

ORIGINAL

Decision No. 68915

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SAN DIEGO TRANSIT SYSTEM, a corporation, for authority to (a) discontinue a portion of its Route "E" - LA MESA-EL CAJON line, (b) discontinue a portion of its Route "F" - MONTEREY HEIGHTS-SPRING VALLEY line, (c) change the name of the remaining portion of Route "F" to MONTEREY HEIGHTS-LEMON GROVE, and (d) establish a new Route "J" - SPRING VALLEY-FLETCHER HILLS line.

Application No. 47214
(Filed December 23, 1964)

Scales, Patton, Ellsworth and Corbett,
by Leon W. Scales, for applicant.
Mrs. Alyce J. Wagner, for self and
residents of "Sunny Slopes" and
vicinity, protestants.
William R. Kendall, for the Commission
staff.

O P I N I O N

Applicant requests authority to discontinue service over that portion of its present Route "E" between intersections of Lincoln Street and La Mesa Boulevard and West Main Street and El Cajon Boulevard, a distance of approximately 8 miles, and to discontinue a portion of its present Route "F" between the intersections of Palm Street and Imperial Avenue and Campo Road and Imperial Avenue.

In lieu thereof, it is proposed to establish a new shuttle line to be designated as Route "J". The proposed shuttle route would serve the entire portion of the present Route "F" which is to be discontinued, and that portion of present Route "E" between

Lincoln Street and La Mesa Boulevard and Garfield Avenue and Fletcher Parkway, leaving the area between Garfield Avenue and Fletcher Parkway and West Main Street to El Cajon Boulevard, a distance of 2.65 miles, without public transportation. Passengers using the new Route "J" would be required to transfer for trips to and from San Diego, whereas they now have direct service.

The proposed changes are for the purpose of economy. Applicant alleges that the proposed changes will provide direct service between Fletcher Hills, the Grossmont Shopping Center, the business district of La Mesa, the business district of Lemon Grove, and Spring Valley, giving residents of the area a choice of shopping places.

The cities of El Cajon and La Mesa have advised the Commission that they do not oppose the application. The application is protested by Mrs. Alyce J. Wagner in behalf of herself and others in the "Sunny Slopes" area now served by that segment of Route "E", which is to be discontinued.

A public hearing was held before Examiner Chiesa at San Diego, California, on March 9, 1965. Evidence having been adduced, the matter was submitted for decision.

The evidence shows that:

The area proposed to be left without service is from the intersection of Garfield Avenue and Fletcher Parkway via Fletcher Parkway, Petree Street, Cuyamaca Street, and West Main Street to El Cajon Boulevard, a one-way distance of 2.65 miles. Actually, the only portion of this route segment which is serviceable is between the intersection of Petree and Cuyamaca Streets

and the intersection of Richfield and Main Streets, a distance of approximately 1.25 miles. There are no stops along the other portion of said segment as buses operate over the parkway.

Traffic checks, taken January 11, 12 and 13, 1965, of passengers boarding and alighting between Petree Street and Richfield Street show a daily average of 20 outbound and 12 inbound passengers or an average of 1.3 outbound and .85 inbound passengers per trip for the 15 daily trips. On January 9, 1965, a Saturday, only two passengers used the service inbound and five passengers boarded or alighted on the outbound trips.

Exhibit No. 5 shows that estimated annual savings, if the application is granted, would amount to \$11,165 on a gross revenue of \$2,789 and an operating expense of \$13,954.

Mrs. Wagner, protestant, testified that her residence is on El Monte Street near the intersection of Russell and Cuyamaca Streets; that the proposed discontinuance would leave her and many others without any bus service, would cause hardships to residents of the "Sunny Slopes" area, particularly to those without cars who rely on public transportation for shopping, medical and other reasons.^{1/}

All service on Route "E" to the City of El Cajon will operate via El Cajon Boulevard instead of alternate trips operating through Fletcher Hills as at present. Service on Route "F" will be reduced from 60 minutes to 90 minutes between 9 a.m. and 3 p.m., Monday through Friday and all day Saturday, leaving the peak time service Monday through Friday unchanged.

^{1/} Mrs. Wagner also filed cards signed by 108 persons protesting the proposed discontinuance of service. Nearly all reside on Cuyamaca, El Monte and Pierce Streets between Russell Road and Wagner Drive.

Route "J" will be operated on the same headway as Route "F" which will allow a direct connection at Palm Street and Imperial Avenue between said lines. During the base period there will also be direct connections between Routes "J" and "E" at Lincoln Street and La Mesa Boulevard on every third Route "E" trip. The proposed changes will permit the elimination of one driver Monday through Friday and one bus and one driver on Saturdays.

Applicant's revenue on Routes "E" and "F" have been insufficient to pay the alleged average system operating cost of 69.92 cents per mile. The revenue per mile from said routes from June 1 to November 29, 1964, has averaged as follows:

<u>Route "E"</u>		<u>Route "F"</u>	
Week Days	51.48c	Week Days	29.90c
Saturdays	56.23c	Saturdays	19.00c

No change in fares or equipment is proposed.

Based upon the evidence, the Commission finds that:

1. Public convenience and necessity no longer require the operation of a passenger stage service between the intersection of Garfield Avenue and Fletcher Parkway and the intersection of West Main Street and El Cajon Boulevard, along Fletcher Parkway, Petree Street, Cuyamaca Street and West Main Street, and said operation is not compensatory.

