

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 829

IN THE MATTER OF:

Served June 18, 1968

Service Improvements by A. B. & W.) Docket No. 179
Transit Company, D. C. Transit)
System, Inc., WMA Transit Company)
and W. V. & M. Coach Company.)

On December 6, 1967, each of the regular route certified carriers under the jurisdiction of this Commission was directed to submit a report dealing with these specific problems:

1. Service to the newly expanded Southwest employment area
2. Transportation to suburban job opportunities
3. Circumferential routes between suburban areas

D. C. Transit System, Inc., was additionally ordered to report upon the need for improvements in its route structure within the District of Columbia.

The directive to the carriers carried a deadline date of January 15, 1968. Reports were filed by all carriers on that date. It would be well, at the outset, to summarize briefly these reports.

SUMMARY OF REPORTS FROM THE CARRIERS

A. B. & W. Transit Company

1. Southwest

This carrier reported that it has seven routes serving the Southwest employment area and, after studying the results of a very recent survey of employees who will be moving to that area this summer, has applied to this Commission for a route extension so that its Route No. 7 from Lincolnia can be brought closer into the area of the HUD building.

2. Suburban Jobs

The management of A. B. & W., limiting itself to the already existing travel patterns, appears satisfied that it is rendering a good and sufficient service between the central business district of Washington and the suburban areas which it serves to and beyond Alexandria. This carrier is willing to experiment with charter arrangements which would provide subsidized transportation of groups of employees from a central pick-up point in Washington to employment centers in the suburbs.

3. Circumferential Routes

As for circumferential routes between suburban areas, this carrier points to three such routes, one of them being a joint interline route with W. V. & M. Coach Company. A. B. & W. is presently considering new circumferential routes based on the recommendations of Sexton & Sexton Associates, who recently completed a survey for them.

4. Other Matters

This carrier pointed to the great possibilities for vastly improved service if the new reversible lanes on Shirley Highway were to be reserved for express buses. Management thinks that a rerouting of most of its buses onto such reserved lanes could make the entrance into the city so rapid as to attract many commuters away from their private cars. We might note in passing that the Commission is actively engaged at present in achieving this objective.

This company was also concerned about the undesirable effect on its service of non-transit vehicles parking in bus loading areas and about what it considered to be unfair competition by unauthorized persons who solicit passengers at certain bus stops away from the authorized carrier.

D. C. Transit System, Inc. - Original Report

1. Southwest

The response of this carrier to the Commission's directive was a short, generalized one. D. C. Transit

represented that it was ready to serve the Southwest employment area "when the need arises." It expressed a willingness to conform to suggestions that would emanate from a long range study now underway by outside consultants, but was concerned with the protection of each carrier's franchise rights -- anticipating legal constraints against the extension of suburban routes into new employment centers of Washington.

2. Suburban Jobs

This carrier's response on January 15, 1968, stated as a fact that it provides convenient transportation to the suburbs and "connects the central city with every employment center in the suburban areas served by D. C. Transit." It was definitely stated in this letter that if there is a problem in correlating the availability of unemployed personnel in the central city with unfilled jobs in the suburbs, the remedy does not lie with transportation.

3. Circumferential Routes

As for circumferential routes between suburban areas, this carrier's response was to the effect that it "utilizes every major circumferential and cross-county route in its suburban service area."

4. Route Structure

D. C. Transit stated that its present network of routes provides the "best integrated transportation to serve the demonstrated needs of the riders." The report pointed out that the company is participating in a demonstration project which has as one of its goals the determination of an optimal route structure for the city. This project, financed in part by HUD and in part by D. C. Transit, is aimed primarily at determining whether or not such a goal can be accomplished by the use of computer techniques. After the final route structure is developed -- and this is scheduled for September 1968 -- the task will still remain of giving effect to any changes that have occurred since the data on which the study is based were accumulated. It should be noted that this study gives no weight to potential transit users, being limited solely to data picked up in a 1966 riders' origin and destination survey.

5. Other Matters

D. C. Transit expressed concern about certain problems which it feels should receive the Commission's attention:

- (a) Bus shelters and benches at bus stops
- (b) Paving adjacent to bus stops
- (c) Elimination of on-street parking between 7 a.m. and 6:30 p.m. on major streets
- (d) More exclusive transit lanes during rush hours
- (e) More staggering of hours of employment

This company stated its "vigorous opposition to any proposal to burden the carriers with unnecessary research and planning studies as being adverse to the best interest of the public."

D. C. Transit System, Inc. -- Supplemental Report

After receiving all reports from the four carriers and after the Commission's staff and the Commissioners had evaluated the data submitted by the companies, specific attention was directed toward the particular difficulties involved in attempting to evaluate D. C. Transit's report. Accordingly, a lengthy critique was submitted by the Chairman of the Commission to D. C. Transit, with a March 11 deadline to provide specific answers and recommendations to effect service improvements forthwith.

