

ORIGINALDecision No. 51155

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)	
of SAN JOSE CITY LINES, INC.,)	
requesting authority to extend)	Application No. 36621
and/or reroute portions of its)	
Routes Nos. 5 and 7.)	

O P I N I O N

In the above-entitled proceeding San Jose City Lines, Inc., proposes to extend the westerly loop ending of the route used by its Park Avenue Line (Route No. 7) from the intersection of Newhall and Monroe Streets and the intersection of Hedding Street and Redwood Lane a distance of about one-half mile for the purpose of serving the newly developed Westwood Tract which lies westerly of the Santa Clara-Los Gatos Road. Operation along that part of the loop over Monroe Street, Tulip Drive, Peachtree Lane and Hedding Street would be discontinued. The proposed extension would increase the round-trip distance of the loop about one mile. This would slightly increase the walking distance of a small number of patrons. The increased running time around the longer loop would inconvenience some passengers. However, approximately 480 homes and 120 houses under construction for the first time would be placed within reasonable walking distance of service. As indicated in the table below a proposed frequency of service during the morning and evening peak periods of 20 minutes and 15 minutes

respectively would be an improvement over the present service.^{1/}
 The day base frequency would be reduced from 22 minutes to 30 minutes on the Park Avenue Line. Despite this reduction it appears that the proposed schedules at even divisions of the hour would be more satisfactory as it is more difficult to remember schedules operating at disproportionate hourly fractions.

Applicant also proposes to combine the northeasterly segments of its Park Avenue Line (Route No. 7) and Bascom Avenue Line (Route No. 5) which, as now operated, essentially serve the same general area. Some minor reroutings and discontinuances involved are discussed hereinafter. These routes extend from the intersection of North First and East Santa Clara Streets to the intersection of Rosa and North 13th Streets and Rosa and North 17th Streets respectively. By combining these routes the eastern terminal of the Park Avenue Line (Route No. 7) would be cut back from the intersection of Rosa and North 13th Streets to the intersection of North First and East Santa Clara Streets. This would leave the Bascom Avenue Line (Route No. 5, as modified) to carry the entire load of the two lines in that area less any diminution of traffic which might occur. Applicant would continue the same 15-minute headway throughout the day. An engineer of the Commission's staff reports that a traffic check made by him shows that such headway at peak periods will not handle the traffic

^{1/} Present and proposed service frequencies over the Park Avenue Line (Route No. 7) and present frequencies over the Bascom Avenue Line (Route No. 5) which will continue.

	<u>Rt. No. 7 Present</u>	<u>Rt. No. 7 Proposed</u>	<u>Rt. No. 5</u>
	Minutes	Minutes	Minutes
Morning Peak	22	20	15
Day Base	22	30	15
Evening Peak	17	15	15
Night Base	30	30	30

in conformity with a 140-percent loading standard. The general manager of applicant stated, according to the engineer's report, that he plans to add a tripper schedule at the morning and evening peak periods as needed. It appears that such added schedules would enable applicant to maintain the loading standard. From time to time the Commission's engineers have recommended a 140-percent passenger-seat ratio as a maximum allowable load standard for this applicant. It will be expected to maintain this standard.

No changes are proposed in the two westerly legs of the Bascom Avenue Line (Route No. 5) which serve the areas of the O'Connor and Santa Clara County Hospitals.

Another result of the proposal to combine the north-easterly segments of the Park Avenue and Bascom Avenue Lines would be discontinuance of service over some parts of each of these lines and operations over other streets. This would require some patrons to walk varying distances up to four blocks (about 1/4 mile), which we find is not an unreasonable walking distance.

The Commission has been requested by the City Manager of the City of San Jose and the developers of the Westwood Tract to grant the authority sought by applicant. There is no proposal to change the fares.

The Commission finds that public convenience and necessity require the route changes sought which will be authorized as provided in the order following. A public hearing is not necessary.

O R D E R

An application therefor having been filed and the Commission having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That the description of Bascom Avenue-Seventeenth Street and Berryessa Line (Route No. 5), appearing in Ordering Paragraph (1) (a) of Decision No. 46889 in Application No. 32541, as last amended by Decision No. 50270 in Application No. 35494, be, and it hereby is, further amended to read as follows:

Bascom Avenue - Seventeenth Street and Berryessa Line - Route No. 5.

Beginning at the intersection of No. 10th Street and Julian Street, thence along No. 10th Street, Rosa Street, No. 17th Street, Julian Street, No. 5th Street, St. John Street, No. 2nd Street and So. 2nd Street to E. San Fernando Street thence along E. San Fernando Street, Delmas Avenue, W. San Carlos Street, Leland Avenue, Scott Street, Bradley Avenue and Moorpark Avenue to Monroe Street.

Also beginning at the intersection of W. San Carlos Street and Leland Avenue, thence along West San Carlos Street, Stevens Creek Road, O'Connor Drive, O'Connor Service Road, Emory Street, Laurelei Avenue, Hedding Street, Bascom Avenue, Forrest Street, Brooklyn Avenue to West San Carlos Street.

(2) That the description of the Park Avenue - Luna Park Line (Route No. 7), appearing in Ordering Paragraph (1) (a) of Decision No. 46889 in Application No. 32541, be, and it hereby is, amended to read as follows:

Park Avenue Line - Route No. 7

Beginning at the intersection of Santa Clara and First Streets, thence along So. First Street, San Antonio Street, Park Avenue, Newhall Street, Gould Street, Bohannon Drive, Los Padres Blvd., Pruneridge Avenue, Hedding Street, Redwood Avenue, Walnut Grove Avenue and Bascom Avenue to Newhall Street.

Also on Market Street between Park Avenue and Santa Clara Street and on Santa Clara Street between Market Street and First Street.

(3) That if applicant establishes the proposed reroutings as herein authorized, service shall be conducted on the bases proposed which may not be reduced until approved by the Commission.

(4) That applicant shall give notice to the public of the proposed changes herein authorized by posting appropriate notices in all equipment operating over Routes Nos. 5 and 7 for at least ten consecutive days next prior to the date said changes are made effective.

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

Dated at San Francisco, California, this 1st day of March, 1955.

[Signature]
President
[Signature]
[Signature]
[Signature]

Commissioners