

ORIGINAL

Decision No. 35893

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

An Investigation on the Commission's own)	
motion into the routings and passenger)	Case No. 4651.
handling facilities of Key System in the)	
City and County of San Francisco.)	

DONAHUE, RICHARDS & HAMLIN, by Frank S. Richards, for Key System.

JOHN J. O'TOOLE, City Attorney, DION R. HOLM, PAUL BECK, for City of San Francisco.

GERALD W. STUTSMAN, Assistant City Attorney, for City of Berkeley.

ARTHUR C. JENKINS, Lieutenant Commander, 12th Naval District.

BY THE COMMISSION:

O P I N I O N

At this time the San Francisco terminal for the Key System's interurban operation on its Lines "L," "S," "V," "N," and "R" is at the Santa Fe Terminal located on Fourth Street between Market and Mission Streets in San Francisco. (1)

The above entitled investigation was instituted on the Commission's own motion to determine whether or not changes should be made in the routing of passengers, service, loading and unloading facilities of the Key System with respect to the San Francisco operation of the lines referred to above.

Public hearing was held in this matter before Examiner Hunter in San Francisco, October 8, 1942, at which time the matter was taken under submission and is now ready for decision.

The Commission's staff, through Transportation Research Engineer Homer H. Grant, introduced exhibits along the following lines:

(1) Subsequent to the time the above entitled investigation was instituted coaches carrying workers to the Richmond Shipyards were transferred from the Santa Fe Terminal to the Bridge Railway Terminal.

(a) traffic counts at various locations in the area affected; (b) photographs showing traffic conditions; (c) speed of traffic along streets; and (d) a revised routing in the San Francisco area terminating at the Bridge Railway Terminal.

In general, these exhibits and testimony relating thereto show that there is a serious traffic congestion on Fourth Street and that the left turn made by the motor coaches into the Santa Fe Terminal contributes to this condition. Also it is shown that the Santa Fe Terminal itself is not large enough to accommodate the volume of Key System's operations involved in addition to the other passenger stage companies using the terminal. It is further shown by the check of peak vehicular traffic flow that the proposed route is along streets having relatively lighter traffic than other streets which were considered. Under the proposed route left turns at through intersections are kept to a minimum. The proposed route also makes possible use of the Mission Street entrance to the Bridge Railway Terminal which is the only loading and unloading area at the terminal providing off the street space for coaches. The record further shows that the proposed change is in the interest of the war effort since approximately one-half mile per round trip will be saved for a number of buses approaching 200 per day. It was recommended as highly desirable, though not imperative, that "no-parking" restrictions be placed in effect by the police on the east side of Second Street from Folsom Street to Mission Street and on the south side of Mission Street from Second Street to First Street.

Key System addressed a communication under date of October 3, 1942, to the Railroad Commission of the State of California, advising that it was entirely agreeable to the removal of all motor coach operations from the Santa Fe Terminal to another suitable location in the neighborhood of the Bridge Railway Terminal at First Street, contingent only upon the ability to obtain a suitable location for its facilities.

At the hearing Key System reiterated its position to the effect that it was agreeable to changing its terminal location in San Francisco to the passenger railway terminal located at First and Mission Streets, San Francisco. With respect to routing, the company stated that it was willing to cooperate with the interested parties on working out a routing plan for this operation and also was familiar with and entirely agreeable to operating over the route proposed by the Commission's staff for at least an initial trial period.

A number of witnesses, including the engineer of the Planning Commission of the City of San Francisco, Chief of Police of the City of San Francisco, a representative from Market Street Railway, and a representative of the Municipal Railway, testified that there was an urgent need for a change in the San Francisco operation and all agreed that the terminal should be changed from Fourth and Mission Streets to the First and Mission Street location. In fact the record shows that there was no disagreement as to the public necessity for a change. There was, however, some difference of opinion as to the routing that should be established in traveling between the San Francisco-Oakland Bay Bridge and the terminal.