On the subject of the Southwest area, the company was asked to direct its attention to the lack of direct service from city or suburban neighborhoods west of 7th Street, N. W., into the Southwest Employment Area. The company was asked to make itself fully aware of the willingness of the governmental agencies moving to the area to assist it in marketing a good transit service.

The company was cautioned against brushing aside its responsibilities, as the principal certificated carrier in this community, to work hand-in-hand with the proper government agencies attacking the urgent problem of hard core unemployment in the central city. Specifically, the company was asked to answer the question as to the extent to which buses which now run empty out to the beginnings of lines in the suburbs could be used to transport workers to suburban industrial areas before the bus begins its inbound commuter run.

The Commission referred back to a study performed by Sexton-Sexton Associates four years ago and directed the attention of the company to eight specific suggestions made by that study to change and improve certain specific routes in D. C. Transit's area of operations. These routes were not suggested or recommended for changes. They were merely listed as areas which appeared to be in need of change four years ago and which still appear to be in an unchanged status.

The President of D. C. Transit responded again on March 11, 1968.

In this letter he stated that D. C. Transit would file for necessary route changes in Southwest within thirty days. Such a filing was made by D. C. Transit on March 22, involving the extension of seven routes deeper into the Southwest area.

Once again, the President of this carrier listed route numbers showing what he considered to be ample service, operating counter-flow, through, no-transfer bus service between the center city and suburban employment areas via the major radial corridors. He pointed particularly to the disparity between the set fare for riding great distances of regular route transport and the ability of newly employed workers or unskilled workers to pay the tariff. Once more he said that his staff, working with the Montgomery County Office for Economic Development, analyzed the "known transportation needs" and "disclosed no necessity for creating or improving service."

The major point of the March 11 report by D. C. Transit to this Commission was devoted to a critique of the suggestions made in the Sexton-Sexton survey -- just as if these suggestions, generated four years ago and never implemented, were once again being suggested to the company.

This carrier listed service improvements that have been put into effect since 1964, and the list is impressive. It includes some fifteen separate route extensions and combinations of routes.

On balance, the major difficulties with this carrier's report lie in two particular areas:

- (a) The company will not accept the value of through service. In every analysis made by the company in its reports, the rationale for not extending a particular route was based upon the fact that it would be duplicative of an intersecting route; in other words, if an area could be reached by transfers, there was no interest on the part of the carrier to extend routes originating elsewhere into that area -- regardless of whether or not the basic origin of the persons destined for that area was in a locality different from where the direct route originated.
- (b) The company did not discuss the inadequacy of its fleet size to render all the service required of it.

WMA Transit Company

1. Southwest

This carrier, operating out of Prince George's County and mainly through the Southeast quadrant of the City, indicated its eagerness to extend its lines into the Southwest area. The company is prepared to go down 7th Street, S. W. and as far over as 12th and D Streets, S. W. Many of the specific reroutings and extensions suggested by this carrier were based on studies made in cooperation with members of the Southwest Transportation Committee chaired by Mr. I. Jack Gural of General Services Administration. The President of WMA Transit Company premised all of his suggestions on his ability to secure the required authorizations to extend his lines into the new Southwest Employment Area.

2. Suburban Jobs

WMA Transit Company, in its response, pointed out that it is already serving some passengers who travel from the Kenilworth and Fairmont Heights area directly to Prince George's Hospital and Greenbelt. It went on to discuss its willingness to service a two-way operation between Capital Plaza Shopping Center in Prince George's County and downtown Washington; this carrier is interested in making full use of buses presently running one-way in commuter service to pick up opposite flow passengers before and after commuter requirements are satisfied.

3. Circumferential Routes

On the subject of circumferential routes between suburban areas, this carrier stressed the obvious advantage of radial routes aimed into and out of the Central Business District of Washington. However, it offered two specific proposals for cross-county circumferential routes. These would operate between Eastover and Beltway Plaza by way of Seat Pleasant, Capital Plaza and Kenilworth Avenue; the second route would go by way of Prince George's College in Largo and NASA. These routes would tie together potentially important traffic generators such as Cafritz Hospital, Marlow Heights Shopping Center, the Cheverly Industrial Area, the Census Bureau, Carrollton, and the Central Industrial Park on Ritchie Road.

W. V. & M. Coach Company

This carrier, which is a subsidiary of D. C. Transit System, Inc., operates from the Northwest quadrant of the City into Arlington, Virginia and beyond.

1. Southwest

As far as the Southwest Employment Area is concerned, W. V. & M. proposed that it should extend some 30 trips there "when the need arises." This carrier stated its concern that it might infringe upon the franchise rights of D. C. Transit System, Inc. The report also referred to the fact that the extensions, if made, would not create any "off-setting increases in revenues." No comment was made

concerning the possibility that the improved service to Southwest would result in a greater volume of bus patronage. The report pointed out that the extension of service would be required only until the subway system becomes operative, and therefore suggested that a subsidy arrangement was in order.

