

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1138

IN THE MATTER OF:

Served June 7, 1971

Application of WMA Transit	)	Application No. 671
Company for Permanent Authority	)	
to Operate Route X Between	)	Docket No. 226
Laurel, Maryland and Washington,	)	
D. C.	)	

By Application No. 671, filed on December 17, 1970, WMA Transit Company (WMA) sought to amend its WMATC Certificate of Public Convenience and Necessity No. 8 to add authority to operate between Laurel, Maryland and Washington, D. C. WMA proposed to operate one round trip each day over the following route:

From Laurel to Farragut Square

Commencing at Cherry Lane and U. S. Highway Route 1 (Laurel Shopping Center), thence via U.S. Highway Route 1, Maryland State Route 198, Irving Street, Maryland State Route 197 (Bowie-Laurel Road), Briarcroft Lane, Briarwood Road, Contee Road, Maryland State Route 197, cut-off to southbound Baltimore-Washington Parkway, Baltimore-Washington Parkway, Kenilworth Avenue, cut-off to East Capitol Street, East Capitol Street Bridge, C Street, N.E.; North Carolina Avenue, N.E.; Constitution Avenue, N.E.; 3rd Street, N.W.; C Street, S.W.; 6th Street, S.W.; D Street, S.W.; thru S.W. Bus Terminal, D Street, S.W.; 12th Street, S.W.; Independence Avenue, S.W.; 14th Street, S.W.; H Street, N.W.; Connecticut Avenue, N.W., to Terminal Stand south of Farragut Square.

From Farragut Square to Laurel

Commencing at Terminal Stand on Connecticut Avenue south of Farragut Square, thence via Eye Street, N.W.; 14th Street, N.W.; Independence Avenue, S.W.; 12th Street, S.W.; D Street, S.W.; thru S.W. Bus Terminal, D Street, S.W.; 6th Street, S.W.; C Street, S.W.; 4th Street, S.W.; Independence Avenue, S.W.; Pennsylvania Avenue, S.E.; Independence Avenue, S.E.; East Capitol Street Bridge, cut-off to northbound Kenilworth Avenue, Kenilworth Avenue, Baltimore-Washington Parkway, cut-off to Maryland State Route 197, Maryland State Route 197, Contee Road, Briarwood Road, Briarcroft Lane, Maryland State Route 197, Irving Street, Maryland State Route 198, U.S. Highway Route 1 to Cherry Lane (Laurel Shopping Center).

WMA had received 180-day temporary authority, the statutory maximum, to operate between Laurel, Maryland and Washington, D. C., by Order No. 1044, issued May 27, 1970. The instant application was filed just two days before the end of that temporary authority, along with a request for additional temporary authority.

In Order No. 1115, issued January 4, 1971, we refused to grant further temporary operating rights and set Application No. 671 for public hearing. Greyhound Lines, Inc. (East) appeared as a protestant, and Safeway Trails, Inc. and a representative for residents of Briarcroft-Briarwood community appeared as intervenors.

WMA presented the Executive Director of the Greater Laurel Area Chamber of Commerce and a representative of the Mayor of Laurel, both of whom testified as to the benefits to Laurel of having the new service. WMA's proposed route would operate from Laurel via Maryland Highway 197, an area of recent rapid growth served during the 180-day temporary operation. However, while the temporary service was routed via the Federal Triangle to Farragut Square in Washington, the proposed route would be routed via Capitol Hill, the Southwest Employment Center and the Federal Triangle to Farragut Square. WMA offered testimony on the increasing

employment density of the new areas to be served, and emphasized that there is no direct service to these areas from Laurel. In particular, the Southwest complex will soon offer employment for 80,000 persons, and approximately 50,000 persons are already employed there. This fact, combined with the more than 30,000 employees in the Federal Triangle, serves to present a prima facie showing of need for mass transit service to and from a burgeoning residential area.

