

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MARCH 25, 2019, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the February 25, 2019 Traffic and Parking Board meeting minutes.
3. Written Staff Updates
 - a. Public Hearing Follow-up
 - b. Food Trucks
 - c. Bikeshare
 - d. East Taylor Run Turn Restrictions
 - e. Update of Dockless Mobility pilot
4. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]

CONSENT CALENDAR

An item on the consent calendar will be heard only if a Board member, City staff or a member of the public requests it be removed from the consent calendar. Items not removed will be approved or recommended for approval as a group at the beginning of the meeting.

5. **ISSUE:** Consideration of a request to increase on-street parking in front of 206 North Fayette Street by 20 feet, one parking space.
6. **ISSUE:** Consideration of a request to remove two parking spaces on Hume Avenue at the Mt. Jefferson Park Trail crosswalk.

PUBLIC HEARING

7. **ISSUE:** Consideration of a request to modify Washington Street, East Abingdon Drive and West Abingdon Drive high occupancy vehicle lane restrictions

STAFF UPDATES:

- Residential Pay by Phone
- City Decal Elimination and Daytime/Overnight Parking District Impacts
- Smart Mobility

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, FEBRUARY 25, 2019, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

M I N U T E S

BOARD MEMBERS PRESENT: Chairman, William Schuyler, Vice Chair, James Lewis, Ann Tucker, Randy Cole, Kevin Beekman, Jason Osborne and Casey Kane

BOARD MEMBERS ABSENT: None.

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief of Traffic Engineering, Katye North, Division Chief of Mobility Services, Ryan Knight, Civil Engineer IV, Christine Mayeur, Complete Street Coordinator and Cuong Nguyen, Civil Engineer II.

8. Announcement of deferrals and withdrawals: None
9. Approval of the January 28, 2019 Traffic and Parking Board meeting minutes: Mr. Lewis made a motion, seconded by Mr. Kane to approve the minutes of the January 28, 2019 Traffic and Parking Board meeting. The motion carried unanimously.
10. Staff Written Updates: None

11. PUBLIC DISCUSSION PERIOD

Ms. Patricia Gaston spoke about the community's concerns regarding the Commonwealth Avenue intersection with West Del Ray Avenue and East Del Ray Avenue, as well as the West Del Ray Avenue and Samford Street intersection. The Board directed staff to observe site conditions at each intersections and report results to the Board.

CONSENT CALENDAR

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Cole to approve consent items 5 and 6. The motion carried unanimously.

12. **ISSUE:** Consideration of a request to:
1. Remove 15 feet of parking on the west side of Commonwealth Avenue at Leadbeater Street.
 2. Remove 15 feet of parking on the west side of Commonwealth Avenue at Herbert Street.
13. **ISSUE:** Consideration of a request to remove 20 feet of parking at the northeastern corner of the intersection of North Payne Street and Wythe Street.

PUBLIC HEARING

- 14. ISSUE:** Consideration of a request to establish a restricted overnight parking district on the following streets:

- 5600 Block Rayburn Ave.
- 5600 Block Harding Ave
- 2300 Block N. Sibley St.
- 2200 Block N. Chambliss St.
- 2300 Block N. Chambliss St.
- 2400 Block N. Chambliss St.
- 2500 Block N. Chambliss St.
- 5700 Block Grigsby St.
- 2300 Block Tracy St.

DISCUSSION: Mr. Garbacz and Ms. North presented the item to the Board.

PUBLIC TESTIMONY: Mr. Asmaa Rosenberg, Mr. Dan Dose, Mr. Owen Curtis, Ms. Theresa Pugh, Mr. Dannel Washington, Mr. Gus Ardura spoke in favor of the request.