2. Suburban Jobs

W. V. & M. Coach Company "is not aware of any inadequacy of service to job opportunities in its outlying suburban area. . ." The company pointed to the resistance against payment of the established fare between Virginia and the District of Columbia. This company looks to government programs to subsidize transportation of hard core unemployed in the central city to suburban job opportunities in the Virginia suburbs.

3. Circumferential Routes

As for circumferential routes between suburban areas, this carrier has done some studies on the subject for the Fairfax area, working with the Fairfax County Chamber of Commerce. W. V. & M. Coach Company listed three suggested routes. One such route would run from Culmore through Seven Corners, Tysons Corner and McLean; this route would connect with A. B. & W.'s terminal at Culmore. The second route would pick up at A. B. & W.'s terminal in Annandale and go past Fairfax Hospital and Vienna to Tysons Corner. The third route would traverse Old Chain Bridge Road and Lee Highway, beginning in Annandale and terminating at the CIA Building, intersecting an A. B. & W. route in Annandale and a D. C. Transit route in Langley.

The President of this carrier estimated that the cost of maintaining these three routes would be one quarter of a million dollars a year and he did not believe that this kind of revenue would be generated through the fare box.

4. Other Matters

W. V. & M. Coach Company emphasized that the carriers' hope for the immediate future lies in the following areas:

- (a) Opening more free fringe parking lots
- (b) Construction of passenger shelters at terminal points (cost to be borne by the community)
- (c) Reserved bus lanes (M Street, K Street, and Constitution Avenue)

It was the opinion of this carrier that the public and the carriers should not be burdened with additional costs of "planning and studies" beyond what has already been done.

DISCUSSION

The Commission has a responsibility under Article II of the Washington Metropolitan Area Transit Regulation Compact to consider "the regulation and improvement of transit and the alleviation of traffic congestion within the Metropolitan District on a coordinated basis, without regard to political boundaries within the Metropolitan District. . ."

Specifically, under Article XII, Section 4(e) of the Compact, the Commission is empowered to "require any persons subject to this Act to extend any existing service or provide any additional service over additional routes within the Metropolitan District. . ."

Under the same Article, Section 7(d) permits the Commission, upon its own initiative, to "establish through routes and joint fares subject to this act. . ."

Recognizing these responsibilities, the Commission has studied and discussed a number of possible service improvements. Further focussing and sharpening our attention, we directed the carriers to make the reports described above on certain specific subjects. On certain of these subjects, we are now in a position to move from the sphere of study to that of action. In other areas, we will press forward with further study, with the objective of action as soon as is proper and feasible.

SERVICE TO THE SOUTHWEST EMPLOYMENT AREA

The need for action to improve service to the rapidly growing Southwest Employment Area has been apparent for some time. For instance, the Commission is advised that, in addition to the employees presently feeding into the Southwest area, there were 400 more employees reporting for duty on May 6, 250 more on May 13, 340 more on May 20, and 400 additional employees on May 27. By July 1, the cumulative total of additional employees in Federal office buildings in the area will reach 3,310, and by the end of August of this year, 4,200. The carriers' reports have crystallized a response to the need for service and we can now look toward instituting new routes. The specifics of that service are discussed below.

A. B. & W. Transit Company -- This company applied to the Commission to extend Route 7, the Lincolnia Line, two additional blocks into the Southwest Employment Area. The application was granted by Order No. 816.

Testimony at the hearing on this application revealed that, while the carrier's change in its Route 7 was desirable, more service is necessary.

The Commission finds, based upon questionnaires circulated by the Southwest Area Transportation Working Subcommittee, and based upon recommendations of the consultant engaged by that Subcommittee, working in conjunction with the Engineering Staff of the Washington Metropolitan Area Transit Commission, that additional lines should possibly be run into the Southwest Employment Area by A. B. & W. These additional lines are detailed in Appendix A attached to this Order.

The Commission will accordingly direct this carrier to show cause why it should not be ordered to institute this additional service.

D. C. Transit System, Inc. -- This carrier applied on March 22 for permission to extend seven lines into the Southwest Employment Area.^{1/} With these line extensions, signif-

^{1/} Route No. 70 from Silver Spring Terminal, Route L-3 via Connecticut Avenue, Route S-3 via 16th Street, Route D-1 from Glover Park, Route D-3 via MacArthur Boulevard, Route 33 via Wisconsin Avenue, and Route N-3 via Massachusetts Avenue.

icantly improved service will be available from areas west of Seventh Street, N. W. This request was processed by the Commission and granted April 23, 1968.

Upon the basis of the studies and recommendations mentioned above, the Commission finds that the need apparently exists for direct service from other areas not covered in the seven applications of D. C. Transit. These are set out in detail in Appendix B attached to this order.

D. C. Transit will be directed to show cause why it should not be ordered to institute the additional service set out in Appendix B.

WMA Transit Company -- This carrier has applied to the Commission for certificate changes permitting it to extend ten major routes into the Southwest Employment Area.^{2/} Hearings on these applications have been completed and the Commission has the matter under active consideration.

