

BEFORE THE  
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 745

IN THE MATTER OF:

Served October 3, 1967

Application of WMA Transit )  
Company to Amend Certificate )  
of Public Convenience and )  
Necessity to Extend Route T. )

Application No. 451

Docket No. 155

APPEARANCES:

STANLEY H. KAMEROW, attorney for WMA Transit Company,  
applicant.

ALBERT SHORT, pro se, intervenor.

By Application No. 451 filed August 17, 1967, as amended, WMA Transit Company requests an amendment of its Certificate of Public Convenience and Necessity No. 8 to change its Route T in Prince Georges County, Maryland as follows:

Route T-1 - Belair-Washington via Defense Highway

Eastbound

Leave Farragut Square terminal, right on I Street, N. W., right on 13th Street, N. W.; left on E Street, N. W., left on 6th Street, N. W.; right on New York Avenue; left on Bladensburg Road; continue into Defense Highway (Route 450); right on Stonybrook Drive; left on Shopping Center Roadway to Belair Shopping Center.

### Westbound

Leave Belair Shopping Center; right on Superior Lane; left on Stonybrook Drive, left on Buckingham Drive; right on Belair Drive; left on Kembridge Drive; right on Kenhill Drive; left on Belair Drive; right on Starlight Lane; left on Stonehaven Lane; right on Stonybrook Drive; left on Superior Lane, left into Shopping Center Roadway; right on Stonybrook Drive; left on Defense Highway (Route 450). Continue into Bladensburg Road. Right on New York Avenue; right on L Street; left on 7th Street; right on E Street; right on 11th Street; left on H Street; right on Connecticut Avenue to Farragut Square terminal.

### Route T-2 - Belair-Washington via Bowie

#### Eastbound

Leave Farragut Square terminal, right on I Street N. W., right on 13th Street, left on E Street, left on 6th Street, right on New York Avenue, left on Bladensburg Road, continue into Defense Highway (Route 450), left on Maryland Route 564, right on Highbridge-Bowie Road; left on Maryland Route 450, right on Stonybrook Drive, left on Shopping Center Roadway, right on Superior Lane, right on Stonybrook Drive, left on Maryland Route 450, right on Moylan Drive, right on Millstream Drive, left on Margin Way, left on Chalford Lane, right on Old Chapel Road, right on Old Race Track Road, right on Cheswood Lane, left on Clearfield Drive, left on Mercer Drive, left on Millstream Lane. Continue into Stonybrook Drive, left on Shopping Center Roadway to Belair Shopping Center.

#### Westbound

Leave Belair Shopping Center, right on Superior Lane, right on Stonybrook Drive, left on Defense Highway (Route 450), right on Highbridge-Bowie Road, left on Maryland Route 564, right on Defense Highway (Route 450), continue into Bladensburg Road; right

on New York Avenue; right on L Street, left on 7th Street, right on E Street, right on 11th Street, left on H Street, right on Connecticut Avenue to Farragut Square terminal.

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 14, 1967. One witness testified for the applicant, a staff witness testified for the Commission, and a third witness was allowed leave to intervene in opposition.

The purpose of the instant application is to increase applicant's service to Belair by extending its present route to a recently opened area. Applicant has been serving the Belair area since June of 1965 and is the only carrier serving this area. Applicant's patronage in this area has increased substantially and the number of buses it utilizes on this route has increased from 10 to 23.

The proposed extension will tie in with applicant's authorized regular route operation. It will not entail the use of additional equipment. All equipment used to serve the Belair area is less than 2 years old and completely air conditioned. Operating time for the extension of service will not entail additional manpower hours, but will simply consume time now provided for layover at the Belair Shopping Center. Applicant's witness asserted that the proposed service will, in its initial stage, be utilized by only a nominal number of passengers seeking passage to Washington; however, he further added that the service would be used to a considerable extent on local trips to and from the area shopping center. Moreover, the applicant's witness stated that although there will be two bus stops eliminated on that portion of Millstream Drive over which service would be discontinued, it plans to establish two stops within a minimal distance from the old stops.

The staff witness asserted that in his opinion there was a definite present need for the extension of service to the recently opened sections of Belair. He stated that a study made by the Engineering Department of WMATC indicated

that the proposed service would not necessitate the use of additional equipment nor result in an increase in manpower hours.

The protestant testified to the effect that a serious problem existed with overcrowded buses on applicant's route which it herein seeks to extend. This problem, according to the protestant, is especially acute during rush hours. In support of his protest, the protestant proffered the following: (a) that approval herein would increase the territorial scope of applicant's service and as a result further aggravate the above related situation; (b) that the recent opening of the Prince Georges Community College will further aggravate the situation by increasing the number of patrons utilizing the existing and proposed service.

In our opinion, a need has been shown for the proposed service. With the immense development of the Belair community and areas adjacent thereto, the applicant should have a substantial and profitable volume of traffic. In fact, the history of applicant's operations in this area provides every indication that this will be the case. Applicant has proper equipment, and although it experiences difficulties with crowded conditions from time to time, we are of the opinion that applicant is making sincere and sustained efforts to eliminate this problem. In our opinion, applicant is willing and able properly to meet the reasonable transportation needs of this area. The relocation of the two bus stops, as indicated above, will in no substantial manner inconvenience the public. Furthermore, the evidence of record fails to indicate that a grant of the authority sought herein will in any material way adversely affect other carriers.

Upon consideration of our findings herein, the Commission concludes that the present and future public convenience and necessity requires operation by applicant to the extent herein sought and that this application should be granted.

