

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

ORDER NO. 704

IN THE MATTER OF:

Served April 21, 1967

Application of D. C. Transit System, Inc., for Route Authorization to Change Route R-4, Potomac Park Line.	)	Application No. 416
	)	Docket No. 143

D. C. Transit System, Inc., (Transit), filed an application for route authorization to change its Route R-4, Potomac Park Line, as more particularly described in Order No. 680. Generally, the applicant seeks to discontinue service over Ohio Drive and readjust and extend the western portion of Route R-4, to provide better service in the area of the United States State Department.

Notice of the application was given as prescribed by the Commission. A petition comprising some 70 signatures was filed in opposition. The Commission set the matter for hearing before an examiner. Notice of the hearing was posted on all buses affected by the application.

The hearing was held on March 29, 1967. The transcript thereof consists of 31 pages of testimony and 7 exhibits. Applicant presented three witnesses; a company officer, a representative of the State Department and a representative of the National Park Service. No one appeared in opposition to the request.

At the beginning of the hearing, applicant moved to amend its application, to provide as follows:

A. Discontinued Portion

1. Constitution Avenue - between 22nd and 23rd Streets. (Eastbound Only)
2. 23rd Street, N. W. - between Constitution Avenue and Ohio Drive (including Lincoln Memorial Circle).
3. Ohio Drive - between 23rd Street and West Basin Drive.
4. West Basin Drive - turn-around loop at triangle formed by Ohio and West Basin Drives and cut-off road.

B. Rerouted and Extended Portion

1. Westbound - Over regular route to the intersection of Constitution Avenue and 23rd Street, N. W.; thence north on 23rd Street, east on D Street, west on Virginia Avenue, north on 22nd Street, west on G Street, and Virginia Avenue to traffic circle at the Watergate Apartments, thence continue around circle to terminal stand on the west side of the circle at the triangle formed at 25th Street and circle roadways.
2. Eastbound - From terminal stand continue circle roadway, east on Virginia Avenue, south on 23rd Street, east on D Street and Virginia Avenue, south on 21st Street, west on C Street and south on 22nd Street to its intersection with Constitution Avenue; thence continue on Constitution Avenue and regular route.

The portion proposed to be discontinued was not affected by the amendment. Only minor adjustments were involved in the

proposed re-routing and extended portion. As the adjustments were narrow in scope and did not materially affect the application, the examiner granted the motion to amend the application.

Applicant's witness Bell, a company employee, testified that the applicant sought the change in route for the following reasons:

1. The temporary buildings formerly located in the Potomac Park area have been demolished and all personnel relocated to other buildings.
2. The present R-4 service operates south of Constitution Avenue and serves only a small number of persons parking their automobiles along Ohio Drive who use the bus to reach their place of employment in the Navy Department Building.
3. Recent traffic checks (Exh. No. 6) show that approximately 20 passengers use the southbound service to Potomac Park daily, and approximately 94 passengers use the northbound service daily. The present service consists of approximately 55 round trips daily. In fact, the only usage of this service appears to be the 6:25, 6:41, and 6:56 A.M. northbound trips, which, for a week, averaged 14, 21, 18 passengers per bus, respectively. The remaining trips are just not used. For example, on one day of the traffic check, 32 consecutive trips northbound carried not one single passenger over the route sought to be discontinued.
4. The U. S. Department of Interior, National Park Service, has requested that the portion of the route south of Constitution Avenue be discontinued.
5. The proposed change will not adversely affect present users of the service except those persons

parking their automobiles in east Potomac Park. It will provide greater convenience for the Department of State and other apartment and office buildings located along Virginia Avenue, N. W. The change appears to be in the public interest.

We note that the traffic checks were made in February, a month of bad weather and short hours of daylight. Since, as the evidence reveals, the only people using this service park their cars on the Potomac Park area and ride a short distance to their place of employment and return on foot, it can be concluded that the traffic check reveals the maximum usage of this service on a yearly basis.

In any event, the Commission finds that this service should be completely discontinued. It would be impractical, costly and economically unfeasible, and unwarranted to operate this service on a limited basis for three trips in a 40-minute period, with no other service operated. The vehicles and drivers can best be utilized in operating a route with continuity in an area needing bus service, as proposed by applicant.

The witness Bell also testified that the re-routing and extended service was needed to serve the number of residents and employees located on and adjacent to the proposed route.

The applicant also presented the testimony of representatives of the National Park Service and the Department of State. The former stated that the bus route over Ohio Drive was no longer needed since the temporary buildings on the Park had been removed, and the area was to be converted into a natural park land. Therefore, Ohio Drive and West Basin Drive will no longer be streets devoted to moving employees to and from their place of employment, but scenic driveways in their truest sense. We are additionally motivated, then, to discontinue bus operations over these streets in order to aid the National Park Service in the performance of its function of administering national park lands.

The State Department representative stated that his agency has approximately 7500 employees working in the area to be served by the adjusted route, and that they will receive new and better service therefrom.

Upon the evidence adduced, the Commission finds that the proposed change in routing, as amended, is in the public interest (See Order No. 581), that the application, as amended should be granted, and that an appropriate route authorization should be issued.

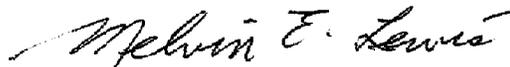
**THEREFORE, IT IS ORDERED:**

1. That the amended application of D. C. Transit System, Inc., for authority to change its Route R-4, Potomac Park Line, be granted.

2. That the Route Authorization 9-67, attached hereto and made a part hereof, be, and it is hereby, issued, effective April 30, 1967.

3. That the applicant post appropriate notice in all buses affected hereby, at least 7 days prior to said April 30, 1967.

**BY DIRECTION OF THE COMMISSION:**



**MELVIN E. LEWIS**  
Executive Director

ROUTE AUTHORIZATION

BY THE

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization No. 9 - 67

IN THE MATTER OF:

Application of D. C. Transit	)	Application No. 416
System, Inc., for Route Author-	)	
ization to Change Route R-4,	)	Docket No. 143
Potomac Park Line.	)	

Upon consideration of the matters adduced and contained in said application, the Commission finds that the public interest requires the service described hereinafter.

Therefore, permission is hereby granted D. C. Transit System, Inc., to operate in the following manner:

A. Discontinued Portion

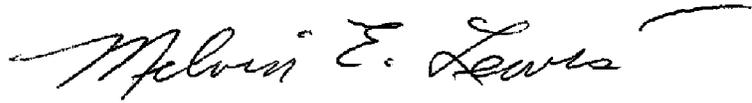
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FOR THE COMMISSION:

A handwritten signature in cursive script that reads "Melvin E. Lewis". The signature is written in dark ink and has a long, sweeping horizontal line extending to the right from the end of the name.

MELVIN E. LEWIS  
Executive Director