W. V. & M. Coach Company -- This carrier has not yet applied for any changes of any kind to recognize the need to properly service the Southwest Employment Area, although it had indicated in its report that it recognized the possibility of extending some 30 trips into that area.

The Commission finds that, based upon the studies and recommendations mentioned above, the public convenience and necessity apparently requires direct service on W. V. & M. Coach Company lines into the Southwest Employment Area. Such service is outlined in Appendix C attached to this Order.

W. V. & M. Coach Company will be directed to show cause why it should not be ordered to institute the additional service set out in Appendix C.

^{2/} Route A from Capital Plaza, Route B from North Forestville, Route D from Marlow Heights, Route H from Marlow Overlook, Route J from Ritchie Store, Route K from Andrews Field, Route R from Greenbelt, Route S from Fairfax Village, Route T from Belair-Section T-1, and Route W from Heather Hill.

TRANSPORTATION TO SUBURBAN JOB OPPORTUNITIES

The responses of the carriers on this subject were not entirely satisfactory. Almost no concrete action to deal with this problem was proposed. This is due in some measure, we are sure, to the complex nature of the problem. Attacking the problem of linking suburban job opportunities with inner city residents involves more than a transportation problem. The job availabilities must be identified and the potential workers must be obtained and their locations fixed. While the carriers can, and must, participate in this process, it requires some action which is beyond their scope.

Fortunately, a means of coping with this problem is being worked out. This Commission has been working with the area Council of Governments (COG) and other interested parties on a proposed demonstration project to improve transportation to suburban jobs. That project is going forward. The carriers' reports indicate their willingness to do their part in solving this important urban problem. We believe that the best means of continuing our attack on the problem is within the framework of the proposed demonstration project. Accordingly, we will instruct the Commission staff and the carriers to cooperate fully in these efforts.

CROSS-COUNTY SERVICE

A. B. & W. Transit Company -- This carrier stated in its report that it is presently considering new circumferential routes, but furnished no details.

A number of circumferential routes are set forth in Appendix D.

A. B. & W. Transit Company will be directed to show cause why it should not institute the service set out in Appendix D.

D. C. Transit System, Inc. -- The Commission, after studying D. C. Transit's reports regarding cross-county routes in Montgomery County, does not believe that those reports deal adequately with the problem.

The Commission therefore has determined to undertake its own inquiry, and will order its staff to engage consultants in order to conduct an immediate independent investigation to determine the additional service required to up-grade the transportation network in Montgomery County to a more desirable level. The costs of this investigation will be assessed in a future order against D. C. Transit System, Inc.

WMA Transit Company -- This carrier in its report to the Commission, proposed two different circumferential routes in Prince George's County between Eastover Shopping Center and Beltway Plaza. These routes are outlined in Appendix E.

The Commission will accordingly direct WMA Transit Company to show cause why it should not be ordered to institute the additional service set out in Appendix E.

W. V. & M. Coach Company -- This carrier, in its report to the Commission, described three circumferential routes. These routes are among those set forth in Appendix F.

The Commission will direct this carrier to show cause why it should not institute the additional service shown in Appendix F.

IMPROVEMENT IN ROUTE STRUCTURE WITHIN THE DISTRICT OF COLUMBIA

This aspect of the overall problem of transit improvement, the Commission finds, has not been met head-on by D. C. Transit in its reports to this Commission. Admittedly, it is a complex problem and one that requires an imaginative approach to the transit needs of the nation's Capital.

Repeatedly, over the last several years, questions have been raised concerning possible improvements in the route structure of D. C. Transit. Consultants have made studies resulting in recommended changes, many of which have never been acted upon. On the basis of this history

and because we felt that D. C. Transit, like any business, could profit from a searching look at its existing operations, the Commission directed D. C. Transit to report on possible improvements in its route structure. It was our feeling that the company has the background, the ability and the expertise to assess this problem as well as any outsider could do, provided that it was willing to address itself to the task with an open mind. The company's response was disappointing, however. Its initial report essentially took the position that everything was being done perfectly. Its supplemental report confined itself to a lengthy exposition of reasons why it could not make certain specific improvements, to which its attention was directed by the Commission's letter of February 26, 1968.

We remain convinced that the D. C. Transit System could profit from a thorough review of its existing routes and we do not believe that the reports filed with us reflect such a review. Hence, we will undertake our own investigation. This will be conducted in two phases. We have for some time been involved in a study being conducted under a HUD Demonstration Grant which is exploring the use of computers in improving D. C. Transit's routing and scheduling. We are informed that this study will produce specific recommendations for route changes and improvements within the next several months. We will in the meantime lay the groundwork for prompt action on the findings of this study when they become available to us.

The other phase of our investigation on D. C. Transit's route structure will involve an immediate inquiry into a limited number of possible route changes that, in our opinion, bear immediate inquiry. One of these routes deserves special mention. A local newspaper recently undertook to determine the riding time required for certain persons residing in Southeast Washington to travel to work sites, particularly as domestic help in the far Northwest area of the city. Lengthy travel times appeared to be involved. We think it would be a worthwhile experiment to determine whether improved transportation for these persons is economically feasible. To make such a determination, new limited stop/express routes have been devised and are described in Appendix G.

