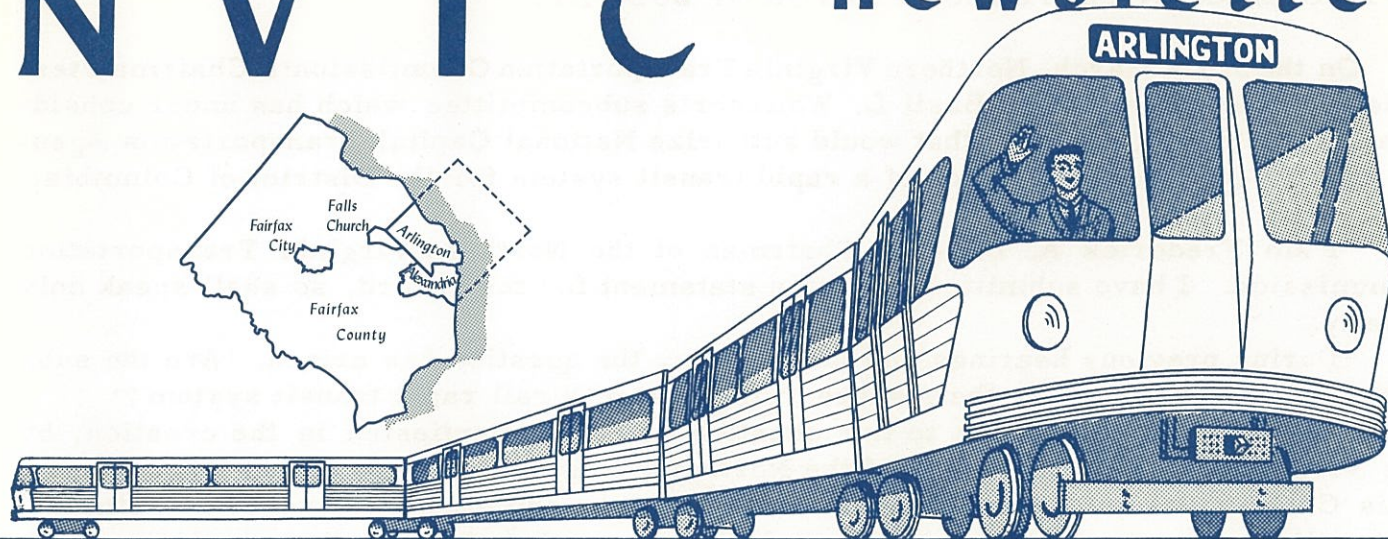
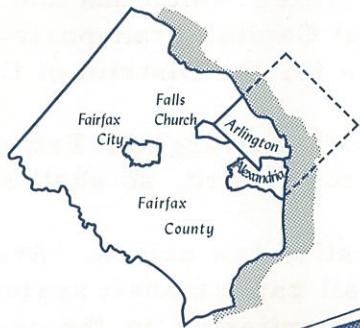


# N V T C newsletter



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March 1965



RAIL RAPID TRANSIT TRAIN emerges from underground terminal in a view suggesting Rosslyn where, buses from Virginia suburbs will meet subway trains beneath high-rise office buildings. Scene - Toronto, Canada.

## NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Created by Acts of the Virginia General Assembly as a Public Instrumentality to Plan and Develop a Transportation System for Northern Virginia

- |  |   |   |  |  |   |
|--|---|---|--|--|---|
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|--|---|---|--|--|---|
- Executive Secretary  
Gordon J. Thompson

## NVTC CHAIRMAN TESTIFIES IN FAVOR OF SUBWAY:

On the 3rd of March, Northern Virginia Transportation Commission's Chairman testified before Congressman Basil L. Whitener's subcommittee which has under consideration the bill (H. R. 4822) that would authorize National Capital Transportation Agency to proceed with construction of a rapid transit system for the District of Columbia:

"I am Frederick A. Babson, Chairman of the Northern Virginia Transportation Commission. I have submitted a written statement for the record, so shall speak only briefly.

"During previous hearings and discussions, the question has arisen, 'Are the suburban areas willing to pay their share of the cost of a rail rapid transit system?'

"The affirmative answer to this question has been manifested in the creation, by the Virginia General Assembly, of the Northern Virginia Transportation Commission. This Commission will participate in the interstate compact transportation authority that will supersede the National Capital Transportation Agency, in compliance with Title III of the National Capital Transportation Act of 1960. So, we are the first permanent public transportation body in this region.

"The affirmative answer is further amplified by the enthusiastic participation in this Commission of Fairfax County, Arlington County, the City of Alexandria, the City of Falls Church, and Fairfax City.

