

Decision No. 23932

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
PACIFIC GREYHOUND LINES, a corporation,)	Amended
to reroute its service between Oakland)	Application
and West Berkeley, via Berkeley, and to)	No. 23932
define its routes within the City of Berkeley.))	

BY THE COMMISSION:

ORIGINAL

O P I N I O N

By the above-entitled application Pacific Greyhound Lines requests an order of the Commission definitely describing the routes it may traverse within the city of Oakland and the city of Berkeley, including therein certain changes in the routes now used in Berkeley.

It is alleged in the application that the routes presently followed in Oakland and Berkeley were adopted by Pacific Greyhound Lines when rendering the service authorized by three previous decisions of the Commission. The first, Decision No. 23244, in Application No. 16989, granted Pacific Greyhound Lines the right, among other things, to render a passenger stage service between San Francisco and Valona Junction via West Berkeley and Oakland; the second, Decision No. 29607, in Application No. 20904, authorized applicant to use an optional route between the East Bay Traffic Distribution Structure and Richmond via the East Shore Highway; and the third, Decision No. 33823, in Application No. 23927, authorized Pacific Greyhound Lines to acquire the operative rights originally granted to Rhodes Stages between Walnut Creek and Berkeley, and to consolidate such rights with the other portions of its system.

It appears from the amended application that a new depot has been erected in Berkeley, located near the intersection of Addison Street and Shattuck Avenue. Applicant seeks authority to change its existing routes so that it may serve such depot. Pacific Greyhound Lines also requests authority to traverse Market Street as part of its route between Oakland and Berkeley as there is no street car operation thereon and consequently the congestion and traffic hazard is less than on Grove Street which is used now.

Applicant states that the proposed change of route has been discussed with the Police Department of the City of Berkeley and it has no objection to the rerouting. The Police Department of the City of Oakland and the Downtown Property Owners Association, Inc. also of Oakland have notified the Commission, in writing, that they are not opposed to the contemplated rerouting.

This does not appear to be a matter in which a public hearing is necessary. After full consideration of this application and of the evidence pertaining thereto, the Commission is of the opinion and finds that public convenience and necessity require the granting of this application.

O R D E R

IT IS ORDERED that Pacific Greyhound Lines, in operating as a passenger stage corporation between the city of Oakland and the city of Berkeley pursuant to the authority heretofore granted by Decision No. 23244, in Application No. 16989, Decision No. 29607, in Application No. 20904, and Decision No. 33823, in Application No. 23927, be and it is authorized to use the following described routes in the cities of Berkeley and Oakland, instead of, but not in addition to, the routes it now uses in said cities:

I. San Pablo Avenue Direct Route:

- (a) Northbound - San Pablo Avenue, (State Route 14), from the southerly city limits to the northerly city limits of the City of Berkeley.
- (b) Southbound - San Pablo Avenue, (State Route 14), from the northerly city limits to the southerly city limits of the City of Berkeley.

II. East Shore Highway Route:

- (a) Northbound - East Shore Highway (State Route 69) from the southerly city limits to the northerly city limits of the City of Berkeley.
- (b) Southbound - East Shore Highway (State Route 69) from the northerly city limits to the southerly city limits of the City of Berkeley.

III. Oakland to West Berkeley via Uptown Berkeley:

- (a) Northbound - From the rear entrance of Company's depot at 2047 San Pablo Avenue, Oakland, to Castro Street, to San Pablo Avenue, to Market Street, to Adeline Street, entering City of Berkeley on Adeline Street, thence via Adeline Street, to Grove Street, to Addison Street, serving Company's depot at Addison Street and Shattuck Avenue; thence via Addison Street to Oxford Street, to University Avenue, to West Berkeley, (University Avenue and San Pablo Avenue); or via University Avenue, to Castro Street, to Addison Street, to San Pablo Avenue, to West Berkeley, (University Avenue and San Pablo Avenue).
- (b) Southbound - From West Berkeley, (University Avenue and San Pablo Avenue) via University Avenue, to Grove Street, to Addison Street, to Company's depot at Addison Street and Shattuck Avenue; thence via Addison Street, to Oxford Street, to Fulton Street, to Durant to Shattuck Avenue, to Adeline Street; leaving City of Berkeley on Adeline Street, thence via Adeline Street, to Market Street, to 20th Street, to Castro Street, to rear entrance of Company's depot at 2047 San Pablo Avenue.

IV. Berkeley-Temescal Route:

- (a) Eastbound - From Company's depot at Addison Street and Shattuck Avenue, via Addison Street, to Oxford Street, to Fulton Street, to Durant Avenue, to Telegraph Avenue, to Ashby Avenue, (State Route 206) to Tunnel Road, (State Route 206), leaving the City of Berkeley via said Tunnel Road.

(b) Westbound - Entering the City of Berkeley on Tunnel Road, (State Route 206), thence to Ashby Avenue, (State Route 206), to Telegraph Avenue, to Durant Avenue, to Milvia Street, to Addison Street, to Company's depot at Addison Street and Shattuck Avenue.

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

Dated at San Francisco, California. this 10th day of September, 1941.

[Signature]
[Signature]
Justus F. Caenen
[Signature]
COMMISSIONERS