thereon, and based upon the evidence and findings set forth in the foregoing opinion,

IT IS ORDERED:

(1) That Original Page 2 of Appendix A in Decision No. 53943, dated October 16, 1956, in Application No. 37802, and First Revised Page 4 of Appendix A in Decision No. 54749, dated March 26, 1957, in

Application No. 38692, be, and they hereby are, cancelled, and First Revised Page 2 and Second Revised Page 4, in the forms set forth in Appendix A attached hereto, are substituted in lieu thereof.

(2) That in providing service pursuant to 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. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Order No. 98, may result in a cancellation of the operating authority granted by this decision.
- b. Within sixty days after the effective date hereof, and on not less than ten days' notice to the Commission and to the public, applicant shall establish the service herein authorized and file in triplicate, and concurrently make effective, tariffs and timetables satisfactory to the Commission.

(3) That notice to the public of the rerouting, extension and discontinuance of service as authorized herein shall be posted in all vehicles used in providing regular passenger service, for at least ten days next preceding the establishment and discontinuance of such service.

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

Dated at San Francisco, California, this 2nd day of September, 1958.

L. Lyn Fox
 President
John E. [unclear]
Michael [unclear]
Herbert [unclear]
 Commissioners

Commissioner Ray E. Untereiner, being necessarily absent, did not participate in the disposition of this proceeding.

Appendix A

Southland Bus Lines, Inc.

First Revised Page 2
Cancels
Original Page 2

ROUTES A AND B BETWEEN
LONG BEACH AND LOS ALAMITOS -

From the intersection of First Street and American Avenue in the City of Long Beach, along American Avenue, Sixth Street, California Avenue, Seventh Street, Garden Grove Boulevard and Los Alamitos Boulevard to Katella Avenue. Return via reverse of above route to Seventh Street and California Avenue, thence via Seventh Street and American Avenue to First Street.

CATALINA EXTENSION TO BE SERVICED
AT LEAST TWO ROUND TRIPS EACH DAY

From the intersection of First Street and American Avenue in Long Beach, along First Street, Pacific Avenue, Ocean Boulevard, Pico Avenue and Harbor Scenic Drive to Pacific Landing. Return via Harbor Scenic Drive, Pico Avenue, Ocean Boulevard and American Avenue to First Street.

Issued by California Public Utilities Commission.

Decision No. 57288, Application No. 40201.

Appendix A

Southland Bus Lines, Inc.

Second Revised Page 4
Cancels
First Revised Page 4

ROUTE B BETWEEN LOS ALAMITOS AND
DISNEYLAND (ANAHEIM) VIA STANTON -

From the intersection of Katella Avenue and Los Alamitos Boulevard, along Katella Avenue, Stanton Avenue, Chapman Avenue, Brookhurst Avenue, Brookhurst Way, Garden Grove Boulevard, West Street and Katella Avenue to southerly entrance to Disneyland. Return from westerly exit from Disneyland along West Street and reverse of above route.

Route B May be combined with Route A of Appendix A for the purpose of operating a loop service.

Issued by California Public Utilities Commission.

Decision No. 57288, Application No. 40201.

L