

Decision No. _____

63239

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 LONG BEACH MOTOR BUS COMPANY to)
 re-route and consolidate certain of)
 its existing Routes, for a certificate)
 of convenience and necessity covering)
 such routes in lieu of the existing)
 certificates covering present Routes)
 and for authority to change schedules)
 and frequency of service, and for)
 authority to file new tariffs as to)
 school fares.)

Application No. 41963

Henry E. Jordan, and Gerald Desmond by Edward T. Bennett, for the City of Long Beach, petitioner.

George H. Hook and John Munholland, for Long Beach Motor Bus Company, applicant.

David Howard Battin, for Ximeno Neighborhood League, and Joseph E. Madden, for Park Avenue Residents, interested parties.

Hugh N. Orr, for the Commission staff.

SUPPLEMENTAL OPINION

By Decision No. 60737, dated September 27, 1960, in this proceeding, the Long Beach Motor Bus Company was authorized to make various changes in its routes and schedules resulting in approximately a ten percent reduction in its annual mileage. By petition filed June 7, 1961, the City of Long Beach requested that the proceeding be reopened with respect to those portions of Routes Nos. 11 and 12 that travel on Ximeno Avenue between East Fourth Street and Broadway. The City alleges that the present routing substantially increased the frequency of bus movements on

Ximeno Avenue, to the detriment of the health, well-being and convenience of residents, and resulted in a reduction in value of their properties. The petition further requested that the Commission staff make a study as to the routes involved.

By order dated June 27, 1961, Application No. 41963 was reopened for further hearing in respect to this matter, and the hearing was ordered to be consolidated with hearings scheduled in Application No. 43358.^{1/}

Public hearing was held before Commissioner Frederick B. Holoboff and Examiner William E. Turpen at Long Beach on July 21, 1961.^{2/} Evidence was presented by the Chief Engineer of the Bureau of Franchises and Public Utilities of the City of Long Beach, by an engineer of the Commission's staff, by the superintendent of the Long Beach Motor Bus Company, and by a number of residents of the areas involved. The matter was submitted July 31, 1961, upon the filing of concurrent briefs.

At present, Route No. 11 operates from downtown Long Beach east along Broadway to Ximeno Avenue, and thence north to the northern part of Long Beach. Route No. 12 operates along Fourth Street to Ximeno Avenue, thence south to Second Street, and thence east through the Belmont Shore area to points in the southeast part of Long Beach. The record shows that prior to November 1, 1960, the Long Beach Motor Bus Company operated 58 scheduled trips per

^{1/} Application No. 43358, filed April 28, 1961, by Long Beach Motor Bus Company, seeks certain increases. Although the two matters were consolidated for hearing, they will be considered in separate decisions.

^{2/} The consolidated hearings in this application and Application No. 43358 were held July 19, 20 and 21. Evidence in this proceeding was received only on July 21.

weekday along the portion of Ximeno Avenue under consideration here, and at present it operates 298 scheduled trips per weekday.^{3/}

At the hearing eight residents of the area involved testified. In general, they stated that the increased bus traffic along Ximeno Avenue has caused vibration resulting in physical damage to their homes, has caused abnormal congestion of traffic along the street, and presents undue hazards to children playing in the area. They further stated that the greater number of buses results in a much higher level of noise which has had a very disturbing effect on living conditions.

The chief engineer of the Bureau of Franchises and Public Utilities of the City of Long Beach proposed that both routes be changed so that they travel between Broadway and Fourth Street on Redondo Avenue instead of Ximeno Avenue. Redondo Avenue is located about five-eighths of a mile west of Ximeno Avenue. The chief engineer testified that Redondo Avenue has a width between curbs of 60 feet, compared to 36 feet on Ximeno Avenue. He also said that Redondo Avenue has mainly business establishments, whereas Ximeno Avenue is chiefly residential.

A transportation engineer from the Commission's staff presented a study he had made of the present routing and several alternative routings. One of the alternatives suggested by the engineer in his study was the same as that proposed by the City's engineer. Another plan suggested in the study would reroute the service on Route No. 12 from Ximeno Avenue to Park Avenue, about one-quarter mile further east. This would reduce the number of buses on Ximeno Avenue to 170 trips per weekday, or about half the present

^{3/} There are also 28 trips operated by the Metropolitan Transit Authority. These trips would not be affected by this proceeding.

number totaling 326. At present Route 13 operates on Park Avenue between Broadway and Third with 66 weekday trips. Changing Route 12 to Park Avenue would increase the weekday trips on that street to 222 between Broadway and Third and to 156 between Third and Fourth. The study shows that Park Avenue has substantially the same characteristics as Ximeno Avenue but with slightly less vehicular traffic. The study concludes that the present routing provides a better over-all service to the bus riders than would any of the alternate plans. The staff engineer recommended that no change be made in the routing.

The record is clear that the present frequency of buses operating along Ximeno Avenue has created a situation adversely affecting the welfare of the residents. It is clear that these people require some relief. A change in Route No. 12 to Park Avenue will provide some relief and will result in the least disruption of service of any of the alternative plans suggested. No change will be made in Route No. 11. The Commission finds that a change in Route No. 12 from Ximeno Avenue to Park Avenue is in the public interest. The Long Beach Motor Bus Company will be ordered to make such a change.

SUPPLEMENTAL ORDER

Based upon the evidence of record and on the findings and conclusions set forth in the preceding supplemental opinion.

IT IS ORDERED that:

1. Long Beach Motor Bus Company, a corporation, shall change Route No. 12 to operate on Park Avenue instead of Ximeno Avenue between Fourth Street and Second Street, and Appendix A of Decision

No. 60787 is hereby amended by incorporating therein Third Revised Page 22 attached hereto and made a part hereof.

2. Long Beach Motor Bus Company shall, within sixty 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 schedules to reflect such change in route.

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

Dated at San Francisco, California, this 7th day of FEBRUARY, 1962.

Ewert Olden
President

S. Zee Fox

Frederick B. Holbluff

Commissioners

Peter E. Mitchell
Commissioner George G. Grover, being necessarily absent, did not participate in the disposition of this proceeding.

Section 2. (Continued)

ROUTE NO. 12 - EAST FOURTH STREET - SEAL BEACH

Beginning at the intersection of Fourth Street and Pine Avenue, in the City of Long Beach, thence along Pine Avenue, Third Street, Pacific Avenue, Fourth Street, Park Avenue, Second Street, Davies Bridge, Perimeter Road, Bolsa Avenue, Central Avenue, Main Street, Bolsa Avenue, Bay Boulevard and Electric Avenue to Main Street in the City of Seal Beach.

Also, beginning at the intersection of Second Street and Granada Avenue, thence along Granada Avenue and Ocean Boulevard to 72nd Place.

Also, beginning at the intersection of Campo Walk and Second Street, thence along Second Street, The Toledo and Ravenna Drive to Second Street.

Also, beginning at the intersection of Bolsa Avenue and Westminster Boulevard, thence along Westminster Boulevard to main administration gate of U. S. Naval Ordnance Depot (Tripper service).

Also, beginning at the intersection of Park Avenue and Second Street, thence along Second Street, Roycroft Avenue and Livingston Drive to Park Avenue.

Issued by California Public Utilities Commission.

Decision No. 63239, Application No. 41963.