

ORIGINAL

Decision No. 46859

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. 33016
its No. 87 Kingsland Avenue passenger)	
stage line in the City of Oakland,)	
State of California.)	

Donahue, Richard, Rowell & Gallagher, by George E. Thomas,
 for applicant.
John W. Collier, City Attorney, Loren W. East,
 Public Utilities Engineer, for City of Oakland,
 interested party.
William R. Peters, Associate Transportation Engineer,
 for the Commission's staff.
Cester B. Wiggins, Mrs. Margaret T. Gibbs, Committee to
 extend Brookdale Bus Line, interested parties.

O P I N I O N

Applicant Key System Transit Lines, presently rendering a passenger stage service within the East Bay area among other points seeks authority to reroute its No. 87 Kingsland Avenue passenger stage line via Monticello Avenue, and Brookdale Avenue.

By virtue of Decision No. 30981, dated June 13, 1938, and Decision No. 31464, dated November 10, 1938, in Application No. 19502, applicant is presently authorized to operate over the following route:

From the intersection of 55th Avenue and Foothill Boulevard in the City of Oakland, via Trask Street, Kingsland Avenue, Madera Avenue, Birdsall Avenue and Kingsland Avenue, returning to point of commencement.

The proposed route would extend one block farther along Birdsall Avenue to Monticello Avenue and then back to the point of commencement via Monticello Avenue and Brookdale Avenue thus resulting in a much larger loop than that presently followed.

A public hearing was held before Examiner Daly in the City of Oakland on February 17, 1952, on which date the matter was submitted.

A traffic engineer for applicant testified that since 1949 applicant has been considering the possibility of service for those residents in the vicinity of Monticello and Brookdale Avenues, by extending its route No. 87. In the meantime he stated that residents in this area presented a petition for extension of the No. 14 motor coach line from its present terminal at Brookdale Avenue, via Brookdale Avenue as far as Kingsland and thence via the route of the No. 87 line and via Foothill Boulevard connecting with the Arthur-Olive line at Beck Avenue. After full consideration of the proposals applicant felt that the feasible answer to the problem was the extension of the No. 87 line rather than the No. 14 line. The proposed rerouting, he asserted, would provide service to those residents in the Maxwell Park Area in addition to eliminating the necessity of walking a considerable distance up a sharp grade on Brookdale Avenue from the present route along Kingsland. He also stated that the elimination of service along Kingsland Avenue would result in a walking distance of 300 feet at the farther most points to either Monticello Avenue or Madera Avenue for those people residing on Kingsland Avenue.

The witness further stated that a traffic check was conducted on Tuesday, January 22, 1952, between the hours of 6:26 a.m. and 6:47 p.m. and indicated the following: Of a total of 225 passengers who boarded the No. 87 line, 104 boarded on Kingsland Avenue at Virginia, Fleming and Madera Avenues — all of these stops being on the portion of the route which applicant proposes to discontinue. Of a total of 316 passengers who alighted, 87 left the coach at the stops named.

Representatives of the Committee for the extension of the No. 14 Brookdale Bus Line appeared in support of the proposed rerouting, but requested that the line be extended an additional

four blocks from Monticello and Allendale Avenues, thence via Allendale Avenue one block to Renwick Street, via Renwick Street two blocks to Brookdale Avenue, thence via Brookdale Avenue and along the route as proposed by applicant.

The only protests voiced were by two residents of Kingsland Avenue who based their objections upon the fact that the proposed rerouting passed a grammar school located on the corner of Fleming Avenue and Monticello Avenue. It was their contention that a bus operating past the school would constitute a traffic hazard for the children.

The City of Oakland took no position either in favor of or in opposition to the authority sought.

The extension suggested along Allendale Avenue and Renwick Street would cover a comparatively short, level area and result in several additional turns on the route. The objection raised by the two residents of Kingsland Avenue as to the possible traffic hazard for the school children appears to be overmagnified in view of the fact that the children are guided across the intersections by the student traffic patrol and the fact that applicant proposes a bus stop at the corner of Fleming and Monticello Avenues, where the school is situated.

The proposed rerouting appears to be in the public interest, for it would provide service to more people as well as eliminate the necessity of walking a steep uphill grade for many residents.

After full consideration of the facts the Commission is of the opinion and so finds that public convenience and necessity require the rerouting of applicant's No. 87 Kingsland Avenue passenger stage line as proposed. The change will be authorized by amending the route description in Decision No. 30981.

O R D E R

An application having been filed, a public hearing having been held thereon, the matter having been submitted, the Commission being fully informed and having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That the route description as set forth in Route No. (3) on sheet 2 of Decision No. 30981, dated June 13, 1938, in Application No. 19502, 26th Supplemental, is hereby amended to read as follows:

Commencing at the intersection of Foothill Boulevard and Trask Street, thence along Trask Street, Kingsland Avenue, Madera Avenue, Birdsall Avenue, Monticello Avenue, Brookdale Avenue, to Kingsland Avenue to point of commencement.

(2) That applicant shall give prior notification to the public of the change herein authorized by posting adequate notice thereof along said No. 87 Kingsland Avenue Line, at its terminals and on the buses operated over said line for not less than five (5) days.

(3) That in all other respects Decision No. 30981 shall remain in full force and effect.

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

Dated at San Francisco, California, this 17th day of March, 1952.

R. T. Anderson
President

James J. Cramer

Harold P. Hule

W. L. McMillen

Commissioners