All three formal parties were, at least in part, opposed to the new service. The representative of Briarcroft-Briarwood supported the concept of the service but objected to use of Briarcroft Lane and Briarwood Drive which are, he stated, inadequate for bus service. WMA expressed willingness to forego use of those streets, which would have little effect on the overall desirability of the route, and in fact, make service to downtown more direct.

Greyhound and Trailways both operate between Laurel and downtown Washington, and both opposed the application alleging it would constitute an unnecessary, destructively competitive service. Trailways provides service along Maryland Route 198 through Laurel, then over U. S. Route 29 through Silver Spring, to its District of Columbia terminal at 12th and Eye Streets, N.W. At hearing Trailways' Vice President in charge of traffic admitted that as the two routes serve different areas of Washington, the only diversion Trailways would suffer would come from present Trailways passengers who now transfer from Trailways to another carrier to reach their place of employment. No showing was made as to the extent of such diversion.

The Greyhound presentation was more substantial. When WMA first evidenced an interest in serving the Route 197 corridor in early 1970, Greyhound, which has been a long-time operator of substantial Laurel-Washington service via U.S. Route 1, immediately scheduled two daily Washington round trips along Route 197. When WMA's 180-day service ceased, Greyhound extended several Washington-Laurel round trips beyond its downtown Washington terminal at 11th and New York Avenue, to Farragut Square. Greyhound's evidence showed a strong and growing operation between the Route 197 area in

Laurel and the downtown and Farragut Square areas of Washington, which was being carefully monitored and adjusted to provide excellent service. Public witnesses, including former WMA patrons, spoke favorably of Greyhound service and stated that they would not switch to the more circuitous service to Farragut Square proposed in Application No. 671.

Judging this evidence as a whole, we can find little need for any additional service from the Route 197 corridor to Farragut Square. On the other hand, we believe that there is a need for direct service from Laurel to other employment centers in Washington, specifically, Capitol Hill, the Southwest Employment Center, and the Federal Triangle. There is no direct existing service between Laurel and these points, and it is both advantageous and necessary for a local mass transit operator such as WMA to adjust its service to reflect shifting population concentrations, and to offer public transportation service to new and growing suburban areas. The 180-day service enjoyed slowly increasing patronage, and WMA testimony was that the new service would break even by carrying 46 daily one-way passengers, a level of patronage it expected to reach within a short period of time, based on requests for service from local residents.

Finally, both Greyhound and Trailways advanced the argument that they are entitled to be given an opportunity to provide any new services from Laurel to downtown Washington. Testimony disclosed, however, that neither company had taken any initiatives toward determining whether a need for such services exists, neither expressed any interest in providing the direct service to the Southwest herein proposed by WMA, neither had any plans to explore the matter further, and neither company made any showing on the question of diversion, if in fact any would occur. We can therefore see no reason to give either company preference over WMA for offering additional services and destinations to the residents of the Laurel area, and we shall allow WMA to institute Route X between Laurel and the Federal Triangle via Capital Hill and the Southwest Employment Center, but without using Briarcroft Lane and Briarwood Drive. The fare proposed by

WMA for Route X was equal to that charged Bowie patrons, and as the two services are substantially similar, we will allow establishment of Zone 5 fares for all patrons beyond the intersection of Route 197 and the Baltimore-Washington Parkway.

THEREFORE, IT IS ORDERED:

1. That the Certificate of Public Convenience and Necessity No. 8 be, and it is hereby, amended by incorporating thirteenth revised page 9 cancelling twelfth revised page 9; original page 9A; and third revised page 10 cancelling second revised page 10 as attached hereto and made a part hereof.

2. That WMA Transit Company file on or before June 21, 1971, amendments to its tariff to reflect the institution of Route X with the area between Laurel Shopping Center and the Baltimore-Washington Parkway being subject to the Zone 5 fare.