BOARD ACTION: Mr. Lewis made a motion, seconded by Ms. Tucker to recommend to the City Manager to establish a restricted overnight parking district on the following streets:

- 5600 Block Rayburn Ave.
- 5600 Block Harding Ave
- 2300 Block N. Sibley St.
- 2200 Block N. Chambliss St.
- 2300 Block N. Chambliss St.
- 2400 Block N. Chambliss St.
- 2500 Block N. Chambliss St.
- 5700 Block Grigsby St.
- 2300 Block Tracy St.

The motion carried unanimously.

15. ISSUE: Consideration of a request to install No Turn on Red restrictions at the Porto Vecchio driveway and Washington Street.

DISCUSSION: Mr. Garbacz and Ms. Mayeur presented the item to the Board.

PUBLIC TESTIMONY: Ms. Ern Meter, Mr. John Pickett, and Mr. Zachary Desjardins spoke in favor of the request. Ms. Dale Latiff and Mr. Peter Kilcullen opposed the request.

BOARD ACTION: Mr. Kane made a motion seconded by Mr. Lewis to:

- 1) Recommend the Director of T&ES approve installing No Turn on Red restrictions at the Porto Vecchio driveway and Washington Street
- 2) Request city staff review traffic signal timing and operation of the intersection to determine if modifications can be made to address the residents of Porto Vecchio's concern. Follow up with the Board.
- 3) Ensure the intersection was in compliance with the Permission to Experiment for the bicycle signal.

The motion carried unanimously.

16. STAFF UPDATES:

- Mr. Garbacz updated with the Board about the Beauregard School flasher concern.
- Ms. North updated with the Board about the status of the residential pay by phone program.
- Mr. Garbacz updated with the Board about the Central Alexandria project.

17. COMMISSION UPDATES:

TRANSPORTATION COMMISSION: Mr. Kane updated the Board about the Transportation Commission.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: March 25, 2019
DOCKET ITEM: #3
ISSUE: Written Staff Updates

ISSUE: Staff update to the Traffic and Parking Board on various ongoing projects.

RECOMMENDATION: That the Board receive the following staff updates:

A. Public Hearing Follow-Up

1. During the February 25 public hearing for the proposed overnight district, two residents noted an issue with a Super Shuttle van that had been parked for several weeks on North Chambliss Street. The residents noted that they had submitted Call.Click.Connect tickets on this issue. Staff followed up with Parking Enforcement as to the status of these tickets. According to Parking Enforcement staff, the vehicle was located and a 72-hour abandoned vehicle check notice was issued on February 21. Upon following up on February 26 (this date accounts for 72 hours excluding the weekend), the officer noted that the vehicle was no longer parked on this street. Additionally, one of the residents who spoke has confirmed it is gone.
2. The Board asked staff to ensure the City was in compliance with the Permission to Experiment issued by the Federal Highway Administration (FHWA) for the Porto Vecchio bicycle signal. Staff believes the City is in full compliance. The main concern was the change from a green bicycle indication to a flashing yellow indication. The City's application to FHWA specifically states that the City would be experimenting with variations in the bicycle signal operation and never stated how it was to operate.
3. The Board requested staff to review the timing and operation of the Porto Vecchio traffic signal. Staff is still evaluating this intersection. The Police Department's crash database indicates that there has been only one crash at this intersection in the past five years. This is an extremely good safety record for an intersection that carries the volume of traffic as this intersection does. Staff is planning to attend a Porto Vecchio Board meeting to learn more about the specific issues this intersection may have.

B. Food Trucks:

There are three approved locations for food truck vending on the public street that have been in place for 2 ½ years (Eisenhower Ave, King Street near the King Street Metro Station, and

West Street near the Braddock Metro Station). Staff has had some preliminary discussions with the Food Truck Association (FTA) about the issues that are impacting usage and they identified two primary concerns. First, challenges with enforcement of the space to ensure that the spaces are available to food trucks when they need them. Second, limitations with the locations of the spaces and a request to provide more flexibility on where food trucks can vend. Given the public process that was undertaken to determine these original locations, staff will need to work with the FTA and the community to determine what changes can and should be made to improve the success of the food truck program. Staff will be developing a plan to proceed on this issue in the coming months and will keep the Board inform of next steps.