D. C. Transit will be directed to show cause why it should not be ordered to institute the service outlined in Appendix G beginning July 22, 1968, for a 180-day experimental period, with reports to this Commission showing the revenue and expenses of this type of cross-town experimental service. To the extent the service is not self-supporting, and only upon further order of the Commission, we will direct the use of a portion of the riders' fund established by our Order No. 773. It was precisely for such purposes as this that we directed the establishment of this fund.

In connection with the above findings, the Commission is aware that certain route changes and extensions set out in Appendixes A through G may involve the necessity of changing carriers' Certificates of Public Convenience and Necessity, and all carriers are, accordingly, put on notice. It is also recognized, as duly noted in Appendixes D and F, that the intra-Virginia routes there outlined are under the jurisdiction of the Virginia State Corporation Commission. However, this Commission is concerned with the routes outlined in Appendixes D and F to the extent that they affect interstate travel and constitute an integral part of the entire Metropolitan Washington area transportation network.

OTHER MATTERS

The Commission will pursue the objectives outlined in the foregoing sections as vigorously as it can. The carriers' reports have pointed out additional actions which could be taken by other government agencies to effect improvements in bus service. Some of these have considerable merit and, as discussed below, we will take the initiative in urging the agencies concerned to take appropriate action.

1. Reserved Bus Lanes

The Commission will write the Mayor - Commissioner of the District of Columbia asking that he establish as a matter of policy the use of reserved traffic lanes for buses wherever such lanes would be appropriate. We will further ask that he direct the very able Director of Highways and Traffic for the District of Columbia to work on a task force with Commission personnel, and other interested parties in determining the appropriate location for such lanes.

2. Improving Bus Stops

We will also ask the Mayor - Commissioner of the District of Columbia, as well as suburban jurisdiction officials, to take action to improve the physical amenities of bus stop areas. This would include action by the communities to install shelters at certain stops, as well as to install additional paving in some areas. Expenditure of community funds on such facilities would undoubtedly assist in making mass transit more attractive.

THEREFORE, IT IS ORDERED:

1. That A. B. & W. Transit Company, D. C. Transit System, Inc., and W. V. & M. Coach Company be, and they are hereby, made respondents to this proceeding and directed to show cause why additional service to the Southwest employment area should not be instituted forthwith, as set forth in Appendixes A, B, and C.

2. That A. B. & W. Transit Company, WMA Transit Company, and W. V. & M. Coach Company be, and they are hereby, made respondents to this proceeding and directed to show cause why the cross-county routes set forth in Appendixes D, E, and F should not be instituted forthwith.

3. That D. C. Transit System, Inc., be, and it is hereby, made a respondent to this proceeding and directed to show cause at a hearing on Monday, July 8, 1968, at 10:00 A.M., in the Hearing Room of the Commission, 1815 North Fort Myer Drive, Arlington, Virginia, why the routes outlined in Appendix G should not be authorized and service instituted thereon by July 22, 1968; provided, however, that in the event D. C. Transit concurs in the desirability of instituting such service on an experimental basis, and files an appropriate application for temporary authority on or before July 1, 1968, then said hearing shall be cancelled.

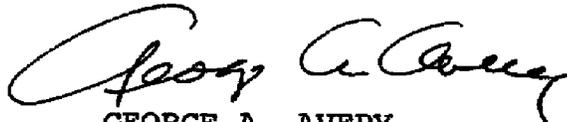
4. That A. B. & W. Transit Company, D. C. Transit System, Inc., WMA Transit Company and W. V. & M. Coach Company be assessed the costs of these proceedings.

5. That the staff of WMATC immediately engage qualified consultants to recommend routes and schedules that will give to the residents of Montgomery County and that portion of Prince George's County served by D. C. Transit an improved public transportation service. The cost of the work to be done by such consultants is to be assessed against D. C. Transit System, Inc.

6. That jurisdiction be retained in this proceeding over D. C. Transit System, Inc., to take appropriate action to effect changes and improvements in routes within the District of Columbia at such time as the Commission feels it has appropriate information to pursue further proceedings.

7. That the proceedings indicated herein, other than as described in paragraph 3, will be scheduled by subsequent order.

BY THE COMMISSION:

A handwritten signature in cursive script, appearing to read "George A. Avery".

GEORGE A. AVERY
Chairman

APPENDIX A

SOUTHWEST AREA RECOMMENDATIONS

A. B. & W.

Route 16A from Americana Fairfax via 14th Street Bridge to Southwest Area. From Americana Fairfax Apartments to Southwest Area via Annandale, Columbia Pike, Washington Boulevard, Shirley Highway, 14th Street Bridge and 14th Street, Independence Avenue, 7th Street, C Street, 6th Street, Maryland Avenue, 4th Street, C Street to terminal stand on C Street between 4th and 6th Streets and return.

