

ORIGINAL

Decision No. 41325

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of KEY SYSTEM TRANSIT)	
LINES for authority to consolidate its No. 6 College)	
Avenue motor coach line and its Nos. 51 - 58 Oakland-)	Application
Alameda motor coach lines, and for certain re-routings)	No. 29163
in connection therewith, all in the County of Alameda,)	
State of California.)	

ORDER

In this application Key System Transit Lines requests authority to consolidate its No. 6 College Avenue Motor Coach Line with its Nos. 51 and 58 Alameda-Oakland Motor Coach Lines.

Applicant now operates its No. 6 College Avenue line from Southern Pacific Company's depot in Berkeley along University Avenue, Shattuck Avenue, Durant Avenue, College Avenue and Broadway to 10th Street in Oakland. The No. 51 Alameda-Oakland coach line operates between 22nd Street and Telegraph Avenue in the City of Oakland via 22nd Street, Broadway, 10th Street, Harrison Street, Posoy Tube, Webster Street, Santa Clara Avenue, Broadway, San Jose Avenue, and High Street to Santa Clara Avenue in the City of Alameda, returning via Santa Clara Avenue to Webster Street. The No. 58 line operates between 22nd Street and Broadway, Oakland, over the same route as the No. 51 line to Santa Clara Avenue and Broadway, thence via Santa Clara Avenue, Versailles Avenue, Fernside Boulevard, and High Street to Santa Clara Avenue. These two latter routes in their inbound direction operate along Telegraph Avenue in Oakland between 15th Street and 22nd Street.

It is the proposal of applicant to combine these two Alameda routes with the No. 6 College Avenue line, thus eliminating the terminal loops in the business center of Oakland. Such an arrangement would reduce traffic congestion along Broadway between 15th Street and 10th Street by 400 coach movements.

furthermore, the looping of the No. 6 line around 11th Street, Franklin Street, and 10th Street, as well as the looping of the Nos. 51 and 58 lines around Telegraph Avenue and 22nd Street in the business area of Oakland, would be eliminated. It appears applicant now has this authority.

Local service would also be eliminated along Santa Clara Avenue, between High Street and Versailles Avenue, due to a revision of the routes in Alameda; however, transbay service would be continued.

These buses would then be operated through from Berkeley to Alameda and would involve some increase in service on the Alameda end. Tripper service during the peak period, however, would be installed independently on each end of the Berkeley-Alameda route, as their requirements are somewhat different and would not necessitate buses going around the terminal loops.

It appears that this is not a matter in which a public hearing is necessary and appropriate authority will be granted.

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to Key System Transit Lines to discontinue local motor coach service from the intersection of High Street and Santa Clara Avenue via Santa Clara Avenue to Versailles Avenue in the City of Alameda.

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

Dated at San Francisco, California, this 16th day of March, 1948.

R. B. Anderson
Justin F. Calver
Frank J. Powell
Harold P. Kilo
Herbert Patten
Commissioners