C. Bikeshare:

Staff has been working with VDOT to resolve longstanding procurement issues around purchasing new Capital Bikeshare equipment using Federal funding. Currently, staff is initiating an environmental review process for planned new stations. When approved by VDOT, staff will be able to place an order for this round of stations and install this summer. Staff hopes to expedite the next round of stations once the contracting issues are settled.

D. East Taylor Run Turn Restrictions:

Staff met with the community on February 4, 2019 to review the results of the right turn restrictions posted on East Taylor Run in the summer of 2018. Overwhelmingly the community thought the restrictions were effective and wanted them to remain. Based on that input, staff will keep the turn restrictions permanently.

E. Update in Dockless Mobility Pilot:

On November 13, 2018, City Council approved Staff's proposal to conduct a pilot program to evaluate dockless mobility in Alexandria. In late December, Lime was the first vendor to receive approval to operate under this pilot program. As of March 8, 2019, five permits have been issued to dockless mobility vendors and are being reviewed by City staff. An additional three dockless mobility vendors have indicated that they intend to submit a permit application package. It is therefore possible that eight vendors could be providing dockless mobility services within the City of Alexandria by springtime.

City Staff have also been provided input on a range of legislative proposals around dockless mobility that were introduced at the current session of the Virginia General Assembly. The current legislation that has passed in the House of Delegates is House Bill 2752. This legislation preserves local authority to regulate dockless mobility, but in general allows riding on the sidewalk, limits top speeds of vehicles to 20 mph, limits the weight of the vehicles, prohibits their operation on the Interstate Highway System, and requires users of the devices to give hand signals and have lights.

As spring approaches, City Staff is planning to conduct outreach to educate users to not ride on the City's sidewalks. Those plans include placing variable message signs in targeted areas of the City, working with dockless mobility vendors on safety messaging for the City to use in its varied education efforts, and partnering on closed-course riding events for people to

learn how to ride the devices safely. Vendors currently provide safe-riding reminders in their smartphone apps and are developing direct safety outreach email messages for their users.

The City has also begun planning the formal evaluation of the pilot program and plans to include field observations of riding behavior in high-pedestrian areas to observe user behavior, including where they ride. This pilot evaluation will help the City make an informed, data-driven recommendation to City Council to modify or continue (or not continue) permanent scooter and dockless mobility rules in the City of Alexandria, including if and how sidewalk riding rules should change.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: March 25, 2019

DOCKET ITEM: #5

ISSUE: Consideration of a request to increase on-street parking in front of 206 North Fayette Street by 20 feet, one parking space.

REQUESTED BY: David Robbins

LOCATION: 206 N. Fayette St.

STAFF RECOMMENDATION: The Board makes a recommendation to the Director of T&ES to increase on-street parking by relocating “No Parking Here to Corner” restrictions 20 feet to the south at 206 North Fayette Street.

BACKGROUND: The existing “No Parking Here to Corner” zone is 40 feet long (Attachment 2) at the northwest corner of the intersection of Cameron Street and North Fayette Street. The reason for this restriction is unknown and, most likely, to accommodate a previous need.

DISCUSSION: The proposed parking addition will not impact sight distance or pedestrian safety because parking will still be 20 feet away from the intersection. North Fayette Street is 40 feet wide, so the proposed parking should not impact the ability of larger vehicles navigating this intersection. By comparison, the standard residential street in Alexandria is only 30 feet wide. Staff denied the residential parking permit request since the block does not meet the requirements for residential permit parking.

ATTACHMENT 1: REQUEST EMAIL FROM THE RESIDENT

From: David Robbins <daverobbins@gmail.com>
Sent: Thursday, January 03, 2019 10:32 AM
To: Cuong Nguyen <cuong.nguyen@alexandriava.gov>
Subject: Re: Add new parking

Thank you very much Cuong. I have attached the parking change form if you need it as well as the pictures. FYI the length between the existing stop sign at the corner and the start of the loading zone in front of 206 N Fayette Street is 39 feet (highlighted in yellow in the overhead pic below). I believe the loading zone is leftover from when that building was used as a bakery. That building has been empty for several years but it will be a daycare soon so it probably makes sense to leave the loading zone there.

