

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

ORDER NO. 700

IN THE MATTER OF:

Served April 14, 1967

Application of Washington,)	Application No. 420
Virginia and Maryland Coach)	
Company, Inc., for Amendment)	Docket No. 139
of Certificate of Public Con-)	
venience and Necessity, to)	
Authorize a Change in its)	
Routes 1-R and 3-R.)	

The Washington, Virginia and Maryland Coach Company, Inc., ("W. V. & M.") has filed an application to amend its Certificate of Public Convenience and Necessity No. 4, to authorize changes in its Routes 1-R and 3-R, as described in Order No. 670, served February 7, 1967.

The matter was set for hearing before an examiner. Notice of the application and hearing was given as required by the Commission. The hearing was held on March 16, 1967. One witness, a company officer, testified for the applicant. Three interested citizens, Mrs. V. L. Gaskin, Mrs. D. A. Durand, and Mr. L. R. Pennington, appeared and testified in support of the application. Mr. G. Walters appeared in behalf of the Pimmit Hills Civic Association.

Routes 1-R and 3-R presently terminate in Virginia in the area known as Pimmit Hills. The applicant here seeks to re-route the extreme end of these lines in order to more effectively serve a large number of residents on Magarity

Road. It represents that service will be discontinued over Lisle Avenue, but that those patrons presently using the service on that street will not be adversely affected. Two bus stops will be eliminated thereby. The other witnesses supported these contentions.

The Civic Association, while approving the concept of extending service to the new developments on Magarity Road, requested a major change of routing in the Pimmit Hills area, proposing that the service operate outbound over Pimmit Drive to Magarity Road, thence over Magarity Road to Fisher Drive, left on Fisher Drive to Lisle Avenue, right on Griffith Road to Pimmit Drive. The Association's witness stated that its proposal was a "futuristic type of plan," because the eastern portion of Magarity Road is relatively undeveloped. It also objected to the applicant's proposed routing through the Lisle Avenue-Magarity Road intersection on safety grounds.

The Commission's Engineering Department reviewed the two proposals and recommended the following route in Pimmit Hills.

From Route 7, over Pimmit Drive, left on Griffith Road, left on Lisle Avenue, right on Ware Road, left on Magarity Road, left on Fisher Drive, right on Lisle Avenue, right on Magarity Road, right on Ware Road, left on Lisle Avenue, right on Griffith Road, right on Pimmit Drive to Route 7.

Upon the evidence adduced, the Commission finds that the routing proposed by the applicant should be denied because it is not desirable to operate through the Lisle Avenue-Magarity Road intersection, that the proposal of the Association is not practicable at this time, and that the routes should be changed to conform to the Staff recommendation. The Commission concludes that the latter transportation is and will be required by the public convenience and necessity.

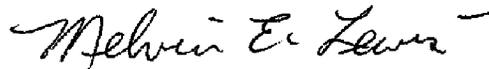
THEREFORE, IT IS ORDERED:

1. That the application of the W. V. & M. Coach Company, Inc., as hereinabove amended, be, and it is hereby, granted.

2. That Certificate of Public Convenience and Necessity No. 4 be, and it is hereby, amended by incorporating Fifth Revised Page 8, cancelling Fourth Revised Page 8 and Second Revised Page 9, cancelling First Revised Page 9, as attached hereto and made a part hereof.

3. That this order become effective upon issuance.

BY DIRECTION OF THE COMMISSION:



MELVIN E. LEWIS
Executive Director

points and access and interchange routes, and return over the same route.

- No. 47 From junction Lee Highway (U. S. Highway 29-211) and Dun Loring Road (Virginia Highway 650), over Dun Loring Road to Cottage Street, over Cottage Street to Bowling Green Drive, over Bowling Green Drive to Cedar Lane, over Cedar Lane to Cottage Street, over Cottage Street to Plum Street, over Plum Street to South Court House Road, over South Court House Road to Virginia Highway 123 and return over the same route.
- No. 48 From junction Virginia Highway 7 and Dulles Airport Access Highway, over Virginia Highway 7 to junction Virginia Highway 606, thence over Virginia Highway 606 to junction Virginia Highway 28, thence over Virginia Highway 28 to junction Dulles Airport Access Highway, and return over the same route.
- No. 49 From junction Interstate Highway 495 and Virginia Highway 236, over Virginia Highway 236 to the City of Fairfax, Virginia and return over the same route.
- No. 50 From junction Interstate Highway 606 and Village Road, over Village Road to Reston Plaza and return over the same route.
- No. 51 From junction Virginia Highway 28 and Center Street, over Center Street to Florida Avenue, thence over Florida Avenue to junction Alabama Avenue, thence over Alabama Avenue to junction Virginia Highway 28 and return over the same route.
- *No. 52 From junction Lisle Avenue and Ware Road, over Ware Road to junction Magarity Road, thence over Magarity Road to junction Lisle Avenue and return over the same route.
- *No. 53 From junction Magarity Road and Fisher Drive, over Fisher Drive to junction Lisle Avenue and return over the same route.

The authority granted herein to operate over interchange points and access and interchange routes shall be construed to authorize only operations essential to the performance of transportation service over routes specifically described and authorized herein.

NOTE: The repetition of route description with respect to the highways over which operations are authorized herein shall not be construed as granting more than a single operating right over said highways.

IRREGULAR ROUTES:

Passengers and their baggage;

(a) CHARTER OPERATIONS:

Round-trip or one-way;

(1) From points in Washington, D. C., the City of Fairfax and that portion of Arlington and Fairfax Counties, Virginia, north and west of U. S. Highway 350 (Shirley Memorial Highway), to Arlington County line, Virginia State Highway 244 to Annandale, Virginia State Highway 236, to Guinea Road (Route 651), to Braddock Road (Route 620), to intersection U. S. Highway 29-211, over 29-211 to Fairfax County line, to points in the Metropolitan District.

(2) From the Dulles International Airport and the Washington National Airport, Virginia, to points in the Metropolitan District.

(b) SPECIAL OPERATIONS:

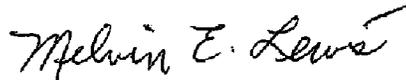
Round-trip or one-way;

Between points on its regular routes in Virginia except the Dulles International Airport, authorized herein, on the one hand, and points within the District of Columbia, on the other.

AND IT IS FURTHER ORDERED and is made a condition of this certificate that the holder thereof shall render reasonable, continuous and adequate service to the public in pursuance of the authority granted herein, and that failure so to do shall constitute sufficient grounds for suspension, change or revocation of this certificate.

The operating authority granted by this certificate is granted pursuant to Order No. 367 and also embraces and supersedes the operating rights previously set forth in Orders Numbers 240, 219, 217, 185 and 182.

BY DIRECTION OF THE COMMISSION:



MELVIN E. LEWIS
Executive Director