The urban transportation system has been constantly improved and developed from this beginning and is now composed of sixteen street car lines and thirty-six motor coach lines which travel approximately 15,000,000 miles yearly.

The interurban transportation to San Francisco, which is under the same ownership and management, consists of six arterial routes running directly from different points in the community to a pier situated far out in the bay where passengers are transferred to fast ferry boats.

In addition to this interurban system, the Southern Pacific Railroad operates four main lines from different parts of the East Bay to its piers and ferries. It is estimated that these two interurban systems furnish transportation to San Francisco to more than 75,000 people each way every day.

Since the completion of the Bay Bridge, several motor bus lines have secured franchises to operate over it between points in the East Bay and San Francisco. So far, however, owing to the fact that their charges are out of reach of the ordinary commuter, this means of transportation has added but little to the travel facilities between the two communities.

Owing to the great number of people who are employed in San Francisco and reside in the East Bay Area, the matter of the convenience to interurban transportation has such a great bearing upon residential values that it was a prime consideration in the construction of the Security Area Map and is noted in each of the Area Descriptions as a favorable or detrimental influence.

In order that a clearer conception may be had of the East Bay transportation facilities, there is included in the Loose Exhibit Section of this report a map showing the interurban street railway and motor coach lines of the Key System. Unfortunately, a similar map covering the Southern Pacific Railroad's interurban lines is not available, but the following is a description of the system as it affects the various areas shown on the Security Area Map.

Route 1 makes ferry connection at the Oakland mole at the foot of Seventh Street, skirts the boundaries of Areas D-3 and D-5, traverses Areas D-3, C-2, and C-1, and skirts the borders of E-1, E-2, B-3, and B-4, terminating on Solano Avenue adjacent to Area A-2.