

Decision No. 46814**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 KEY SYSTEM TRANSIT LINES, a corporation,)
 for authority to reroute a portion of) Application No. 32962
 its "K" Havenscourt Boulevard-San)
 Francisco passenger stage line in the)
 City of Oakland, State of California.)

O P I N I O N

This is an application of Key System Transit Lines for authority to reroute a portion of its "K" Havenscourt Boulevard-San Francisco passenger stage line ⁽¹⁾ in the City of Oakland.

Applicant presently operates its "K" Havenscourt line over the following route:

From the intersection of Havenscourt and Foothill Boulevard, in the City of Oakland via Foothill Boulevard, High Street, East 14th Street, First Avenue, Lakeshore Avenue, and MacArthur Boulevard, thence via Bay Bridge to San Francisco.

An express service operates from Havenscourt Boulevard over this same route to the intersection of High and East 14th Streets, thence via 40th Avenue, East 12th Street, 42nd Avenue and the Eastshore Freeway to San Francisco.

Operation over this route was authorized by the Commission's Decision No. 44289, dated June 7, 1950. In the application now before us it is proposed to operate the "K" Havenscourt line over the following route:

From the intersection of Havenscourt Boulevard and Beck Street, in the City of Oakland, via Beck Street, Bond Street and Bond Place to the vicinity of East 14th Street and 47th Avenue, via East 14th Street to High Street and thence to San Francisco over the present route.

(1) Hereinafter for brevity referred to as "K" Havenscourt.

It appears that at the time the "K" Havenscourt line was inaugurated in substitution for the "A" Havenscourt-San Francisco transbay rail line, it was necessary to route the substitute passenger stage operation on Foothill Boulevard because a substantial portion of the existing rail line operated over private right-of-way. Since this substitute service was inaugurated, the property previously used as right-of-way has been put into use as a dedicated roadway, and there now exists a through roadway from Havenscourt Boulevard following the previously operated transbay rail route.

At the time substitute service was inaugurated residents and business concerns in the Havenscourt Area were promised that if such a roadway were provided applicant would agree to operate over such route.

The City Council of Oakland on September 25, 1951, passed a resolution approving the rerouting, and pointed out that the proposed change will tend to reduce the traffic congestion and hazard on Foothill Boulevard.

The change in route involves no change of rates, fares or time schedules and applicant's present assignment of motor coaches to the "K" line will remain unchanged.

Upon full consideration of the facts the Commission finds that the proposed change in routing is in the public interest and that the application should be granted as prayed for. A public hearing is not required.

O R D E R

Application having been made and the Commission being fully advised in the premises, and having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That Key System Transit Lines is hereby granted a certificate of public convenience and necessity authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, to be operated in conjunction with and as a part of its existing lines, over the following route:

From the intersection of Havenscourt Boulevard and Beck Street, in the City of Oakland, via Beck Street, Bond Street and Bond Place to the vicinity of East 14th Street and 47th Avenue.

(2) That buses make no stops on Bond Place or Bond Street between East 14th Street and 48th Avenue, 55th Avenue and 47th Avenue, and Seminary Avenue and 64th Avenue.

(3) That the turn-around at the end of the line be made via Havenscourt Boulevard, Foothill Boulevard, 62nd Avenue and Beck Street.

(4) That applicant is further authorized to operate over the route herein specified with buses which are not in excess of 40 feet in length and not in excess of 104 inches in width pursuant to Sections 694 (g) and 697.1 of the Vehicle Code of the State of California.

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

Dated at Los Angeles, California, this 4th day of March, 1952.

A. J. [Signature]
President
James D. [Signature]
Harold P. [Signature]

Commissioners