

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 786

IN THE MATTER OF:

Served March 6, 1968

Application of D. C. Transit)
System, Inc., for Route)
Authorization to Combine)
Routes U3 and U5 with the)
Benning Line.)

Application No. 465

Docket No. 168

APPEARANCES:

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

GERALD HERZ, attorney for the 55th Street Neighbors
Club, protestant.

D. C. Transit System, Inc., filed an application for route authorization for permission to combine its Routes U3 and U5 with its Benning Line, as more particularly described in the application and in Order No. 777. A protest against operations over 55th Street, S. E., Washington, D. C., was filed by numerous residents living there who had organized as the 55th Street Neighbors Club.

The matter was set for hearing on February 23, 1968, before an examiner. Notice of the application and hearing was given as prescribed by the Commission.

Basically, what applicant seeks herein is a tying together of two shuttle operations, at the end of a main route. The Benning Line provides service from downtown Washington over Benning Road to its intersection with 34th Street. One shuttle service (U3) operates in the weekday rush hour between the terminal near the intersection of 34th Street and Benning Road and an area known as Marshall

Heights. The other shuttle service (U5) operates from the same terminal to the area known as Mayfair-Parkside; it also is limited to weekday rush hours. Passengers going to or from these areas must transfer to the Benning Line at the intersection of 34th Street and Benning Road.

The applicant proposes to institute direct service into the Marshall Heights-Mayfair areas by two new routes: the U6 operating between downtown Washington and Marshall Heights and the X7 operating between downtown Washington and Mayfair-Parkside. Also, Saturday and Sunday service will be initiated.

At the commencement of the hearing, the applicant moved to amend its application, in order to remove its operations from 55th Street. The amendment motion was based on a stipulation between the applicant and the protestant that, in their joint opinion, service was not needed over 55th Street. The application, as amended, would route the Marshall Heights service over the existing line to Central Avenue and 54th Street. Instead of turning right on Central Avenue and thence to 55th Street, the service would turn left on Central Avenue, thence to East Capitol Street and continue over the existing routing to downtown Washington.

Service over (1) Anacostia Avenue between Benning Road and Clay Street, (2) Clay Street between Anacostia Avenue and 34th Street, and (3) 34th Street between Clay Street and Benning Road would be discontinued. However, this service was established only to provide a turnaround for Routes U3 and U5. As the new service will be direct, the turnaround will not be needed; correspondingly, the service over the above access streets will no longer be useful or needed.

The examiner granted the motion to amend the application.

A company official testified that numerous requests had been made for the institution of all day-direct service into the two areas served by the shuttle operations. Moreover, since the institution of the shuttle services, both areas have been extensively developed, with a corresponding increase in population.

The applicant has represented that the proposed service will require only one additional vehicle in the A.M. period, and no additional vehicles in the P.M. period. It states that its existing fleet is adequate to meet this requirement.

Based upon the evidence adduced, the Commission finds that the applicant is fit, willing and able to provide the service it seeks to render, and that the proposed transportation is and will be required by the public convenience and necessity. Accordingly, the application, as amended, should be granted.

THEREFORE, IT IS ORDERED:

1. That the application of D. C. Transit System, Inc., for a route authorization to combine its Routes U3 and U5 with the Benning Line, such service to be known as Routes ~~U6~~ and ~~X7~~, respectively, be, and it is hereby, granted.

2. That Route Authorization No. 3-68, as attached hereto and made a part hereof, be, and it is hereby, granted.

3. That Route Authorizations No. 2-66 (U3) and No. 12-67 (U5) and WMATC File Nos. 104 and 107 be, and they are hereby, cancelled and set aside.

4. That this order become effective upon date of issuance.

BY DIRECTION OF THE COMMISSION:



MELVIN E. LEWIS
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization No. 3 - 68

IN THE MATTER OF:

March 6, 1968

Application of D. C. Transit)
System, Inc. for Authority to)
Combine its Routes U3 and U5)
with the Benning Line in)
Washington, D. C.)

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 combine its Routes U3 and U5, to be designated U6 and X2, respectively, and shall operate in the following manner:

Lafayette Square to Capitol View (Marshall Hts.)

Route U-6

Eastbound - Over regular U-6 route to the intersection of Central Avenue and 51st Street, S. E. thence, south on 51st Street and east on E Street to the terminal stand on the south side of E Street, west of 54th Street.

Westbound - From terminal stand, east on E Street, north on 54th Street, west on Central Avenue, west on East Capitol Street, thence over regular U-6 route.

Lafayette Square to Kenilworth Jct. (Mayfair-Parkside)

Route X-2

Eastbound - Over regular X-2 route to the intersection of Kenilworth Avenue and turnback road south of Deane Avenue, thence "U" turn through turnback road, south on service road of Kenilworth Avenue, west on Hayes Street, northerly on circular roadway of Mayfair Terrace, east on Jay Street and south on service road of Kenilworth Avenue to terminal stand on the west side of service road of Kenilworth Avenue, south of Jay Street.

Westbound - From terminal stand south on service road of Kenilworth Avenue, west on Hayes Street, northerly on circular roadway of Mayfair Terrace, east on Jay Street, south on Kenilworth Terrace, west on Hayes Street, south on Anacostia Avenue, east on Foote Street and south on Kenilworth Avenue, thence over regular X-2 route.

FOR THE COMMISSION:

Melvin E. Lewis

MELVIN E. LEWIS
Executive Director