

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1185

IN THE MATTER OF:

Served December 3, 1971

Application of Blue Lines, Inc., for Authority to Provide Regular Route Bus Service Between Montgomery Village, Maryland and Washington, D. C. and Between Washington, D. C. and Poolesville, Maryland.)	Application No. 702
Application of D. C. Transit System, Inc., to Amend Certificate of Public Convenience and Necessity No. 5 to Authorize the Extension of Routes Q-7 and Y-7.)	Application No. 704 Docket No. 231

On September 22, 1971, the Commission held a hearing in Docket No. 231, in the matter of Application No. 702 and Application No. 704. In Application No. 702, Blue Lines, Inc. requested permanent certificate authority for regular route service between Poolesville, Maryland; Montgomery Village, Maryland; and Washington, D. C. In Application No. 704, D. C. Transit System, Inc. (Transit) requested permission to extend its Routes Q-7 and Y-7 to Montgomery Village, Maryland, in the following manner:

GAITHERSBURG EXPRESS - ROUTE Q-7

11th & PENNSYLVANIA AVENUE, N. W. TO MONTGOMERY VILLAGE

DISCONTINUED PORTION - From the intersection of Frederick Avenue (Md. 355) and Summit Avenue, northeast on Summit Avenue, northwest on Brookes Avenue to its intersection with Frederick Avenue (Md. 355).

EXTENDED PORTION - From the intersection of Frederick Avenue (Md. 355) and Summit Avenue, continue Frederick Avenue (Md. 355), east on Montgomery Village Avenue, north on Centerway Road, west on un-named parking lot roadway in shopping center, south on Stedwick Road to Montgomery Village Avenue.

VEIRS MILL ROAD EXPRESS LINE - ROUTE Y-7

EXTENDED PORTION - From the intersection of North Washington Street and Montgomery Avenue, northwest on Montgomery Avenue, north on Route 70-S, east on Montgomery Village Avenue, north on Centerway Road, west on un-named parking lot roadway in shopping center, south on Stedwick Road to Montgomery Village Avenue.

The two applications were consolidated for hearing in Order No. 1154, issued July 19, 1971. That order, as amended by Order No. 1162, also granted Blue Lines, Inc., one hundred eighty (180) day temporary authority to operate service between Montgomery Village, Maryland and Washington, D. C. Protests to Application No. 702 were filed by D. C. Transit and Greyhound Lines, Inc. (East), and to Application No. 704 by Blue Lines, Inc.

At hearing, Blue Lines amended its application to request the following permanent authority:

Passenger vehicles, passengers and their baggage, express and newspapers in the same vehicle with passengers from Quince Orchard, Maryland, over Maryland Highway 124 to junction Quince Orchard Road, thence over Quince Orchard Road to Maryland Highway 355, thence over Montgomery Village Road to Stedwick Road to Montgomery Village Shopping Center, thence over Stedwick Road to Montgomery Village Road to junction Interstate 70-S to junction U. S. Highway 240, thence over Highway 240 to Washington, D. C., serving all intermediate points between Quince Orchard, Maryland and Washington, D. C.

Blue Lines, Inc., indicated in both its direct testimony and on cross-examination that it intends, under its amended application, to restrict the pick-up and discharge of passengers in Maryland to Quince Orchard Shopping Center, located at the intersection of Route 28 and Route 124; along Route 124, Quince Orchard Road, including the community of Diamond Farms; and Montgomery Village Avenue and Stedwick Road, including Montgomery Village Shopping Center.

It also indicated that it intends to discharge passengers on the inbound run and pick-up passengers on the outbound run at the National Institutes of Health in Bethesda, Maryland.

As a result of the Blue Lines amendment and the additional clarification of it that emerged from the cross-examination of the Blue Lines witness, the three bus companies involved took the following action: Transit and Blue Lines withdrew their respective protests to each other's application. Greyhound Lines (East), after ascertaining from Blue Lines the intended pick-up and discharge points in Maryland, withdrew its protest to the application filed by Blue Lines.

