

Decision No. 14492

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

City of Oakland, a municipal
corporation,)

Complainant,)

vs.)

Key System Transit Company,
a corporation,)

Defendant.)

Case 1989.

ORIGINAL

Leon E. Gray, Attorney for City of Oakland.

M. C. Chapman, and Morrison, Dunne & Brobeck, by
Herman H. Phleger, for Key System Transit Company.

William J. Locke, City Attorney, for the City of
Alameda.

D. J. Hall, City Attorney, for the City of Richmond.

E. J. Sinclair, for the City of Berkeley.

G. A. Bahler, for the Oakland Chamber of Commerce.

Geo. E. Sheldon, Secretary-Manager Uptown Association.

James P. Koll, Executive Secretary, for the Down Town
Property Owners Association.

L. C. Hall, for Rockridge Improvement Club.

Mrs. W. T. Cleverdon, President, for California State
Housewives League.

C. P. Hibbard, for Parker Avenue Improvement Club.

J. S. Peterson, for Redwood Improvement Club.

E. H. Williams, City Attorney, for City of San Leandro.

Dr. N. J. Clecak, for West Oakland Booster's Club.

BY THE COMMISSION:

FIRST PRELIMINARY ORDER

This is a proceeding initiated by the City of Oakland asking that a survey be made of the street car service now rendered by the Key System Transit Company, and as a result of such survey,

orders be made requiring the improvement of the street car service so as to cure the insufficiency and to make possible a rendition of sufficient, proper and adequate service.

Public hearings in this proceeding were held before Commissioner Seavey on the following dates:- June 2, 1924, July 22, 1924, November 10, 1924, and January 9, 1925.

For the purpose of making this survey, a joint committee of engineers, representing the City of Oakland, the Key System Transit Company, and the Commission, was appointed. This committee was instructed to proceed with this survey, and as certain phases of the street car service was analyzed, to make its report rather than to wait until the entire survey was completed.

At the hearing on July 22, 1924, the engineers submitted a report on the extension of motor coach service in the East Oakland district. The routes recommended were as follows: (1) Along 35th Avenue, from Foothill Boulevard to Wisconsin Street; (2) From East 14th Street, along Seminary Avenue, Trenor Street and 73rd Avenue to East 14th Street; (3) Along Foothill Boulevard from Trask Avenue to Jones Avenue, with a connection between Foothill Boulevard and East 14th Street along 82nd Avenue. These motor coach services have been installed substantially as described except that the line along 35th Avenue has East 14th Street and Hopkins Street as its termini.

At the public hearing on November 10, 1924, the engineers reported that the cross-town service of the company was being investigated and that a report would be submitted at the next hearing, on January 9, 1925.

Therefore, at the hearing held on January 9, 1925, the report on cross-town service was submitted. This report was submitted in evidence as Commission's Exhibit No.1. A summary of the conclu-

sions and recommendations are briefly stated as follows:

(1) A motor coach line should be established between 14th Avenue at Hopkins Street and 40th Street at Broadway, following in general, Hopkins Street, Excelsior Boulevard, Santa Clara Avenue, Moss Avenue and Broadway.

(2) The motor coach route along High Street connecting Alameda with East 14th Street, then being worked out by the company and the City of Alameda, should be installed.

(3) The inauguration of additional local facilities on Key Division trackage is not warranted at this time.

(4) Motor coach service should be given a fair trial in the Rockridge District.

(5) The Montclair motor coach service could and should be extended into the Glenwood District without additional equipment.

The defendant signified that it was ready to comply with the recommendations substantially as set forth in the committee's report. It appears to the Commission that these recommendations should be carried out and the recommended additional facilities should be installed without prejudice as to any findings later to be made by the Commission in this proceeding.

NOW, THEREFORE, as a Preliminary Order in this proceeding, and specifically reserving for future consideration in any subsequent orders herein, the subject of further improvement of the street car service of the Key System Transit Company,

IT IS HEREBY ORDERED that the Key System Transit Company be and it is hereby directed to make application to the proper governing or regulatory bodies, for the necessary franchises, permits or certificates of public convenience and necessity as may be required by law for the operation of motor coach service substan-

tially along the routes hereinafter indicated.

Route (1). From a connection with the Hopkins line at 14th Avenue and Hopkins Street, thence via Hopkins, Excelsior, Santa Clara, Fairmont, Moss Avenue and Broadway, to a connection with the 40th Street line at 40th Street and Broadway.

Route (2). The conversion of the existing Fernside Motor Coach Line in the City of Alameda into a cross-town connection in general along High Street, between Santa Clara Avenue and East 14th Street.

Route (3). From Claremont Avenue, at Chabot Road, thence via Chabot Road, Patton Street, Broadway and Manilla Street, to a connection with College Avenue, thence returning via College Avenue, Kales Street, Broadway, Patton Street and Chabot Road to Claremont Avenue.

Route (4). The conversion of the existing Montclair motor coach route so as to serve the Glenwood District; beginning at Piedmont Avenue and Pleasant Valley Avenue, thence via Pleasant Valley Avenue and Moraga Road to Montclair (Hampton Road) and from the intersection of Moraga Road and Thorn Road, via Thorn Road and Duncan Way to Broadway Terrace.

IT IS HEREBY FURTHER ORDERED that upon being granted the necessary franchise, permits, and certificates of public convenience and necessity for said motor coach operation, that the Key System Transit Company be and it is hereby directed to provide service as therein authorized, except that this Commission reserves the right to make such further orders relative to the route, schedule and service as it may hereafter deem right and proper.

The effective date of this order shall be five (5) days from and after the date hereof.

Dated at San Francisco, California, this 27th day of January, 1925.

H. B. ...

Cl Seaver

Egerton Shore

George D. Squires

Ernest ...

Commissioners.