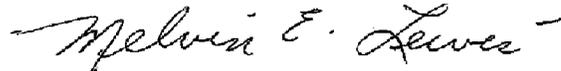
**THEREFORE, IT IS ORDERED:**

1. That the application of WMA Transit Company to amend its Certificate of Public Convenience and Necessity No. 8 be, and it is hereby, granted.

2. That Certificate of Public Convenience and Necessity No. 8 be, and it is hereby, amended by incorporating Sixth Revised Page 7, cancelling Fifth Revised Page 7, and Tenth Revised Page 9, cancelling Ninth Revised Page 9, 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 that reads "Melvin E. Lewis".

MELVIN E. LEWIS  
Executive Director

CERT. NO. 8

- No. 37 From Washington, D.C., over city streets to Southern Avenue, thence over Branch Avenue, service roadways to and through Carriage Hill Apartments, Curtis Drive, Branch Avenue to Marlow Heights Shopping Center, and return over the same route.
- \*No. 38 From junction of Eastern Avenue and Bladensburg Road, over Maryland Route 450, Stonybrook Drive, Belair Shopping Center Roadway, Superior Lane, Stonybrook Drive, Buckingham Drive, Belair Drive, Kembridge Drive, Kenhill Drive, Belair Drive, Starlight Lane, Stonehaven Lane, Stonybrook Drive to Superior Lane and return over the same route.
- No. 39 From junction of Maryland Route 450 and Maryland Route 564, over Maryland Route 564 and Highbridge-Bowie Road to Maryland Route 450 and return over the same route.
- No. 40 From junction of Maryland Route 450 and 85th Avenue, over 85th Avenue, Westbrook Drive, Powhatan Street, 85th Place, Carrollton Parkway, Lamont Drive, Good Luck Road, Auburn Avenue and Riverdale Road to junction of Riverdale Road and Maryland Route 450.
- No. 41 From junction of Maryland Route 450 and Stonybrook Drive, over Maryland Route 450 to Maryland Route 3, and return over the same route.
- No. 42 From junction Glenn Dale Road and Maryland Route 450 over Glenn Dale Road and service roadway to Glenn Dale Sanitarium and return over the same route.
- No. 43 from junction New York Avenue and Bladensburg Road, N.E., over New York Avenue and Baltimore-Washington Parkway to the intersection of Maryland Route 450 and Baltimore-Washington Parkway and return over the same route; restricted, however, to no boarding or alighting along any portion of such route herein described.
- No. 44 From junction of Riverdale Road and Maryland Route 450, over Maryland Route 450, Maryland Route 564, Telegraph Road, Glenn Dale Road, Greenbelt Road, and Beltway Plaza Service Road to bus stand at Klein's Department Store, and return over the same route.

- No. 55 From junction Audrey Lane and Deal Drive, over Deal Drive, Kennebec Street, Owens Road, Iverson Street to Oakcrest Drive and return over the same route.
- No. 56 From junction Maryland Route 458 and Iverson Street, over Iverson Street, Wheeler Road, Wheeler Hills Road to Forest Hills Apartments and return over the same route.
- No. 57 From junction Southern Avenue and Wheeler Road, over Wheeler Road to junction Wheeler Hills Road and return over the same route.
- No. 58 From junction of 73rd Avenue and Maryland Route 202, over Maryland Route 202 to Prince Georges Community College and return over the same route.
- No. 59 From junction of St. Clair Road and Keith Street, over Keith Street, 28th Avenue to Iverson Street and return over the same route.
- \* No. 60 From junction of Maryland Route 450 and Moylan Drive, over Moylan Drive, Millstream Drive, Margin Way, Chalford Lane, Old Chapel Road, Race Track Road, Cheswood Lane, Clearfield Drive, Mercer Drive, Millstream Drive, Stoneybrook Drive to Stonehaven Drive and return over the same route.

(B) Between points within the District of Columbia, west of the Anacostia River and points within the District of Columbia, serving all intermediate points as follows:

- (1) Along Pennsylvania Avenue, S.E., east of Anacostia River to Southern Avenue
- (2) Along 38th Street, S.E., from Pennsylvania Avenue, S.E., to Suitland Road, S.E.
- (3) Along Suitland Road, S.E., from 38th Street, S.E., to Southern Avenue.
- (4) Along Southern Avenue from Branch Avenue to Benning Road, S.E.
- (5) Along Alabama Avenue, S.E., from 38th Street, S.E., to Bowen Road, S.E.
- (6) Along Bowen Road, S.E., from Alabama Avenue, S.E., to Southern Avenue.
- (7) Along Benning Road, S.E., from Southern Avenue to Hanna Place, S.E.
- (8) Along Hanna Place, S.E., from Benning Road, S.E. to H. Street, S.E.
- (9) Along H Street, S.E., from Hanna Place, S.E., to Alabama Avenue, S.E.
- (10) Along Alabama Avenue, S.E., from H Street, S.E. to Hillside Road, S.E.
- (11) Along Hillside Road, S.E., from Alabama Avenue, S.E. to Benning Road, S.E.
- (12) Along Ridge Road, S.E., from Bowen Road, S.E. to Southern Avenue.

(C) Between points within the District of Columbia, west of 60th and East Capitol Streets, N.E. and points within the District of Columbia, serving all intermediate points as follows:

- (1) Along East Capitol Street from 60th Street, N.E., to Southern Avenue.
- (2) Along 63rd Street, N.E., from Southern Avenue to Eastern Avenue.
- (3) Along Southern Avenue from 63rd Street, N.E., to Eastern Avenue.
- (4) Along Eastern Avenue from 63rd Street, N.E., to Southern Avenue.
- (5) Along Eastern Avenue from Addison-Chapel Road to Kenilworth Avenue.