

Decision No. 14689

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

City of Oakland, a municipal
corporation,

Complainant,

vs.

Case No. 1989.

Key System Transit Company,
a corporation,

Defendant.

Leon B. Gray, Attorney for City of Oakland,

M. C. Chapman, and Morrison, Dunne & Brobeck, by
Herman E. 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. Kell, 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.

SEAVEY, COMMISSIONER:

O P I N I O N

Further hearing was held in the above entitled proceeding
in Oakland before Commissioner Seavey on Wednesday, February 25, 1925.

At this time the Joint Engineering Committee reported upon the progress of the studies on the problem of improving transportation in the down town congested district. Progress on the collection and analysis of data necessary to arrive at conclusions in these matters was reported, and it was announced that a final report would be ready in sixty days. It was pointed out that the studies had proceeded to a point that clearly indicated that new trackage and facilities would be necessary to relieve the down town congestion and increase the efficiency of the service.

Certain suggestions were made relative to the rerouting and extension of existing motor coach lines or proposed motor coach lines, and these are summarized as follows:

In Commission's Exhibit No. 1 it was recommended that a motor coach service be installed along Hopkins Street, Excelsior Boulevard, Santa Clara Avenue, Moss Avenue and Broadway from 14th Avenue and Hopkins Street to 40th Street and Broadway. Protests were made as to that portion of the route between Grand Avenue and Broadway. It was set forth that this portion of the route should be changed to operate along Grand Avenue to Piedmont Baths and thence along some street between 22nd Street and 27th Street to San Pablo Avenue, and would thereby intersect all the street car lines between Oakland and Berkeley. If the route of this motor coach service were changed as suggested, it would parallel existing street car lines on Grand Avenue for nearly one mile and leave the territory adjacent to Santa Clara Avenue without adequate service. It would take a street car patron a longer time by motor coach than by the existing street car service in getting from 14th Avenue and Hopkins Street to 24th Street or 26th Street and San Pablo Avenue. Furthermore, 24th Street or 26th Street between Broadway and San Pablo Avenue are not laid out straight, having an offset either at Telegraph Avenue or Grove Street. It is apparent that the travel-

ing public will be better and more conveniently served by the route as outlined in Commission's Exhibit No. 1.

In Commission's Exhibit No. 1, it was also recommended that the Montclair-Glenwood Motor Coach should have its westerly terminus at the intersection of Piedmont Avenue and Pleasant Valley Avenue. Since starting the new operation on this route it has been found that running times can be so arranged as to allow the westerly terminus to be moved to 40th Street and Piedmont Avenue, thereby rendering a better and more convenient service to the patrons who live in the Montclair and Glenwood Districts.

Requests were made to extend the 35th Avenue Motor Coach line from its present Hopkins Street terminus northerly to Jordan Road. The 35th Avenue motor coach operates between East 14th Street and Hopkins Street, with one coach on a twenty-minute headway, with practically no lay over time at the terminals. To extend the route to Jordan Road, additional equipment would be necessary. It appears that the present equipment cannot maintain its schedule even on the present route during the peak hours, and often loses a trip. Therefore, to serve the territory adequately, an additional motor coach should be placed in service during the morning and evening peaks of commuting and school travel, so as to provide a headway of fifteen minutes during these peaks. During the hours that the additional motor coach is operating, service can economically be given the district between Hopkins Street and Jordan Road. During the remainder of the day the present service should be maintained.

The Commission's Transportation Engineer pointed out that before an entirely satisfactory service could be given on 35th Avenue between Hopkins Street and Jordan Road, the quality of the road surface should be materially improved.

A request was received to establish a motor coach service along 34th Avenue and Peralta Street, from East 14th Street to a

point several blocks north of Hopkins Street. Owing to the proximity of the street car lines on Fruitvale Avenue and Hopkins Street and a motor coach line on 35th Avenue, a service along this route does not appear to be justified at this time.

Further investigation of the Foothill Boulevard motor coach route disclosed that along 82nd Avenue a very limited service is performed and that 82nd Avenue at present has such a narrow pavement width that serious operating difficulties are encountered, particularly during the wet season, not only by the motor coach, but also by privately owned vehicles when passing the motor coach. The interval between trips on 82nd Avenue is thirty minutes, which is not conducive to attracting traffic. A traffic check indicates that only about sixty passengers a day would be inconvenienced if the 82nd Avenue service was discontinued. It appears that a much better service could be rendered on the Foothill Boulevard route if this service were changed to 96th Avenue, and both motor coaches cover the entire route, giving a 15 minute headway. The territory adjacent to 96th Avenue is well built up and the street itself is in good condition for coach operation.

A request has been made for a motor coach service to the Sequoia Country Club and the Municipal Golf Links situated in the hills in the easterly part of Oakland and located on extensions of Jones Avenue. Sequoia is 2.75 miles northerly from the intersection of Jones Avenue and Foothill Boulevard, and the Municipal Golf Links are four miles distant from this intersection. The territory between the proposed terminals is not built up. It appears that this service would be operated at such a serious loss to the company as to be an undue burden on the total service of the Company.

A motor coach route has been suggested to run from 40th Street and San Pablo through the Lake district and Diamond District

to and along Foothill Boulevard to the eastern city limits. A portion of this suggested route along Foothill Boulevard is at present served by motor coach, and another portion along Excelsior Boulevard, Santa Clara Avenue and Moss Avenue has been recommended by the Joint Engineering Committee for motor coach service. It appears that public convenience and necessity do not justify placing service on the remaining parts of the proposed route at this time.

SECOND PRELIMINARY ORDER

NOW, THEREFORE, as a Second 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 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 substantially along the routes hereinafter indicated.

1. The extension of the existing Montclair Glenwood motor coach route so as to serve the district in the vicinity of 40th Street and Piedmont Avenue, beginning at 40th Street and Piedmont Avenue, thence via Piedmont Avenue, 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.

2. The extension of the 35th Avenue motor coach line along 35th Avenue to Jordan Road during the morning rush and school period and the afternoon school and rush period, a total time of approximately seven hours. During the remainder of the day the northernly terminus of this line to remain at 35th Avenue and Hopkins Street.

3. The replacement of motor coach service along Foothill Boulevard and 82nd Avenue with a motor coach service described as follows:

Beginning at the intersection of Trask Avenue and Ygnacio Avenue, thence along Trask Avenue, Foothill Boulevard and 96th Avenue to East 14th Street and return, giving a headway of not greater than 15 minutes between the hours of 6:00 A.M. and 12:00 P.M.

IT IS HEREBY FURTHER ORDERED that upon being granted the necessary franchises, 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 herein 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 hereon.

Dated at San Francisco, California, this 24th day of March, 1925.

H. B. Brundage
C. Seavey

George D. Squires

Commissioners.