

November 2, 1976

The following bus priority lanes are currently in effect in the suburbs. Reference is to the use of curb lanes in the flow direction during rush hours only, with exceptions as noted:

I. Maryland

Georgia Avenue between Eastern Avenue and Colesville Road

II. Virginia

- a) Wilson Boulevard between Kensington Street and Court House Road
- b) N. Moore Street between the Lee Highway roadways
- c) N. Lynn Street between the ramp from N. 17th Street and Wilson Boulevard
- d) N. 10th Street between Barton Street and Arlington Boulevard
- e) Arlington Boulevard between Patrick Henry Drive and Pershing Drive
- f) Shirley Highway between the Franconia Road/Keene Mill Road exit and 14th Street Bridge (reversible center lanes)
- g) N. Washington Street between Cameron Street and E. Abingdon Drive (S)
(A. M. rush only)
- h) E. Abingdon Drive between N. Washington Street (S) and N. Washington Street (N)
(A. M. rush only)
- i) ramp from G. W. Parkway (northbound) to 14th Street Bridge

(Consult the Department of Transportation of the jurisdictions involved for local definitions of the rush hour and for restrictions on other traffic with regard to the use of priority lanes.)

When the Authority identifies a street on which it feels bus operations can be significantly improved by the institution of a bus priority lane, it conveys this request to the Department of Transportation of the jurisdiction involved. The implementing agency must be an arm of the jurisdiction in which the roadway lies, as WMATA does not have the authority to implement unilaterally any changes which would affect traffic circulation. In some cases, notably within the District of Columbia, the local D. O. T. has implemented bus priority measures on its own initiative.