

ORIGINALDecision No. 61056

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation on the Commission's own)
 motion into the service, operations,)
 rules, and practices of The Greyhound)
 Corporation in conducting operations)
 over its Route 17.02, and of Trans-)
 continental Bus System, Inc., over)
 its Route 2.01 in the City of Long)
 Beach.)

Case No. 6547

McCutchen, Doyle, Brown & Enerson, by William W. Schwarzer, for The Greyhound Corporation, Western Greyhound Lines Division; Glanz, Russell & Schureman, by Theodore W. Russell, for Transcontinental Bus System, Inc.; respondents. Leslie E. Still and Henry E. Jordan for the City of Long Beach, Rev. James E. Hansen and Brother John McLaughlin for St. Anthony High School, George McKeehan for East Side Christian Church, Samuel Lackman and Norval T. Clark for Long Beach Apartment House Association, Herbert S. Cowen for Alamos Heights Improvement Association, Walter J. Gay for Naples Improvement Association; interested parties.
Hugh N. Orr for the Commission's staff.

O P I N I O N

Pursuant to request of the Bureau of Franchises and Public Utilities of the City of Long Beach, the Commission, on June 20, 1960, instituted this investigation into the service, operations and practices of The Greyhound Corporation and its Route 17.02, and of the Transcontinental Bus System, Inc., and its Route 2.01, in the City of Long Beach, for the purpose of determining whether either or both of these routes should be changed or altered.¹

¹ These two carriers will hereinafter be referred to as Greyhound and Transcontinental, respectively, or collectively as respondents.

Public hearing in the matter was held before Examiner William E. Turpen at Long Beach on September 27, 1960. Evidence was presented by a transportation engineer of the Commission's staff, by several representatives of the City of Long Beach and by an official of Greyhound. A number of public witnesses also testified.

The question at issue here is whether Greyhound and Transcontinental should be required to change their route through the City of Long Beach between their depots in downtown Long Beach and destinations south of Long Beach. The present route proceeds south along Long Beach Boulevard, thence east on Ocean Boulevard, Livingston Drive and Second Street to U. S. Highway 101. The City of Long Beach proposes that they be required to operate north along Long Beach Boulevard, thence east and south on U. S. Highway 101. The City contends that Greyhound's and Transcontinental's buses are noisy, cause vibration and tend to increase traffic congestion in the Belmont Shores business district along East Second Street. Several public witnesses testified as to the noise of buses on the present route and stated the noise was particularly objectionable during the night. Respondents object to the City's proposed route because of increased running time and mileage and inconvenience to the passengers. They contend that the present route is the only practical one.

The record shows that respondents and their predecessors have operated over the present route for in excess of thirty years, except for a period from September 1956 to April 1960, when they operated over East Seventh Street due to bridge and construction work. The record also shows that five other carriers operate over all or portions of the route in question.²

² These carriers are Los Angeles Metropolitan Transit Authority, Long Beach Motor Bus Company (these two will sometimes be referred to herein as the transit buses), Continental American Lines, Tanner Motor Tours and M & M Charter Lines.

A transportation engineer of the Commission's staff introduced into evidence and explained a report of the investigation he had made of the service and operations of respondents relative to the routes here in question. The report shows that at the present time the seven carriers operating over the Ocean Boulevard route have a total of 213 schedules eastbound and 208 westbound daily. Of these, Greyhound operates 24 in each direction and Transcontinental operates 2 in each direction. It also shows that during the night hours, from 10 P.M. to 6 A.M., 45 buses operate in both directions, of which 11 are Greyhound. The report also compares the street characteristics and the type and thickness of pavements on both the present and proposed routes, and states that the streets on both routes are of sufficient width and thickness to carry a large volume of traffic and to support heavy vehicles. Traffic checks were also made on both routes at the points of heaviest traffic. The engineer found that traffic was not heavy at either point, even in the afternoon peak periods, and that traffic traveled smoothly without any jams or delays.

The report shows that the proposed route is 2.54 miles longer than the present route and would require 10 minutes additional running time. A total of 735,840 passengers annually would be affected. Over 60 percent of these passengers either originate or terminate at Long Beach. The report estimates that the use of the proposed route would add to out-of-pocket costs annually for Greyhound \$15,640, and for Transcontinental \$1,112.

The engineer concluded that the present route is the most satisfactory.

The chief engineer of the Bureau of Franchises and Public Utilities of the City of Long Beach testified in support of the proposed route. He said that along Ocean Boulevard there are many apartment houses and residences whereas the Highway 101 route would

be largely through commercial districts. A deputy city engineer testified that a portion of the present route is on filled-in land and that heavy vehicles tend to break down the roadway. The Superintendent of Building and Safety for the City testified that he had made a sound level test at a point on the present route. He said that his meter showed a general traffic noise of from 76 to 86 decibels,³ and that during the time he made the test he measured the sound level of six buses, which gave readings of from 94 to 98 decibels. Two of these were transit buses (94 and 96 decibels) and two were Greyhound (96 and 98 decibels).

It can be seen from the above that there does not appear to be any appreciable differences in the noise caused by the various buses operating on the route in question. Of 421 buses now operating daily over the Ocean Boulevard route, only 52, or 12 percent, are operated by respondents. If respondents were to be ordered to change their route it would still leave 369 buses daily operating over this route. It is thus clearly apparent that a rerouting as proposed herein would do little to lessen vibration, noise or congestion along this route. On the other hand, a rerouting would inconvenience many passengers and add unnecessarily to their travel time. Inter-city bus operators must be able to move in and out of cities along routes so as to provide the best service possible.

We therefore find and conclude that respondents should not be required to change or alter their present routes within the City of Long Beach. This investigation will be discontinued.

³ The decibel is the unit used in measuring the power of a sound.

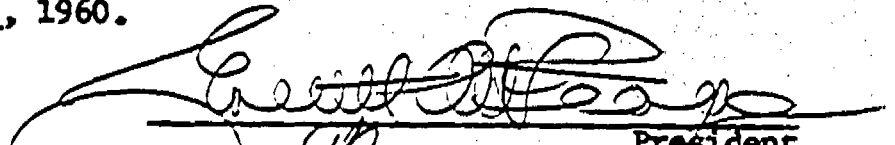
O R D E R

Based upon the evidence of record and the findings and conclusions set forth in the preceding opinion,

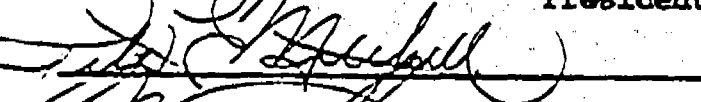
IT IS ORDERED that Case No. 6547 be and it is hereby discontinued.


This order shall become effective twenty days after the date hereof.

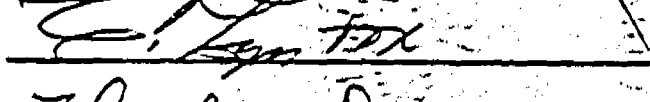
Dated at San Francisco, California, this 15th day of November, 1960.

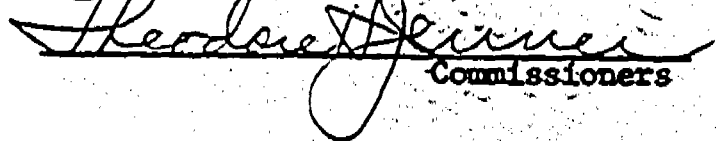


 President









 Commissioners