

BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION
WASHINGTON, D. C.

ORDER NO. 513

IN THE MATTER OF:

Served July 30, 1965

Application of Alexandria,)
Barcroft and Washington)
Transit Company to Change)
and Extend Routes Nos. 3,)
6, 7, 8, 9, 11, 12, 13,)
and 15.)

Application No. 325
Docket No. 92

APPEARANCES:

S. HARRISON KAHN, Attorney for Alexandria, Barcroft and Washington Transit Company, applicant.

SHANNON TRUMBO, 610 South 19th Street, Arlington, Virginia, appearing as spokesman for members of the public present.

The Alexandria, Barcroft and Washington Transit Company (A. B. & W.), filed Application No. 325 on May 28, 1965, for authority to change and/or extend Routes Nos. 3, 6, 7, 8, 9, 11, 12, 13 and 15, in the City of Alexandria and the Counties of Arlington and Fairfax, Virginia.

The proposed changes and the alleged reasons for these changes are:

ROUTE NO. 3. To provide a more direct service between Alexandria and the new Nassif office building and apartment complex on Columbia Pike; and to establish a better transfer point between this route and the Columbia Pike Line, Route No. 16, the Company proposed to operate Route 3 as follows:

Regular route to Payne Street; right on Payne Street to Hardin Street, Hardin Street to Columbia Pike; left on Columbia Pike to Leesburg Pike and regular route.

ROUTES NOS. 6 AND 8. Due to the lack of patronage on both Routes Nos. 6 and 8 during the base day, the Company proposed to combine the two routes in order to obtain a better load factor and to operate as follows:

Proposed Route: KING STREET Regular route on King Street to Braddock Road; left on Braddock Road to N. Early Street; right on N. Early Street to Menokin Drive; right on Menokin Drive to Brad-Lee service roadway; right on Brad-Lee service roadway to N. Dearing Street; left on N. Dearing Street to Wakefield Street (South Fairlington); via Wakefield Street to 34th Street; right on 34th Street to Utah Street; right on Utah Street to 36th Street; left on 36th Street to Stafford Street; left on Stafford Street to 32nd Road; right on 32nd Road to Preston Street (Parkfairfax); thence over regular route.

Proposed Route: JANNEY'S LANE Regular route to Quaker Lane; thence via Quaker Lane to Brad-Lee service roadway; left on Brad-Lee service roadway to N. Dearing Street; right on N. Dearing Street to Wakefield Street (South Fairlington); via Wakefield Street to 34th Street; right on 34th Street to Utah Street; right on Utah Street to 36th Street; left on 36th Street to Stafford Street; left on Stafford Street to 32nd Road; right on 32nd Road to Preston Street (Parkfairfax); thence over regular route.

ROUTE NO. 7. To extend service to the new Landmark Shopping Center and apartment complex in the area of Shirley Highway and Duke Street and to provide service on N. Van Dorn Street into Brookville and Shirley Duke, the Company proposed to replace present Route No. 8 with Route No. 7 in this area as follows:

Present service which terminates at Southern Towers will be extended to Shirley-Duke Apartments via Seminary Road; Kenmore Avenue, N. Van Dorn Street; Taney Avenue.

Lincolnia service will be extended to serve the new Landmark Shopping Center and the new apartment complex on Duke Street. The route will be via Duke Street; thru Landmark to Van Dorn Street;

right on Van Dorn Street to Duke Street; left on Duke Street to Pickett Street; right on Pickett Street to Van Dorn Street; right on Van Dorn Street to Edsall Road; right on Edsall Road to Woodland Drive; right on Woodland Drive to Pickett Street.

ROUTE NO. 11. To provide a rush-hour service on George Washington Memorial Highway between Mount Vernon and Washington, D. C., and to serve the new Landmark Shopping Center and apartment complex at Shirley Highway and Duke Street, the Company proposed to operate Route No. 11 as follows:

Present service which terminates at Shirley-Duke and Cameron Station will be extended via Duke Street to N. Van Dorn Street; right on N. Van Dorn Street and thence left through Landmark to Duke Street; right on Duke Street to State Route # 713; right on State Route # 713 to Lincolnia Road; right on Lincolnia Road to Beauregard Street; right on Beauregard Street to Layover point at Klein's Store driveway.

Three A. M. and Three P. M. trips will be provided between the end of the line at Mount Vernon and Washington, D. C., operating via George Washington Memorial Parkway.

ROUTES NOS. 9, 12, 13, 15. To provide service to the new Horizon House Apartments on Army-Navy Drive, Arlington, Virginia, and serve the same area of Routes No. 9, 12, 13, and 15, the Company proposes to operate as follows:

ROUTE NO. 9 - Regular route to No. 1 Highway; thence via No. 1 Highway to S. 23rd Street; left on S. 23rd Street to S. Eads Street; right on S. Eads Street to Army-Navy Drive; left on Army-Navy Drive to S. Hayes Street; right on S. Hayes Street to the Pentagon Building.

