

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 826

IN THE MATTER OF:

Served June 6, 1968

Application of W. V. & M. Coach)
Company, Inc., to Amend Certifi-)
cate of Public Convenience and)
Necessity to Extend Route 12-X.)

Application No. 491

Docket No. 174

By Application No. 491, filed March 29, 1968, Washington, Virginia and Maryland Coach Company, Inc., requests authority to amend its Certificate of Public Convenience and Necessity No. 4 to extend its Route 12-X as follows:

ROSSLYN-VIRGINIA SQUARE LINE (INTRASTATE) ROUTE 12-X
AND 12-B

DISCONTINUED PORTION: ROUTE 12-X

North Monroe Street between Fairfax Drive and Washington Boulevard, Washington Boulevard between Monroe Street and Clarendon Circle.

EXTENDED PORTION: ROUTE 12-B

Westbound - Over regular route to the intersection of North Fairfax Drive and North Monroe Street, thence West on Fairfax Drive, North on Glebe Road, West on 16th Street, North on Edison Street, West on 19th Road, South on George Mason Drive, and East on 19th Street to terminal stand on the south side of North 19th Street West of North Edison Street.

Eastbound - From terminal stand, East on 19th Street, South on Edison Street, East on 16th Street, South on Glebe Road, Easterly on Fairfax Drive, 10th Street and Wilson Boulevard to Clarendon Circle, thence southeasterly on Clarendon Circle, Washington Boulevard 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 May 13, 1968.

The proposed transportation will be conducted over streets located in the Commonwealth of Virginia. Intrastate and interstate passengers will be commingled on each vehicle. The intrastate transportation is exempt from the jurisdiction of this Commission; under Section 5(b) of the Compact, jurisdiction over such transportation remains under the aegis of the State Corporation Commission of Virginia. On May 13, 1968, that agency granted applicant authority to render the intrastate segment of the proposed transportation. Accordingly, our inquiry is confined to a determination of the need for the interstate segment.

Two witnesses, one representing the Arlington Hospital and another representing the Arlington Health and Welfare Council's Committee on Transportation, appeared and testified in support of the application.

The basic purpose of the service here in question is to provide adequate and convenient service to the Arlington County Hospital and the Arlington County Health Center. In our opinion, the proposed service is a constructive step in providing adequate service to the area's public facilities and will be responsive to a substantial public need.

Upon the evidence adduced, the Commission is of the opinion that the proposed service is and will be required by the public convenience and necessity and that the application should be granted.

THEREFORE, IT IS ORDERED:

1. That the application of W. V. & M. Coach Company, Inc., to amend Certificate of Public Convenience and Necessity No. 4 be, and it is hereby, granted.

2. That Certificate of Public Convenience and Necessity No. 4 be, and it is hereby, amended by incorporating First Revised Page 6, cancelling Original Page 6, as attached hereto and made a part hereof.

BY DIRECTION OF THE COMMISSION:

Melvin E. Lewis

MELVIN E. LEWIS
Executive Director

- No. 32 From junction Old Dominion Drive, (Virginia Highway 309) and Lee Highway (U. S. Highway 29-211), over Old Dominion Drive (Virginia Highway 309), to Great Falls Park, and return over the same route.
- No. 33 From junction Lee Highway (U. S. Highway 29-211), and George Mason Drive, over George Mason Drive to Yorktown Boulevard, thence over Yorktown Boulevard to Edison Street, thence over Edison Street to junction Little Falls Road, and return over the same route.
- No. 34 From junction Lee Highway (U. S. Highway 29-211), and Fairfax Drive, over Fairfax Drive to Westmoreland Street, thence over Westmoreland Street to Chain Bridge Road, (Virginia Highway 123), and return over the same route.
- No. 35 From junction U. S. Highway 29-211 and Shreve Street (Virginia Highway 649), over Virginia Highway 649 and/or Shreve Street to junction Virginia Highway 236, thence over Virginia Highway 236 to junction Backlick Road, thence over Backlick Road to junction Maple Street, thence over Maple Street to junction Virginia Highway 649, and return over the same route.
- No. 36 From junction Lee Highway (U. S. Highway 29-211) and Gallows Road to (Virginia Highway 650), over Virginia Highway 650 to junction Virginia Highway 709 (also known as Gallows Road), thence over Virginia Highway 709 to junction Virginia Highway 649, and return over the same route.
- No. 37 From junction Virginia Highway 123 and Glebe Road (Virginia Highway 120), over Glebe Road (Virginia Highway 120), to junction of Columbia Pike (Virginia Highway 244), thence over Columbia Pike (Virginia Highway 244), to junction of Walter Reed Drive, and return over the same route.
- *No. 37A From junction Glebe Road (Virginia Highway 120) and North 16th Street, over North 16th Street to junction Edison Street, thence over North Edison Street to junction 19th Road, thence over North 19th Road to junction George Mason Drive, thence over North George Mason Drive to junction 19th Street, thence over North 19th Street to junction Edison Street, and return over the same route.
- No. 38 From junction Glebe Road (Virginia Highway 120) and Little Falls Road, over Little Falls Road to Sycamore Street, thence over Sycamore Street to Little Falls Road, thence over Little Falls Road to Trinidad Street, thence over Trinidad Street to Williamsburg Boulevard, thence over Williamsburg Boulevard to junction Westmoreland Street, and return over the same route.