I am asking for the new parking to be "3 Hour Parking, MON - FRI, 8AM-5PM, Except Holders of District 5 Permits". This would match the adjacent parking on Cameron Street and be respectful of both residents and businesses while discouraging people from parking there and walking to the metro.

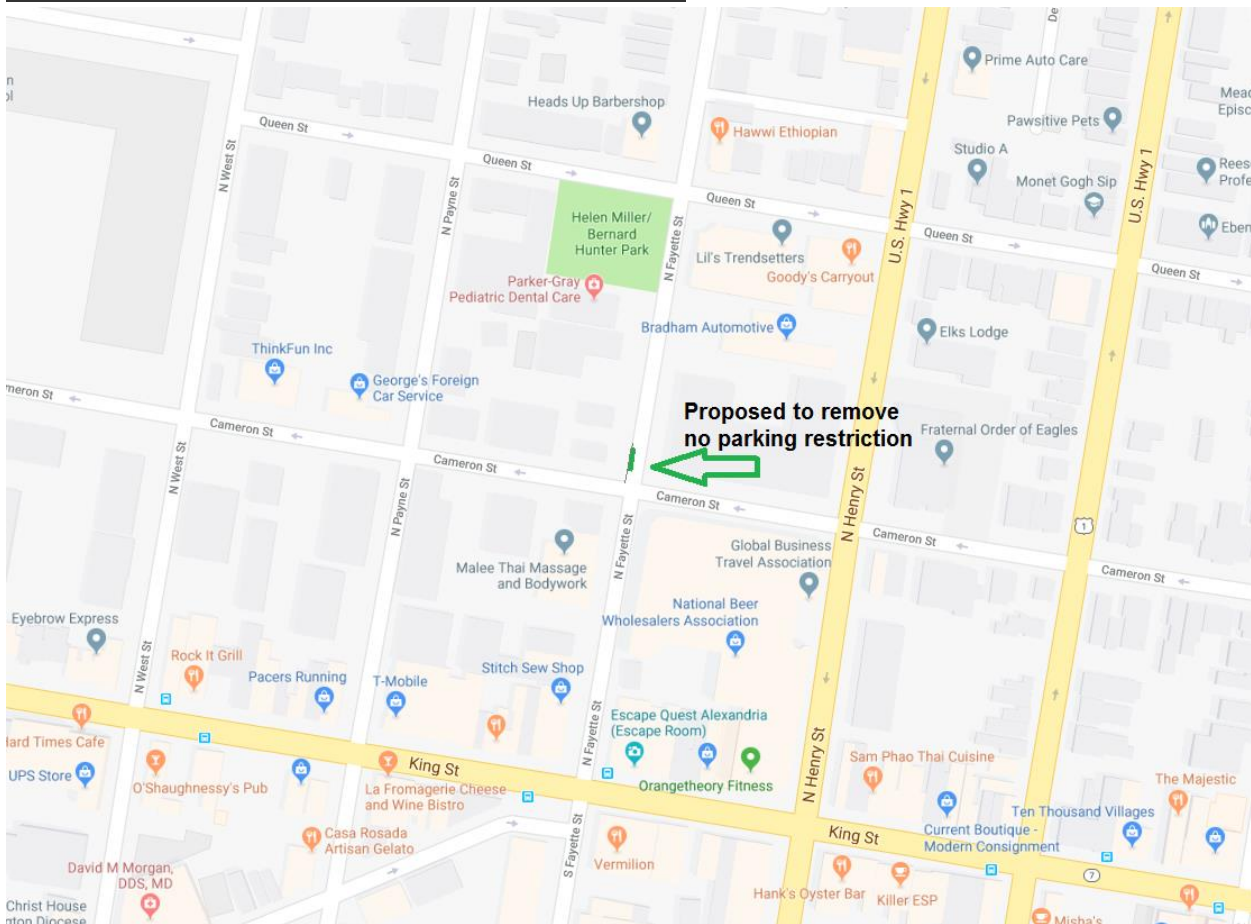




ATTACHMENT 2: STREET VIEW LOCATION



ATTACHMENT 3: AERIAL VIEW LOCATION



City of Alexandria, Virginia

Traffic and Parking Board

DATE: March 25, 2019

DOCKET ITEM: #6

ISSUE: Consideration of a request to remove two parking spaces on Hume Avenue at the Mt. Jefferson Park Trail

REQUESTED BY: Karen Swanson

LOCATION: 200 block of Hume Avenue

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove 40 feet of parking at the intersection of the Mt. Jefferson Park Trail at Hume Avenue to accommodate a safer pedestrian crossing.

BACKGROUND: The crosswalk in question is an uncontrolled, mid-block crossing that provides a highly-used trail connection through the neighborhood blocks. Runners, walkers, bicyclists, children, and families all use this trail crossing. Transportation Industry guidance recommends not having parking within 20 feet of a crosswalk.¹

DISCUSSION: Vision Zero emphasizes the importance of protecting the most vulnerable users, people walking or biking and children traveling around this area. Since the industry standard is the removal of 20 feet of parking, staff recommends this for each side of the crosswalk, as Hume Avenue is a two-way street. The clear line of sight is especially important for a mid-block crossing where people are not expected by drivers to cross the road. A clear sight line, as well as existing pavement markings help make this a safer crossing for all users.

The trail connects blocks to a playground and a soon-to-be traffic garden that will be painted on the court. Therefore, more children and families are expected to be using this crossing to visit the traffic garden.