ROUTE NO. 12 - Regular route to S. 23rd Street; thence via 23rd Street to S. Hayes Street; left on S. Hayes Street to S. 15th Street; left on S. 15th Street to S. Joyce Street; right on S. Joyce Street to Army-Navy Drive; right on Army-Navy Drive to ramp to Shirley Highway; thence via Shirley Highway and the 14th Street Bridge.

Rush-hour Memorial Bridge service will continue to operate via 23rd Street to S. Eads Street.

Highway Bridge service will be eliminated on 23rd Street between S. Hayes Street and S. Eads Street.

ROUTE NO. 13 - Regular route to No. 1 Highway; thence via No. 1 Highway to S. 23rd Street; left on S. 23rd Street to S. Eads Street; right on S. Eads Street to S. 15th Street; right on S. 15th Street to No. 1 Highway; left on No. 1 Highway and regular route.

ROUTE NO. 15 - Arna Valley rush-hour trips and base day Russell Road trips will operate via regular route to Army-Navy Drive; thence via Army-Navy Drive to ramp to Shirley Highway and regular route.

Rush-hour Russell Road trips which now "by-pass" Arna Valley will operate as at present via 20th Street and S. Hayes Street.

Service on S. 23rd Street between Army-Navy Drive and Arlington Ridge Road will be discontinued except for three rush-hour trips.

A public hearing was held June 28, 1965, on this matter at the offices of the Commission, 1815 North Fort Myer Drive, Arlington, Virginia. Notice of the application and hearing was in compliance with Commission regulations.

A. B. & W. presented its case through Mr. Richard F. Lawson, Operations Manager, who presented twenty-three (23) exhibits which were admitted into evidence. At the hearing, Mr. Lawson requested that the application be amended so that the Route No. 9 buses operate on 15th Street between Eads and Hayes Streets, in lieu of operating on Army-Navy Drive. This request was prompted because of the prohibition of left turns at the intersection of Hayes Street and Army-Navy Drive. The request was granted.

Mr. Lawson also testified that the Company desired that Route No. 11 be extended to serve Orleans Village Apartments. The request to amend the application in this respect was also granted.

In general, Mr. Lawson testified that the recent population growth in the territory served by A. B. & W. indicated that the Company should revise its routes to better serve its patrons.

No one appeared in protest to the revisions of Routes Nos. 3, 6, 7, 8, 9, 11, and 13, and the Commission finds that public convenience and necessity require the revisions as proposed by the Company.

Seven witnesses testified as protestants to changes of Routes Nos. 12 and 15, one of whom misunderstood the proposed reroutings and indicated that he would be satisfied with the proposed service when he learned that one of the routes would be one block from his home.

The testimony of the other six witnesses indicated that two of them were regular bus riders and that the other four, although not regular bus riders, were concerned about the proposed reroutings because they felt that adequate local intra-state service would not be provided for persons wishing to utilize the shopping area in the vicinity of 23rd and Eads Streets.

One witness was concerned about school children, some of whom might be required to walk an additional three blocks. Another witness was concerned because the proposed rerouting would be in front of her home and the buses might disturb a day sleeper in her home.

One of the regular bus riders testified that although rush hour commute service would be provided past his home at the times that he normally uses bus service, he would be forced to walk three blocks at other times.

The other regular bus rider testified that he would be required to walk two blocks from his home to the proposed route but that although he did not think it an unreasonable distance, he was concerned about other bus patrons.

Mr. Charles E. Hammond, Executive Assistant to the Arlington County Public Utilities Commission, made a statement suggesting that service be not curtailed along 20th and 23rd Streets and that only rush-hour service be offered to the new community along Army-Navy Drive.

The exhibits submitted by Mr. Lawson clearly indicate that few passengers use the bus service at the time the company wishes to reroute the buses from 20th and 23rd Streets. It is apparent that the routings, as proposed by the Company, will more adequately serve the area. Few passengers would be adversely affected by being required

to walk an additional three blocks at the maximum. The Company will be required to add bus trips along 20th and 23rd Streets when justified by passenger traffic. Such service adjustments can be accomplished administratively and formal action is not required.

The Commission finds that the changes in Routes Nos. 3, 6, 7, 8, 9, 11, 12, 13, and 15, are in the public interest.

THEREFORE, IT IS ORDERED:

1. That Alexandria, Barcroft and Washington Transit Company be, and it is hereby, authorized to abolish and establish its Routes Nos. 3, 6, 7, 8, 9, 11, 12, 13, and 15 in the following manner:

ROUTE NO. 3

Abolished Portion:

From the intersection of Payne Street and Leesburg Pike (Va. Route # 7), northwest on Leesburg Pike to Columbia Pike (Va. Route # 244).