2. The establishment and operation of a passenger stage service along Routes "E", "F", and "J", as set forth in the application, is in the public interest.

O R D E R

IT IS ORDERED that:

1. San Diego Transit System, a corporation, is authorized to discontinue its regular passenger stage service between the intersection of Garfield Avenue and Fletcher Parkway and the intersection of West Main Street and El Cajon Boulevard, along Fletcher Parkway, Petree Street, Cuyamaca Street and West Main Street, to El Cajon Boulevard.

2. A certificate of public convenience and necessity is hereby granted to San Diego Transit System, a corporation, authorizing the establishment and operation of service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers between the points and over the routes set forth in Ninth Revised Page 2, Eighth Revised Page 10, Third Revised Page 11, and Second Revised Page 12A, attached hereto, as an extension and enlargement of, consolidation with and subject to all the limitations and restrictions set forth in the certificate granted by Decision No. 55090, as amended.

3. Appendix A of Decision No. 55090, as heretofore amended, is further amended by incorporating therein Ninth Revised Page 2, Eighth Revised Page 10, Third Revised Page 11 and Second Revised Page 12-A, in revision of Eighth Revised Page 2, Seventh Revised Page 10, Second Revised Page 11, and First Revised Page 12-A, in revision of Eighth Revised Page 2, Seventh Revised Page 10, Second Revised Page 11, and First Revised Page 12-A.

4. In providing service pursuant to the certificate herein

granted, applicant shall comply with and observe the following service regulations:

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within one hundred twenty days after the effective date hereof, applicant shall establish the service herein authorized and file tariffs and timetables in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than five days after the effective date of this order on not less than five days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the service herein authorized.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79 and 98.

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

Dated at San Francisco, California, this 20th day of APRIL, 1965.

Frederick B. Holliday
President

George T. Crover
Attorney

William C. Belmont
Commissioners

I N D E X

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C	30th Street-Naval Station	9
D	La Jolla-Kearny Mesa	9A
*Z	La Mesa-El Cajon	10
*F	Monterey Heights-Lemon Grove	11
G	Downtown San Diego-Kearny Mesa	11A
H	Hillcrest-Cabrillo Heights	12
**J	Spring Valley-Fletcher Hills	12A
K	Catalina Boulevard	13
L	Rosecrans	14
O	Ocean Beach-National City-Imperial Beach	15
R	La Jolla	16
S	State College	17
T	Crown Point	18
V	Linda Vista-Chula Vista	19
W	Harbison-Lincoln Acres	20
1	El Cajon Boulevard Local	21
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5	Clairemont-Market Street	25
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10	Downtown Special	28
11	Adams Avenue-Logan Heights	29
12	Paradise Hills	30
13	Westgate Park Service	30A
	Balboa Park "On-Call" Service	31
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Issued by California Public Utilities Commission.

*Changed by Decision No. 68915, Application No. 47214.
**Added by Decision No. 68915, Application No. 47214.

Section 3. ROUTE DESCRIPTIONS (continued)

*ROUTE "E" - LA MESA-EL CAJON

From the intersection of 2nd Street 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 La Mesa Boulevard and Jackson Drive in the City of La Mesa, northbound only via Jackson Drive, Hayes Street, 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.

*Changed by Decision No. 68915, Application No. 47214.

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Appendix A
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SAN DIEGO TRANSIT SYSTEM Third Revised Page 11
Cancels
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Section 3. ROUTE DESCRIPTIONS (continued)

*ROUTE "F" - MONTEREY HEIGHTS-LEMON GROVE

From the intersection of Allison Avenue and Palm Avenue in the City of La Mesa, via Palm Avenue, Imperial Avenue, Cypress Avenue, Alton Drive, Englewood Drive, Canton Drive, Massachusetts Avenue, Madra Street, Broadway, 60th Street, Kenwood Street, Iona Drive, and Market Street to 4th Avenue, then loop via Market Street, 3rd Avenue, E Street, and 4th Avenue to Market Street.

Issued by California Public Utilities Commission.

*Changed by Decision No. 68915, Application No. 47214.

Section 3. ROUTE DESCRIPTIONS (continued)

**ROUTE "J" - SPRING VALLEY-FLETCHER HILLS

From the intersection of Garfield Avenue and Fletcher Parkway in the City of El Cajon, via Fletcher Parkway, Navajo Road, Lake Murray Boulevard, El Paso Street in the City of La Mesa, Jackson Drive, Parkway Drive, Amarillo Avenue, Mellmanor Drive, and Grossmont Center Drive to Center Drive, then southwestbound only via Center Drive to Entrance 4, then via Center Drive, Jackson Drive, Hayes Street, Lincoln Street, La Mesa Boulevard, Palm Avenue, Campo Road, Bancroft Drive, Troy Street, and Palm Street to Imperial Avenue.

Also, from the intersection of Center Drive and Entrance 4 in the City of La Mesa, southeastbound only via Entrance 4, Entrance 3, and Grossmont Center Drive to Center Drive.

Issued by California Public Utilities Commission.

**Added by Decision No. 68915, Application No. 47214.