"We are prepared and anxious to extend the NCTA rapid transit system into Virginia because we are fully aware of the need for fast, high-capacity rail service. We are already taking steps to preserve needed rights-of-way.

"The Northern Virginia Transportation Commission wholeheartedly and without reservations endorses H. R. 4822.

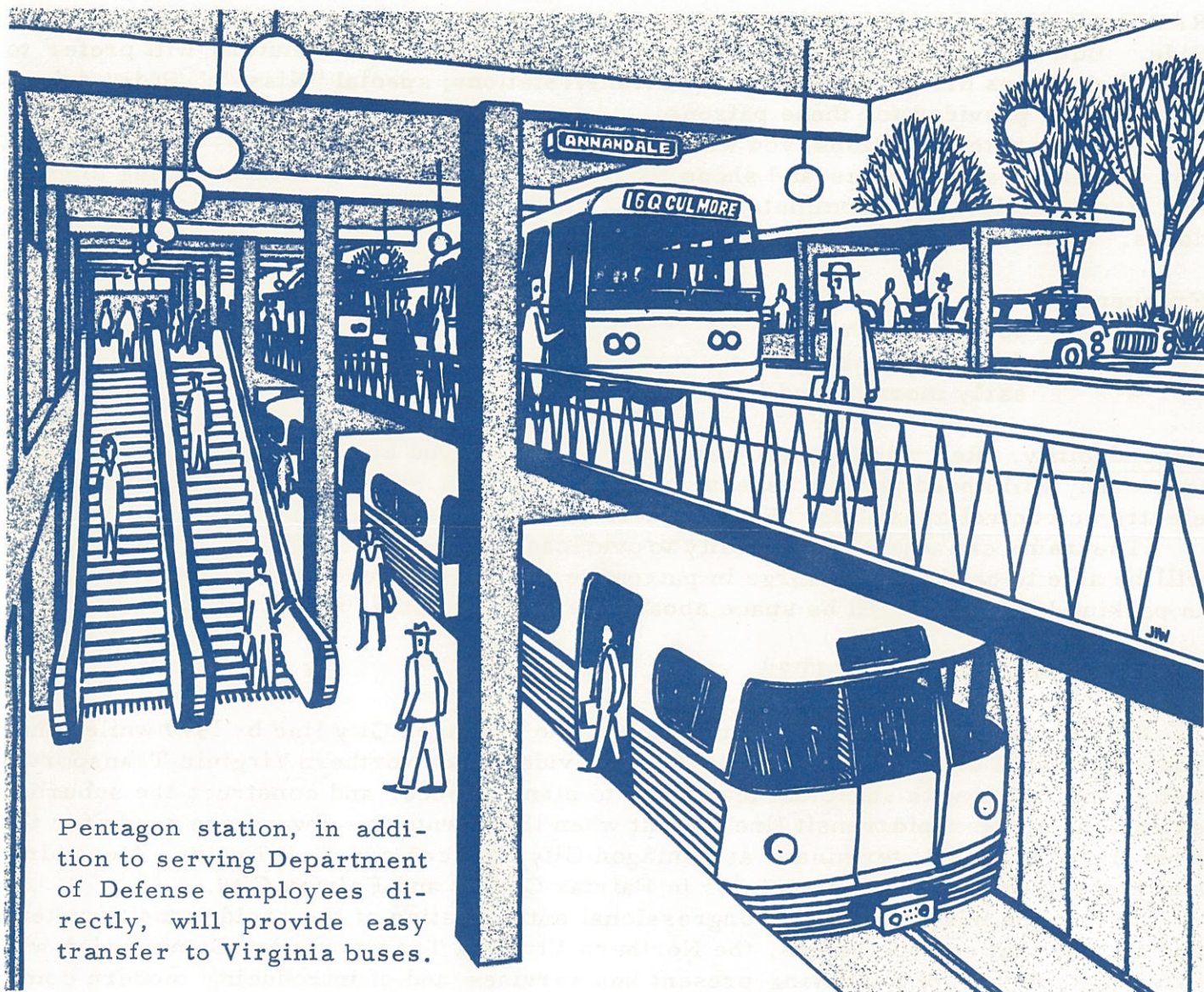
"I thank you for this opportunity to appear before you."

The H. R. 4822 hearings, which began on 17th February, concluded on 17th March. But the bill still has a long path ahead. If, after considering the testimony, the Subcommittee approves the bill, they will refer it to the full Committee on the District of Columbia for similar consideration. After being reported out by the full Committee, it must be placed on the Calendar and be voted upon by the entire House of Representatives. If passed by the House, the bill must run the complete gamut of the Senate. After Senate approval, it must be signed by President Johnson before it becomes law. All along the path ahead, this important legislation needs public support. Groups and individuals should make their support of the bill known to the Congressmen who will make the decisions.