Route 7B from Kent Lincolnia via 14th Street Bridge to Southwest Area. From Kent Lincolnia to Southwest Area via Quantrell Avenue, Beauregard Street, Southern Towers Apartments, North Fairlington, Shirlington, Shirley Highway, 14th Street Bridge and 14th Street, Independence Avenue, 7th Street, C Street, 6th Street, Maryland Avenue, 4th Street, C Street to terminal on C Street between 4th and 6th Streets and return.

Route 12A from Alexandria via 14th Street Bridge to Southwest Area. From Alexandria to Southwest area via Fairfax Street, King Street, West Street, Braddock Road, Cameron Mills Road, Chalfonte Drive, Old Dominion Boulevard, West Glebe Road, Russell Road, Mt. Vernon Avenue, Arlington Ridge Road, South 23rd Street, South Hayes Street, River House Apartments, Shirley Highway, 14th Street Bridge and 14th Street, Independence Avenue, 7th Street, C Street, 6th Street, Maryland Avenue, 4th Street, C Street to terminal stand on C Street between 4th and 6th Streets and return.

Route 11B from Bucknell via 14th Street Bridge, Southwest Freeway to 7th Street to 12th Street and Pennsylvania Avenue. From Bucknell Manor to Southwest Area via Belleview, George Washington Parkway, Washington Street, George Washington Parkway, 14th Street Bridge, Southwest Freeway, 7th Street, Pennsylvania Avenue, 12th Street to terminal stand and return.

Route 18 from West Springfield via 14th Street Bridge to Southwest Area. From West Springfield to Southwest Area via Springfield, Shirley Highway, 14th Street Bridge and 14th Street, Independence Avenue, 7th Street, C Street, 6th Street, Maryland Avenue, 4th Street, C Street to terminal stand on C Street between 4th and 6th Streets and return.

Note: The use of C Street between 6th and 7th Streets is recommended at the present time due to construction on D Street. When D Street is complete, it is recommended that service use D Street in lieu of C Street.

APPENDIX B

ADDITIONAL D. C. TRANSIT ROUTES TO SOUTHWEST MALL

1. Extend New Hampshire Avenue Express Line Route K-9 from 10th and E Streets to Southwest Mall as follows:

From 10th and E Streets, continue south on 10th Street, easterly on Pennsylvania Avenue, south on 7th, east on E Street, north on 6th, east on C Street, south on 3rd, east on D Street, south on 2nd, west on Virginia Avenue, north on 3rd Street to terminal stand south of D Street.

2. Extend New Hampshire Avenue Line Route K-4 the same as K-9.

3. Extend Montgomery Line Route O-5 from 9th and E Streets to Southwest Mall as follows:

From 9th and E Streets, continue south on 9th Street, easterly on Pennsylvania Avenue, south on 7th, east on E Street, north on 6th, east on C Street, south on 3rd, east on D Street, south on 2nd, west on Virginia Avenue, north on 3rd Street to terminal stand south of D Street.

4. Reroute Anacostia Express Route A-9 from South Capitol Street Free Fringe Parking Lot through Southwest Mall as follows:

From South Capitol and Freeway, over South Capitol, left on Canal Street, left on C Street, right on 7th to Constitution Avenue and regular route.

5. Reroute Anacostia Lines A-2, 4, 6, or 8 from Canal and C Streets through Southwest Mall the same as A-9.

6. Establish route from Seat Pleasant to Southwest Mall via East Capitol Street as follows:

Follow X-9 route via East Capitol Street Fringe Parking Lot, thence via C Street, North Carolina Avenue, East Capitol Street, around Lincoln Square, continue on East Capitol to First Street, S. E., right on Independence Avenue to 4th Street, S. W., right on C Street, left on 6th, right on D, right on 12th, left on C, to terminal stand at Department of Agriculture.

7. Establish route from Benning Road to Southwest Mall as follows:

Follow Benning Lines to Benning Road and Oklahoma Avenue, left on Oklahoma, right on C Street, bear left on North Carolina Avenue, and then same route as shown in paragraph 6 above.

8. Establish route from Hyattsville to Southwest Mall via Rhode Island Avenue as follows:

From Prince George's Plaza, right on Adelphi Road, continue on Queensbury Road, right on Baltimore Boulevard, left on Baltimore Avenue, Bladensburg Road, bear right on Maryland Avenue, bear right on Constitution Avenue to 4th Street, left to C Street, S. W., thence over same route as paragraph 6 above.

9. Extend Carter Barron Free Fringe Parking Lot service B-9 from 13th and Pennsylvania Avenue to S. W. as follows:

Easterly from 13th on Pennsylvania Avenue to 7th Street, South on 7th, east on E Street, north on 6th, east on C Street, south on 3rd, east on D Street, south on 2nd, west on Virginia Avenue, north on 3rd Street to terminal stand south of D Street.

APPENDIX C

Southwest Area Recommendations

W. V. & M.

NOTE: The use of C Street between 6th and 7th Streets is recommended at the present time due to construction on D. Street. When D Street is complete it is recommended that service use D Street in lieu of C Street.

