

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 975

IN THE MATTER OF:

Served September 11, 1969

Petition of E. Michael Roll, )  
Mayor, City of District Heights, )  
Prince George's County, Maryland )  
to Terminate WMA Transit Company )  
Routes B and V at Kipling Parkway )  
and Marbury Drive. )

Docket No. 202

Order No. 674 of this Commission, effective February 13, 1967, authorized WMA Transit Company (WMA) to extend, in District Heights, Maryland, Routes B and V:

From junction of Mason Street and Kipling Parkway, over Kipling Parkway, Glendora Drive, Kipling Parkway to Mason Street and return over the same route.

Petitioner, in his official capacity, submitted Informal Complaint No. 1937 on June 5, 1969, claiming that Glendora Drive is too narrow to accommodate bus traffic. A public hearing was held on July 1, 1969.

The petitioner stated that although there had been no objection to the original institution of the Glendora Drive extension, soon after operation commenced both his office and the police department received complaints concerning it. Testimony was adduced from a member of the District Heights Police Department that at times buses are unable to proceed around a particular turn on Glendora Drive and the police have had to tow legally parked cars to enable the bus to proceed.

The Commission staff studied the route in question. The staff found that the northwestern corner of Glendora Drive is too narrow for buses to pass when cars are parked on both sides of the street. It also determined that beyond the junction of Kipling Street and Marbury Drive there are no streets on which a loop or turn-around could be made by a full-size bus.

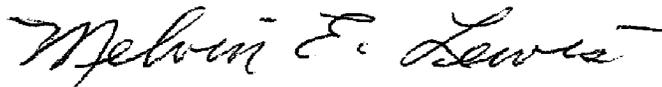
Several area residents have asked that service over Glendora Drive be continued, and traffic checks show that patronage more than pays for the out-of-pocket cost of the present additional mileage around the loop.

Considering the problems noted by the mayor, the police and the staff, we believe that the service should be terminated over Glendora Drive. Because of the turn-around problem, this means that the routes in question will not be able to be extended beyond the corner of Marbury Drive and Kipling Parkway. However, there are plans to extend Kipling Parkway north to link with Dumont Drive. If and when that happens, we will expect WMA to consider the possibilities of extending Routes B and V along Kipling Parkway, thus partially restoring the service we are herein terminating.

**THEREFORE, IT IS ORDERED:**

1. That the portion of WMA Transit Company Routes B and V, from the junction of Kipling Parkway and Marbury Drive, north on Kipling Parkway over Glendora Drive and thence south on Kipling Parkway to the junction with Marbury Drive be, and it is hereby, terminated.
2. That WMA Transit Company post notice of this change in all buses affected.
3. That Certificate of Public Convenience and Necessity No. 8 be, and it is hereby, amended by incorporation Eleventh Revised Page 8, cancelling Tenth Revised Page 8, as attached hereto and made a part hereof.
4. That this order become effective September 22, 1969.

BY DIRECTION OF THE COMMISSION:



MELVIN E. LEWIS  
Executive Director

- No. 45 From junction Volta Street and Varnum Street, over Varnum Street, Whitfield-Chapel Road, Maryland Route 704, Maryland Route 450, and Glenn Dale Road to Glenn Dale Sanitarium and return over the same route.
- No. 46 From Prince George's Hospital, over Hospital Drive, Baltimore-Washington Parkway, Maryland Route 450 and Capital Plaza Service Road to bus stand at Montgomery Ward and return over the same route.
- No. 47 From Washington, D. C., over city streets to Southern Avenue, thence over Maryland Route 4, Walters Lane, Section 1 Service Road, Section 2 Service Road, Keystone Lane, and Section 3 Service Road to Swimming Pool at Keystone Gardens Apartments and return over the same route.
- No. 48 From junction County Road and Foster Street, over Forster Street, 72nd Avenue, Gateway Boulevard, County Road, Walker Mill Road, Addison Road, Central Avenue, 78th Street, Canyon Drive, 75th Street, Franklin Drive, 78th Street to Central Avenue and return over the same route.
- No. 49 From Washington, D. C., over city streets to the Baltimore-Washington Parkway, thence over Baltimore-Washington Parkway, South Way, Crescent Drive, Maryland Route 201, Maryland Route 193, Edmonston Road, Springhill Drive, Springhill Terrace, Springhill Lane, Breezewood Drive, Maryland Route 193, Baltimore-Washington Parkway to Washington, D. C., and thence over city streets to terminal.
- No. 50 From junction of Ridge Road and South Way, over Maryland Route 193 to Goddard Space Flight Center and return over same route.
- No. 51 From junction Maryland Route 450 and Maryland Route 3 over Maryland Route 3, Belair Drive, Kembridge Drive, Kenhill Drive, to Maryland Route 197, and return over the same route.
- No. 52 From junction Maryland Route 450 and 57th Avenue, over 57th Avenue, Emerson Street, 58th Avenue, 57th Avenue to Maryland Route 450 and return over the same route.
- No. 53 From junction of Southern Avenue and South Capitol Street, over Maryland Route 210 to the Prince Georges-Charles County Line and return over the same route.
- \*No. 54 From junction of Mason Street and Kipling Parkway, over Kipling Parkway, U turn on Kipling Parkway at Marbury Drive to Mason Street and return over same route.