BY DIRECTION OF THE COMMISSION:

  
DOUGLAS N. SCHNEIDER, JR.  
Executive Director

Attachment

- No. 55 From junction Aubrey 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, Maryland Route 197, Whitehall Drive, Old Chapel Road, Chelmont Lane, Clearfield Drive, Race Track Road, Cheswood Lane, Clearfield Drive, Mercer Drive, Millstream Drive, Stonybrook Drive to Stonehaven Lane and return over the same route.
- No. 61 From junction of Brinkley Road and the entrance roadway of Seven Oaks Farm Apartments, over the roadways of Seven Oaks Farm Apartments to Brinkley Road and return over the same route.
- No. 62 From Washington, D. C. over city streets to U. S. Route 50, thence over U. S. Route 50, Maryland Route 197, Tulip Grove Drive, Belair Drive, Sussex Lane to Stonybrook Drive and return over the same route.
- \*No. 63 From junction of Kenilworth and Eastern Avenues, over Kenilworth Avenue, Baltimore Washington Parkway, Maryland State Route 197, Maryland State Route 198, U.S. Highway Route 1 to Laurel Shopping Center at Cherry Lane and U.S. Highway Route 1 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.

(D) Between the Downtown Terminal and South Capitol Street at Firth Sterling Avenue on Mondays thru Fridays, holidays excepted, during the periods of day when passenger service on South Capitol Street at the parking lot is not provided by D. C. Transit System, Inc.

NOTE: The repetition of route description with respect to the highways over which operations are authorized herein shall not be construed as granting more than a single operating right over said highways.

(E) SCHOOL ROUTES: School children and teachers only, during officially scheduled school sessions over the following routes:

- 1 Between junction Pard Road and Southern Avenue, and Mount Calvary School via Southern Avenue, Marlboro Pike, 59th Avenue, Boundary Road, 60th Avenue, Marlboro Pike, Walker Mill Road, 69th Place, Nassau Street, 71st Avenue, Beltwood Street, County Road, Cabot Street, Delano Avenue, Marlboro Pike, Old Silver Hill Road, Kentucky Avenue, Maryland Avenue, Marlboro Pike, and Mount Calvary School Access Road.
- 2 Between junction Pard Road and Southern Avenue, and Mount Calvary School, via Southern Avenue, Fairhill Drive, Greenway Drive, 36th Place, Southern Avenue, Ellis Street, 49th Avenue, Harper Avenue, Service Road, G Street, Belt Road, Harper Avenue, 49th Avenue, Ellis Street, 52nd Avenue, Alton Street, Shadyside Avenue, Bromley Avenue, Lewis Avenue, Homer Avenue, Porter Avenue, Silver Hill Road, Old Silver Hill Road, Marlboro Pike, and Mount Calvary School Access Road.
- 3 Between junction Pard Road and Southern Avenue, and Mount Calvary School, via Southern Avenue, V Street, 53rd Avenue, Alton Street, Shadyside Avenue, Bennett Avenue, Houston Road, Dowell Lane, Wyngate Road, Lakewood Road, Brookfield Drive, Shadyside Avenue, Davis Avenue, Porter Avenue, Silver Hill Road, Old Silver Hill Road, Marlboro Pike and Mount Calvary School Access Road.
- 4 Between junction Pard Road and Southern Avenue, and Mount Calvary School via Southern Avenue, Suitland Road, Arnold Road, Ewing Street, Suitland Road, Eastern Lane, Sunset Lane, Silver Hill Road, East Avenue, Taylor Avenue, Birkle Lane, Rupert Avenue, Norman Drive, Taylor Avenue, East Avenue, Logan Street, West Avenue, Silver Hill Road, Old Silver Hill Road, Marlboro Pike, and Mount Calvary School Access Road.
- 5 Between Mount Calvary School and Mount Calvary School, via Marlboro Pike, Old Silver Hill Road, Pennsylvania Avenue, Shadyside Avenue, Bennett Avenue, Gaylord Drive, Kendrick Road, Wyngate Road, Brookfield Road, Shadyside Avenue, Davis Avenue, Medora Drive, Brooks Drive, Silver Hill Road, Old Silver Hill Road, Marlboro Pike and Mount Calvary School Access Road.