

Decision No. 35890

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
KEY SYSTEM, a corporation, for a)	
certificate of public convenience)	Application No. 23313
and necessity to operate certain)	Thirteenth Supplemental
motor coach routes.)	

DONAHUE, RICHARDS & HAMLIN, by FRANK S. RICHARDS, for applicant.

H. ALBERT GEORGE, City Attorney, for City of Alameda.

W. K. POWELL, for Fernside Home Owners' Association.

I. S. BENERD, for Waterside-Thompson Home Owners' Association.

BY THE COMMISSION:

O P I N I O N

In this proceeding Key System seeks authority to make certain route changes in the City of Alameda in connection with its San Francisco-Alameda transbay service.

Public hearing was held in this matter before Examiner Hunter on Friday, October 2, 1942, in Alameda, at which time the matter was taken under submission and it is now ready for decision.

At the present time Key System operates its commute service between the hours of 6:00 a.m. and 9:00 a.m. and 3:00 p.m. and 6:45 p.m. over two routes in the City of Alameda one of which, via Lincoln Avenue, is designated as the "T" line and the other, via Encinal Avenue, is designated as the "W" line.⁽¹⁾ For the remainder of the

(1) The "T" line route is as follows:
Commencing at High Street and Fernside Boulevard in the City of Alameda, along Fernside Boulevard to Versailles Avenue; along Versailles Avenue to Lincoln Avenue; along Lincoln Avenue to Webster Street; along Webster Street to the Posey Tube; thence through the Posey Tube and via the balance of the regularly certificated route to the San Francisco Fremont Street Terminal.

The "W" line route is as follows:
Commencing at Encinal Avenue and High Street in the City of Alameda; along High Street to Garfield Avenue; along Garfield Avenue to Fernside Boulevard; along Fernside Boulevard to Encinal Avenue; along Encinal Avenue to Central Avenue, along Central Avenue to Webster Street; along Webster Street to the Posey Tube, thence through the Posey Tube and via the balance of the regularly certificated route to the San Francisco Fremont Street Terminal.

day the interurban service is conducted along Santa Clara Avenue. In addition to the interurban service applicant conducts a local service in the City of Alameda. This so-called "local" service extends from Park Street and Santa Clara Avenue in Alameda to Telegraph and Twenty-second Streets in Oakland, via Santa Clara Avenue, Webster Street, Harrison Street, Eleventh Street, and Broadway, affording local service in both Alameda and Oakland as well as intercity operation along this line.

In support of its application Key System introduced evidence to show that the proposed revised routing would, if put into effect, result in a saving of 52,800 motor coach miles per year; also that if the interurban operations throughout the entire day were restricted to one route rather than two, as now obtains during the hours of peak travel, it would permit of a better balance of the load and use of the facilities. In fact it is contended that the present service could be given with three fewer buses under the proposed plan. It is the carrier's position that a single route operation along Santa Clara Avenue during the entire day will reasonably serve the City of Alameda. In support of this position it points out that the Commission has in a number of orders stated in effect that an interurban line serves an area extending 2,000 feet on either side of the line. Upon this basis it was shown that practically all of the traffic carried on its lines to and from points in Alameda has its origin or destination within such a 2,000-foot zone on either side of Santa Clara Avenue. The major exception to such a coverage is to be found in the area along the waterfront near the eastern end of the Island.

It is pointed out in the Key System showing that the lines along Lincoln Avenue ("T") and Encinal Avenue ("W") are in close proximity, being approximately 1,300 feet apart.

It is contended by the applicant that the carrying out of the proposed revised plan of operation will be in direct compliance

with the policy of the Office of Defense Transportation, as outlined in its statement of policy of April 17, 1942.

The City of Alameda, through its Mayor and City Manager, opposed the granting of the application and offered a substitute plan to the effect that the operations be continued along Lincoln Avenue and Encinal Avenue during the times of peak travel in the morning and afternoon, as now obtains, with the elimination of the loop at the eastern end of the Encinal Avenue operation.⁽²⁾ It is the city's contention that the revised plan will better meet the needs of the traveling public of Alameda and will, in effect, permit of an even greater saving in motor coach miles than will obtain in the plan proposed by the carrier, this for the reasons that stops along the present "T" and "W" routes are old established stops; shelter is available at these stops; walking distances are less than under the Key System proposal; congestion on Santa Clara Avenue will be avoided as well as confusion between transbay and local buses; and route miles will be 0.05 miles less than under the Key System proposal.

