

BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 359

IN THE MATTER OF:

Served May 1, 1964.

Application of W M A Transit)
Company to Reroute the H and)
H-Express Bus Routes.)

Application No. 262

Docket No. 54

On February 17, 1964, the W M A Transit Company filed an application to change its Routes H and H-Express so as to operate over the following streets:

Route H

Westbound - Leave corner of Norris Drive and Fisher Road; left on Fisher Road; continue on Temple Hills Road; right on St. Barnabas Road; left on Beaumont Street; left on Dallas Place; left on Dallas Drive; left on St. Barnabas Road; left on 28th Avenue; left on St. Clair Drive; left on Kenton Place; right on 23rd Parkway; right on Iverson Street; left on 25th Avenue; right on Colebrooke Drive; right on Branch Avenue; left on St. Barnabas Road; right on Silver Hill Road; thence over existing route.

Eastbound - Existing route to intersection of Silver Hill Road and St. Barnabas Road; left on St. Barnabas Road; right on Branch Avenue; left on Colebrooke Drive; thence over existing route.

Route H-Express

Westbound - Leave corner of Norris Drive and Fisher Road; left on Fisher Road; continue on Temple Hills Road; right on St. Barnabas Road; left on Beaumont Street; left on Dallas Place; left on Dallas Drive; left on St. Barnabas Road; left on 28th Avenue; right at Shopping Center Entrance to Drug Fair; left on St. Clair Drive; left on Kenton Place; right on 23rd Parkway; right on Iverson Street; left on 25th

Avenue; right on Colebrook Drive; left on Branch Avenue; thence over existing route.

Eastbound - Existing route to intersection of Branch Avenue and Colebrooke Drive; right on Colebrooke Drive; left on 26th Avenue; right on Iverson Street; left on 23rd Parkway; left on Kenton Place; right on St. Clair Drive; right at Shopping Center Entrance to Drug Fair; left on 28th Avenue; right on St. Barnabas Road; right on Beaumont Street; left on Dallas Place; left on Dallas Drive; right on St. Barnabas Road; left on Temple Hills Road; continue on Fisher Road; right on David Drive; left on Janice Lane; left on Norris Drive to corner.

One petition and two letters of protest to the abandonment of service along Silver Hill Road and one written protest to the proposed change in the H-Express were received by the Commission. A written statement of approval of the changes was also received. The Commission was of the opinion that all interested persons should have an opportunity to be heard on this matter, and a public hearing was held on Friday, April 10, 1964, at the Commission office before Presiding Officer Charles W. Overhouse, concerning the propriety and reasonableness of the proposed rerouting.

Captain Howard L. Peterson, Jr., U. S. Merchant Marine, the only protestant who appeared at the hearing, testified to the inconvenience that would be caused him under the proposed H-Express Route. He testified that he had no objection to the proposed rerouting of the H Route. Captain Peterson's two main objections to the proposed H-Express Route were:

1. That lengthening the H-Express Route will make it subject to schedule delays;

2. That he and the other residents who presently board at the east end of this loop along Colebrooke Drive, Iverson Street, and 26th Avenue may have to stand as passenger loads increase. These passengers are able to obtain seats at present since they are the first to board.

Mr. Ronald Zelrick, Traffic Manager for W M A Transit Company testified on behalf of the Company. The reasons for the application, according to Mr. Zelrick, are as follows:

1. Traffic checks taken along Silver Hill Road in Prince Georges County, Maryland, between Colebrooke Drive and St. Barnabas Road and on Colebrooke Drive between Silver Hill Road and Branch Avenue indicate a lack of patronage along this portion of the route.

On the average, two to three passengers board daily. These passengers would not have more than an additional block to walk.

2. The abandonment will facilitate the proposed establishment of new service via route H on St. Barnabas Road between Silver Hill Road and Branch Avenue, which will accommodate the new apartment development known as the Marlow-Madison Apartments located at the corner of Branch Avenue and St. Barnabas Road.

3. The proposed H-Express rerouting will offer express service to the residents of the Temple Hills area. This area, at present, has only local service.

4. The reversing of the H-Express loop through the Hillcrest Heights area will provide a shorter ride for the majority of the people in this area, particularly those persons boarding along Colebrooke Drive, Iverson Street, and 26th Avenue.

Mr. R. Gregory Mills, testifying for the Engineering Department of the Commission, stated that he had reviewed the application and made a study of the area. It was his opinion that the proposed changes would result in better service to the public for the following reasons:

1. Express service will be initiated in an area which presently has only local service.

2. New, local service will be established to accommodate a new apartment development.

3. The proposed abandonment will inconvenience a very few people only slightly, i.e., an average of two to three persons daily will have no more than an additional block walk to a new bus stop.

4. A circuitous routing of the H-Express will be discontinued.

The Commission finds that the lengthening of a route does not necessarily cause buses to operate late. Buses operate late because the running times do not adequately reflect normal operating conditions. A review of the proposed running times indicates that the buses should be able to operate, within reasonable limits, according to the proposed schedule times.

The Commission is of the opinion that the public convenience and necessity require the proposed changes and that the application should be granted.

THEREFORE IT IS ORDERED:

1. That W M A Transit Company be, and it is hereby, authorized to reroute the H and H-Express routes in the following manner:

ELIMINATED PORTION:

Silver Hill Road to Prince Georges County, Maryland, between Colebrooke Drive and St. Barnabas Road, and Colebrooke Drive between Silver Hill Road and Branch Avenue.

REROUTED PORTION:

Route H

Westbound - Leave corner of Norris Drive and Fisher Road; left on Fisher Road; continue on Temple Hills Road; right on St. Barnabas Road; left on Beaumont Street; left on Dallas Place; left on Dallas Drive; left on St. Barnabas Road; left on 28th Avenue; left on St. Clair Drive; left on Kenton Place; right on 23rd Parkway; right on Iverson Street; left on 25th Avenue; right on Colebrooke Drive; right on Branch Avenue; left on St. Barnabas Road; right on Silver Hill Road; thence over existing route.

Eastbound - Existing route to intersection of Silver Hill Road and St. Barnabas Road; left on St. Barnabas Road; right on Branch Avenue; left on Colebrooke Drive; thence over existing route.

Route H-Express

Westbound - Leave corner of Norris Drive and Fisher Road; left on Fisher Road; continue on Temple Hills Road; right on St. Barnabas Road; left on Beaumont Street; left on Dallas Place; left on Dallas Drive; left on St. Barnabas Road; left on 28th Avenue; right at Shopping Center Entrance to Drug Fair; left on St. Clair Drive; left on Kenton Place; right on 23rd Parkway; right on Iverson Street; left on 25th Avenue; right on Colebrook Drive; left on Branch Avenue; thence over existing route.

Eastbound - Existing route to intersection of Branch Avenue and Colebrooke Drive; right on Colebrooke Drive; left on 26th Avenue; right on Iverson Street; left on 23rd Parkway; left on Kenton Place; right on St. Clair Drive;

right at Shopping Center Entrance to Drug Fair; left on 28th Avenue; right on St. Barnabas Road; right on Beaumont Street; left on Dallas Place; left on Dallas Drive; right on St. Barnabas Road; left on Temple Hills Road; continue on Fisher Road; right on David Drive; left on Janice Lane; left on Norris Drive to corner.

2. That at least ten (10) days prior to placing in effect the changes authorized, notice to the public shall be given by posting adequate notices in all buses operating over the routes affected.

3. That this Order become effective thirty (30) days after service.

FOR THE COMMISSION:



DELMER ISON
Executive Director