## VIRGINIANS FAVOR RAPID TRANSIT PLAN:

In addition to the Northern Virginia Transportation Commission and its component governments, the following Virginia organizations have endorsed rapid transit:

Alexandria League of Women Voters	North Highland Citizens Association
Arlington County Civic Federation	Northern Virginia Apartment Owners Assn.
Arlington County League of Women Voters	Northern Virginia Regional Planning & Economic Development Commission
Arlingtonians for the Preservation of the Palisades	Parkway Citizens Association
Fairfax County Chamber of Commerce	Richmond, Fredericksburg & Potomac RR.
Fairfax Co. Federation of Citizens Assns.	Vienna Town Council
Fairfax County League of Women Voters	WAVA Radio
Falls Church League of Women Voters	<u>Add your organization to the list.</u>



Pentagon station, in addition to serving Department of Defense employees directly, will provide easy transfer to Virginia buses.

#### RAPID TRANSIT PLAN'S ADVANTAGES FOR VIRGINIANS:

The first issue of NVTC newsletter drew attention to the advantages of National Capital Transportation Agency's rapid transit plan from the standpoints of the subway stations' locations and swift travel times to them from Virginia. The project offers other advantages to persons who live or work in the Old Dominion:

Comfort. Trains will be clean and well-lit, will operate swiftly and smoothly, and will be air-conditioned and quiet. The initial service will provide seats for all passengers except in the two rush hours; but no-one will have to stand more than a few minutes.

Convenience. The best way to reach the stations will be by bus. Transfer from buses to trains will be easy: you needn't go out-of-doors and any required change of level will be accommodated by escalators -- as shown in the above drawing. Examples of savings in time for bus riders are:

<u>Virginia suburb</u>	<u>via station</u>	<u>minutes saved to - downtown; Capitol</u>	
Falls Church	Rosslyn	18	33
Shirlington	Pentagon	5	19

Motorists can leave their automobiles in a 2,000-space parking structure adjoining the Pentagon City station and ride the trains into Washington -- this is Park-'n'-  
(continued on next page)

RAPID TRANSIT PLAN'S ADVANTAGES FOR VIRGINIANS (continued):

Ride. But, the family auto needn't be idle all day. Many commuters will prefer to have their wives drive them to the rapid transit stations; special "Kiss-'n'-Ride" drive-ways will be provided for these patrons.

From downtown stations, you will reach the sidewalk by escalators--no long climb. You will enter some stores and shops directly from the station without having to go to the street level. Many commuters will reach their city offices without going out-of-doors. Stations themselves will contain newstands and other concessions.

<u>Frequency.</u>		<u>From downtown Washington to:</u>	
		<u>Rosslyn</u>	<u>Pentagon City</u>
	during rush hours	every 3 minutes	every 3 min.
	day and evening	" 3 "	" 6 "
	early morning and late evening	" 6 "	" 12 "

Dependability. Rail rapid transit trains will not be slowed by snow, ice, heavy rain, or fog. They will speed past or beneath traffic congestion, safely guided by signalling and electronic control apparatus. Rush hour or mid-day, service will be swift.

The trains can adjust quite readily to overload. When D. C. Stadium lets out, trains will be able to handle the upsurge in patronage. When a severe snow storm traps autos in parking lots, there will be space aboard the trains for the "fair-weather friends."

"HOW LONG MUST WE WAIT?"

NCTA's schedule calls for completion of the Pentagon City line by 1970 while other routes are still under construction. This provides your Northern Virginia Transportation Commission with sufficient lead time to plan, finance, and construct the suburban extensions of the rapid transit line so that when the downtown subways are ready for the first train, it needn't terminate at Pentagon City, but can cross Arlington, Alexandria and Falls Church to reach terminals in Fairfax County and Fairfax City.

During the period between Congressional authorization of the rapid transit system and the day that service begins, the Northern Virginia Transportation Commission will investigate means of improving present bus services and of introducing modern commuter train service on existing railroad tracks.

Members of the Northern Virginia Transportation Commission will be happy to describe the rapid transit proposals and the role of this Commission to your community or business group. Telephone 524-6118 for information.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

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Arlington, Virginia 22201

NVTC newsletter  
  
is published monthly by the Northern Virginia Transportation Commission to apprise Northern Virginia residents of the Commission's efforts to gain rapid transit for this growing region.  
  
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TO:

Return Requested