The service proposed in both applications would provide service between Montgomery Village and the District of Columbia. Such service is now being provided under the grant of temporary authority to Blue Lines. The service proposed by the Blue Lines application would provide one daily round trip express between Montgomery Village and Washington, D. C. The inbound trip would depart from Montgomery Village at 7:10 A. M., after picking up passengers at Quince Orchard Shopping Center and Diamond Farms. The return trip would depart from the Dodge Hotel terminal in the District of Columbia at 5:00 P. M. Transit proposes to extend to Montgomery Village its Route Q-7, one inbound and one outbound trip per weekday and its Route Y-7, two inbound and two outbound trips per weekday. The routes to be extended by Transit also serve intermediate Maryland points in such areas as Rockville, Wheaton, and Silver Spring. Further, the service proposed by Transit would serve different locations within the District of Columbia than the service proposed by Blue Lines. Transit's Route Q-7, after

providing local service between Montgomery Village and various locations in Montgomery County, continues into the District along the 16th Street Corridor, eventually terminating at the Federal Triangle. Route Y-7, which terminates at the Southwest Mall Area, operates along the Georgia Avenue Corridor. Blue Lines, however, enters the District on Wisconsin Avenue and reaches its terminal at North Capitol Street and E Street by way of Massachusetts and Pennsylvania Avenues.

Mr. William N. Hurley, Jr., Director of Business Affairs for Kettler Brothers, the developer of Montgomery Village, testified about the expected growth of Montgomery Village. Montgomery Village, located north of Gaithersburg, Maryland, is a new expanding community with a present population of slightly over 6,000 people with a projected growth by 1978 to approximately 30,000. In addition, a number of residents of Montgomery Village testified at the hearing that the proposed service was both necessary and desirable. The Commission also has received numerous letters in support of the proposed service.

In these circumstances, we believe that the need for service to this new and growing suburban area has been amply demonstrated. Moreover, since the two applications propose different routes to and terminals within the District of Columbia, we believe that the demonstrated need can best be met by the granting of the applications of both carriers.

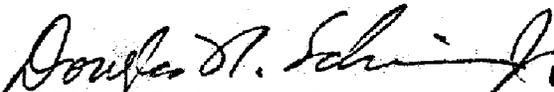
THEREFORE, IT IS ORDERED:

1. That Applications Nos. 702 of Blue Lines, Inc. and 704 of D. C. Transit System, Inc. be, and they hereby are, granted, effective December 13, 1971.
2. That the Certificate of Public Convenience and Necessity No. 5 of D. C. Transit System, Inc. be, and it hereby is, amended by incorporating Fifth Revised Page 3, Cancelling Fourth Revised Page 3 and Fifth Revised Page 4, Cancelling Fourth Revised Page 4, as attached hereto and made a part hereof.
3. That the Certificate of Public Convenience and Necessity No. 10 of Blue Lines, Inc. be, and it hereby is, amended by incorporating Second Revised Page 1, Cancelling First Revised Page 1 and First Revised Page 2, Cancelling Original Page 2, as attached hereto and made a part hereof.

4. That D. C. Transit System, Inc. file on or before December 13, 1971, amendments to its tariff to reflect the extension of Route Q-7 from Gaithersburg to Montgomery Village and of Route Y-7 from Rockville to Montgomery Village.

5. That Blue Lines, Inc. file on or before December 13, 1971, amendments to its tariff to reflect the institution of bus service between Quince Orchard, Maryland, Montgomery Village, Maryland and Washington, D. C.

BY DIRECTION OF THE COMMISSION:


DOUGLAS N. SCHNEIDER, JR.
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. 10

BLUE LINES, INC.
WASHINGTON, D.C.

At a session of the Washington Metropolitan Area Transit Commission held on the 25th day of October, 1965;

AFTER DUE INVESTIGATION, it appearing that the above named carrier has complied with all applicable provisions of the Washington Metropolitan Area Transit Regulation Compact, and the requirements, rules and regulations prescribed thereunder and therefore is entitled to receive authority from this Commission to engage in the transportation of passengers within the Washington Metropolitan Area Transit District, as a carrier; and the Commission so finding:

THEREFORE, IT IS ORDERED, that the said carrier be, and it is hereby, granted this certificate of public convenience and necessity as evidence of the authority of the holder to engage in transportation as a carrier by motor vehicle; subject, however, to such terms, conditions and limitations as are now, or may hereafter, be attached to the exercise of the privilege herein granted to the said carrier.

