

ORIGINAL

Decision No. 39403

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 and necessity to operate certain street railway and motor coach routes in the counties of Alameda and Contra Costa, State of California.)	Application No. 19502
)	91st Supplement
)	92nd Supplement
)	

DONAHUE, RICHARDS & HAMLIN, by FRANK S. RICHARDS, for Applicant; HERBERT L. BEACH, Mayor, CHARLES R. SCHWANENBERG, City Manager, F. B. FERNHOFF, City Attorney, and ARCHER BOWDEN, Assistant City Attorney, for the City of Oakland, interested party; JOHN S. PIERCE, Assistant City Attorney, and WAYNE THOMPSON, City Manager, for City of Richmond, interested party; G. VANDER ENDE, City Manager, and JOHN H. PHILLIPS, Acting City Attorney, for the City of Berkeley, interested party; P. W. BARNARD and E. W. PATTERSON, for the Alameda Citizens Transportation Committee, protestant; W. R. HULTOREN and A. L. LEGARD, for West Alameda Transportation Association, interested party; C. J. McDANIEL and J. A. HABAGGER, for Claremont-Rockridge Improvement Club, interested party; LEE M. ROBERTS, Chairman, for the Berkeley Chapter of the American Veterans Committee, interested party.

O P I N I O N

In the 91st and 92nd supplements to Application No. 19502 Key System requests permission to substitute motor coach operation for its existing street car service on its No. 6 College Avenue street car line and its "K" Alcatraz street car line in the cities of Berkeley and Oakland.

A public hearing was held in Berkeley on August 9, 1946, at which time the matter was submitted.

The No. 6 College Avenue Line operates primarily along Broadway in Oakland and on College Avenue in both Oakland and Berkeley, and connects the business districts of these two cities. (1)

(1) A complete description of College Avenue No. 6 line is as follows:

Commencing by running around the block bounded by 9th, Franklin, 8th Street and Broadway, thence along Broadway to College Avenue, along College Avenue to Bancroft Way, along Bancroft Way to Fulton Street, along Fulton Street and Oxford Street to University Avenue, along University Avenue to Shattuck Avenue, along Shattuck Avenue to Bancroft Way, along Bancroft Way to Fulton Street, and return over the same route.

The "K" Alcatraz Avenue Line operates from the intersection of Alcatraz Avenue and Adeline Street, thence along Alcatraz Avenue, Colledge Avenue and Bancroft Way to the intersection of Bancroft Way and Telegraph Avenue. This line serves as a connection with the "F" Shattuck Avenue transbay train and its primary function is to handle transbay passengers originating at or destined to the Colledge Avenue area.

Applicant proposes to remove all of the tracks on the Colledge Avenue line between the intersection of Broadway and Piedmont Avenue in Oakland and the intersection of Bancroft Way and Telegraph Avenue in Berkeley, as well as the tracks on Alcatraz Avenue. The record shows that the tracks on these lines are in immediate need of being rebuilt if they are to remain in service. It also shows that approximately twenty street cars are now in such shape that they should be removed from service.

Applicant has purchased 45 new 36-passenger motor coaches to be used in the service of these two lines, and contends that the operation of motor coaches on both Colledge Avenue and Alcatraz lines will have many advantages over street car operation, such as eliminating the overhead trolley wires in the street, the ability to detour around a blockade in case of fire or other emergencies, the possibility of interchange of equipment throughout the entire system, and operation on a much faster schedule.

The width of pavement along Colledge Avenue is not sufficient to permit automobiles to pass a street car, particularly when parked cars are encountered, which results in a serious traffic congestion. By the proposed substitution this congestion will be materially reduced.

If motor coach service is authorized to be substituted for street cars on the Colledge Avenue No. 6 Line, it is proposed to join it with the existing No. 62 University Avenue motor coach line, thereby making a continuous line from the foot of University Avenue in

Berkoley through the Berkoley business district to Oakland; furthermore, this would also reduce some of the congestion at the intersection of University Avenue and Shattuck Avenue by eliminating the turnaround movement of the No. 62 line which now terminates at University Avenue and Oxford Street. For the most part the proposed lines will follow the existing route of the No. 6 and "K" lines. Under the proposed plan motor coaches will operate in both directions along Durant Avenue instead of Bancroft Way, between College Avenue and Shattuck Avenue, thence in both directions along Shattuck Avenue, Durant Avenue and University Avenue. Durant Avenue is chosen for this operation because it is a much wider street than Bancroft Way, with less possibility of congestion.

The "K" line will operate over its existing route, except at the northerly terminal where it will operate around the blocks from the intersection of College Avenue and Durant Avenue, along Durant Avenue to Telegraph, along Telegraph to Bancroft Way, along Bancroft Way to College Avenue, and return. This will tend to eliminate congestion caused by the "K" street car standing at its terminal in the middle of the street at Bancroft Way and Telegraph Avenue.

On the College Avenue line applicant now operates approximately eight or nine basic scheduled trips per hour during the off-peak periods and 14 or 15 trips per hour during the peak period. It is proposed, under the motor coach operation, to operate on basic schedule twelve trips per hour and in addition increase the service to approximately 19 trips per hour during peak periods plus any necessary additional trips to take care of school children going to or from school.