OUTREACH: Staff contacted Ms. Swanson as a response to a separate request for information about the Mt. Jefferson Traffic Garden, and she requested improvements to the crossing.

¹ MUTCD 2009 Section 3, Figure 3B-21

ATTACHMENT 1: REQUESTS and COMMUNICATION

From: Karen Swanson

Sent: Monday, February 11, 2019 1:32 PM

To: Christine Mayeur

Subject: Re: Mount Jefferson Traffic Garden

Ah, that sounds nice! Those little ones sure like to ride their bikes and big wheels around there. Good idea! Now if only you could get the cars to actually stop at the crosswalk at Hume/Turner! It always scares me with the kids chasing balls down the little connector walkway.

Oh, speaking of crosswalks, the one just south of that -- where it crosses Hume at the pedestrian trail...is there any way to prohibit cars from parking a half to a whole car length off of each side of the crosswalk? The cars are often pulled very close to the crosswalk -- and there is often gaps in the row behind/in front of them so it doesn't seem as it would be too great a impact for the parking public. As a pedestrian with my dog, it is a bit concerning when drivers don't see me because of a tall vehicle (I always wait for eye contact though). As a driver, I nearly always slow down to a real crawl because a person might be popping out with a stroller or a dog ahead of them...or one of those afore mentioned kids who get ahead of their parents in their eagerness to get to the park -- you can't see them below the hood level of the adjacent cars.

Thanks for the information!

-Karen

ATTACHMENT 2: LOCATION (AERIAL)



ATTACHMENT 3: LOCATION (STREETVIEW)



ATTACHMENT 4: RESTRICTION RECOMMENDATION



City of Alexandria, Virginia

Traffic and Parking Board

DATE: MARCH 25, 2019

DOCKET ITEM: #7

ISSUE: Consideration of a request to modify Washington Street, East Abingdon Drive and West Abingdon Drive high occupancy vehicle lane restrictions.

