

ORIGINAL

Decision No. 12024

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 EVELYN M. KNAPP and JOHN P. DEMETER,)
 copartners doing business as PENINSULA)
 TRANSIT LINES, for certificate of)
 public convenience and necessity to) Application No. 30172
 operate passenger stage service between)
 Palo Alto, North Palo Alto, San Carlos,)
 Redwood City, Atherton, Menlo Park,)
 Woodside and Toyon Knolls.)

Rogers and Costello by Lorenz Costello, for applicants.
C. B. Currie, City Attorney of Redwood City by C. W. Lebsack,
 for Redwood City, interested party.
C. W. Anderson, City Attorney and Howard Brod, City Manager,
 for the City of San Carlos, interested party.
Frank Skillman, Director of Planning for San Mateo County,
 interested party.
C. M. Armstrong, for the employees of Pacific Portland Cement
 Co., The Paraffine Co., Inc., and Motor Bearing Company,
 protestants.

O P I N I O N

In the above-entitled application, as amended, Evelyn M. Knapp and John P. Demeter, partners, doing business as Peninsula Transit Lines request the Commission to issue to them a new passenger stage certificate of public convenience and necessity in the place and stead of all those certificates and operative rights which applicants presently hold. The new certificate would include all passenger stage operative rights of applicants which would supersede rights granted to them or to their predecessors in interest as evidenced by some 26 decisions. Applicants also request, (a) authority to reroute certain lines, (b) authority to abandon other lines, and (c) a restatement of the remainder of the routes of operations in the cities of Menlo Park, Atherton, Redwood City, San Carlos and Woodside. A public hearing was had before Examiner Paul at Redwood City on May 11, 1949, and the matter was submitted.

Applicants are presently engaged in conducting local passenger stage service within and between Palo Alto, Menlo Park, Atherton, Redwood City, San Carlos, Emerald Lake, Woodside, Stanford University Campus and adjacent areas. None of the proposed route changes affect Palo Alto, Stanford University Campus or Menlo Park except in the northwesterly part of Menlo Park. Applicants request authority to abandon operations over 7 separate routes, 3 of which are of an inconsequential nature. Of the remaining 4 routes, one is in the Woodside area, hereinafter referred to as the Woodside route, which begins at the intersection of Canada Road and Portola Avenue and the intersection of Mountain Home Road and Woodside Road having a total length of approximately 6 miles. The second route is between the intersection of Main Street, Woodside Road and El Camino Real in Redwood City, locally known as Five Points, and the junction of Valparaiso Avenue and Alameda De Las Pulgas in Menlo Park, over Center Street, Selby Lane, Alameda De Las Pulgas and other streets, hereinafter referred to as the Alameda De Las Pulgas route. The third route is between the intersection of Whipple Avenue and Alameda De Las Pulgas in the northwesterly portion of Redwood City and the intersection of San Carlos Avenue and Cedar Street in the City of San Carlos, hereinafter referred to as the San Carlos route. The fourth route is between the intersection of Middlefield Road and Chestnut Street in Redwood City and The Pacific Portland Cement Co. plant located on San Francisco Bay in Redwood City, hereinafter referred to as the Cement Plant route.

The only protests to any proposed abandonments of routes are with respect to the San Carlos route and the Cement Plant route.

At the hearing a stipulation was made between applicants and the City of San Carlos pursuant to which the proposed abandonment of the San Carlos route was modified to meet objections of the City, whereupon the City's protest was withdrawn. The application was amended to conform to the stipulation.

The only remaining protest is that of the employees of the Pacific Portland Cement Plant and other plants on the Cement Plant route, to applicants' proposal to abandon operations along that route.

Applicants' manager testified that the San Carlos, Cement Plant and Alameda De Las Pulgas routes are integrally operated. According to this witness the San Carlos route which would be abandoned under the amended proposal, is about 2½ miles long. It parallels roughly another route in San Carlos along Cedar Street, the distances varying from 2 blocks to about one-half mile. Eleven one-way trips are operated thereover daily except Sundays and holidays. During a check period of one week, 58 passengers each day were either picked up or discharged along the route as originally proposed to be abandoned. By retention of service over the northerly portion of this route in the central part of San Carlos, as proposed in the amended application, only 24 passengers a day on the average would be affected. This is an average of approximately two passengers a trip over a route approximately one mile in length which the witness stated results in an out-of-pocket loss of about \$9 a day. He stated that most of these passengers would be within walking distance of the Cedar Street route in San Carlos.

The Cement Plant route is about three miles in length over which applicants operate three round trips daily except

Sundays and holidays. On the average 44.3 riders use this service daily except Sundays and holidays; 25 of which use the schedule leaving Redwood City Southern Pacific Depot at 7:42 a.m. According to the manager, this route shows a gross revenue in excess of expenses amounting to \$0.017 per mile or \$0.31 per day. He stated, however, that as the Cement Plant route is an integral part of the San Carlos and Alameda De Las Pulgas routes, the Cement Plant route could not be operated separately except at an out-of-pocket loss of about \$11.00 a day. According to the witness, a separate unit of equipment and driver would be required to continue this route and their use for other operations would not be available.