At the conclusion of the hearing, it was requested by the parties that representatives of Key System and the City of Alameda study the situation and submit a revised plan of operation. The presiding Examiner granted applicant and the City of Alameda the right to file such a plan to become part of this record, provided it be received within the next ten days.

Applicant, under date of October 9, 1942, advised the Commission as follows:

(2) Under the city's proposal for peak operation, therefore, the "T" route would remain unchanged. The "W" route would terminate at Encinal Avenue and High Street, eliminating the loop from that point along High Street to Garfield Avenue, along Garfield Avenue to Fernside Boulevard, along Fernside Boulevard to Encinal Avenue, and along Encinal Avenue to the intersection of Encinal Avenue and High Street.

"Our application was filed in conformity with the Office of Defense Transportation's directive of April 17, 1942, which urges the extreme necessity for saving rubber mileage, and inasmuch as it appears the proposal offered by the city will meet the convenience of the traveling public while at the same time achieving mileage savings substantially the same as in the instance of the proposed discontinuance of the "T" and "W" lines, we shall be entirely willing to accept the city's suggested plan of operation."

From the record we conclude that the plan as proposed by the city is the most desirable one from the standpoint of public convenience and necessity; therefore, the following order will so provide.

O R D E R

Public hearing having been held in the above entitled proceeding, the matter having been submitted, the Commission being fully advised, and it being found as a fact that public convenience and necessity so require:

IT IS HEREBY ORDERED that, subject to the authority of the Commission to change or modify such at any time by further order, the portion of the service regulations accompanying the certificate of public convenience and necessity granted under Decision No. 33732, as amended, reading:

"Commencing at the intersection of Liberty Avenue and High Street in the City of Alameda; thence proceeding along Liberty Avenue to Fornsider Boulevard; Fornsider Boulevard to Encinal Avenue; Encinal Avenue to Central Avenue; Central Avenue to Webster Street; thence via Webster Street through the Posey Tube to Harrison Street in the City of Oakland; thence along Harrison Street to Seventh Street; Seventh Street to Cypress Street; Cypress Street to and over the San Francisco-Oakland Bay Bridge approach; thence over the San Francisco-Oakland Bay Bridge to Essex and Harrison Streets in the City of San Francisco; thence along Essex Street to Folsom Street; Folsom Street to Fremont Street; and Fremont Street to the San Francisco interurban terminal; returning via Fremont Street to Mission Street; Mission Street to Main Street; Main Street to Folsom Street, Folsom Street to Essex Street; thence returning via the reverse of the above route."

be and it is hereby amended to read:

Commencing at the intersection of Encinal Avenue and High Street; thence along Encinal Avenue to Central Avenue; Central Avenue to Webster Street; thence via Webster Street through the Posey Tube to Harrison Street in the City of Oakland; thence along Harrison Street to Seventh Street; Seventh Street to Cypress Street; Cypress Street to and over the San Francisco-Oakland Bay Bridge approach; thence over the San Francisco-Oakland Bay Bridge to Essex and Harrison Streets in the City of San Francisco; thence along Essex Street to Folsom Street; Folsom Street to Fremont Street; and Fremont Street to the San Francisco interurban terminal; returning via Fremont Street to Mission Street; Mission Street to Main Street; Main Street to Folsom Street; Folsom Street to Essex Street; thence returning the reverse of the above route.

IT IS HEREBY FURTHER ORDERED that the foregoing modified service regulations shall be and they are subject to the following conditions:

- (1) Applicant shall file a written acceptance of the revised certificate herein granted within a period not to exceed thirty (30) day from the effective date hereof.
- (2) Applicant shall comply with Part IV of General Order No. 93-A by filing in triplicate and making effective time tables satisfactory to the Commission within sixty (60) days from the effective date hereof.
- (3) The foregoing service change shall be made effective on not less than five (5) days' notice to the Commission and the public.
- (4) The authority herein granted shall lapse and become void if not exercised within sixty (60) days from the date hereof.

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

Dated at Los Angeles, California, this 20th day of October, 1942.

Justus F. Baer
Ray K. Perry
H. P. M. M.
Francis D. Haberman
Richard Clarke
Commissioners