

BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 483

IN THE MATTER OF:

Served May 25, 1965

Application of D. C. Transit)
System, Inc., for Authority to)
Reroute its Routes T-6 and T-9)
in Montgomery County, Maryland.)

Application No. 324

Docket No. 88

APPEARANCES:

JOHN R. SIMS, JR. and GORDON A. PHILLIPS, Attorneys for
D. C. Transit System, Inc., applicant.

On April 27, 1965, D. C. Transit System, Inc., filed Application No. 324 requesting authority to change its Routes T-6 and T-9, effective June 13, 1965, in the following manner:

I. Discontinued Portion:

Wisconsin Avenue

Between South Gate of Naval Medical and Wilson Drive.

II. Rerouted Portion:

Northbound - over regular route to the intersection of Wisconsin Avenue and South Drive, thence northerly on South Drive and Center Drive, east on Wilson Drive, north on Wisconsin Avenue, and southeasterly on Naval Medical Roadway to terminal stand located on west side of Naval Medical Roadway, opposite the entrance to the main building.

Southbound - from terminal stand, continue southwesterly on Naval Medical Roadway, south on Wisconsin Avenue and regular route.

A public hearing was held on this matter on May 19, 1965, at 9:30 A.M., at the offices of the Commission, 1815 North Fort Myer Drive, Arlington, Virginia. Mr. William E. Bell, Assistant Vice President, D. C. Transit System, Inc., gave testimony for the Company.

Briefly, his testimony was that the operation through the Naval Medical grounds was changed at the request of Lt. J. R. Faulk, Acting Chairman, Safe Driving Council, NNMC, in order to eliminate traffic tie-ups during rush hours, caused by buses exiting by the north gate and making a left turn into Wisconsin Avenue, where there is no traffic light. The reversing of this loop through the Medical Center will allow buses to enter Wisconsin Avenue at the South Gate where there is a traffic light. He further testified that the reason for rerouting through the National Institute of Health grounds was to make service more convenient for the employees and visitors. He stated that these changes can be made without any inconvenience to present passengers.

No protests were received and no one appeared at the public hearing in opposition to the application.

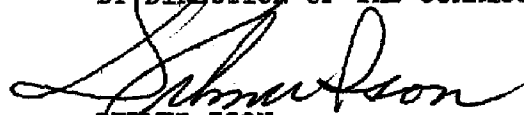
The Commission is of the opinion and finds that public convenience and necessity requires the proposed changes.

THEREFORE, IT IS ORDERED:

1. That authority be, and it is hereby, granted D. C. Transit System, Inc., effective May 30, 1965, to change its Routes T-6 and T-9 as described herein.

2. That D. C. Transit System, Inc., Certificate of Public Convenience and Necessity No. 5 be, and it is hereby, amended by incorporating First Revised Page 3, Cancelling Original Page 3, shown in Appendix A attached hereto and made a part hereof.

BY DIRECTION OF THE COMMISSION



DELMER ISON
Executive Director

- 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. 16 From junction Wisconsin Avenue and South Drive of National Institutes of Health, over South Drive to junction Center Drive, thence over Center Drive to junction Wilson Drive, thence over Wilson Drive to junction Wisconsin Avenue, thence over Wisconsin Avenue to North Gate of Naval Medical Center, thence over Naval Medical Drive through South Gate to junction Wisconsin Avenue.
- 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