The representative of the Planning Commission of the City of San Francisco stated that they had made a number of independent studies of possible routes and were convinced that the route proposed by the Commission's engineer was the most favorable one from a public transportation standpoint under prevailing conditions. While several parties suggested that further consideration be given to the matter of establishing the route for the operation involved, all agreed that the route proposed by the Commission's engineer would be acceptable provided the situation was again studied after the operation had been in service for a reasonable time.

Upon this record, the Commission finds that the route, as outlined in Exhibit No. 1, should be approved with the understanding that after it has been in service for a reasonable length of time, it will again be reviewed and if it appears desirable that a different routing should be established, this matter will receive the Commission's further attention. It is the Commission's desire to have this service established on a route which will best serve the general public. Since the route shown on Exhibit No. 1 at present appears the most feasible route, it is, therefore, approved on a trial basis subject to review and, if desirable, revision in the light of experience over a reasonable time. The following order will so provide.

O R D E R

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

I

IT IS HEREBY ORDERED that the Key System be and it is hereby authorized to abandon service to its San Francisco Terminal described as the Santa Fe Terminal, located on Fourth Street between Mission and Market Streets, and to abandon the routing of its motor coach lines over and along Harrison Street between the San Francisco-Oakland Bay Bridge Ramp (at Essex and Harrison Streets) and Fourth Street, and also over and along Fourth Street between Harrison Street and the Santa Fe Terminal. (2)

II

IT IS HEREBY FURTHER ORDERED that Key System be and it is hereby authorized to establish terminal facilities for its motor coach

(2) Motor coach service authorized in Decision No. 29659, dated April 5, 1937, in Application No. 20582.

lines "L," "S," "V," "N," and "R" at the Mission Street entrance to the Bridge Railway Terminal in San Francisco, said entrance being described as a semi-circular off-street driveway, located south of and adjacent to Mission Street between First and Fremont Streets, and, subject to the authority of this Commission to change or modify such at any time, Key System shall conduct passenger stage operation in one direction only to said terminal over and along the following described route:

Diverging from the present route at the Bay Bridge Ramp at Essex and Harrison Streets in San Francisco, thence north on Essex Street to Folsom Street, thence west on Folsom Street to Second Street, thence north on Second Street to Mission Street, thence east on Mission Street to above described terminal at First Street, thence again east on Mission Street to Beale Street, thence south on Beale Street to Folsom Street, thence west on Folsom Street to Essex Street, and thence south on Essex Street to the Bridge Ramp at Harrison Street, converging at that point with the existing route.

III

IT IS HEREBY FURTHER ORDERED that a certificate of public convenience and necessity be and it is hereby granted to Key System for the operation of an automotive passenger stage service, as that term is defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers over and along the above described route in the City of San Francisco, to be consolidated with the remainder of its operating rights, subject to the following conditions:

- (1) Written acceptance of the certificate herein granted shall be filed within a period of not to exceed thirty (30) days from the date hereof.
- (2) Said service shall commence within a period of not to exceed thirty (30) days from the effective date hereof and upon not less than ten (10) days' notice to the Commission and the public.

- (3) Key System, its successors or assigns, may never claim before this Commission or any court or other public body, a value for any purpose, for the certificate herein granted in excess of the actual cost incurred by it in securing said operative authority.
- (4) Applicant shall comply with the rules of the Commission's General Order No. 93-A, Part IV, by filing in triplicate and making effective timetables satisfactory to the Commission within thirty (30) days from the effective date hereof and on not less than ten (10) days' notice to the Commission and to the public.
- (5) Applicant shall afford the public at least five (5) days' notice of the change in terminal authorized herein by posting notices in all coaches operating on the routes involved and at all stations affected.
- (6) The Commission retains jurisdiction in this proceeding for a period of one (1) year from the date of this order.

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

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

Justin J. Calmes
Ray L. Riey
M. Baker
Francis L. Havens
Richard Kachse
Commissioners