

ORIGINAL

Decision No. 60009

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SAN MATEO-BURLINGAME TRANSIT COMPANY for authority to operate between Palo Alto and Candlestick Point, Giants Baseball Stadium during the Baseball Season.

Application No. 41981

Application of THE GREYHOUND CORPORATION for authority to establish additional urban routes within the City of San Francisco.

Application No. 42018

Bertram S. Silver, for San Mateo-Burlingame Transit Company, applicant in Application No. 41981 and protestant in Application No. 42018.

Gerald H. Trautman, for The Greyhound Corporation, applicant in Application No. 42018 and protestant in Application No. 41981.

Dion R. Holm, Thomas M. O'Conner and Robert R. Laughead, by Orville J. Wright, for the City and County of San Francisco, interested party in both applications.

Charles W. Overhouse, for the Commission staff.

O P I N I O N

San Mateo-Burlingame Transit Company (hereinafter at times referred to as San Mateo) and The Greyhound Corporation (hereinafter at times referred to as Greyhound) request authority to extend their passenger stage services to Candlestick Park in San Francisco.

A public hearing was held before Examiner Thomas E. Daly at San Francisco and the matter was submitted on April 14, 1960.

San Mateo presently provides a passenger stage service between peninsula points. It proposes to transport passengers between Palo Alto and Candlestick Park and all intermediate points. Service would be limited to the transportation of passengers having point of destination or origin at Candlestick Park and would be limited to

days when baseball or other athletic events are played at the park. Applicant San Mateo owns and operates approximately 37 pieces of equipment. It proposes to operate three schedules. The first would commence at Palo Alto, the second at Redwood City, and the third at San Mateo. Additional buses would be provided as traffic demands require.

Greyhound proposes to provide service from points on the peninsula and from points in Marin and Contra Costa Counties. No local service would be provided within the City and County of San Francisco. Applicant Greyhound is presently authorized to serve San Francisco, but requests an extension of its urban route to the newly constructed baseball park.

Greyhound would operate two schedules on the peninsula. The first would leave San Jose and serve up to and including Redwood City. The second would serve from Redwood City up to and including Burlingame. Peninsula service would be provided on each day or evening that the San Francisco Giants play at Candlestick Park.

Two schedules would serve Contra Costa and Marin Counties. One would commence at Concord and serve Pleasant Hills, Walnut Creek, and Lafayette. The other would commence at Fairfax and serve San Anselmo, San Rafael and Marin City. Such service would be provided on Saturdays, Sundays and holidays.

From comparable peninsula points the adult round-trip fares of each applicant, excluding tax, are as follows:

	<u>Greyhound</u>	<u>San Mateo</u>
Palo Alto	\$1.64	\$1.59
Redwood City	1.31	1.36
San Mateo	1.10	1.20
Burlingame	.90	1.00

San Mateo proposes to pick up passengers at the Southern Pacific depot located at each point along the way, whereas Greyhound

proposes to pick up passengers at its own depots. Each applicant proposes to time its schedules so that passengers will arrive at the ball park one half hour before game time.

In the past two years each applicant has provided chartered services to the old Seals Stadium. In addition thereto, Greyhound provided "special operations" service, which required a minimum of 33 passengers. It also provided a passenger stage service to within a block of the stadium.

Seven public witnesses testified on behalf of applicant San Mateo and the testimony of others was stipulated. They stated that they attend the games and in the past have made use of chartered services. They would prefer not to use their own cars and would make use of the proposed service if authorized.

The City and County of San Francisco, appearing as an interested party in both proceedings, requested that any certification of streets within the City and County be limited to streets approved by the City. Both applicants propose to use the approved streets.

Greyhound takes the position that its requested extension, if authorized, would not constitute a new service inasmuch as it may now serve San Francisco and the requested authority amounts to nothing more than an extension of an urban route. It contends that the granting of both applications would result in a division of traffic. Greyhound could assertedly use all such diverted traffic to offset losses suffered as the result of low peninsula commute rates.

For the most part, service in the past has been conducted on a charter basis. Individuals living in suburban areas were without means of direct public transportation. The construction of the new stadium with its greater capacity will lead to an ever

increasing demand for the type of service herein proposed. The granting of both applications will not only help to meet this demand but should help to facilitate the movement of traffic within the stadium area and reduce the use of private automobiles.

After consideration the Commission is of the opinion that public convenience and necessity require the granting of the applications.

O R D E R

Applications having been filed and the Commission being informed in the premises:

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to San Mateo-Burlingame Transit Company authorizing service as a passenger stage corporation between the points and over the routes as set forth in First Revised Pages 4 and 5 attached hereto, which are hereby added as an amendment to Appendix A attached to Decision No. 58411.

