

Decision No. 59885

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

MRS. JOHN O. TEARNEN, et al.,

Complainants,

vs.

SAN DIEGO TRANSIT SYSTEM, a corporation,

Defendant.

Case No. 6384

Robert T. Sjogren, attorney for complainants.
Leon W. Scales, attorney for respondent San
Diego Transit System, J. F. Du Paul and
F. B. Holoboff, attorney for the City of San
Diego, interested party. Fred G. Bailenger,
for the Commission's staff.

O P I N I O N

Complainants object to the present operation of respondent's bus service along Euclid Avenue, Adams Avenue, to 49th Street a distance of 0.6 miles, as authorized by Decision No. 58324, dated April 28, 1959.

A public hearing was held on February 9, 1960, in San Diego, before Examiner Mark V. Chiesa. Oral and documentary evidence having been adduced, the matter was submitted for decision.

By Decision No. 58324 respondent was authorized to extend its Route "1" - El Cajon Boulevard Local line from its terminal at Euclid Avenue and El Cajon Boulevard along Euclid Avenue and Adams Avenue to 49th Street, a distance of 0.6 miles, in order to serve a residential area lying northerly of El Cajon Boulevard known as Talmadge Park Estates. The area extends, roughly, three-quarters of a mile north from El Cajon Boulevard and approximately one-quarter

of a mile east and west from Euclid Avenue, and has several hundred single-family residences and a partially developed R-2 zone which is within a quarter of a mile of the terminus at Euclid and Adams Avenues. Prior to the extension said local line terminated at Euclid Avenue and El Cajon Boulevard by making a one-block turnaround loop via 48th Street, Trojan Avenue and Euclid Avenue to El Cajon Boulevard. Said loop, it was testified, was undesirable from an operational standpoint due to the narrow streets and limited turning space at intersections.

Approximately one hundred residents who were either for or against the discontinuance of that portion of the bus service operated along Euclid Avenue and Adams Avenue, were present at the hearing. Approximately 66 favored the retention of the service and approximately 34 were for its discontinuance. Witnesses for discontinuance of the service testified that the buses damage the streets, are noisy, create a traffic hazard by double parking at the terminal and some times by speeding or failing to stop at signs, discharge soot which soils sidewalks and homes, and that said bus operation tends to depreciate the value of their property. Nearly all the witnesses so testifying live along or very close to the route. Witnesses for retention of the service testified that the service is used by them or members of their families and that the service is a convenience and necessity. Many of the conditions enumerated by various complaining witnesses were contradicted.

The record shows that the streets traversed along the said extension are in good condition and that the route is not dangerous and is the appropriate one if service is to be made available in the

said area. The evidence also shows that although service has been established only a short period, patronage has been improving and is paying in excess of out-of-pocket costs.

Respondent presented evidence that indicates an average of approximately 234 passengers per day are riding the 71 round trips^{1/} operated on that portion of the route in question. It was testified that the average fare was 18.06 cents. On the basis of 1.2 miles for the round trip between El Cajon Boulevard and the terminus, it can be seen that the extension is almost paying the per bus mile costs which were estimated to be approximately 56 cents. Based on the said estimates, the daily revenue and expenses are \$42.26 and \$47.71, respectively.

A survey covering the period from January 26 to February 8, 1960, shows that out of 850 cards mailed by respondent to homes in the said service area, 498 were returned, of which 431 favored continuance of service, 47 were opposed, with 20 additional in favor who used the service but did not live in the area. Petitions filed at the hearing (Exhibits Nos. 6 and 16) also show a large majority of families and/or individuals living in the area served by the said extension of respondent's Route No. 1 local bus line favoring the retention of the service.

Substantial evidence is lacking that any present conditions exist as a result of the operations of this service which require affirmative action by this Commission.

^{1/} The reason for this number of round trips is that the El Cajon Boulevard Local line is one of applicant's principal lines operating between the downtown business district of San Diego and the eastern part of the city.

The Commission having considered the evidence, is of the opinion and finds that public convenience and necessity require that applicant should continue to operate its passenger service as heretofore authorized by Decision No. 58324. The complaint will be dismissed.

ORDER

A public hearing having been held, the Commission being fully advised in the premises and having found facts as hereinabove set forth, and good cause appearing,

IT IS ORDERED that the complaint of Mrs. John O. Tearmen, et al, in Case No. 6384, be and it hereby is dismissed.

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

Dated at San Francisco, California, this 5th day of April, 1960.

Ernest W. Page
President

W. H. ...

W. H. ...

W. H. ...

Theodore J. ...
Commissioners