



reconfiguration the intersections at Braddock Road and at Menokin Drive to improve pedestrian safety and the installation of improved pedestrian crossings at bus stops as well as bike lanes. The proposed traffic signal is an integral component of the North Van Dorn Street and Menokin Drive intersection.

**DISCUSSION:** On April 25, 2016, after a public hearing, the Traffic and Parking Board approved the Complete Street redesign of North Van Dorn Street, and at a subsequent meeting (May 23, 2016) recommended that City Council approve a traffic signal at North Van Dorn Street and Menokin Drive. In the current configuration, there is a right slip lane from Menokin Drive onto North Van Dorn Street that is removed in the approved plan, which includes new sidewalks and crosswalks. The number of lanes at the intersection does not change with the new design, but with the removal of this slip lane the signal is needed in order to accommodate right turns and prevent congestion on King Street. The technical rationale for the signal installation is addressed in the Traffic and Parking Board memorandum, which is included as Attachment 1.

Prior to consideration by the Traffic and Parking Board and beginning in October 2015, staff conducted extensive public outreach. Meetings were held with Park Place Condominiums Homeowners Association and Fairlington United Methodist Church, both of whom ultimately provided letters of support. All letters received associated with the project are included in Attachment 2.

If Council approves the traffic signal, signal construction would occur after project construction and resurfacing with project completion expected no later than fall 2016. Post construction, staff will monitor the intersection of North Van Dorn Street and Menokin Drive to evaluate queue lengths and determine if any additional signal timing changes need to be made to process vehicles and provide safe crossings for pedestrians. In fall 2016, data will be collected to determine if speeds have been reduced along the corridor. As with all Complete Streets projects, a crash analysis will be conducted to determine if there has been a reduction after installation of the project.

**FISCAL IMPACT:** The cost of installing this signal is estimated at \$100,000 which was included in the FY 2016 Complete Streets program capital budget. The annual operating cost for this signal is estimated to be \$2,500 and will be absorbed by the Department of Transportation and Environmental Services.

**ATTACHMENTS:**

Attachment 1: May 23, 2016 Traffic and Parking Board Docket Memorandum

Attachment 2: Letters of Support

Attachment 3: Presentation

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