Washington Boulevard Line

Route No. 2T

Tremont to S.W. Area

From Tremont to S. W. area via Lee Highway, Washington Street, Lee Highway, Washington Boulevard, Wilson Boulevard, Rosslyn, Constitution Avenue, 7th Street, C Street, 6th Street, Maryland Avenue, 4th Street, C Street to terminal stand on C Street between 4th and 6th Streets and return.

Lee Highway Line

Route No. 3-H

McLean to S.W. Area

From McLean to S. W. Area via Chain Bridge Road, Westmoreland Street, Fairfax Drive, Lee Highway, Rosslyn, Constitution Avenue, 7th Street, C Street, 6th Street, Maryland Avenue, 4th Street, C Street to terminal stand on C Street between 4th and 6th Streets and return.

Arlington Boulevard-Lee Highway Line

Route No. 6K

Fairfax to S. W. Area

From Fairfax Court House to S. W. Area via Main Street, Old Lee Highway, Arlington Boulevard, Constitution Avenue, 7th Street, C Street, 6th Street, Maryland Avenue, 4th Street, C Street to terminal stand on C Street between 4th and 6th Streets and return.

Glebe Road Line
Route No. 8H
McLean to S. W. Area

From McLean to S. W. Area via Old Dominion Drive, Glebe Road, Arlington Boulevard, Washington Boulevard, Shirley Highway, 14th Street Bridge, 14th Street, Independence Avenue, 7th Street, C Street, 6th Street, Maryland Avenue, 4th Street, C Street to terminal stand between 4th and 6th Streets, S. W.

Lee Highway Line
Route 3-E
East Falls Church to S. W. Area

From East Falls Church Fringe Parking Lot to S. W. area, express to Rosslyn, thence Constitution Avenue, 7th Street, C Street, 6th Street, Maryland Avenue, 4th Street, C Street, to terminal stand on C Street between 4th and 6th Streets and return.

APPENDIX D

Cross County Service

A. B. & W.

Kings Park-Springfield-Landmark Route

From Kings Park Shopping Center via Burke Lake Road, Rolling Road, Parliament Drive, Southampton Drive, Rolling Road, Old Keene Mill Road, Backlick Road, Edsall Road, Bren Mar Park, Lincolnia Road, Landmark Shopping Center, and return.

McLean-Tyson's Corner-Seven Corners-Alexandria Route

JOINT ROUTE WITH W. V. & M. COACH COMPANY

From McLean to Alexandria via Old Chain Bridge Road, Dolley Madison Boulevard, Tyson's Corner, Leesburg Pike, Falls Church, Seven Corners, Culmore, Seminary Road, Beauregard Street, Duke Street, Landmark Shopping Center, Duke Street, Washington Street, and return.

National Airport-Pentagon-Rosslyn Route

JOINT ROUTE WITH W. V. & M. COACH COMPANY

From National Airport to Rosslyn via State Highway #233, Jefferson Davis Highway, Crystal City, 15th Street, Fern Street, Army-Navy Drive, Hayes Street, Pentagon, Jefferson Davis Highway, Wilson Boulevard, Lynn Street to Rosslyn Circle and return.

NOTE: These routes are subject to the jurisdiction of the Virginia State Corporation Commission also.

APPENDIX E

WMA Circumferential Route CC-1

Eastover - Beltway Plaza via Seat Pleasant, Capital Plaza,
Kenilworth Avenue

Leave Eastover Shopping Center (South Capitol Street and Audrey Lane) via Audrey Lane, Deal Drive, Kennebec Street, Owens Road, Iverson Street, Southview Apts., Oakcrest Drive, Southern Avenue, Cafritz Hospital, Foreset Hills Apts., Wheeler Hills Road, Wheeler Road, Iverson Street, 28th Street, Keith Street, St. Clair Drive, Iverson Street, Silver Hill Road, Pennsylvania Avenue, Donnell Drive, Penn Mar Shopping Center, Donnell Drive, Marlboro Pike, County Road, Addison Road, Roosevelt Avenue, Eastern Avenue, Southern Avenue, 63rd Street, Roosevelt Avenue, Addison Road, Eastern Avenue, Kenilworth Avenue, Lydell Road, Shuster Drive, U-turn front of Macke Plant, Shuster Drive, Lydell Road, Pepsi Place, Prince George's County Hospital, Baltimore-Washington Parkway, Maryland Route 450, Cooper Lane, Capital Plaza Shopping Center, Maryland Route 450, Kenilworth Avenue, Calvert Road, Edmonston Road, Maryland Route 193 to Beltway Plaza.

