

BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 744

IN THE MATTER OF:

Served October 3, 1967

Application of D. C. Transit)
System, Inc., to Amend Certi-)
ficate of Public Convenience)
and Necessity to Change Route)
Y-8.)

Application No. 445

Docket No. 152

APPEARANCES:

MANUEL J. DAVIS and SAMUEL M. LANGERMAN, attorneys for
D. C. Transit System, Inc., applicant.

D. C. Transit System, Inc., filed an application to
amend its Certificate of Public Convenience and Necessity
No. 5 to authorize a change in its Route Y-8, as follows:

- I. Discontinue portion of Route Y-8 (Randolph Hills)
On Topping Road - between Boilingbrook Parkway and
Ashley Drive.
- II. Changed portion of Route Y-8 (Randolph Hills)
Reroute from the intersection of Boilingbrook Park-
way and Schuylkill Road via Boilingbrook Parkway to
Ashley Drive, thence northerly on Ashley Drive and
regular route.

The matter was set for hearing before an examiner.
Notice of the application and hearing was given as prescribed
by the Commission. The hearing was held on September 7, 1967.
One witness testified for the applicant. No one appeared in
opposition to the request.

Upon the evidence adduced at the hearing, the Commission finds that in the fall of 1966 the Department of Public Works for Montgomery County, Maryland, inaugurated a one-way operation over Boilingbrook Parkway. The westbound traffic was directed over the divided section north of the creek and eastbound traffic was directed over the divided section south of the creek. This change in the traffic pattern required Route Y-8 buses to cross the creek at Rockinghorse Road and continue over the south roadway of Boilingbrook Parkway with a "U" turn at Schuykill Road continuing the north roadway of Boilingbrook Parkway to regular route at Topping Road.

A petition was submitted to the company with the signatures of 34 families requesting the removal of bus service on Topping Road.

The proposed route will add 0.08 miles to the round trip and require no additional travel time. No one will be inconvenienced and the new route will be more easily operated without the "U" turn back on Boilingbrook Parkway. No additional equipment or manpower are required. The proposal will take the bus operation off Topping Road and bring service closer to approximately 600 homes comprising the bottom half of Randolph Hills. Only one bus stop is located on Topping Road; this stop is near the intersection of Boilingbrook Parkway. Patrons now boarding at this location have only a one block walk to the stop at Rockinghorse Road.

The Commission further finds that the change in route will not adversely affect present riders, and will provide a more convenient and attractive operation than does the current service. Moreover, the streets proposed to be used are more suitable for operation than the street over which the existing service will be discontinued.

Upon consideration of our findings herein, the Commission concludes that the proposed transportation is and will be required by the public convenience and necessity, and, accordingly, the application should be granted.

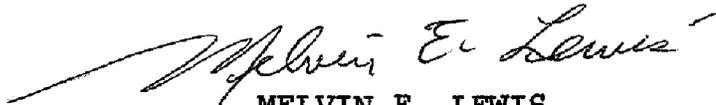
THEREFORE, IT IS ORDERED:

1. That the application of D. C. Transit System, Inc., to amend its Certificate of Public Convenience and Necessity No. 5 be, and it is hereby, granted.

2. That Certificate of Public Convenience and Necessity No. 5 be, and it is hereby, amended by incorporating Second Revised Page 6, cancelling First Revised Page 6, as attached hereto and made a part hereof.

3. That this order become effective upon issuance.

BY DIRECTION OF THE COMMISSION:

A handwritten signature in cursive script, reading "Melvin E. Lewis".

MELVIN E. LEWIS
Executive Director

- * No. 32 From junction Viers Mill and Randolph Road over Randolph Road to junction Colin Road, thence over Colin Road to junction Idlewood Road, thence over Idlewood Road to junction Garrett Park Road, thence over Garrett Park Road to junction Dewey Road, thence over Dewey Road to junction Randolph Road, thence over Randolph Road to junction Rockinghorse Road, thence over Rockinghorse Road to junction Boiling Brook Parkway, thence over Boiling Brook Parkway to junction Ashley Drive, thence over Ashley Drive to junction Rockinghorse Road, thence over Rockinghorse Road to junction Randolph Road, thence over Randolph Road to junction Rockville Pike, thence over Rockville Pike and E. Montgomery Avenue to junction E. Halpine Road, thence over E. Halpine Road to junction E. Jefferson Street, thence over E. Jefferson Street to junction E. Congressional Lane, thence over E. Congressional Lane to junction E. Rollins Avenue, thence over E. Rollins Avenue to junction E. Jefferson Street, thence over E. Jefferson Street to junction E. Halpine Road and return, including Randolph Road between Dewey Road and Colin Road.

NOTE: Short route trips use Selfridge Road between Randolph Road and Gridley Road and Gridley Road between Selfridge Road and Viers Mill Road.

- No. 33 From junction Viers Mill Road and Parkland Drive, over Parkland Drive to Junction Aspen Hill Road, thence over Aspen Hill Road to junction Viers Mill Road and return over same route.
- No. 34 From junction Georgia Avenue and Randolph Road, over Randolph Road to junction Terrapin Road, thence over Terrapin Road to junction Sheraton Street, thence over Sheraton Street to junction Epping Road, thence over Epping Road to junction Holdridge Road, thence over Holdridge Road to junction Weller Road, thence over Weller Road to junction Connecticut Avenue, thence over Connecticut Avenue to junction Dean Road, thence "U" turn and continue Connecticut to junction Greenley Street, and return over Greenley Street to junction Weller Road, thence over Weller Road to junction Valleywood Drive, thence over Valleywood Drive to junction Janet Road, thence over Janet Road to junction Flack Street, thence over Flack Street to junction Weller Road, thence over Weller Road to junction Georgia Avenue.