Under the present operation by street car approximately 44 minutes are consumed in going between the business centers of Oakland and Berkoley, whereas with motor coach operation it is estimated that 31 minutes will be consumed in making this trip, or a saving of about

13 minutes. However, the proposed route will be about two blocks shorter than the present route.

With respect to the "K" line, applicant operates by street car three basic trips per hour and approximately 6 or 7 trips per hour during the peak period. In the proposed service, three trips per hour will be operated during the basic hours and from 10 to 12 trips per hour during the rush period. Little if any saving in time will result in the operation of motor coaches on the "K" route.

Under Applications Nos. 26486 and 27097 the Commission approved agreements between the Key System and the cities of Berkeley and Oakland, which provided for the removal of the tracks involved herein and quit-claimed said tracks to the respective cities at a time when authority was granted by this Commission to substitute motor coaches or trolley coaches for street car operation.

The City of Oakland requested that if Key System is authorized to substitute motor coaches for street cars, the authorization should be only temporary in nature and applicant should be required to leave its poles and overhead wires in place until a detailed study has been made in connection with city planning to determine whether motor coaches or trolley coaches should be operated along the No. 6 College Avenue route. The City of Berkeley is desirous of having the rails removed from College Avenue and requested that the application be granted in order that street conditions might be improved.

Objection was voiced by representatives of Alameda and Richmond alleging that additional motor coach service is necessary in these communities and the buses now being received by Key System should be used to augment existing motor coach service rather than for replacing street cars.

The over-all plan of applicant is to replace street cars by motor coaches. New motor coaches are now arriving and others are on order which should continue to arrive through the remainder of 1946 and through the year 1947. It is applicant's plan to assign these now

coaches to the following service: (1) replacing existing old motor coaches; (2) augmenting service on existing motor coach lines; and (3) replacing street car service.

It appears that this plan is reasonable.

O R D E R

A public hearing having been held and the matter being under submission;

IT IS HEREBY ORDERED that:

I. Key System is authorized to abandon and discontinue street car service on its No. 6 College Avenue Line and its "K" Alcatraz Avenue Line in the cities of Oakland and Berkeley, Alameda County, California. The routes of these lines are described as follows:

No. 6 College Avenue Line.

Commencing with a loop around the block bounded by 9th, Franklin, 8th, and Broadway, Oakland, thence along Broadway to College Avenue, thence along College Avenue (passing through the boundary between Oakland and Berkeley) to Bancroft Way, thence along Bancroft Way to Fulton Street, thence along Fulton Street and Oxford Street to University Avenue, thence along University Avenue to Shattuck Avenue, thence along Shattuck Avenue to Bancroft Way, and thence along Bancroft Way to Fulton Street.

"K" Alcatraz Avenue Line.

Commencing at the intersection of Adeline Street and Alcatraz Avenue, thence along Alcatraz Avenue to Collogo Avenue, thence along Collogo Avonue to Bancroft Way, and thence along Bancroft Way to its intersection with Telegraph Avenue, all within the cities of Oakland and Berkeley.

Subject to the condition, however, that said street car service abandonment shall be made effective concurrently with the establishment of passenger stage service as hereinafter provided.

II. A certificate of public convenience and necessity be and it is hereby granted to Key System, a corporation, authorizing the establishment and operation of a service as a passenger stage corporation, as defined by Section 2 $\frac{1}{2}$ of the Public Utilities Act, as an extension and enlargement of and to be consolidated with its present operations, for the transportation of passengers between the points and over the routes described as follows:

Commencing at the intersection of Broadway and 10th Street, Oakland, thence along Broadway to College Avenue, thence along Collogo Avenue (passing through the boundary between the cities of Oakland and Berkeley) to Durant Avenue, thence along Durant Avenue to Shattuck Avenue, thence along Shattuck Avenue to its intersection with University Avenue, Berkeley.

Commencing at the intersection of Adeline Street and Alcatraz Avenue, thence along Alcatraz Avenue to its intersection with Collogo Avenue (in the cities of Berkeley and Oakland).

Commencing at the intersection of Durant Avenue and Telegraph Avenue, thence along Telegraph Avenue to Bancroft Way, thence along Bancroft Way to Collogo Avenue, and thence along Collogo Avenue to its intersection with Durant Avenue, Berkeley.

III. In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations.

- (1) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
- (2) Rates of fare in volume and effect shall be identical with the rates and rules now in effect on said street car lines, hereinbefore authorized to be abandoned.
- (3) Service over the routes herein authorized shall be commenced concurrently with the abandonment of street car service hereinbefore authorized.
- (4) Applicant is authorized to turn its passenger stages at terminal 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 respective municipalities may require.
- (5) During the period of track removal and street repair, applicant may deviate from portions of route affected by a most direct temporary route. Upon the completion of various sections under repair, service must be immediately restored to the certificated route.

The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof unless further time is granted by subsequent order.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco California, September 19 1946.

Harold P. Huls
Justus F. Gammis
Frank W. Glavin
W. H. Powell
R. J. [unclear]
Commissioners