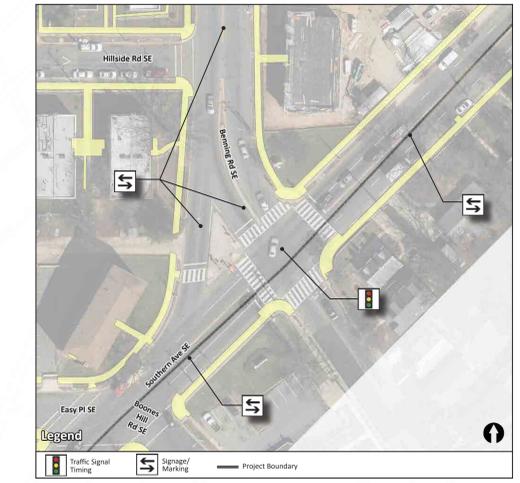


23 Southern Ave SE & Benning Rd SE Location # 23



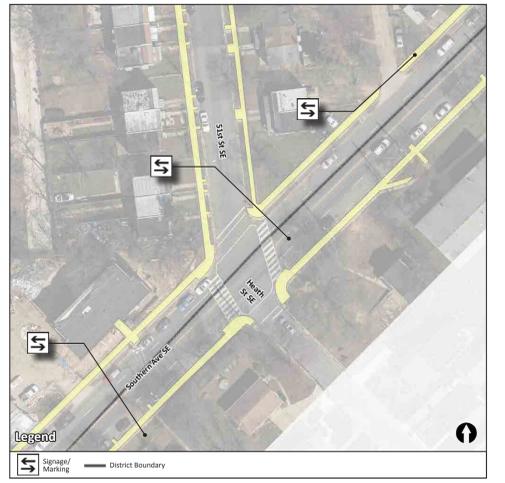
The intersection of Benning Rd and Southern Ave SE is a four-way signalized intersection with a two-lane southbound right slip lane. It is a congestion point on a popular commuting route between Prince George's County and the East Capitol St corridor towards downtown DC. There are high volumes of turning vehicles and geometric challenges that present obstacles to vehicles and non-motorists navigating the intersection. The signal timing and phasing should be reviewed and adjusted accordingly for protected phases for turning vehicles. There should also be prominent lane use markings and advance warning signage to instruct drivers about the lane configurations.

Implementation Timeline	Medium term 2-4 years
Estimated Project Cost	\$17,900
Right-of-Way Needed	No
Coordination Needs	Yes, Prince George's County
Parking Impacts	No
Green Infrastructure Project	No

55 Southern Ave SE & 51st St SE Location # 55

At Southern Ave and 51st St SE, there are uncontrolled crosswalks across Southern Ave. It is recommended that advance warning signage about pedestrians and in-street "Stop for Pedestrians in Crosswalk" signage at the crosswalks be installed to improve safety of pedestrians at this location. Moreover, the westernmost crosswalk on Southern Ave should be eliminated in favor of higher visibility crossing. Removing this crosswalk also eliminates a conflict with right turning vehicles from one-way southbound 51st St SE.

Parking restrictions along Southern Ave in this location are peak-hour dependent, so any improvements to the pedestrian crossing need to comply with those restrictions. Portions of this intersection may lie within Prince George's County right of way, so coordination with their staff will be essential.



Implementation Timeline	Short term 1-2 years
Estimated Project Cost	\$31,450
Right-of-Way Needed	No
Coordination Needs	Yes, Prince George's County
Parking Impacts	No
Green Infrastructure Project	No

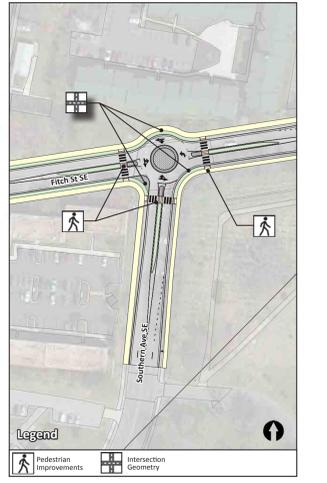
20 Southern Ave SE & Fitch St SE Location # 20