REQUESTED BY: Washington Metropolitan Area Transportation Authority and City of Alexandria Transportation and Environmental Services

LOCATION: Washington Street, between First Street and Church Street, and East and West Abingdon Drives, between First Street and the George Washington Parkway

STAFF RECOMMENDATION: The Board endorses a resolution (Attachment 1) to approve the following changes between May 20 and September 30 or the end of the Metro Shutdown, whichever is sooner:

1. Change Washington Street high occupancy vehicle (HOV) lanes from HOV 2 to HOV 3.
2. Extend northbound Washington Street HOV lane hours from 7AM-9AM to 6AM-10AM.
3. Extend southbound Washington Street HOV lane hours from 4PM-6PM to 3PM-7PM.
4. Change East and West Abingdon Drive high occupancy vehicle (HOV) lanes from HOV 2 to HOV 3.
5. Extend northbound East Abingdon Drive HOV lane hours from 7AM-9AM to 6AM-10AM
6. Extend southbound West Abingdon Drive HOV lane hours from 4PM-6PM to 3PM-7PM.

BACKGROUND: The Washington Area Metropolitan Transportation Authority (WMATA) will shut down all Metrorail Stations citywide between May 25 and September 2 as part of the Platform Improvement Project. During that period, WMATA will run shuttle buses as frequently as once every 5-minutes between the King Street Old Town Metrorail Station and Ronald Reagan Washington National Airport using Washington Street. In addition to the shuttle, there will be additional bus service on Washington Street to enhance service on the 10A, 10E, and 11Y routes. WMATA has requested changes to the HOV lane requirements to increase throughput (Attachment 2).

DISCUSSION: WMATA and City staff request the Traffic and Parking Board's endorsement of changes to the high occupancy vehicle (HOV) lanes along Washington Street and East and West Abingdon Drives (Attachment 3). Section 10-3-2 of City Code states that City Council designates by resolution the hours of operation and occupancy requirements for high occupancy vehicle lanes. Therefore, changing the existing requirements, even temporarily, will require Council action. As with other traffic and parking items, the Board is being asked to review and provide a recommendation to the Council on this matter.

Currently, all HOV lanes along Washington Street and East and West Abingdon Drive are HOV 2. Northbound lanes operate between 7AM and 9AM, and southbound lanes operate between 4PM and 6PM. In non-HOV hours, the Washington Street portion reverts to parking in most locations. Staff requests three changes to Washington Street and East and West Abingdon Drives:

- Northbound lanes will operate from 6AM-10AM
- Southbound lanes will operate from 3PM-7PM
- Both Northbound and Southbound HOV lanes will move from a minimum occupancy of two persons to a minimum occupancy of three persons

These changes are necessary to help Metrobus and DASH buses move through Washington Street during the summer Platform Improvement Project, where all Metrorail stations in the City will be closed. During that time, both DASH and the Washington Metropolitan Area Transportation Authority (WMATA) will move displaced Metrorail riders by bus. The routes using Washington Street include:

- **Metrorail Blue Line Replacement** – This shuttle runs between King St-Old Town Metrorail Station, and Ronald Reagan Washington National Airport via Washington Street north of King Street. Headways will be once every five minutes during the enhanced HOV lane periods, and may move up to 860 persons an hour. Buses will run from 5:30am-12am, and will use general purpose lanes when HOV lanes are not open.
- **Enhanced 10A and 10E**, which will run on Washington Street both south and north on King Street
- **Enhanced 11Y service**, which will run on Washington Street both south and north on King Street. This bus service will be especially important for tourists, given that it runs from Old Town Alexandria to the National Mall in DC.

The changes will also increase carpooling, which will assist moving Alexandrians and residents from outside the City through the corridor.

Should changes be implemented, up to 40 signs will need to be modified or replaced. HOV lane hours will revert to existing conditions on September 30 or the project end, whichever is sooner.

Staff is coordinating with the Alexandria Police Department on enforcement coordination, including additional resources to enforce parking restrictions.

