

ORIGINAL

Decision No. 61960

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SAN DIEGO TRANSIT SYSTEM, }  
a corporation, for authority to extend }  
its Route "E", La Mesa-El Cajon line. }

Application No. 42962

Lindley, Scales & Patton, by Leon W. Scales,  
for the applicant.  
W. Earl Smart, for Freddie Allen Bus Line, Inc.;  
Robert L. Clodfelter, for Wayne A. Fields,  
doing business as Fields Charter Bus  
Service; and James C. Ruane, for Goodall's  
Charter Bus Service, Inc., protestants.  
Fred G. Ballenger, for the Commission staff.

O P I N I O N

By the application herein, filed with this Commission on December 12, 1960, San Diego Transit System, a corporation, applicant, requests authority to extend its Route "E" via an alternate routing.

Public hearings on the application were held before Examiner Kent C. Rogers on January 12 and March 29, 1961. On the latter date the matter was argued and submitted. Protestant Goodall's Charter Bus Service, Inc., is not competitive inasmuch as it has no authority from this Commission and provides no service comparable to that proposed by the applicant. During the hearing it developed that the applicant intends to inaugurate the proposed service when a large commercial store area, the Grossmont Shopping Center, now under construction, has been completed.

Protestant Freddie Allen Bus Line, Inc., moved to dismiss the application on the ground it was filed prematurely. This motion is denied.

Applicant presently provides service between San Diego and El Cajon via a route which, between the Cities of La Mesa and El Cajon, is via La Mesa Boulevard, El Cajon Boulevard, and Main Street. By the application herein, applicant proposes to extend service via an alternate route which would operate from the intersection of El Cajon Boulevard and West Main Street in the City of El Cajon, via West Main Street, El Monte Road, Russell Road, Cuyamaca Street, Fletcher Parkway, Lake Murray Boulevard, Jackson Drive in the City of La Mesa, and Lincoln Street to La Mesa Boulevard.

Service along this route would be operated on approximately 40-minute headway which is the existing headway of the El Cajon-La Mesa portion of the existing service along El Cajon Boulevard and La Mesa Boulevard. The service would be operated from 6:45 a.m. to 6:45 p.m., Monday through Friday, with no service on Saturdays, Sundays, and holidays. This proposed service will double the present service to and from the City of El Cajon during the period of operation, inasmuch as additional service is to be provided, rather than to split the number of trips being made.

The reason given by the applicant as to the need for the proposed service is that on or about September 1, 1961, the Grossmont Shopping Center, a new major trading site covering 604,000 square feet under one roof, representing an investment of 15 million dollars and involving 50 stores, is scheduled to open.

and applicant has been requested to provide service thereto. This new enterprise will be situated in the vicinity of the Grossmont Hospital. Both the shopping center and the hospital are located immediately north of El Cajon Boulevard and east of Jackson Street.

The proposed routing is through the Fletcher Hill, Lake Murray Manor and San Carlos areas of El Cajon and La Mesa, which areas are not presently served by passenger transportation.

The fares would be the same as the existing fares. The existing route is in the applicant's fare zones 6 and 7 from San Diego, and said fare zones will apply on the alternate route.

Applicant will require one additional motor coach and two additional operators, all of which are available.

A representative of the La Mesa Chamber of Commerce, the City Manager of the City of La Mesa, the Chairman of the Planning Commission of the City of El Cajon, and the Manager of the El Cajon Chamber of Commerce appeared in support of the application. In addition, the Secretary of the Marston Company, a San Diego department store which intends to establish a branch in the Grossmont Shopping Center, appeared in support of the application. Also, five persons residing along the proposed route and approximately midway between El Cajon and La Mesa, appeared and testified that there is no passenger stage service at present along the proposed route and that they need service for themselves and their families to and from El Cajon, La Mesa, and San Diego, as proposed by applicant.

The protestant, Freddie Allen Bus Line, Inc., proposed a service (Application No. 42310) along a similar route and in the event the Commission were to grant it a certificate would institute such service immediately thereafter. The proposed service of Freddie Allen Bus Line, Inc., extending from El Cajon through La Mesa, Lemon Grove, Sunnyside, Bonita, Chula Vista, and Otay to San Ysidro (Application No. 42310) has been denied as of this date (Decision No. 61959 dated *May 9, 1961*).

The applicant herein agreed that, if the Commission desires the proposed service to be inaugurated immediately, it will be willing to do so although, according to a survey made by it, the service will not be justified until such time as the Grossmont Shopping Center is completed. The applicant estimates that at that time it will receive earnings from the service in excess of its out-of-pocket costs (Exhibit No. 8).

Upon the evidence of record herein the Commission finds that public convenience and necessity require that applicant extend service as requested herein, and a certificate of public convenience and necessity will be granted as requested.

Wayne A. Fields, doing business as Fields Charter Bus Service, protested this application. He renders an on-call service between El Cajon and San Diego and has several restrictions including a restriction that there shall be a minimum of 20

passengers per trip, and presently transports passengers to and from certain manufacturing plants in and around San Diego. The protestant's drivers, one of whom is the protestant, pick up passengers in the morning, drive them to the plants, and park the buses on the parking lots. The passengers and drivers work in the plants during the day and, at the close of the day, the drivers and the passengers board the buses and return to their points of origin. Such services are not competitive and cannot be competitive with the service performed by the applicant San Diego Transit System. For that reason the applicant's services will not be restricted to protect this protestant's existing service.

O R D E R

An application having been made, the Commission having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That San Diego Transit System, a corporation, may reroute its Route "E" - La Mesa-El Cajon line, as set forth in the application herein.

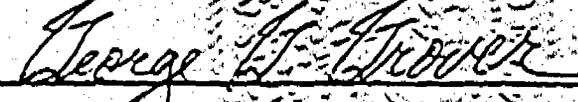
(2) That Appendix A of Decision No. 55090 is amended by incorporating therein Third Revised Page 10, attached hereto, in revision of Second Revised Page 10.

(3) That applicant shall, within one hundred twenty days after the effective date hereof, and on not less than five days' notice to

the Commission and to the public, amend its tariff and time schedule to reflect the authority herein granted.

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

Dated at San Francisco, California, this 9th day of May, 1961.

  
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President  
  
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Commissioners

## Section 3. ROUTE DESCRIPTIONS (continued)

ROUTE "E" - LA MESA-EL CAJON

From the intersection of Mollison Avenue and Main Street in the City of El Cajon, via Main Street, El Cajon Boulevard, La Mesa Boulevard in the City of La Mesa, El Cajon Boulevard, Normal Street, Washington Street, and U. S. Highway 395 to 11th Avenue, then loop via U. S. Highway 395, 10th Avenue, B Street, 4th Avenue, E Street, and 11th Avenue to U. S. Highway 395.

Also, from the intersection of El Cajon Boulevard and West Main Street in the City of El Cajon, via West Main Street, El Monte Road, Russell Road, Cuyamaca Street, Fletcher Parkway, Lake Murray Boulevard, Jackson Drive in the City of La Mesa, and Lincoln Street to La Mesa Boulevard.

Also, from the intersection of El Cajon Boulevard and Park Boulevard, via Park Boulevard and University Avenue to 5th Avenue, then loop via University Avenue, 4th Avenue, E Street, 6th Avenue, F Street, and 5th Avenue to University Avenue.

Restriction:

San Diego Transit System is not authorized, and is forbidden, to pick up or discharge passengers on U. S. Highway 395.

Issued by California Public Utilities Commission.

Decision No. 61960, Application No. 42962.