

ORIGINAL

Decision No. 35717

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application of RAY WITHERS and ANDREW BYRD, a co-partnership, doing business under the firm name and style of SAN MATEO TRANSIT, for a certificate of public convenience and necessity enlarging and extending its rights to operate a motor bus service as a common carrier of passengers in and between the cities of Burlingame and San Mateo, California.)

No. 23615  
First Supplemental

BY THE COMMISSION:

O P I N I O N

By Decision No. 34269, dated May 27, 1941, the Commission granted to Ray Withers and Andrew Byrd, a partnership, a certificate of public convenience and necessity authorizing the establishment and operation of service as a passenger stage operation between points in Burlingame, Hillsborough and San Mateo and all intermediate points. In conducting that operation applicants were required to use certain defined routes as a service regulation.

In the above entitled supplemental application the Commission is requested to make its order re-defining the routes between those communities, granting an extension to serve the Hillsborough residential district and an extension to serve the southwesterly portion of San Mateo. Minor reroutings are also proposed in San Mateo and Burlingame as more specifically described below.

One of applicants' routes now terminates at the intersection of Clark Drive and Occidental Avenue in San Mateo. It is proposed to extend this route to the residential section of Hillsborough for a distance of about two miles terminating at the

intersection of West Santa Inez and Hillsborough Boulevard. This extended service into Hillsborough would be a part of applicants' present route "C" between the intersection of Burlingame Avenue and San Mateo Drive at the intersection of Clark Drive and Occidental Avenue. The over-all distance between termini of this route and the proposed extension is approximately 3.1 miles. The proposed zone fare on the Hillsborough extension is 15 cents. Over this route it is proposed to operate 10 round-trip schedules daily, excepting Sundays and holidays, between approximately 6:50 a.m. and 6:50 p.m.

Another route over which applicants operate is between 3rd Avenue and Main Street, San Mateo, and the San Mateo Community Hospital near the intersection of 39th Avenue and Edison Street. The major portion of this route is along El Camino Real. As a part of this route of operation applicants provide service over a loop route diverging from that route at El Camino Real and 23rd Avenue, thence along 23rd Avenue, Isabella Avenue, Del Mar Way, Hacienda Drive and 28th Avenue to El Camino Real. It is proposed to reroute service in the district served by this loop route so that diversion from the main route would be at the intersection of 31st Avenue and El Camino Real instead of 23rd Avenue, thence along 31st Avenue, Isabella Avenue, 22nd Avenue, Stratford Way, West 20th Avenue, Alameda de las Pulgas, Park Boulevard and Parrot Drive to its intersection with West 3rd Avenue and Edinburgh Street, (San Mateo). Hobart Avenue would also be used between Park Boulevard and Edinburgh Street. This rerouting would form, in part, a new route lateral to the San Mateo-San Mateo Community Hospital route serving that portion of San Mateo lying southwesterly from El Camino Real. Service along this new routing would be approximately under the same headways as those over the loop route above described.

In the Broadway section of Burlingame applicants propose to operate along California Drive and Grove Street between the intersection of El Camino Real and Grove Street.

In support of the authority sought applicants allege that the proposals, if authorized, will more conveniently and satisfactorily meet the needs of the public in the communities served. It is asserted that the proposed extensions are through more densely populated residential sections the residents of which, because of the war effort, desire to discontinue the use of their automobiles in favor of public transportation. It is also stated that those extensions and reroutings will enable applicants to eliminate some parallel services as required by the orders of the Office of Defense Transportation.

After a careful review of this matter we are of the opinion and so find that the reroutings and extensions proposed in this proceeding are in the public interest and should be granted. The following order will so provide.

As hereinbefore pointed out applicants now have a certificate between points in Burlingame, Hillsborough and San Mateo and all intermediate points (Decision No. 34269). The routes of operation under that authority are described in service regulation No. 3 of that decision. The authority herein requested will be granted by a modification and re-description of the routes now shown in that service regulation. This is not a matter in which a public hearing appears to be necessary.

