

ORIGINAL

Decision No. 42900

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)  
SAN JOSE CITY LINES, INC., for )  
authority to reroute a portion of ) Application No. 30165  
its Delmas Malone Line No. 4 in the)  
City of San Jose. )

CAMPBELL, HAYES and CUSTER, by FRANK V. CAMPBELL, for  
applicant.  
TIPTON O'NEILL, Associate Planning Engineer, for the City of  
San Jose, interested party.  
MISS ELAINE FREITAS, MRS. FLORENCE KETCH AND J. P. ROEDE,  
for the Delmas District of Willow Glen, protestant.  
EMERY ANDERSON, for Lincoln Glen Dads Club, interested party.

O P I N I O N

San Jose City Lines, Inc., operates its No. 4 Delmas-Malone Motor Coach Line over a route beginning in the principal business district of the City of San Jose and ending at a point in Santa Clara County south of the Willow Glen district of San Jose. In this proceeding it requests the Commission to authorize a re-routing of a portion of that line in the Willow Glen District. There is no proposal to alter schedules or fares. A public hearing thereon was had before Examiner Paul on May 3, 1949, and the matter was submitted.

Applicant proposes to operate its No. 4 line through the business district of Willow Glen over a route about seven city blocks in length, beginning at the intersection of Minnesota Avenue and Curtis Avenue, thence along Minnesota Avenue and Lincoln Avenue to the intersection of Lincoln Avenue and Willow Glen Way, instead of over the route beginning at the intersection of Curtis and Minnesota Avenues thence along Curtis Avenue, Nevada Avenue, Hill Avenue and Willow Glen Way to its intersection with Lincoln Avenue.

The principal part of the Willow Glen business district extends about four city blocks along Lincoln Avenue between Willow Street and Minnesota Avenue. According to the manager of applicant the merchants and professional people of this district have on many occasions during the past several years requested applicant to provide motor coach service over the proposed route for the convenience of persons residing in the area southerly of the district. The witness stated that the streets proposed to be used are wide, well-paved and present fewer traffic hazards for operation than Curtis, Nevada and Hill Avenues which are not as well suited for motor coach operations as they are narrow residential streets with several sharp turns which hamper the operation of equipment. Use of the proposed route, according to the witness for the applicant, would not only render a more adequate service for those desiring to transact business, make professional calls or attend shows in the Willow Glen business district, but would also make available a direct transfer connection at the intersection of Minnesota Avenue and Lincoln Avenue with applicant's No. 3 motor coach line. This would provide a more direct service for passengers traveling between the area south of the Willow Glen business district and the Southern Pacific Company Depot in San Jose and would require approximately 30 minutes less time than over the present No. 4 route. To make the transfer between the No. 4 and No. 3 lines as now operated requires a walk of four blocks. A survey made by applicant shows that for one week during April, 1949, an average of 200 people a day used the service along that portion of the route proposed to be discontinued. Seventy-seven per cent of these passengers boarded applicant's vehicles at stops which are less than 1/4 mile from stops which applicant would continue to serve. The remaining stop on this route

was used by about 23 per cent of applicant's patrons. This stop is within about three city blocks of stops which applicant would continue to serve.

A representative of an improvement club, the members of which reside in the area south of the Willow Glen business district in the vicinity of the terminus of the line involved, testified in substance that the members of the club have complained that in order to use the various facilities of the business district they are now required to disembark from applicant's buses at Willow Glen Way and Lincoln Avenue and then walk from 4 to 8 blocks to reach the district; that it requires 55 minutes by the present route to reach the Southern Pacific Company Depot at San Jose whereas under the new plan of operation this journey could be made in 30 minutes or less by transfer to applicant's No. 3 line at the intersection of Lincoln Avenue and Minnesota Avenue.

The representatives of the residents residing in the vicinity of Curtis and Nevada Avenues objected to the proposed re-routing and contended that under applicant's plan those persons would be required to walk one-fourth mile and in some cases more to reach applicant's facilities. They conceded that, under the proposed plan, the No. 4 line would provide a better service between San Jose and Willow Glen district, but feared because of that fact the buses would become overcrowded. In our opinion if that condition should occur it could easily be overcome by the use of additional equipment.

While the evidence of record shows that those objecting to applicant's proposed plan would be required to walk greater distances than now, it does not show that very many of them would

be required to walk unreasonable distances. On the evidence of record we find that public convenience and necessity require that applicant establish operation over the route proposed and discontinue service along Curtis, Nevada and Hill Avenues and Willow Glen Way.

O R D E R

An application therefor having been filed, the Commission being fully informed therein and it having been found that public convenience and necessity so require,

IT IS ORDERED:

(1) That San Jose City Lines, Inc., is hereby authorized to discontinue operations over and along Curtis Avenue, Nevada Avenue, Hill Avenue and Willow Glen Way, and in lieu thereof establish operations along Minnesota Avenue and Lincoln Avenue between the intersection of Minnesota Avenue and Curtis Avenue and the intersection of Lincoln Avenue and Willow Glen Way.

(2) That applicant shall give 5 days' notice to the public in advance of the change in service by placing suitable signs in all equipment operated on the line involved and at all stops affected.

The effective date of this order shall be 20 days after the date hereof.

Dated at San Francisco, California, this 24<sup>th</sup> day of May, 1949.

R. F. Johnson  
James J. Galloway  
Robert H. Rayburn  
Harold P. Kula  
Kenneth Lott  
COMMISSIONERS