

BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION
WASHINGTON, D. C.

ORDER NO. 463

IN THE MATTER OF:

Served April 8, 1965

Application of D. C. Transit)
System, Inc. to Reroute its)
Route Z-2 in Montgomery County,)
Maryland.)

Application No. 309

Docket No. 80

APPEARANCES:

JOHN R. SIMS, JR., GORDON PHILLIPS, Attorneys for D. C.
Transit System, Inc., applicant.

HERBERT H. GLANTZ, 1701 Alberti Drive, Silver Spring,
Maryland, pro se, protestant.

ELIZABETH PATSCHAK, 1511 Ladd Street, Silver Spring,
Maryland, pro se, protestant.

On February 12, 1965, D. C. Transit System, Inc. filed Ap-
plication No. 309 requesting authority to change its Route Z-2 in the
following manner:

Discontinued Portion:

University Boulevard West - Between Kemp Mill Road
and Georgia Avenue (Service will be provided over
this portion of University Boulevard West on week-
days and Saturday by Route J-8 and weekday rush by
Route S-7).

Rerouted Portion:

Outbound - Over regular route to the intersection
of University Boulevard West and Kemp Mill Road,
thence north on Kemp Mill Road, west on Arcola
Avenue, south on Georgia Avenue and west on Univer-
sity Boulevard West and regular route.

Inbound - Over regular route to the intersection of University Boulevard West and Georgia Avenue, thence north on Georgia Avenue, east on Arcola Avenue, south on Kemp Mill Road and east on University Boulevard West and regular route.

By Order No. 444, the Commission set the matter for hearing for March 15, 1965. D. C. Transit System, Inc., was required to publish notice of the hearing in a newspaper of general circulation at least twenty (20) days prior to said March 15, 1965.

The matter came to hearing on March 15, 1965, at 9:30 A.M. in the offices of the Commission, 1815 North Fort Myer Drive, Arlington, Virginia, before an examiner assigned by the Commission.

Applicant submitted proof of publication of notice of hearing as required by Order No. 444.

Applicant introduced a total of six (6) exhibits into evidence through Mr. William E. Bell, Assistant Vice President, D. C. Transit System, Inc., who testified that the exhibits were prepared by him or under his direction.

Mr. Bell testified to the following facts:

1. That if the Z-2 were rerouted, service would continue to be provided over University Boulevard West between Kemp Mill Road and Georgia Avenue by Route S-7, which is a rush hour express route between Wheaton Plaza and downtown Washington, D. C., and by Route J-8, which operates between Wheaton Plaza in Montgomery County, Maryland, and Beltway Plaza in Prince Georges County, Maryland, Monday through Saturday.
2. That, at the present time, no service is operating over Kemp Mill Road and Arcola Avenue.
3. That D. C. Transit System, Inc., has had, in the past, requests to extend or reroute service into the heavily populated Kemp Mill area. However, until recently, the roadways in that area were not designed to accommodate the bus loads.
4. That those persons presently boarding or alighting along that portion of University Boulevard West to be abandoned by Route Z-2, would be able to use Route J-8 and transfer to Route Z-2 going to Silver Spring, and vice versa coming from Silver Spring.

5. That operators' and checkers' counts taken on February 4, 6, 7, and 25, 1965, of persons boarding and alighting in the area proposed to be abandoned by Route Z-2 indicate that on weekdays between 5:45 A.M., and 10:40 P.M., nine (9) persons boarded in that area going toward Wheaton Plaza and sixty (60) persons alighted, and that going toward Silver Spring between 6:34 A.M., and 11:21 P.M., forty-nine (49) persons boarded and five (5) alighted in the area. This gave a total for the weekday, going in both directions, of fifty-eight (58) passengers boarding and sixty-five (65) alighting. Checks taken on a Saturday indicated nineteen (19) people boarded and thirty-seven (37) alighted going toward Wheaton Plaza, and forty-seven (47) boarded and nineteen (19) alighted going toward Silver Spring. Checks taken on a Sunday showed that for the entire operating day, only one (1) passenger boarded and one (1) passenger alighted going toward Wheaton Plaza, and that no passengers boarded or alighted in the area going toward Silver Spring.

6. That D. C. Transit System, Inc., could provide service to the Kemp Mill area via Route Z-2 with a minimum of cost due to the fact that additional equipment would not be required. If Route J-8 were rerouted to serve the Kemp Mill area, an additional piece of equipment would be required.

