

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1133

IN THE MATTER OF:

Served April 29, 1971

Application of D. C. Transit )	Application No. 663
System, Inc., for Authority )	
to Combine and Extend Routes )	Docket No. 224
J5, N2 and N4. )	

On November 27, 1970, D. C. Transit System, Inc. (Transit) filed Application No. 663 to combine and extend its Routes J5, N2 and N4. The application contemplated the elimination of express service on the J5 during non-rush hours and on weekends, and, in order to provide a substitute service for this J5 service to be eliminated, the N2 would be extended to Glen Echo during non-rush hours and on weekends. Further, the application provided that the N2 and the N4 service would be extended from the terminal at Farragut Square to the terminal at 13th and Pennsylvania Avenues. Finally, the application contemplated the rerouting of the J5 from 20th Street to Connecticut Avenue.

A substantial number of communications were received from members of the public in response to the D. C. Transit application. The staff then undertook to analyze those responses with a view to developing a new proposal which might provide the economies sought by the original application, while, at the same time, retaining an adequate level of service on these lines. The staff's proposal was submitted to us at a public hearing we held on January 6, 1971. In the course of that hearing, the company formally agreed to adopt the staff's recommendation as its own, and submitted an amended application containing the new proposal.

Under the new proposal, the J5 would not be rerouted from 20th Street to Connecticut Avenue. With respect to the elimination of express service on the J5 line during non-rush hours and weekends, the new proposal was essentially

the same as the original proposal except that express service would be operated a little later in the morning and a little later in the evening than had been contemplated by the November 27 application. The N4, not the N2, would be extended to Glen Echo under the amended proposal, during the non-rush hours and weekends. The amendment called for termination of the N2 and N4 lines at Farragut Square.

Several persons appeared at the January 6 hearing to express their views. As a result of the questions raised at that hearing, we held another hearing on March 30, 1971. Some, notably the users of the N2 service, expressed satisfaction with the amended proposal. However, the J5 riders who were in attendance found the new proposal to be, in some respects, unsatisfactory. While nearly all agreed that the little-patronized non-rush hour J5 service could be reasonably cut back, some expressed the hope that the express service could be operated somewhat later in the morning and into the evening until as late as 7:30 P. M. There were also very strong objections voiced to the termination of the N4 non-rush hour service at Farragut Square.

We are convinced that the patronage on the J5 route during non-rush hours is not sufficient to justify its continuation as express service. Therefore, we will authorize the discontinuance of the J5 except during rush hours. Traffic checks submitted as part of the record in this case also demonstrate that patronage of the express service later in the morning and evening is not such as would justify express service at times other than the company proposed in the amended application. Therefore, we will accept the company's proposal for running J5 express service up to about 7:00 P. M.

We are not convinced from the evidence submitted to us in this record that the N4 service should be terminated at Farragut Square. While traffic checks do tend to demonstrate that only a few people are patronizing the J5 service between Farragut Square and 13th and Pennsylvania,

there is no very conclusive evidence as to what the patronage would be if the N4 were to go to 13th and Pennsylvania Avenue. The J5 and the N4 are not exactly comparable; for one thing the J5 is closed-door within the District of Columbia. Therefore, we will require the company to operate the N4 non-rush hour service to 13th and Pennsylvania Avenue. If after a period of six months the company can demonstrate that the patronage of the line is such that the terminus should be at Farragut Square and not 13th and Pennsylvania Avenue, we will entertain an application to reopen the matter of where the N4 should be terminated.

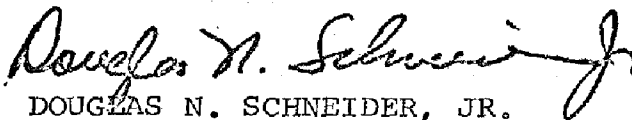
THEREFORE, IT IS ORDERED:

1. That D. C. Transit System, Inc., be, and it is hereby, authorized to eliminate express service on the J5 line when the extended Route N4 is operating, during non-rush hours and on weekends, and to redesignate the line as N5, effective May 16, 1971.

2. That non-rush hour and weekend N4 service shall be extended to operate between Glen Echo, Maryland and 13th Street and Pennsylvania Avenue, N. W., Washington, D. C., effective May 16, 1971. The N4 shall be operated as it now operates during rush hours when the N5 is operating.

3. That D. C. Transit System, Inc. shall post notice of the above changes in all vehicles serving the affected routes, and publish revised timetables for those routes upon receipt of this order.

BY DIRECTION OF THE COMMISSION:



DOUGLAS N. SCHNEIDER, JR.  
Executive Director

