

BEFORE THE

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 758

IN THE MATTER OF:

Served December 1, 1967

Application of A. B. & W.)
Transit Company to Amend)
Certificate of Public Con-)
venience and Necessity to)
Change Route 11C.)

Application No. 456

Docket No. 158

By application filed October 9, 1967, A. B. & W. Transit
~~Company seeks authority to change its Route 11C, National~~
Airport line, as follows:

DISCONTINUED PORTION

South Kings Highway, between the intersections of
North Kings Highway and Jefferson Davis Highway
(Penn Daw) and South Kings Highway and South Gate
Drive.

REROUTED PORTION

Over regular route via North Kings Highway to
Jefferson Davis Highway, right on Jefferson Davis
Highway to South Gate Road, bear right and continue
on Jefferson Davis Highway via service roadway to
Memorial Street, right on Memorial Street to Lenclair
Street, right on Lenclair Street to Tower Drive, bear
right on Tower Drive to South Gate Drive, left on
South Gate Drive to South Kings Highway, left on South
Kings Highway, thence over regular route.

Over regular route via South Kings Highway, right on
South Gate Drive to Tower Drive, right on Tower Drive

to Lenclair Street, bear left on Lenclair Street to Memorial Street, left on Memorial Street to Jefferson Davis Highway, left on Jefferson Davis Highway to North Kings Highway, left on North Kings Highway, thence over regular route.

The matter was set for hearing before an examiner. Notice of the application and hearing was given as prescribed by the Commission. The hearing was held on November 1, 1967, and no one appeared in opposition.

The purpose of the instant application is to extend and improve service to the Beacon Hill Apartment area. In addition, applicant asserts that the proposed change will firmly improve the operation of this route in an overall manner. The proposed change will not affect the existing time schedule, the existing fare schedule, nor will it necessitate the use of additional equipment. It will, however, demand the relocation of one bus stop. This bus stop, according to applicant, is not used in any substantial manner. At any rate, the relocation will involve only a minor move of a very short distance and the evidence of record offers no indication that this will constitute any inconvenience.

Beacon Hill Apartments support the application. According to the witness testifying on behalf of Beacon Hill, the development presently consists of 800 units. In the near future, a town house section will be constructed. Approximately 85% of the residents of Beacon Hill work between the Beacon Hill area and the District of Columbia. This witness stated that the management of Beacon Hill has received numerous suggestions about the existing service and frequent requests for a more satisfactory operation. A staff witness testifying on behalf of the Engineering Department asserted that the Department had reviewed the application and found it to be consistent with the public interest.

In our opinion, the institution of the proposed service will result in a definite benefit to the riding public. The proposed alteration in applicant's route will provide a more accessible and convenient service, and from the evidence

of record we cannot detect that there will be any adverse effect on other carriers. The Commission concludes that the proposed operation is and will be required by the public convenience and necessity, and, accordingly, the application should be granted.


THEREFORE, IT IS ORDERED:

1. That the application of A. B. & W. Transit Company to amend its Certificate of Public Convenience and Necessity No. 11 be, and it is hereby, granted.

2. That Certificate of Public Convenience and Necessity No. 11 be, and it is hereby, amended by incorporating Fourth Revised Page 13, cancelling Third Revised Page 13, as attached hereto and made a part hereof.

3. That this order become effective on date of issuance.

~~BY DIRECTION OF THE COMMISSION:~~



MELVIN E. LEWIS
Executive Director

- *No. 100 From junction Telegraph Road and North Kings Highway, over North Kings Highway to junction U. S. Highway No. 1, thence over U. S. Highway No. 1 to junction Memorial Street, thence over Memorial Street to junction Lenclair Street, thence over Lenclair Street to junction Tower Drive, thence over Tower Drive to junction South Gate Drive, thence over South Gate Drive to junction South Kings Highway, thence over South Kings Highway to junction The Parkway, thence over The Parkway to junction Telegraph Road, thence over Telegraph Road to junction Rose Hill Drive, thence over Rose Hill Drive to Eastchester Circle and return over the same route.
- No. 101 From junction U. S. Highway No. 1 and Huntington Avenue, over Huntington Avenue to junction Telegraph Road, and return over the same route.
- No. 102 From junction U. S. Highway No. 1 and Old U. S. Highway No. 1, over Old U. S. Highway No. 1 to junction Huntington Avenue, and return over the same route.
- No. 103 From junction Fort Hunt Road and Belleview Boulevard, over Belleview Boulevard to junction Mount Vernon Memorial Highway, and return over the same route.
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- No. 104 From junction Belleview Boulevard and Potomac Avenue, over Potomac Avenue to junction River Towers Roadway, thence over River Towers Roadway to junction West Wakefield Street, thence over West Wakefield Street to junction Belleview Boulevard, and return over the same route.
- No. 105 From junction Windsor Avenue and Belle Haven Road, over Belle Haven Road to junction Mount Vernon Memorial Highway, and return over the same route.
- No. 106 From junction Fort Hunt Road and G Street, over G Street to junction Potomac Avenue, thence over Potomac Avenue to junction Belle Haven Road, and return over the same route.
- No. 107 From junction Belle Haven Road and Windsor Avenue, over Windsor Avenue to junction Olmi-Landrith Drive, thence over Olmi-Landrith Drive to junction Cavalier Drive, thence over Cavalier Drive to junction Belleview Boulevard, thence over Belleview Boulevard to junction Swarthmore Drive, thence over Swarthmore Drive to junction Dartmouth Drive, thence over Dartmouth Drive to junction Duke Drive, thence over Duke Drive to junction Sweetbriar Drive, thence over Sweetbriar Drive to junction Radcliffe Drive, thence over Radcliffe Drive to junction Mary Baldwin Drive, thence over Mary Baldwin Drive to junction Kenyon Drive, thence over Kenyon Drive to junction beacon Hill