OUTREACH: Staff have placed fliers (Attachment 4) on multiple residences and businesses along the Washington Street corridor. Staff have also notified the Alexandria Chamber of Commerce regarding the changes.

Staff have also communicated intent to modify HOV lane hours during public meetings with various organizations. Since November 2018, staff have met at least 14 times with various business groups, civic associations, and commissions to communicate intent.

Attachment 1: Resolution to Council

Attachment 2: Request from Washington Area Metropolitan Transportation Authority

Attachment 3: Map of Changes Along Washington Street

Attachment 4: Flier

ATTACHMENT 1: RESOLUTION TO COUNCIL

RESOLUTION NO. _____

WHEREAS, the City is empowered by Charter Section 2.03 (a) to establish and maintain streets, including limited access or express highways; and

WHEREAS, the City is empowered by City Code Section 10-3-2 to establish hours and occupancy requirements for commuter lanes;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF ALEXANDRIA

1. That for the Washington Street commuter lanes bounded by Church St. to the south and Second St. to the north
 - a. for lanes in which traffic moves in a northerly direction, commuter lane restrictions shall be in effect from 6:00 a.m. to 10:00 a.m.;
 - b. for lanes in which traffic moves in a southerly direction, commuter lane restrictions shall be in effect from 3:00 p.m. to 7:00 p.m.;
 - c. at least three persons must occupy a vehicle in order for it to constitute a high occupancy vehicle and thus be entitled to travel in the commuter lane when the lane's restrictions are in effect.
2. That for the East Abington Drive commuter lanes bounded by Second St. to the south and the George Washington Parkway to the north
 - a. for lanes in which traffic moves in a northerly direction, commuter lane restrictions shall be in effect from 6:00 a.m. to 10:00 a.m.; at least three persons must occupy a vehicle in order for it to constitute a high occupancy vehicle and thus be entitled to travel in the commuter lane when the lane's restrictions are in effect.
3. That for the West Abington Drive commuter lanes bounded by Second St. to the south and the George Washington Parkway to the north
 - a. for lanes in which traffic moves in a northerly direction, commuter lane restrictions shall be in effect from 6:00 a.m. to 10:00 a.m.
 - b. for lanes in which traffic moves in a southerly direction, commuter lane restrictions shall be in effect from 3:00 p.m. to 7:00 p.m.;
 - c. at least three persons must occupy a vehicle in order for it to constitute a high occupancy vehicle and thus be entitled to travel in the commuter lane when the lane's restrictions are in effect.
4. That the City Clerk be, and hereby is, authorized and directed to affix the seal of the City to such documents as may be necessary or convenient to implement this Resolution; and
5. That the commuter lane restrictions enacted by this Resolution shall be in effect between May 20 and September 30 of 2019.

Adopted: _____

JUSTIN WILSON MAYOR

ATTEST:

Gloria Sitton, City Clerk

ATTACHMENT 2: REQUEST FROM WASHINGTON AREA METROPOLITAN TRANSPORTATION AUTHORITY



March 18, 2019

Yon Lambert
Director
Alexandria Department of Transportation and
Environmental Services
301 King Street
Alexandria, VA 22314

Dear Mr. Lambert:

We appreciate the City of Alexandria's ongoing collaboration and support as the region prepares for WMATA's summer 2019 platform reconstruction project. As you are aware, the project will result in a closure of all Blue/Yellow Line stations south of Ronald Reagan Washington National Airport Station from May 25 to September 2.

One of the mitigation strategies that WMATA and City staff have discussed is a temporary change to HOV policies for the summer of 2019. These proposed changes will improve the flow of bus operations and ensure that Alexandria residents, tourists, and those traveling throughout the corridor have an improved customer experience.

