

ORIGINAL

Decision No. 45422

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of KEY SYSTEM TRANSIT LINES, a cor-)
poration, for authority to reroute portions)
of its Nos. 47, 69 and 78 passenger stage)
lines within the business district of the)
City of Richmond, State of California,)
and discontinue and abandon its present)
Richmond downtown local terminal.)
-----)

Application No. 31963

O P I N I O N

In this proceeding, Key System Transit Lines requests authority to reroute portions of its Nos. 47, 69 and 78 passenger stage lines in the central business district of the City of Richmond and to discontinue use of its present Richmond downtown local terminal.

The No. 47 Cutting Boulevard-San Rafael Ferry line is operated between the central business district of Richmond and Castro Point and Point Molate in the City of Richmond. The No. 49 23rd Street line is operated between the intersection of 23rd Street and San Pablo Avenue and the intersection of Chesley Road and Davis Street through the local downtown terminal. The No. 78 Carlson-13th Street line is operated between the intersection of Carlson Boulevard and San Pablo Avenue in El Cerrito and 11th Street and Broadway in the City of San Pablo through both the central business district of Richmond and the local downtown terminal.

In support of applicant's request, it is stated that because of traffic congestion encountered during World War II in the handling of ship-yard workers in the Richmond area, applicant,

at that time, established a terminal on private property between 8th and 9th Streets and MacDonald and Bissol Avenues in downtown Richmond for the conduct of its local motor coach operations; that the need for this local terminal has long since expired and the applicant desires, in the interest of safety, as well as from an operational and service standpoint, to discontinue routing its local coach lines through that terminal. The application further states that due to reconstruction of certain streets in the vicinity of the terminal, it is necessary to discontinue the use of said terminal and to reroute the local lines. The plan to reroute these lines created certain problems with respect to loading zones which had been solved as a result of a meeting between representatives of applicant and members of the Richmond City Council and members of the Richmond Chamber of Commerce. There was no opposition to applicant's proposal provided that it adopts the recommended plan with respect to far-side loading of buses.

The routes which applicant proposes to abandon are all included within a small compact area in the downtown business section of Richmond, the greatest in extent being six blocks between 6th Street and 12th Street along Bissel Avenue which is within one block of and parallel to MacDonald Avenue, the main business street of Richmond. The proposed reroutings of Routes Nos. 47 and 69 would cover this portion of MacDonald Avenue and Route No. 78 would intersect MacDonald Avenue at 10th Street in the same area, thus directly serving the downtown business district.

After full consideration of applicant's request, the Commission finds that the proposed reroutings and discontinuance of use of the local terminal in downtown Richmond are in the public interest and will be authorized. No public hearing appears to be necessary.

O R D E R

An application therefor having been filed, the Commission being fully informed therein and based on the conclusions contained in the foregoing opinion and finding that public convenience and necessity so require,

IT IS ORDERED:

(1) That Key System Transit Lines may discontinue passenger stage service over the following streets within the City of Richmond:

- (a) Along 12th Street between MacDonald and Bissel Avenues;
- (b) Along Bissel Avenue between 6th Street and 12th Street;
- (c) Along 6th Street between MacDonald and Bissel Avenue;
- (d) Along 8th Street between the local Richmond terminal and Bissel Avenue; and
- (e) Along 9th Street between the local Richmond terminal and Bissel Avenue.

(2) That a certificate of public convenience and necessity is hereby granted to Key System Transit Lines authorizing the establishment and operation of passenger stage service between points in downtown Richmond over and along the following streets:

- (a) Along Nevin Avenue between 5th Street and 6th Street,
- (b) Along 5th Street between Nevin Avenue and MacDonald Avenue, as an extension and enlargement of and consolidated with applicant's present operative rights.

(3) That applicant shall, at least ten (10) days prior thereto, post notices of the discontinuances and of the reroutings herein authorized in all equipment operating over the routes involved.

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

Dated at San Francisco, California, this 1st
day of March, 1951.

R. T. Drummond
James J. Casper
Harold P. Hull
Kenneth Pottier
Walter C. Mitchell

COMMISSIONERS