Established Portion:

From the intersection of Payne Street and Leesburg Pike (Va. Route # 7), continue on Hardin Street to Columbia Pike; left on Columbia Pike to Leesburg Pike.

ROUTE NO. 6 and 8

Established Portion:

KING STREET - From the intersection of King Street and Braddock Road, west on Braddock Road to N. Early Street; right on N. Early Street to Menokin Drive; right on Menokin Drive to Brad-Lee service roadway; right on Brad-Lee service Roadway to N. Dearing Street; left on N. Dearing Street to Wakefield Street; via Wakefield Street to 34th Street; right on 34th Street to Utah Street; right on Utah Street to 36th Street; left on 36th Street to Stafford Street; left on Stafford Street to 32nd Road; right on 32nd Road to Quaker Lane.

JANNEY'S LANE - From the intersection of Braddock Road and Quaker Lane; north on Quaker Lane to Brad-Lee service roadway; left on Brad-Lee service roadway to N. Dearing Street.

ROUTE NO. 7

Established Portions:

EDSALL GARDENS - From the intersection of Beauregard and Duke Streets; east on Duke Street to Landmark Shopping Center; thru Landmark Shopping Center to Van Dorn Street; right on Van Dorn Street to Duke Street; left on Duke Street to Pickett Street; right on Pickett Street to Van Dorn Street, right on Van Dorn Street to Edsall Road; right on Edsall Road to Woodland Drive; right on Woodland Drive to Pickett Street.

SHIRLEY DUKE - From the entrance roadways to Southern Towers Apartments on Seminary Road; east on Seminary Road to Kenmore Avenue, right on Kenmore Avenue to Van Dorn Street; left on Van Dorn Street to Taney Avenue; left on Taney Avenue to Raleigh Avenue.

ROUTE NO. 9P

Established Portion:

From the intersection of U. S. Highway No. 1 and South 23rd Street; west on South 23rd Street to South Eads Street; right on South Eads Street to South 15th Street; left on South 15th Street to Hayes Street; right on Hayes Street to the Pentagon Building.

ROUTE NO. 11

Established Portion:

From the entrance roadway to Cameron Station on Duke Street; west on Duke Street to N. Van Dorn Street; right on N. Van Dorn Street to entrance to Landmark Shopping Center; thru Landmark Shopping Center to Duke Street; right on Duke Street to Southland Drive; Southland Drive to Frenchman Drive; Frenchman Drive to east driveway of Orleans Village; east driveway to King Louis Drive; King Louis Drive to Southland Avenue; Southland Avenue to Duke Street.

GEORGE WASHINGTON MEMORIAL PARKWAY ROUTE - From Mount Vernon Via the George Washington Memorial Parkway to the intersection of George Washington Memorial Parkway and Belle View Boulevard.

ROUTE NO. 12

Established Portion:

From the intersection of South 23rd Street and Hayes Street; north on Hayes Street to South 15th Street; left on South 15th Street to South Joyce Street; right on South Joyce Street to Army-Navy Drive; right on Army-Navy Drive to Shirley Highway; thence Shirley Highway to Washington, D. C.

ROUTE NO. 13

Established Portion:

From the intersection of U. S. Highway No. 1 and South 23rd Street; west on South 23rd Street to South Eads Street; right on South Eads Street to South 15th Street; right on South 15th Street to U. S. Highway No. 1.

ROUTE NO. 15

Established Portion:

From the intersection of South 23rd Street and Army-Navy Drive; north on Army-Navy Drive to South Joyce Street.

2. That Alexandria, Barcroft and Washington Transit Company Certificate of Public Convenience and Necessity No. 11 be, and it is hereby, amended by incorporating First Revised Pages 2, 6, and 7, Cancelling Original Pages 2, 6, and 7, shown in Appendix A attached hereto and made a part hereof.

3. That Alexandria, Barcroft and Washington Transit Company post notice of the change in each of its vehicles operating over the affected routes at least ten (10) days prior to the effective date.

4. That this Order become effective September 6, 1965.

BY DIRECTION OF THE COMMISSION:

DELMER ISON
Executive Director

points except those on the indicated portion of U. S. Highway No. 1 and except those on Virginia Highway No. 617 within one-fourth mile of U. S. Highway No. 1.