WMA Circumferential Route CC-2

Eastover - Beltway Plaza via Prince George's College,
Capital Plaza, NASA

Leave Eastover Shopping Center (South Capitol Street and Audrey Lane), follow proposed route CC-1 to Penn Mar Shopping Center, then Marlboro Pike, Ritchie Road, Central Avenue, Maryland Route 202, Prince Georges Community College, Maryland Route 202, Prince Georges County Hospital, Maryland Route 202, 57th Avenue, Emerson Street, 58th Avenue, 57th Avenue, Maryland Route 450, Cooper Lane, Capital Plaza Shopping Center, Maryland Route 450, Riverdale Road, Auburn Avenue, Good Luck Road, Lamont Drive, Carrollton Parkway, 85th Avenue, Powhatan Street, 84th Avenue, 85th Avenue, Maryland Route 450, Telegraph Road, Maryland Route 193 to Beltway Plaza.

APPENDIX F

Cross County Service

W. V. & M. Coach Company

McLean-Tyson's Corner-Seven Corners-Alexandria

See Joint Route with A. B. & W. on Appendix D

Tyson's Corner-Annandale

From Tyson's Corner to Annandale via Dolley Madison Boulevard, Vienna, Cottage Street, Gallows Road, Fairfax Hospital, Annandale Road, to Annandale and return.

Annandale-CIA

From Annandale to CIA, via Annandale Road, Gallows Road, Lee Highway, Westmoreland Street, Old Chain Bridge Road, to CIA and return.

National Airport-Pentagon-Rosslyn

See Joint Route with A. B. & W. on Appendix D

NOTE: These routes are subject to the jurisdiction of the Virginia State Corporation Commission also.

APPENDIX G

D. C. Transit Routes from Southeast Washington
to Northwest Washington

BETWEEN FAIRFAX VILLAGE AND MACARTHUR BOULEVARD

Leave Fairfax Village, via Pennsylvania Avenue, Southern Avenue, Suitland Road, 38th Street, Alabama Avenue, Good Hope Road, 13th Street, Anacostia Bridge, M Street, 11th Street, K Street, Virginia Avenue, Southwest Freeway, cut off to 12th Street, north on 12th Street to K Street, west on K Street, continuing onto Whitehurst Freeway, left onto Canal Road, thence to MacArthur Boulevard to Loughboro Road. Return on same route to K Street over to 9th Street, N. W., south on 9th Street to H Street, east on H Street to 7th Street, south on 7th Street to freeway, to Virginia Avenue, to 11th Street, to Anacostia Bridge, to Good Hope Road, Alabama Avenue, to Fairfax Village.

Westbound - no alighting to 12th Street and Constitution Avenue, N.W.
Eastbound - no alighting to 9th Street and New York Avenue, N.W.

BETWEEN CONGRESS HEIGHTS AND 16TH STREET AND EASTERN AVENUE

Leave Southern and South Capitol Street, via Southern Avenue, Wheeler Road, Alabama Avenue, 5th Street, S. E., Nichols Avenue, W Street, 13th Street, Anacostia Bridge, M Street, 11th Street, K Street, Virginia Avenue, Southwest Freeway, cut off to 12th Street, 12th Street Expressway and 12th Street to Massachusetts Avenue, west on Massachusetts Avenue to 15th Street, north on 15th Street to merge into 16th Street, and 16th Street to Eastern Avenue. Return via 16th, Aspen, 14th, Iowa Avenue, Georgia Avenue, 7th Street, and back onto Southwest Freeway, Virginia Avenue, right onto 11th Street, Nichols Avenue, 5th Street, to Alabama Avenue, to Wheeler Road, Southern Avenue, to South Capitol Street.

Northbound - no alighting to 12th Street and Constitution Avenue, N.W.
Southbound - no alighting to Georgia Avenue and Irving Street, N.W.

BETWEEN STANTON ROAD AND WESTMORELAND CIRCLE

Leave 19th and Trenton Place, via 19th Street, Savannah Street, Stanton Road, Pomeroy Road, Morris Road, Nichols Avenue, W Street, 13th Street, Anacostia Bridge, M Street, 11th Street, K Street, Virginia Avenue, Southwest Freeway, cut off to 12th Street, out 12th Street to Massachusetts Avenue, west on Massachusetts Avenue to Dupont Circle, north on Connecticut Avenue to Calvert Street, west to Cleveland Avenue, out Cleveland to 34th Street, continuing on Reno Road, west on Fessenden Street to Wisconsin Avenue, right on Wisconsin Avenue to Friendship Heights terminal. Right on Western Avenue across River Road to Westmoreland Circle. Return route via Western Avenue to Friendship Heights terminal,

APPENDIX G

Page 2

left on Wisconsin Avenue, left on Fessenden Street, right on Reno Road, to 34th Street, to Cleveland Avenue, east on Calvert Street, right on Connecticut Avenue, to Dupont Circle, Massachusetts Avenue, to 9th Street, south on 9th Street to H Street, east on H to 7th Street, south on 7th Street to freeway and freeway to Virginia Avenue, to 11th Street, to Nichols Avenue, Morris Road, Pomeroy Road, Stanton Road, Trenton Place, to 19th Street.

Northbound - no alighting to 12th Street and Constitution Avenue, N.W.
Southbound - no alighting to 9th Street and New York Avenue, N.W.