

ORIGINALDecision No. 48286

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
KEY SYSTEM TRANSIT LINES, a corpor-
ation, for authority to reroute a
portion of its No. 67 Spruce Street
passenger stage line in the City of
Berkeley, State of California.

Application No. 33986

O P I N I O N

In the above-entitled application, filed December 31, 1952, Key System Transit Lines requests authority to discontinue that portion of its No. 67 Spruce Street passenger stage line in the City of Berkeley along Santa Barbara Road between its intersections with Montrose Road and Spruce Street, a distance of about 0.65 miles. In lieu of operations over Santa Barbara Road, as above described, applicant would operate its No. 67 Spruce Street Line over its present route to the intersections of Santa Barbara and Montrose Roads and thence via Montrose Road to Spruce Street.

As justification for the authority sought the application states:

That the City of Berkeley has requested the proposed rerouting due to complaints of residents on that portion of Santa Barbara Road which would be discontinued because of the extreme narrowness, crowded condition, and winding nature of the street.

It is further stated that applicant had formerly operated its No. 67 Spruce Street line along Montrose Road, as herein proposed, which was rerouted to the present route under authority of the Commission as the equipment then used by applicant had difficulty in negotiating the steep grades on Montrose Road. Applicant asserts that its present equipment can be operated satisfactorily over that road.

Spruce Street and Santa Barbara Road are approximately parallel and close to each other in the area involved. Applicant has reported that there is only one stop (Indian Rock Avenue) on the route which would be abandoned (Santa Barbara Road); that operations over Santa Barbara Road are inbound to downtown Berkeley; that passengers using the stop on the Santa Barbara Road portion of the route to be abandoned would be required to walk about 350 feet to the Spruce Street portion of the line for the inbound trip, whereas the outbound passengers would continue to disembark on Spruce Street as the majority of them are now doing. An on and off check at the Indian Rock stop made by applicant in April, 1952 showed that on the average typical weekday about 17 passengers embarked and none disembarked at that stop. On Sundays the comparable figures were three and three. Applicant reports that the present use of the line is about the same.

An engineer of the Commission's staff reports that the portion of Santa Barbara Road involved is only 22 feet in width between sidewalks. When cars are parked at the curb in this area the limited passing space for moving vehicles creates a hazardous situation.

After full consideration of applicant's request we find that public convenience and necessity require the rerouting over Montrose Road as proposed by applicant. No public hearing is deemed to be necessary.

O R D E R

An application therefor having been filed and it having been found that public convenience and necessity so require,

IT IS ORDERED:

(1) That applicant may discontinue service of its No. 67 Spruce Street Line along Santa Barbara Road between its intersections with Montrose Road and Spruce Street.

(2) That a certificate of public convenience and necessity is hereby granted to Key System Transit Lines authorizing passenger

stage service along Montrose Road, between its junctions with Santa Barbara Road and Spruce Street, as an extension and enlargement of applicant's present passenger stage operative rights.

(3) That within thirty days after the effective date hereof applicant shall file an acceptance of the certificate herein granted.

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

Dated at New Francisco, California, this 17th day of February, 1953.

R. F. [Signature]
President

James J. [Signature]

Harold P. [Signature]

[Signature]

[Signature]

Commissioners