

Decision No. 21800.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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| In the Matter of the Application of KEY SYSTEM TRANSIT COMPANY, a corporation, for an order authorizing it to reroute its Central Avenue Bus Line and to commence the operation of a Bus Line over a portion of San Jose Avenue, in the City of Alameda, County of Alameda, State of California. |)))))))) | Application 16051. |
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Brobeck, Phleger and Harrison, and Chapman,
Trefethen, Richards and Chapman by Frank
S. Richards, for applicant.

Wm. J. Locke for City of Alameda.

LOUTTIT, COMMISSIONER:

O P I N I O N

In this proceeding Key System Transit Company requests permission to reroute its Central Avenue Motor Bus Line to Santa Clara Avenue over a route as described in the application, and also to establish a shuttle motor bus service extending westerly along San Jose Avenue from Park Street to Grand Street and thence northerly along Grand Street to a connection with the proposed bus line on Santa Clara Avenue, and return via the same route.

It was agreed by stipulation that the rerouting of the Central Avenue bus line to the route proposed on Santa Clara Avenue would better serve the patrons on this line.

With regard to the establishment of the shuttle motor bus route on San Jose Avenue, the City of Alameda suggested that if the route were extended westerly along San Jose Avenue to

Morton Street and thence northerly along Morton Street to Santa Clara Avenue, it would better serve the public needs than would be the case of the route proposed in the application.

The record shows that one bus can be so operated on the shuttle route as proposed in the application with a headway of approximately eighteen minutes so as to meet every third bus on the Santa Clara Avenue Line; whereas, if the service was extended to Morton Street, as suggested by the City, such connections could not be made by one bus.

It is estimated that the cost of operating the San Jose Avenue shuttle as proposed would cost approximately \$18,000. per year and that practically no additional revenue above that now received for the Alameda bus service would be received.

The applicant proposes to operate the shuttle service from 7 A.M. to 7 P.M. daily, whereas, the City of Alameda suggested that the time be extended to 9 P.M. The experience of the company in 1927, when it operated a street car on San Jose Avenue, shows that on the average of 2.7 passengers in one direction, and 3. passengers in the other, per car mile, were handled on San Jose Avenue Line between 7 P.M. and 9 P.M.

It appears from the record that the operation of a shuttle service on San Jose Avenue will be unremunerative to the applicant, but owing to the fact that it will be a benefit to the traveling public in Alameda and that the applicant is willing to install such service, this part of the application should be granted.

After the review of all the evidence in this proceeding, it appears that the rerouting of the bus service from Central Avenue to Santa Clara Avenue as proposed, and the establishment of a shuttle service on San Jose Avenue and Grand Street as applied for should be approved.

The following form of order is recommended.

O R D E R

Key System Transit Company, having made application to reroute its Central Avenue Bus Line, as hereinafter described, and to establish a shuttle motor bus route on San Jose Avenue and Grand Street as hereinafter described, a public hearing having been held, the Commission being apprized of the facts, the matter being under submission and ready for decision,

IT IS HEREBY ORDERED that permission and authority be and the same is hereby granted to Key System Transit Company to reroute that part of its Oakland-Alameda Motor Bus Service from Central Avenue and the loop at the east of Park Street in the City of Alameda to the following described route:

Beginning at the intersection of Webster Street and Santa Clara Avenue, thence easterly along Santa Clara Avenue to High Street, thence southerly along High Street to San Jose Avenue, thence westerly along San Jose Avenue to Park Street, thence northerly along Park Street to Santa Clara Avenue, and westerly along Santa Clara Avenue to point of beginning.

Subject to the following conditions, however:

(1) The service around loop east of Park Street shall be an alternating service as is now operated over the loop on the Central Avenue route east of Park Street.

(2) Applicant shall post notices in the busses of its Oakland-Alameda Bus Line for at least three (3) days prior to rerouting said service.

IT IS HEREBY FURTHER ORDERED that a certificate of public convenience and necessity be and it is hereby granted to the Key System Transit Company to operate a bus service in the City of Alameda, County of Alameda, State of California, upon and along the following route:

Beginning at the intersection of Park Street and San Jose Avenue, thence west along San Jose Avenue to Grand Street, thence along Grand Street to Santa Clara Avenue and return via the same route to the point of beginning.

Said service to be operated subject to the following conditions:

(1) Applicant shall operate said bus service daily between the hours of 7 A.M. and 7 P.M.

(2) Applicant shall so arrange its schedules on said bus route as to operate on a headway of approximately eighteen (18) minutes and make connections with the motor bus line authorized herein on Santa Clara Avenue at the junction of Santa Clara Avenue and Grand Street.

(3) Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof.

(4) Applicant shall file, in duplicate, within a period of not to exceed twenty (20) days from the date hereof, tariff of rates and time schedules, such tariffs of rates and time schedules to be identical with those attached to the application herein, or rates and time schedules satisfactory to the Railroad Commission, and shall commence operation of said service within a period of

not to exceed sixty (60) days from the date hereof.

(5) The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.

(6) No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.

For all other purposes the effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 15th day of November, 1929.

Thos. J. Smith
C. L. Seaver

Leon Whitehall
W. J. Carr
Commissioners.