- No. 2 From Fort Belvoir, Virginia over U. S. Highway No. 1 to Washington, D. C., and return over the same route.
- No. 3 From Mount Vernon, Virginia over Mount Vernon Memorial Highway to the Arlington Memorial Bridge, thence over the Arlington Memorial Bridge to Washington, D. C., and return over the same route.
- No. 4 From Annandale, Virginia over Virginia Highway No. 244 (Columbia Pike) and access roads in the area of the Navy Annex and the Pentagon Building to junction U. S. Highway No. 1, and return over the same route.
- No. 5 From junction U. S. Highway No. 1 (Jefferson Davis Highway) and Woodrow Wilson Bridge approach, Alexandria, over Woodrow Wilson Bridge to junction Anacostia Freeway, thence over Anacostia Freeway to Washington, D. C., and return over the same route.
- No. 6 From junction Woodrow Wilson Bridge, Anacostia Freeway, and Capital Beltway, Maryland, over Capital Beltway to junction Maryland Highway No. 210 (Indian Head Highway), thence over Maryland Highway No. 210 to Washington, D. C., and return over the same route.
- RESTRICTION:** No passengers shall be transported over the routes authorized in paragraphs 5 and 6 between any two points in Maryland, or between points in Maryland and points in the District of Columbia.
- No. 7 From Washington, D. C. across Arlington Memorial Bridge to Arlington Memorial Avenue, thence over Arlington Memorial Avenue to junction Arlington Ridge Road, thence over Arlington Ridge Road to junction Virginia Highway No. 244 (Columbia Pike), and return over the same route.
- *No. 8 Between junction of Virginia Highway No. 7 and Glen Carlyn Road over Virginia Highway No. 7 to junction Virginia Highway No. 244 (Columbia Pike) and between junction Virginia Highway No. 7 and Payne Street over Virginia Highway No. 7 to Alexandria, Virginia.

Highway.

- No. 36 From "H" Roadway and Ramp over Ramp to "A" Roadway.
- No. 37 From under Bridge 8 over Ramp to Classification Yard.
- No. 38 From "H" Roadway under Bridge 10 to Ramp to Roadway from Classification Yard.
- No. 39 From "H" Roadway under Bridge 8 to Ramp from Classification Yard.
- No. 40 From "H" Roadway and Ramp to Bridge 9, thence under Bridge 8 to Ramp from Classification Yard.
- No. 41 From junction Mount Vernon Memorial Highway and Smith Boulevard - National Airport Roadway, South Entrance - over Smith Boulevard (Airport Roadway) to junction Mount Vernon Memorial Highway and Smith Boulevard - National Airport Roadway, North Entrance, and return over the same route.
- No. 42 From junction Army-Navy Drive and South Fern Street over South Fern Street to junction South 15th Street, thence over South 15th Street to junction Abingdon Drive, thence via Abingdon Drive around Building T-7 to junction South 15th Street and Mount Vernon Memorial Highway, and return over the same route.
- No. 43 From junction South Glebe Road and Army-Navy Drive over Army-Navy Drive to junction U. S. Highway No. 1 and return over the same route.
- No. 44 From junction Army-Navy Drive and South Lynn Street over South Lynn Street to junction Arlington Ridge Road, thence over Arlington Ridge Road to Alexandria, Virginia, and return over the same route.
- *No. 45 Between junction Army-Navy Drive and South Joyce Street over South Joyce Street to junction South 15th Street, thence over South 15th Street to junction South Eads Street.
- No. 46 From junction South 23rd Street and South Eads Street over South Eads Street to junction South 15th Street and return over the same route.

- *No. 48 Between junction Arlington Ridge Road and South 20th Street over South 20th Street to junction South Hayes Street.
- *No. 49 Between junction Army-Navy Drive and South 23rd Street over South 23rd Street to junction South Eads Street.
- No. 50 From junction South Glebe Road and South Meade Street over South Meade Street to junction South 28th Street, thence over South 28th Street to junction South 26th Street, thence over South 26th Street to junction South Wayne Street, thence over South Wayne Street to junction South 27th Street, thence over South 27th Street to junction South Adams Street, thence over South Adams Street to junction Army-Navy Drive, and return over the same route.
- No. 51 From junction South Glebe Road and South 27th Street over South 27th Street to junction South Adams Street, and return over the same route.
- No. 52 From junction South Glebe Road and South 26th Street over South 26th Street to junction South Wayne Street, and return over the same route.
- No. 53 From junction Virginia Highway No. 244 (Columbia Pike) and South Glebe Road over South Glebe Road to junction U. S. Highway No. 1, and return over the same route.
- No. 54 Shirlington Rotary in its entirety.
- No. 55 From junction South 31st Street and South Randolph Street over South Randolph Street to junction Arlington Mill Drive and return over the same route.
- No. 56 From junction Shirlington Road and South 29th Street over South 29th Street to junction South Quincy Street and return over the same route.
- No. 57 From junction Shirlington Road and South 28th Street over South 28th Street to junction South Randolph Street and return over the same route.
- No. 58 From junction South 29th Street and Shirlington Road

FIRST REVISED PAGE 7
CANCELS ORIGINAL PAGE 7
*CHANGED BY ORDER NO. 513