A representative of the employees of the plants along the Cement Plant route contended that if the schedules inbound from these plants were rearranged to more suitably meet the needs of the employees, more travel could be induced which would justify the continuance of this service. Protestants showed that a total of 250 persons are employed at the Cement Plant on three shifts. Of these, 160 are on the 8 a.m. to 4:30 shift; 30 on the 8 a.m. to 4 p.m. shift; 30 on the 4 p.m. to 12 p.m. shift, and 30 on the 12 p.m. to 8 a.m. shift. A witness for protestants testified that in practically all cases the schedules serving the 8 a.m. shift average approximately 33 passengers. However, the schedule from the plant serving those quitting at 4:30 p.m. averages less than its seating capacity of 27 passengers as the workers quitting at 4 p.m., having no schedule available at that time, use private means of transportation. Protestants pointed out that consideration would be given to a rearrangement of the plant shifts to release more workers at 4:30 p.m.

The Woodside route is approximately 6 miles in length

beginning at Canada Road and Portola Avenue thence following a meandering course over County Roads and Mountain Home Road to its junction with Woodside Road. A segment of this route is between Family Farm and Lake Side Drive along Portola Road and Stanford Road. According to the record, this route, through a sparsely settled area, had been abandoned by applicants' predecessors in interest long before applicants acquired the operative right. There was no opposition to applicants' proposal to abandon the route.

The Alameda De Las Pulgas route is about 4 miles in length extending from the intersection of El Camino Real, Woodside Road and Main Street in Redwood City, locally known as Five Points, to its junction with Valparaiso Avenue in the northwesterly part of Menlo Park. Other routes of applicant operate within approximately 1/4 mile of about 50 per cent of this route. Of the remainder of the route about 20 per cent is through an undeveloped area or territory occupied by large estates. The rest of the route would be within approximately one-half mile of present routes of applicant. A portion of the route is very near the main line operation of Pacific Greyhound Lines along El Camino Real. Applicants' manager stated that one round trip daily except Sundays and holidays is operated over this route and that during a check period an average of 15 passengers were picked up and 22 discharged along that portion of this route between the Southern Pacific Depot in Redwood City and Selby Lane. Points along this segment of the route are along streets served by other routes or within 1/4 mile thereof. Over the remainder of the route a check showed that on the average 7 passengers were picked up and one discharged. The witness stated that the daily out-of-pocket loss on this route was approximately \$3.23.

After full consideration of the evidence of record in this proceeding we find that public convenience and necessity no longer require the operation by applicants over the routes it proposes to abandon with the exception of the Cement Plant route. As to this route we find that public convenience and necessity require a continuation of service. While applicants contended that the retention of service over the Cement Plant route could be done only at an increase over the cost of the present operation, we believe the record is inconclusive as to that point. It is our opinion that applicants can so reorganize the operation of the routes in this area as to enable them to continue operation of sufficient service to and from the Cement Plant to meet the demonstrated needs of those now using that line. To permit abandonment would leave those patrons without needed public transportation.

It will not be necessary to specifically authorize route abandonments where sought and shown not to be adverse to the public interest, as the new certificate requested by applicants will not include those routes.

O R D E R

An application therefor having been filed, a public hearing had, the Commission being fully informed therein, and based upon the conclusions and findings set forth in the opinion,

IT IS ORDERED:

(1) That in the place and stead of all of the passenger stage operative rights now held by applicants Evelyn M. Knapp and John P. Demeter, a new certificate of public convenience and necessity is hereby granted to them authorizing operation of service as a

passenger stage corporation, as defined in Section 24 of the Public Utilities Act, for the transportation of passengers within and between Palo Alto, East Palo Alto, North Palo Alto, South Palo Alto, Stanford University Campus, Menlo Park, Atherton, Woodside, Toyon Knolls, Belle Haven, Redwood City, Emerald Lake, San Carlos and adjacent areas and intermediate points. Service under said certificate may be conducted over the routes, hereinafter described, in any combination to provide service best to meet the public need.

(2) That applicants are authorized to turn their motor vehicles at termini or en route either in the intersection of streets or by operating around the block contiguous to such intersections provided that municipal traffic regulations are observed.

(3) That all passenger stage operative rights superseded by the certificate granted herein and which were created by the decisions listed below as well as any other passenger stage operative rights held by applicants are hereby cancelled, revoked and annulled together with any amendments thereof:

<u>Decision No.</u>	<u>Application No.</u>	<u>Decision No.</u>	<u>Application No.</u>
36299	25563	37081	25826
37089	"	38164	26852
37490	"	7956	5952
38190	"	22201	16364
38227	26899	25208	18416
38435	25563	30187	21449
39242	"	30919	21870
39313	"	38190	26609
39345	"	37483	26404
40887	"	39728	27839
41294	29137	39729	27838
42077	29624	39732	27840
36595	25511	42115	29702

(4) That in conducting passenger stage operations pursuant to the certificate granted by this decision, Knapp and Demeter shall comply with and observe the following service regulations:

- a. Applicants shall file a written acceptance of the certificate herein granted within a period of not to exceed 30 days from the effective date hereof.
- b. Subject to the authority of this Commission to change or modify them by further order, applicants shall conduct operations pursuant to the certificate herein granted over and along the following routes:

Route 1. Beginning at the intersection of University Avenue and Middlefield Road, thence along Middlefield Road along Melville Avenue, Channing Avenue and Lincoln Avenue to University Avenue.