IT IS FURTHER ORDERED that the transportation service to be performed by the said carrier shall be as specified below:

*REGULAR ROUTES:

Passengers and their baggage, and express and newspapers, in the same vehicle with passengers.

Between points in Washington, D. C. and Montgomery County, Maryland, restricted to the boarding and alighting of passengers along Maryland Route 124, Quince Orchard Road, Montgomery Village Avenue, and within the community of Montgomery Village, Maryland, further restricted to discharge only at the National Institutes of Health in Bethesda, Maryland and points in Washington, D. C. southbound; and boarding only from points in Washington, D. C., and the National Institutes of Health in Bethesda, Maryland, northbound.

No. 1 From Washington, D. C. over city streets to the Maryland-D. C. Line, thence over Wisconsin Avenue (U. S. Highway 240) to junction Interstate Highway 70S, thence over Interstate Highway 70S to junction Montgomery Village Road, thence over Montgomery Village Road to junction Centerway Road, thence over Centerway Road to Montgomery Village Shopping Center roadways, thence over Montgomery Village Shopping Center roadways to junction Stedwick Road, thence over Stedwick Road to junction Montgomery Village Road to junction Maryland Highway 355;

thence over Quince Orchard Road to junction Maryland Highway 124 to junction Maryland Highway 28, and return over the same route.

IRREGULAR ROUTES:

(A) CHARTER OPERATIONS:

From points within the District of Columbia to points within the District of Columbia.

(B) SPECIAL OPERATIONS:

Sightseeing or pleasure tours;

(1) From points within the District of Columbia to points within the District of Columbia.

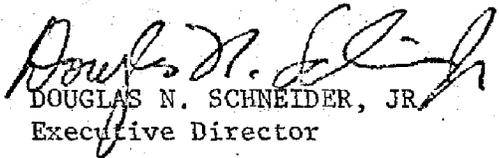
(2) From points within the District of Columbia to the City of Alexandria, Arlington County, and Mount Vernon, Fairfax County, Virginia, and return.

(3) From points within the City of Alexandria and Arlington County, Virginia, to the District of Columbia and return.

AND IT IS FURTHER ORDERED and made a condition of this certificate that the holder thereof shall render reasonable, continuous and adequate service to the public in pursuance of the authority granted herein, and that failure so to do shall constitute sufficient grounds for suspension, change or revocation of this certificate.

The operating authority granted by this certificate is granted pursuant to Orders Nos. 342, 522 and 1185.

BY DIRECTION OF THE COMMISSION:


DOUGLAS N. SCHNEIDER, JR.
Executive Director

First Revised Page 2
Cancels Original Page 2
Changed by Order No. 1185

- No. 10 From junction Wisconsin Avenue and Leland Street, over Leland Street to junction Hillandale Road, thence over Hillandale Road to junction Bradley Boulevard, thence over Bradley Boulevard to junction River Road and return over the same route.
- No. 11 From junction Bradley Boulevard and Goldsboro Road, over Goldsboro Road to junction River Road and return over the same route.
- No. 12 From junction Old Georgetown Road and Wilson Lane, over Wilson Lane to junction River Road and return over the same route.
- No. 13 From junction River Road and Capital Beltway (Interstate 495) over Capital Beltway to junction Georgetown-Leesburg Pike (Virginia Highway 193) thence over Georgetown-Leesburg Pike to junction Dolly Madison Boulevard (Virginia Highway 123) thence over Dolly Madison Boulevard to junction C.I.A. entrance, including all interchange points and access and interchange routes and return over the same route, serving all intermediate points, except intrastate Virginia.
- No. 14 From junction Old Georgetown Road and Beech Avenue, over Beech Avenue to junction Singleton Drive, thence over Singleton Drive to junction Lindale Drive, thence over Lindale Drive to junction Beech Avenue, thence over Beech Avenue to junction Old Georgetown Road.
- No. 15 From junction Old Georgetown Road and Center Road, over Center Road to circular road in front of National Institutes of Health Clinic and return over the same route.
- No. 15A From the junction of Old Georgetown Road and Wall Lane, over Wall Lane continuing Nicholson Lane to junction of Parklawn Drive, thence over Parklawn Drive to junction Randolph Road and return over same route.
- No. 16 From junction Rockville Pike and Center Drive of National Institutes of Health, over Center Drive to junction Wilson Drive (including the roadways adjacent to Center Drive that are necessary to serve specific buildings), thence over Wilson Drive to junction Rockville Pike, thence over Rockville Pike to the North Gate of the Naval Medical Center, thence over Naval Medical Drive through South Gate to junction Rockville Pike.
- No. 16A From junction North Washington Street and Norris Street, thence over Norris Street to Montgomery Junior College Campus grounds and return.
- No. 17 From junction Montgomery Avenue and North Washington Street, over North Washington Street to junction Maryland Highway 355, thence over Maryland Highway 355 to junction Browns Station Road, thence over Browns Station Road to junction U. S. Highway 240, thence over U. S. Highway 240 to junction Maryland Highway 118, thence over Maryland Highway 118 to junction A.E.C. entrance including all interchange points and access and interchange routes and return over the same route.

- No. 17A From junction Brown's Station Road and U. S. 240, over Brown's Station Road to junction Quince Orchard Road (Md. 124), thence over Quince Orchard Road to the National Bureau of Standards Site, thence over roadways of the National Bureau of Standards and return.
- *No. 18 From junction Maryland Highway 355 and Montgomery Village Avenue over Montgomery Village Avenue to junction Centerway Road, thence over Centerway Road to junction Montgomery Village Shopping Center roadways, thence over Montgomery Village Shopping Center roadways to junction Stedwick Road, thence over Stedwick Road to junction Montgomery Village Avenue and return over the same route.
- *No. 18A From junction Washington Street and Montgomery Avenue over Montgomery Avenue to junction Interstate Route 70S, thence over Interstate Route 70S to junction Montgomery Village Avenue, thence over Montgomery Village Avenue to junction Frederick Avenue (Md. 355) and return over the same route.
- No. 19 From junction Wisconsin Avenue and Wisconsin Circle, over Wisconsin Circle to Maryland-D.C. line at Western Avenue.
- No. 20 From junction Western Avenue and Wisconsin Place at Maryland-D.C. line, over Wisconsin Place to junction Wisconsin Avenue.
- No. 21 From Washington, D. C. over city streets to Maryland-D.C. line, thence over Connecticut Avenue to junction Georgia Avenue and return over the same route.
- No. 22 From junction Connecticut Avenue and Kensington Parkway, over Kensington Parkway to junction Saul Road, thence over Saul Road to junction Connecticut Avenue, thence over Connecticut Avenue to junction Howard Avenue, thence over Howard Avenue to junction Armory Avenue, thence over Armory Avenue to junction Knowles Avenue, thence over Knowles Avenue to junction Strathmore Avenue, thence over Strathmore Avenue to junction Stillwater Avenue, thence over Stillwater Avenue to junction Flanders Avenue, thence over Flanders Avenue to junction Strathmore Avenue and return over the same route.
- No. 23 From junction Wisconsin Avenue and East-West Highway, over East-West Highway to junction Grubb Road, thence over Grubb Road to junction Washington Avenue, thence over Washington Avenue to junction East-West Highway, thence over East-West Highway to junction 16th Street and return over the same route.
- No. 23A From junction Grubb Road and East-West Highway over Grubb Road to junction Terrace Drive, thence over Terrace Drive to junction Freyman Drive, thence over Freyman Drive to junction Meadowbrook Lane, thence over Meadowbrook Lane to junction East-West Highway and return over the same route.
- No. 24 From Washington, D. C. over city streets to the Maryland-D.C. line, thence over 16th Street to junction Hanover Street, thence over Hanover Street to junction Georgia Avenue and return from junction Georgia Avenue and 16th Street over 16th Street.