(2) That a certificate of public convenience and necessity is hereby granted to The Greyhound Corporation authorizing service as a passenger stage corporation between the points and over the routes as set forth in Second Revised Page 83 and Original Page 99A attached hereto, which pages are hereby added as an amendment to Appendix A attached to Decision No. 55893.

(3) That within sixty days after the effective date hereof and on not less than five days' notice to the Commission and to the public, applicants San Mateo-Burlingame Transit Company and The Greyhound Corporation shall establish the services herein authorized

and file in triplicate and concurrently make effective amendments to their timetables and tariffs presently on file with this Commission to reflect the authority herein granted.

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

Dated at San Francisco, California, this 26th day of April, 1960.

Gerrit W. [Signature]
President
[Signature]
[Signature]
[Signature]
Theodore Jensen
Commissioners

San Mateo-Burlingame Transit Company is authorized to transport passengers between Candlestick Park and points along and over the following routes on all days that baseball or other athletic events are played at Candlestick Park in San Francisco, excluding passengers having both point of origin and destination within the City and County of San Francisco:

Route No. 1

Commencing at Third Avenue and Bayshore Freeway in San Mateo; thence on Freeway, Willow Road, Middlefield Road, University Avenue to the Southern Pacific Depot in Palo Alto; thence north on El Camino Real to Santa Cruz Avenue, Merrill Street to the Southern Pacific Depot in Menlo Park; thence, north on Merrill Street to Oak Grove, El Camino Real, Ashfield, Station Lane to the Southern Pacific Depot in Atherton; thence, north on Station Lane to Atherton Avenue, El Camino Real, James to Southern Pacific Depot in Redwood City; thence, north on James to Broadway, Jefferson to Bayshore Boulevard, Bayshore Freeway, Third Street, Ingerson Avenue, Giants Drive to Charter Bus Area in Stadium.

Route No. 2

Commencing at Third and Bayshore Freeway in San Mateo, thence along the Bayshore Freeway to Jefferson Avenue, El Camino Real, James, to the Southern Pacific Depot in Redwood City; thence along James to Broadway, El Camino Real, San Carlos Avenue to the Southern Pacific Depot in San Carlos; thence, along El Camino Real to Ralston Avenue to Southern Pacific Depot in Belmont; thence, along El Camino Real to Hillside Southern Pacific Depot in San Mateo; thence, along El Camino Real to Third Avenue, "B" Street, Second Avenue, Main Street to Southern Pacific Depot in San Mateo; thence, along Main Street to Third Avenue, Delaware, Fourth Avenue, Bayshore Freeway, Third Street, Ingerson Avenue, Giants Drive to Charter Bus Area in the Stadium.

Route No. 3

Commencing at Third Avenue and Freeway in San Mateo; thence along Third Avenue to Main Street to the Southern Pacific Depot in downtown San Mateo; thence along Third Avenue, "B" Street, Baldwin, San Mateo Drive, California Drive, Howard Avenue, El Camino

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Appendix A

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TRANSIT COMPANY

Real, Burlingame Avenue, to the Southern Pacific Depot in Burlingame; thence along California Drive to Broadway to the Southern Pacific Depot; thence along Broadway to El Camino Real, Millbrae Avenue, Southern Pacific Depot in Millbrae; thence along Millbrae Avenue to El Camino Real, San Mateo Avenue, to Southern Pacific Depot in San Bruno; thence along San Mateo Avenue to Linden Avenue, Grand Avenue, Bayshore Freeway, Third Street, Ingerson Avenue, Giants Drive to Charter Bus Area in the Stadium.

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- UR-13.20 - From junction Seventh Street and Harrison Street, thence over Seventh Street and the Bayshore Freeway.
- UR-13.21 - From junction Seventh Street and Howard Street, over Howard Street to junction South Van Ness Avenue.
- UR-13.22 - From junction Seventh Street and Harrison Street, over Harrison Street to Tenth Street.
- UR-13.23 - From junction Harrison Street and Second Street, over Second Street to and using the structures and ramps provided for bus ingress to and egress from Trans-Bay Transit Terminal.
- *UR-13.24 - From junction Bayshore Freeway and Third Street, over Third Street to Ingerson Avenue to Candlestick Park.
- *UR-13.25 - From junction Third Street and Jamestown Avenue, over unnamed street to junction Bayshore Freeway at Third Street.
- *UR-13.26 - From junction Harrison Street and Second Street, over Second Street to Berry Street to Third Street to junction Ingerson Avenue.
- *UR-13.27 - From junction Potrero Avenue and Army Street, over Army Street to junction Third Street.

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*Added by Decision No. 60069, Application No. 42018.

*17. General Candlestick Park-San Francisco Restriction:

No traffic may be transported to or from
Candlestick Park in San Francisco which does not
have point of origin or point of destination
outside of the City and County of San Francisco.

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*Added by Decision No. 60009, Application No. 42018.