Route 2. Beginning at the intersection of University Avenue and Waverley Street, thence along Waverly Street, California Avenue, and Middlefield Road to Matadero Creek.

Route 3. Beginning at the intersection of Oregon Avenue and Middlefield Road, thence along Oregon Avenue, Bryant Street and California Avenue to Waverley Street.

Route 4. Beginning at the intersection of California Avenue and Bryant Street, thence along California Avenue, Hanover Street, College Avenue, Yale Street, to California Avenue.

Route 5. Beginning at the intersection of University Avenue and Lincoln Avenue, thence along University Avenue, Bayshore Highway, (Bypass No. 101) Menalto Avenue, Bay Road, Cooley Avenue, Donohoe Street, University Avenue to its intersection with Bayshore Highway.

Route 6. Commencing at the Palo Alto Southern Pacific Depot, thence along Lytton Avenue, Emerson Street, University Avenue, Alma Street, Palo Alto Avenue, El Camino Real, Cambridge Avenue, University Drive, Middle Avenue, Olive Street, (now Oakdell Avenue), Menlo Avenue, Alameda de las Pulgas, Valparaiso Avenue, Orange Avenue, Santa Cruz Avenue, Merrill Street, Oak Grove Avenue, Laurel Street, Ravenswood Avenue to

Stanford Village.

- Route 7. Beginning at the intersection of Broadway and Main Street in Redwood City, thence along Broadway, Spring Street, Second Avenue, Page Street, Marsh Road, Bay Road, Hedge Road, Greenwood Drive and Bay Road to Flood Park.
- Route 8. Beginning at the intersection of Bay Road and Marsh Road, thence along Marsh Road, Fair Oaks, Dumbarton Lane, Fifth Avenue, Bay Road to Second Avenue.
- Route 9. Beginning at the intersection of Main Street and Middlefield Road, thence along Main Street, Broadway, Brewster, Alameda de las pulgas, Edgewood Road, Turnsworth Avenue, Whipple Avenue, Duane Street, Broadway to Brewster Street.
- Route 10. Beginning at the intersection of Broadway and El Camino Real, thence along El Camino Real, Jefferson Avenue, King Street, James Avenue, Ruby Street, Jefferson Avenue, Valota Road, Roosevelt Avenue, Ebner Street, Oak Avenue, El Camino Real, Jefferson to Middlefield Road.
- Route 11. Beginning at the intersection of Middlefield Road and Ringwood Road, thence along Middlefield Road to Main Street in Redwood City.
- Route 12. Beginning at the intersection of Broadway and Perry Street, thence along Perry Street, Brewster to Broadway.
- Route 13. Beginning at the intersection of Oakdale and Whipple Avenue thence along Oakdale Street, Finger Avenue, Stanford Lane, Eaton Avenue, Ruby Avenue, St. Francis Way, Cedar Street, San Carlos Avenue to San Carlos Southern Pacific Depot.
- Route 14. Beginning at the intersection of Cedar Street and San Carlos Avenue, thence along San Carlos Avenue, Beverly Drive, Molton, Devonshire Boulevard, Fay Avenue, Carmelita Drive, Alameda de las Pulgas, Alma, Cordilleras to its intersection with San Carlos Avenue.
- Route 15. Beginning at the intersection of Main Street and Broadway, thence along Main Street, Woodside Road to the intersection of Woodside Road and Kings Mountain Road (Adobe Corner).
- Route 16. Beginning at the intersection of Broadway and Hopkins Avenue, thence along Hopkins Avenue, Oak Knoll Drive, Vista Drive, Jefferson Avenue, Canada Road to the intersection of Canada Road and Woodside Road.

Beginning at the intersection of University Avenue and U. S. Highway No. 101, in Palo Alto, thence along University Avenue, Chaucer Street, Pope Street, Central Avenue, Oak Street (now Gilbert) Willow Road, Bay Road, Ringwood Road and Middlefield Road to its intersection with University Avenue.

Beginning at the intersection of Spring Street and Broadway, thence along Broadway, Chestnut Street, and Harbor Boulevard to the Pacific Portland Cement Company plant.

Beginning at the intersection of Middlefield Road and Chestnut Street along Chestnut to its intersection with Broadway.

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

Dated at Los Angeles, California, this 1st day of June, 1949.

R. J. [Signature]

[Signature]

[Signature]

[Signature]

COMMISSIONERS