Mr. Herbert H. Glantz introduced two (2) exhibits into evidence and testified that he is opposed to the rerouting of the Z-2 because it would inconvenience any students and teachers who commute between Northwood High School and the area proposed to be abandoned by Route Z-2. He further stated that he knows specifically that his wife and daughter occasionally ride the bus to and from Northwood High School. The inconvenience would be caused by a longer wait for the J-8 bus, which would also take them to and from their destination. He also stated that his maid, who comes once a week from Silver Spring, would be forced to transfer from the Z-2 to the J-8 bus.

Mrs. Elizabeth Patschak appeared in opposition to the application. She stated that she was opposed to the change in Route Z-2 because it would require her mother, who works at the National Bank of Washington in Shepherd Park, to make an additional transfer to the J-8 bus, and also because her day worker, who comes to her house once a week, would be required to transfer to Route J-8.

Exhibits Numbers 3 and 4 summarize traffic checks of the number of passengers boarding and alighting along University Boulevard West between Georgia Avenue and Kemp Mill Road. They indicate that a comparatively small number of passengers would be inconvenienced

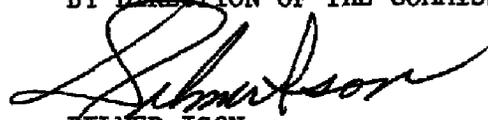
by an additional transfer. The checks showed that on an average weekday, .86 passengers per trip boarded and .97 per trip alighted. The checks also indicated that on a Saturday, 1.27 passengers per trip boarded and 1.08 passengers per trip alighted, and on Sunday, out of thirty-two (32) trips operated, only one passenger boarded and one passenger alighted in the area in question.

The Commission, after reviewing all the evidence before it, finds that there is a public need for bus service over Kemp Mill Road and Arcola Avenue and that the most efficient way that this can be accomplished is by changing the Z-2 route.

THEREFORE, IT IS ORDERED:

1. That D. C. Transit System, Inc., be, and it is hereby, authorized to change its Route Z-2 as set forth herein.
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 D. C. Transit System, Inc., Certificate of Public Convenience and Necessity No. 5 be, and it is hereby, amended by incorporating First Revised Page 7, cancelling Original Page 7, shown in Appendix A attached hereto and made a part hereof.
4. That D. C. Transit System, Inc., shall put into effect the changes authorized not sooner than thirty (30) days, nor later than ninety (90) days, after the date of service of this Order.

BY DIRECTION OF THE COMMISSION:



DELMER ISON
Executive Director

- *No. 35 From junction Georgia Avenue and Forest Glen Road, over Forest Glen Road to junction Dallas Avenue, thence over Dallas Avenue to junction Renfrew Road, thence over Renfrew Road to junction Proctor Street, thence over Proctor Street to Dennis Avenue, thence over Dennis Avenue to junction Tenbrook Drive, thence over Tenbrook Drive to junction Gabel Street, thence over Gabel Street to junction University Boulevard West, thence over University Boulevard West to junction Kemp Mill Road, thence over Kemp Mill Road to junction Arcola Avenue, thence over Arcola Avenue to junction Georgia Avenue and return over the same route.
- No. 36 From junction Georgia Avenue and Hickerson Drive, over Hickerson Drive to junction Elkin Street, thence over Elkin Street to junction University Boulevard West.
- No. 37 From junction University Boulevard West and Dennis Avenue, over Dennis Avenue to junction Lockridge Drive, thence over Lockridge Drive to junction Lombardy Road, thence "U" turn and return over the same route.
- No. 38 From junction Dennis Avenue and Edgewood Road, over Edgewood Road to junction Marvin Road, thence over Marvin Road to junction Dennis Avenue.
- No. 39 From junction Connecticut Avenue and University Boulevard West, over University Boulevard West and University Boulevard East to junction Adelphi Road and return over the same route.
- No. 40 From junction University Boulevard West and Lorain Avenue, over Lorain Avenue to junction Timberwood Avenue, thence over Timberwood Avenue to junction Colesville Road.
- No. 41 From junction Colesville Road and Fenton Street, over Fenton Street to junction Bonifant Street, thence over Bonifant Street to junction Dartmouth Avenue, thence over Dartmouth Avenue to junction Wayne Avenue, thence over Wayne Avenue to junction Georgia Avenue and via Wayne Avenue to junction Pershing Drive, thence over Pershing Drive to junction Fenton Street, thence over Fenton Street to junction Colesville Road.
- No. 42 From junction Wayne Avenue and Dartmouth Avenue, over Dartmouth Avenue to junction Dale Drive, thence over Dale Drive to junction Colesville Road and return over the same route.