

ORIGINAL

Decision No. 43724

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
Key System Transit Lines for)
authority to provide alternate express)
route via East Shore Freeway between)
23rd Avenue and Fallon Street in the)
City of Oakland, reroute a portion of)
its "W" and "O" routes, and discontinue)
its "T" route on its passenger stage)
line between the cities of San Francisco)
and Alameda, State of California)

Application No. 30924

O P I N I O N

Key System Transit Lines presently operates a passenger transportation system by motor coach and certain interurban rail lines between the various communities of the East Bay Area in the Counties of Alameda and Contra Costa, and by motor coach and rail between the East Bay Area and the City of San Francisco. Applicant, since certificate was granted by the Commission on December 17, 1940, ⁽¹⁾ has been transporting passengers by motor coach between the Cities of Alameda and San Francisco.

Key System's present basic weekday service ("O" route) between Alameda and San Francisco extends from the East Bay Terminal at First and Mission Streets in San Francisco via the Bay Bridge, Cypress Street in Oakland, 7th or 8th Streets (one-way traffic), the Poscy Tube, Webster Street in Alameda, and Santa Clara Avenue to High Street. This basic service is discontinued during the morning and evening peak commute periods, and the "T" Lincoln Avenue and "W" Encinal Avenue routes are followed in Alameda instead of Santa Clara Avenue, the balance of the route between Webster Street in Alameda and San Francisco Terminal being the same. On Saturdays, Sundays and Holidays the basic "O" Santa Clara Avenue route is followed.

(1) Decision No. 33732 dated December 17, 1940, in Application No. 23313.

Since completion of the East Shore Freeway in Oakland between Fallon Street and 23rd Avenue, the vehicle travel time between central Oakland and the east portion of Alameda has been materially reduced. Key System, by instant application, seeks authority to use this freeway when passenger traffic volume permits during peak commute periods on its San Francisco-Alameda operation. Applicant states that approximately seven minutes scheduled running time may be saved and an additional 15 to 20 minutes eliminated on certain traffic-congested peak schedules by use of the freeway between Park Street in Alameda, and San Francisco.

In order to make the freeway route available to the east portion of Alameda, applicant proposes a substitution for its present peak period "T" and "W" routes by using an "O" express route entering Alameda via the Park Street bridge and looping in the same direction on all trips via Park Street, Encinal Avenue, High Street, Fernside Blvd., Versailles Avenue, Santa Clara Avenue, to Park Street. During peak periods the "W" route would be operated via Encinal Avenue to Walnut Avenue and an "O" local route would use Santa Clara Avenue to Walnut Avenue instead of the "T" route on Lincoln Avenue, both proposed routes using the Posey Tube in serving western Alameda.

During the base or off-peak period on weekdays and all day on Saturdays and Sundays the "O" route would operate, under applicant's proposal, into Alameda via Posey Tube following the same route and serving the same bus stops in Alameda as the peak period combined "O" express and "O" local routes.

The loop route in east Alameda should provide greater coverage and represent better service than the present basic routing on Santa Clara Avenue only. Also, uninterrupted service on Santa Clara Avenue during weekdays should prove an advantage over the present

method of diverting the operating route to other streets during peak periods. The present operating route over Lincoln Avenue is only one or two blocks distant from Santa Clara Avenue.

The City Council of Alameda and the Alameda Citizens Transportation Association have approved applicant's proposed routing and service. It appears to the Commission that the proposed changes in passenger service having met with the approval of public representatives are in the public interest.

To accomplish the proposed change in San Francisco-Alameda passenger service a certificate must be authorized for certain segments of additional route, and the certificate for certain sections of route which would be non-operative must be cancelled. These necessary authorizations are contained in the order, and the Commission thereby approves applicant's proposed plan of passenger transportation service by motor coach between the Cities of Alameda and San Francisco. The Commission finds that public convenience and necessity require that this application be granted without first holding a public hearing.

O R D E R

An application therefor having been filed, the Commission being fully informed therein and good cause appearing,

IT IS ORDERED:

(1) That Key System Transit Lines is hereby granted a certificate of public convenience and necessity, authorizing the operation over the following additional routes as a passenger stage corporation, as defined in Section 2½ of the Public Utilities Act:

- (a) From the intersection of 7th and Harrison Streets in the City of Oakland, via 7th Street, Jackson Street, 5th Street, East Oakland Freeway and Kennedy Street, to 23rd Avenue.
- (b) From the intersection of the East Oakland Freeway with 6th Street in the City of Oakland, via 6th Street, Madison Street, 8th Street to Harrison Street.

(2) That applicant's certificates of public convenience and necessity authorizing the operation over the following routes as a passenger stage corporation are hereby cancelled:

- (a) Lincoln Avenue, in the City of Alameda, from Webster Street to Versailles Avenue.
- (b) Santa Clara Avenue, in the City of Alameda, from Versailles Avenue to High Street.

(3) That in providing service pursuant to the certificate herein granted, there shall be compliance with the following service regulations:

- (a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days after the effective date hereof.
- (b) Applicant shall, within sixty (60) days after the effective date hereof and upon not less than five (5) days' notice to the Commission and the public, establish the service herein authorized and 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.

The effective date of this order shall be ten (10) days after the date hereof.

Dated at San Francisco, California, this 24th day of January, 1950.

R. E. [Signature]
Justice J. [Signature]
[Signature]
[Signature]
 COMMISSIONERS