

**ORIGINAL**Decision No. 57402

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 )  
 its No. C. Piedmont-San Francisco )  
 passenger stage line in the County of )  
 Alameda, State of California. )

Application No. 40355

O P I N I O N

Key System Transit Lines requests authority to amend its transbay San Francisco-Piedmont "C" line by providing an alternate loop at its Piedmont terminus during the peak hours. It also requests authority to have all "C" line schedules operated after 8:30 p.m. terminate at the intersection of 41st Street and Piedmont Avenue in the City of Oakland.

Applicant alleges that it presently provides a loading zone on Oakland Avenue near Fairview Avenue in Piedmont; that said loading zone is utilized by coaches of the "C" transbay line and the No. 11 local line; that during the peak hours the volume of passenger traffic has resulted in considerable congestion which constitutes a traffic hazard; that use of the alternate loop by extra coaches during the rush periods would alleviate such congestion; that direct service would be provided to San Francisco for a number of passengers now transferring from local lines; that a passenger check for a seven-day period during August of this year indicated that it transported very few passengers beyond 41st Street and Piedmont Avenue

after 8:30 p.m., and that passengers destined beyond that point after said hour could transfer to the No. 11 and No. 42 local lines.

Attached to the application is a copy of a resolution passed by the City Council of the City of Piedmont approving the proposed loop.

After consideration the Commission is of the opinion and finds that public convenience and necessity require the loop extension of applicant's "C" line. Because the proposed loop is over streets upon which other lines of applicant operate no additional certificated authority is required. With respect to applicant's proposed termination of its "C" line after 8:30 p.m. the Commission is of the opinion that the public would be better served if the operation were continued to its present terminal until at least midnight. A public hearing is not necessary.

O R D E R

Application having been filed and the Commission being informed in the premises,

IT IS ORDERED:

(1) That as an alternate loop of its Piedmont terminal during the peak commute hours applicant may operate its "C" transbay line over the following streets:

Continuing via Piedmont Avenue, Pleasant Valley Avenue, Moraga Avenue, Highland Avenue, to Oakland Avenue, and thence return via Oakland Avenue, Greenbank Avenue, Grand Avenue, Pleasant Valley Avenue, Piedmont Avenue, and continuing.

(2) That after midnight applicant may terminate its "C" San Francisco-Piedmont Line at the intersection of 41st Street and Piedmont Avenue in the City of Oakland.

(3) That on not less than five days' notice to the Commission and to the public applicant shall amend its tariffs and timetables presently on file with this Commission to reflect the authority herein granted.

(4) That the authority herein granted shall expire if not exercised within 60 days after the effective date hereof.

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

Dated at San Francisco, California, this 29<sup>th</sup> day of September, 1958.

[Signature]  
President

[Signature]

[Signature]

[Signature]  
Commissioners