

ORIGINAL

Decision No. 61057

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of CROSS TOWN SUBURBAN
BUS LINES, INC., for a Certificate
of Public Convenience and Necessity
for a passenger stage service
between the Cities of Los Angeles,
Garden Grove and Costa Mesa.

Application No. 41804

John J. Cayer, for applicant.

Samuel P. Carr, for Laguna Beach-Santa Ana Stage
Line; Joseph J. Dolnalek, for Huntington Beach-
Santa Ana Stage Line; and Charles H. Tillinghast,
for Los Angeles Metropolitan Transit Authority;
protestants.

T. M. Chubb, by K. D. Walpert, for the Department of
Public Utilities and Transportation of the City
of Los Angeles; Ronald H. Bevins, city attorney,
for City Council of City of Buena Park; and
Russell R. Brooks, for Fullerton Chamber of
Commerce; interested parties.

Lloyd C. Young, for the Commission staff.

O P I N I O N

Public hearings were held in this matter before Examiner Grant E. Syphers on April 22, 1960, at Garden Grove, and May 2, 1960, at Los Angeles, California. On these dates evidence was adduced and on the last-named date the matter was submitted, subject to the filing of briefs. These now have been filed and the matter is ready for decision.

The applicant seeks to extend its authority to operate as a passenger stage corporation by establishing a route between the Cities of Los Angeles and Costa Mesa by way of La Mirada, Garden Grove, and intermediate points.

The evidence shows that the proposed route is approximately 50 miles in length one way and that the proposed service is intended to be performed with two 25-passenger, intercity-type buses operating on two-hour headways. The service would be six days per week, excluding Sundays and major holidays. Five round trips per day are proposed.

Various public witnesses testified in favor of the proposal, pointing out the growth of the area and their desire for this service. Generally speaking, these witnesses may be classified in two groups (1) those who wanted local service in the various areas and (2) those who wanted to ride into Los Angeles.

The evidence discloses that the applicant is financially able to conduct the proposed operation; however, certain difficulties are presented. In the first place, this applicant does not have a terminal in Los Angeles nor does it have any place to park its buses. Furthermore, it has made no arrangements for any such facilities. On this record, a representative of the City of Los Angeles testified that off-street loading and unloading of buses in the area which this applicant proposes to serve would be desirable. It should be noted that applicant proposes to operate into the very heart of Los Angeles, where the streets are extremely overcrowded and there is little, if any, space for parking, particularly during the rush hours. Applicant conceded that it had made no arrangements to meet this problem.

It should also be noted that the proposed operation would be conducted on a two-hour headway through the utilization of two buses. The last bus from Los Angeles is scheduled to leave at 5:20 p.m., which indicates that it may be too early to handle departing commuter traffic.

The application was opposed by Metropolitan Transit Authority, which has service into Los Angeles part of which directly parallels the proposed service. The applicant would use the Santa Ana Freeway from Pioneer Boulevard into Los Angeles and Metropolitan Transit Authority has buses running along this route. Likewise, Metropolitan Transit Authority has buses running along Firestone Boulevard, which route intersects the proposed route of applicant at Brookhurst Avenue. The Metropolitan Transit Authority buses running along Firestone Boulevard go all the way to Santa Ana, at which point they make connections with various local bus lines. A witness for the Authority estimated a loss of about \$10,000 per year in revenues should this application be granted.

There is no direct competition between the proposed lines of applicant and the existing lines of Metropolitan Transit Authority along the route southerly of Katella Avenue and continuing to its end in Costa Mesa. However, a local operator in that area did protest part of this route. The Laguna Beach-Santa Ana Stage Lines, which has been in operation in the Costa Mesa area since 1932, protested local service on Harbor Boulevard between Baker and Costa Mesa. This protestant operates along this route on 30-minute headways. It is not operating at capacity and can handle more passengers, according to the evidence in this case.

The Huntington Beach-Santa Ana Stage Lines also protested the application, with particular reference to passengers being transported in the vicinity of Bolsa Avenue and Brookhurst Avenue. This protestant now connects with Metropolitan Transit Authority at Santa Ana and its representative expressed the fear that the granting of this application would take away some of that business.

A consideration of all of the evidence adduced in this matter leads us to find and conclude that the application should be denied. ✓

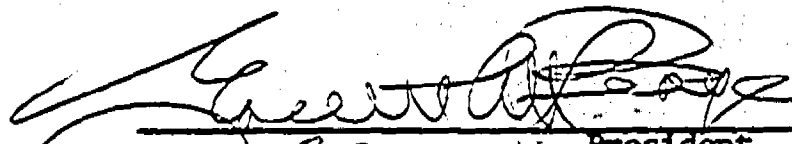
O R D E R

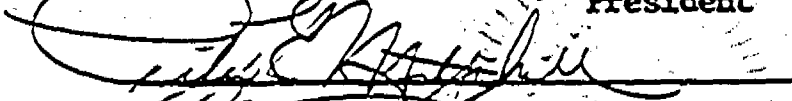
Application as above-entitled having been filed, public hearings having been held thereon, the Commission being fully advised in the premises and having made the foregoing findings,

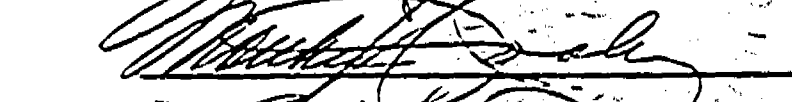
IT IS ORDERED that the above-entitled application of Cross Town Suburban Bus Lines, Inc., be and it hereby is denied.

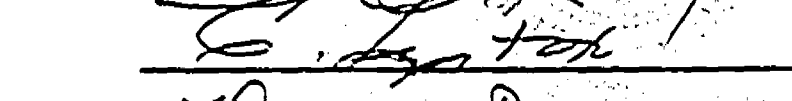
The effective date of this order shall be twenty days after the date hereof.

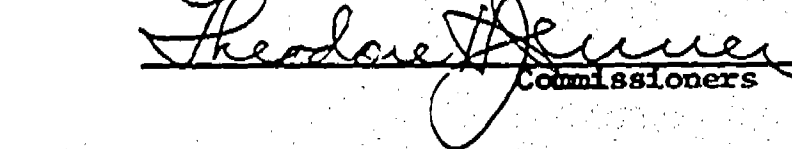
Dated at San Francisco, California, this 15th day of NOVEMBER, 1960.



President








Commissioners