Southern Ave SE and Fitch St SE is a three-way stop controlled intersection. Southern is two lanes northbound and two lanes southbound. Fitch is a bidirectional one lane roadway. The geometry at this intersection is confusing because drivers on Southern Ave must turn to remain on that road. This intersection had a large number of collisions, primarily sideswipe, angle, and rear-end crashes. It is also difficult for pedestrians to navigate the intersection safely.

Constructing a mini-roundabout is recommended at this location. Mini-roundabouts have been shown to successfully improve safety at intersections with high crash rates. This is particularly true at multi-way stops. Mini-roundabouts can be constructed at a lower cost, and depending on the design and conditions can sometimes provide greater operating efficiency than traffic signals. The lanes along Southern Ave will be tapered through the construction of splitter islands leading into the mini-roundabout. The inscribed circle separates turning vehicles and removes the need to yield to traffic coming from multiple directions. Pedestrians are able to cross upstream from the mini-roundabout and use curb cuts in the splitter islands as refuges.

There may be some right-of-way that needs to be acquired from property owners to the north of the concept area, or the concept may need to shift to the south. There is also potential for permeable pavement or other stormwater mitigation within the mini-roundabout design. Another alternative to improve safety at the intersection is to add traffic signals. Initial traffic counts indicated there were sufficient traffic volumes to justify a signal here, but this will require additional signal warrant study, and will cost significantly more than the mini-roundabout.

Implementation Timeline	Long term 4-8 years
Estimated Project Cost	\$297,800
Right-of-Way Needed	Yes, limited impact outside of RoW north of proposed concept
Coordination Needs	Yes, Prince George's County, private landowners
Parking Impacts	No, parking is already restricted on all approaches.
Green Infrastructure Project	Yes, there is potential for permeable pavement within inscribed circle of mini-roundabout



47 Southern Ave SE & Central Ave SE Location # 47

At Southern Ave and Central Ave SE, there are presently issues with traffic collisions and queue lengths at this four-way signalized intersection. One of the causes of the higher collision incidents seem to be turning vehicles. Left turns from Southern Ave are currently permissive, so research signal warrants for protected left turn phases is recommended. There need to be additional regulatory signage specifying "No Right Turn on Red" from eastbound Central Ave, and greater enforcement of the No Parking specification in the travel lanes along Central Ave SE in front of the convenience store and church. Cars are parking in those travel lanes and obstructing traffic. Stripping out the parking lanes further to the west and posting regulatory signage would help to abate this issue. These intersection improvements will require coordination with Prince George's County, which controls the rights of way to the east of the intersection.

At Southern Ave and Central Ave SE, there are presently issues with traffic collisions and queue lengths at this four-way signalized intersection. One of the causes of the higher collision incidents seem to be turning vehicles. Left turns from Southern Ave are currently permissive, so research signal warrants for protected left turn phases is recommended. There need to be additional regulatory signage specifying "No Right Turn on Red" from eastbound Central Ave, and greater enforcement of the No Parking specification in the travel lanes along Central Ave SE in front of the convenience store and church. Cars are parking in those travel lanes and obstructing traffic. Stripping out the parking lanes further to the west and posting regulatory signage would help to abate this issue. These intersection improvements will require coordination with Prince George's County, which controls the rights of way to the east of the intersection.

Implementation Timeline	Medium term 2-4 years
Estimated Project Cost	\$43,200
Right-of-Way Needed	No
Coordination Needs	Yes, Prince George's County
Parking Impacts	Yes, current illegal parking in left right through lane of eastbound Central Ave will be eliminated, parking in front of church will be moved further from intersection
Green Infrastructure Project	No



SOUTHERN AVE CORRIDOR