

ORIGINAL

Decision No. 36364

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

390

In the Matter of the Application of KEY SYSTEM,)	
a corporation, for a Certificate of Public)	Application No. 19502
Convenience and Necessity to operate certain)	61st Supplemental
motor coach routes in the counties of Alameda)	
and Contra Costa, State of California.)	

BY THE COMMISSION:

OPINION AND ORDER

In this supplemental application Key System proposes certain extensions to its present motor coach operations in the City of Richmond. This application results from a series of conferences held by a committee consisting of representatives of the City of Richmond, the Richmond Chamber of Commerce, various industries in that area, Key System, and the Commission's Transportation Department.

Applicant proposes to extend service from 10th Street and Macdonald Avenue, along Macdonald Avenue to 6th Street, along 6th and 7th Streets, Critchett Avenue, Filbert Street, and Chesley Avenue to a point near the intersection of Chesley Avenue with Southern Pacific Company's main line track.

Applicant now operates peak service on the so-called No. 69 route, commencing at the intersection of 23rd Street and Market Street, thence along 23rd Street and Macdonald Avenue to a terminus at 10th Street and Macdonald Avenue. It is proposed to extend this service from 23rd and Market Streets along 23rd Street to Road No. 17, thereby making the No. 69 line an all-day service rather than a peak service only, connecting it with the new route along 6th and 7th Sts., etc. It is proposed further to extend the easterly leg of the No. 69 line beyond the proposed new terminus at 23rd Street and Road No. 17 to provide a peak service only to the Chemurgic Corporation Plant area. This extension would be from the intersection of 23rd Street and Road No. 17, along Road No. 17 and Giant Road (Road No. 21) to the vicinity

of the Chemurgic Corporation plant.

The existing No. 68 coach route operates through the business district along Macdonald Avenue and 10th Street in both directions. It is proposed to operate the line as at present westerly along Macdonald Avenue and northerly along 10th Street, but in the opposite direction to operate southerly along 10th Street across Macdonald Avenue to Bissell Avenue, easterly along Bissell Avenue to 11th Street, northerly along 11th Street to Macdonald Avenue, and easterly along Macdonald Avenue. By so doing left-hand turns will be eliminated at the intersection of 10th Street and Macdonald Avenue.

The present No. 48 coach route now terminates in the business district by operating around the block bounded by 10th Street, Macdonald Avenue, 9th Street and Nevin Avenue. It is proposed to extend this terminal loop by operating around two blocks bounded by 10th Street, Bissell Avenue, 9th Street and Nevin Avenue.

It appears that no certificate is necessary for these two latter route changes, as applicant now operates along these streets by other routes of its consolidated local service.

It was the conclusion of the members of the committee studying this situation that relief from traffic congestion was necessary in the vicinity of 10th Street and Macdonald Avenue in order to facilitate the movement of private vehicles and buses through the area, and that loading zones should be provided for both buses and trucks, thereby obviating the necessity of double parking. We suggest that the City inaugurate these No-Parking areas.⁽¹⁾

In order to take care of the workers of the Chemurgic Corporation plant it was agreed that this plant should change its shift hours so that buses already in peak service could be transferred to the Chemurgic service without the installation of additional equipment.

(1) The report of the meeting of the committee on April 13, 1943, outlines the sections where No-Parking should be placed in effect.

The Office of Defense Transportation has advised the Commission that it is agreeable to these line extensions in Richmond on a temporary basis, and if it is found that sufficient patronage does not result, they should be discontinued.

It appears to the Commission that these extensions, coupled with the No-Parking proposal, would materially improve the bus system of Richmond and use the minimum amount of extra equipment; however, we are mindful of the fact that if patronage does not develop sufficiently to warrant these operations, the services should be discontinued.

It appears that this is not a matter in which a public hearing is necessary and that the application should be granted, therefore

IT IS HEREBY ORDERED that:

I. A certificate of public convenience and necessity be and it is hereby granted to Koy System, as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers between Richmond and Chemurgic Corporation Plant and intermediate points, as an extension and enlargement of its present operative rights and consolidated therewith, subject to the following conditions:

- (1) The service herein authorized shall commence within a period of not to exceed sixty (60) days from the effective date hereof.
- (2) Key System, its successors or assigns, may never claim before this Commission, or any court or other public body, a value for the authority granted in excess of the actual cost thereof.
- (3) The service on Line No. 69, hereinafter described, shall be performed throughout the entire operating day.
- (4) Service on the Chemurgic Corporation Plant extension of Line No. 69, as hereinafter described, need not be inaugurated until an agreement has been reached between applicant and the Chemurgic Corporation for the changing of shift hours at the latter's plant.

II. In the operation of said passenger stage service pursuant to the foregoing certificate, Key System shall comply with and observe the following service regulations:

- (1) Applicant shall file a written acceptance of the certificate herein granted within thirty (30) days from the effective date hereof.
- (2) Subject to the authority of this Commission to change or modify such at any time by further order, Key System shall conduct such passenger stage operation over and along the following described routes:

Line No. 69

Commencing at the intersection of 23rd Street and Road No. 17, thence extending along 23rd Street to Macdonald Avenue; along Macdonald Avenue to 6th Street; along 6th Street to Barrett Avenue; along Barrett Avenue to 6th Street; along 6th Street to Pennsylvania Avenue; along Pennsylvania Avenue to 7th Street; along 7th Street to Critchett Avenue; along Critchett Avenue to Filbert Street; along Filbert Street to Chesley Avenue; and along Chesley Avenue to a point near the intersection of Chesley Avenue and Southern Pacific Company's main line tracks; returning via the same route.

Chemurgic Corporation Plant Extension of Line No. 69

Commencing at the intersection of 23rd Street and Road No. 17; thence along Road No. 17 to Giant Road (Road No. 21); along Giant Road to the vicinity of the Chemurgic Corporation Plant; returning via the same route

- (3) Applicant shall comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective, tariffs and time schedules satisfactory to the Commission within sixty (60) days from the effective date hereof and on not less than one (1) day's notice to the Commission and the public.
- (4) Applicant is authorized to turn its motor vehicles at termini or intermediate points, either in the intersection of the streets or by operating around a block contiguous to such intersection in either direction, and to carry passengers as traffic regulations of the municipality may require.

The Commission reserves the right to make such further orders in this proceeding as to it may seem just and proper, and to revoke this authority in whole or in part if in its opinion public

convenience and necessity demand such action.

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

Dated at San Francisco, California, this 20th day
of April, 1943.

Frank R. Havenner

Justin J. Cooney
Richard Sachs
Wm. A. Brown
Commissioners