#### O R D E R

IT IS ORDERED that the description of the routes of operation set forth in service regulation 3 appearing at sheet 9 of Decision No. 34269, dated May 27, 1941, are superseded by the

following description:

"Commencing at the intersection of Hillside Drive and Alvarado Street in North Burlingame, thence along Hillside Drive, El Camino Real, Broadway, California and San Mateo Drives, to Third Avenue, thence along Third Avenue, South "B" Street, Twelfth Avenue, El Camino Real, Thirty-ninth Avenue, terminating at the San Mateo Community Hospital near the intersection of Thirty-ninth Avenue and Edison Street, with alternate routes (1) commencing at the intersection of Broadway and California Drive (Burlingame), thence along California Drive to Grove Avenue, thence along Grove Avenue to El Camino Real and (2) commencing at the intersection of California Drive and Carmelita Avenue (Burlingame), thence along Carmelita Avenue to Capuchino Avenue. Also commencing at the intersection of El Camino Real at Thirty-first Avenue (San Mateo), thence along Thirty-first Avenue, Isabelle Avenue, Twenty-second Avenue, Stratford Way, West Twentieth Avenue, Alameda De Las Pulgas, Park Boulevard, Parrott Drive to West Third Avenue, with an alternate route along Hobart Avenue between Park Boulevard and Edinburgh Street.

Commencing at the intersection of Hobart Avenue and Edinburgh Street, San Mateo, thence northwesterly along Edinburgh Street to West Third and Third Avenue, thence northeasterly along Third Avenue to Main Street and Southern Pacific Depot with an alternate route from the intersection of Third Avenue and El Camino Real, thence along El Camino Real to Fourth Avenue, thence along Fourth Avenue to Railroad Avenue to Third Avenue; thence northwesterly along Main Street to Second Avenue; thence southwest along Second Avenue to "B" Street; thence northwesterly along "B" Street to Baldwin Avenue; thence southwesterly along Baldwin Avenue to El Camino Real (U.S. Highway 101); thence northwesterly along El Camino Real to Park Road; thence northwesterly along Park Road to Burlingame Avenue; thence southwesterly along Burlingame Avenue to Occidental Avenue; thence southerly along Occidental Avenue to El Portal; thence along El Portal to West Santa Inez Avenue, with a loop from Park Road at Howard Avenue, thence along Howard Avenue to Highland Avenue, to Burlingame Avenue to Park Road.

Commencing at the intersection of California Drive and Howard Avenue, in the city of Burlingame, thence along Howard Avenue, Dwight Road and North Delaware Street, terminating at its intersection with Third Avenue (San Mateo).

Commencing at the intersection of Third Avenue and Main Street (Southern Pacific Depot, San Mateo), thence along Third Avenue and South Humboldt Street to its intersection with Tenth Avenue.

Along El Camino Real (Burlingame) between Burlingame Avenue and Broadway with a loop over Carmelita Avenue and Capuchino Avenue between El Camino Real and Broadway.

Hillsborough Extension:

Commencing at the intersection of Occidental Avenue and Ralston Avenue (Burlingame), thence along Ralston Avenue, Hillsborough Boulevard, West Santa Inez Avenue, Arden Road, Chiltern Road, Vista Road, Black Mountain Road to Marlborough Road, with an alternate route along West Santa Inez Avenue between Arden Road and El Portal.

Vehicles may be turned at the termini of any route or the termini of any operation, either in the intersection of the streets or by operating around the blocks contiguous to such intersections in either direction, and to carry passengers as the traffic regulations of the municipalities may require".

IT IS FURTHER ORDERED that applicants shall comply with the rules of the Commission's General Order No. 79 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective tariffs and time schedules satisfactory to the Commission within sixty (60) days from the effective date hereof and on not less than five (5) days' notice to the Commission and the public.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 1<sup>st</sup> day of September, 1942.

Justus J. Gannon

H. Baker

Frank R. Havenner

COMMISSIONERS