

Washington, appears to us to provide an example which might well be imitated by other main tourist centers in the country. We respectfully suggest that buses handling such touring groups should be permitted to make the Visitors Center their first stopping place.

We are very much interested also in the proposal of the Washington civic groups for an exposition and transportation interchange on the site selected by them. From a transportation aspect, we feel that this offers a practical solution to our constant and increasing concern of inadequate terminal facilities here and the growing congestion of traffic on the downtown streets. Our buses are large; they have to be. We know we add to traffic congestion and this makes it worse for the citizens of Washington, as well as ourselves. It is somewhat defeating to arrive at the outskirts of the city on schedule, and be 30 minutes late by the time you reach our terminals. The use of the center leg, the consequent elimination of traffic congestion, and equally adequate terminal facilities will enable us to improve our service considerably. If the 5 million annual passengers per year we carry, plus the 420 individual buses to and from Washington, are added to the figures given by Mr. Jessup, this results in 9 million bus passengers annually and 780 total daily number of buses. Taking these off the city streets would be of great benefit both to the citizens of Washington, as well as ourselves.

From our national experience we can do nothing but applaud, Mr. Chairman, your Visitors Center as set forth in H.R. 12603. This will be a model for other cities to follow. So, also, will be the proposal of the Washington civic groups, and I hope in this brief statement I have been able at least to indicate the interrelationship between the two.

On behalf of Mr. Greenslit, myself, and our corporation, I wish to thank you for the opportunity to present our views.

Mr. GRAY. Thank you, Mr. McKibben. That was a very forthright and very fine statement. I noticed you testified to the fact that 9 million bus passengers come to Washington each year. Would you hesitate to guess about how many of those are through passengers and how many right stay here for a visit? I am talking about visitors versus the intrastate or interstate passengers.

Mr. McKIBBEN. Of course Washington is quite a visiting center, as you know, and it would be a little difficult without checking the records. I would like to ask Mr. Jessup what percentage you think.

Mr. JESSUP. Washington is a destination city.

Mr. GRAY. You would say a majority of them would stay some time—

Mr. JESSUP. I would say 85 percent.

Mr. McKIBBEN. I would say about 10 percent were through.

Mr. GRAY. Ten percent would go on through and 90 percent would stay. The reason I asked that question, we are thinking seriously of putting in at least eight ramps leading into the parking area, four in and four out, and making provisions for a very high ceiling on the ground level in order to accommodate a large number of buses, because we feel that with the escalator system that we would propose in the upper levels of the parking garage, it would be very easy for the private car owner to get out of his car and come down the escalator. We could carry large vehicles on the ground level, and it would be much better. I was trying to get some reading as to how many buses, and what per-