WMATA requests the following changes to the City of Alexandria HOV policies from May until September of this year:

1. Change Washington Street HOV lanes from HOV 2 to HOV 3;
2. Extend northbound Washington Street HOV lane hours from 7AM-9AM to 6AM-10AM;
3. Change East Abingdon Drive and West Abingdon Drive HOV lanes from HOV 2 to HOV 3;
4. Extend northbound East Abingdon Drive lane hours from 7AM-9AM to 6AM-10AM;
5. Extend southbound West Abingdon Drive lane hours from 4PM-6PM to 3PM-7PM; and
6. Extend southbound Washington Street HOV lane hours from 4PM-6PM to 3PM-7PM.

Thank you for your consideration and please let us know if you have any questions.

Sincerely,

James Hughes
Managing Director
Department of Intermodal Strategic Planning

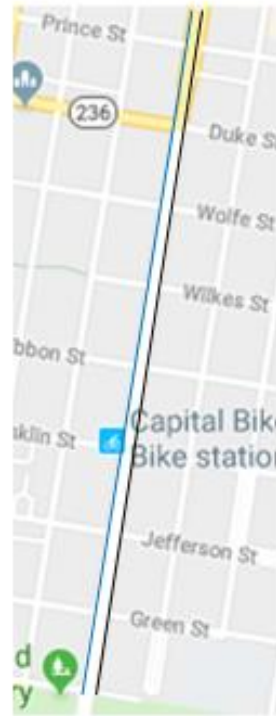
**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234



www.metroopensdoors.com

A District of Columbia,
Maryland and Virginia
transit Partnership

ATTACHMENT 3: MAP OF CHANGES ALONG WASHINGTON STREET



Legend

-  Southbound lanes to shift from HOV 2 to HOV 3. Proposed hours are 3pm-7pm
-  Northbound lanes to shift from HOV 2 to HOV 3. Proposed hours are 6am-10am

Temporary Changes to Washington St HOV Lanes

Washington Street will see changes in its high occupancy vehicle (HOV) lanes to help buses move while the Metrorail stations are closed. This is to keep people coming to and leaving Alexandria on free shuttle buses between May 20 and September 30 OR when the stations reopen. These buses will come once every five minutes while these changes are in effect

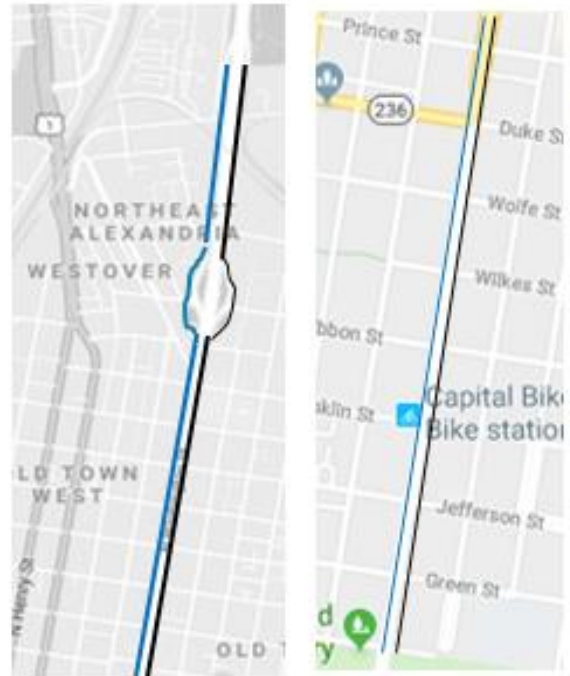
Occupancy: Cars can only use lanes with three or more people inside.

Hours:

Northbound lanes	6AM-10AM
Southbound lanes	3PM-7PM

The City will take these changes to the Traffic and Parking Board on March 25, and to City Council on April 9. To learn more, visit

www.alexandriava.gov/GOAlex.



Legend



Southbound lanes to shift from HOV 2 to HOV 3. Proposed hours are 3pm-7pm
Northbound lanes to shift from HOV 2 to HOV 3. Proposed hours are 6am-10am

Questions?

Thomas Hamed at 703-746-4421 or Thomas.hamed@alexandriava.gov

