

<p>Wayne Kahn 1D01 Secretary rtonrhythm@boo.net</p>	<p>Mount Pleasant Advisory Neighborhood Commission</p>	<p>Gregg Edwards 1D04 Vice Chair g@ge1.org</p>
<p>1D02 vacant</p>	 <p>anc1D mount pleasant, dc</p>	<p>Rich Wysocki 1D05 Treasurer rwysocki92@verizon.net</p>
<p>Jack McKay 1D03 Chair jack.mckay@verizon.net</p>	<p>P.O. Box 43529 Washington, DC 20010 Tel. 462-8692 Web: www.anc1d.org</p>	<p>Angelia Scott, 1D06 pastorascott@yahoo.com</p>

Mr. Dan Tangherlini
Director, District Department of Transportation
2000 14th St NW
Washington, DC 20009
August 3, 2005

cc: Doug Noble, Steve Asher, Ken Laden, Callistus Nwadike


Dear Mr. Tangherlini:

At its meeting of August 2, 2005, a meeting executed with proper public notice and a quorum present, the Mount Pleasant ANC, 1D, passed the resolution attached. This resolution is in response to the letter of July 15, 2005, from Mr. Ken Laden, concerning the DDOT decision to install speed humps on the 1600 block of Monroe Street NW. As such, our issues and concerns are to be given "great weight", according to §1-309.10(d)(3)(A) of the D.C. Code.

Sincerely,



Jack McKay
Chairperson, ANC 1D

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ANC1D asks DDOT to follow its Guide to handle traffic on 1600 Monroe Street

Passed by three to two roll-call vote at the legally noticed, public monthly meeting of July 22, 2005, with a quorum present, Commissioners McKay, Edwards, and Scott voting “yes”, Wysocki and Kahn, “no”.

Resolved, that ANC1D advises the District Department of Transportation to take the following steps, following the process specified in the District of Columbia Traffic Calming Policies and Guidelines, in implementing traffic calming measures in the 1600 block of Monroe and Lamont Streets NW:

- (1) Immediately provide relief to these two blocks by
 - (1a) posting signs prohibiting through commercial and truck traffic on both blocks;
 - (1b) providing a stop sign on Monroe Street where Brown Street enters Monroe.
- (2) Rescind DDOT’s decision of July 15 to proceed with the installation of a speed hump in the 1600 block of Monroe St NW, a decision made in disregard of the Traffic Calming Policies and Guidelines process.
- (3) Take the first step of the prescribed procedure, the approval of 35% of the affected households, as a given, and proceed to the second step, the pertinent traffic calming study, including measurements of traffic volume and speeds, and develop traffic calming recommendations for the 1600 block of Monroe Street.
- (4) Present the results to a community meeting, with recommended measures for traffic calming, if warranted by traffic speeds.
- (5) If physical traffic calming measures are recommended and are well received at the community meeting, conduct a poll of the affected area, including all residents whose residences face on or adjoin the 1600 block of Monroe, to confirm approval by 65% of affected households.

Rationale

On both the 1600 blocks of Monroe and Lamont Streets there is a strong and perhaps dangerous overage of traffic. This appears to derive from east-bound crosstown traffic needing to detour around the cessation of east-west traffic on the 1600 block of Park Road and the start of one-way westbound coming from Columbia Heights and beyond. This traffic seems to detour in large numbers, and perhaps dangerously speeding, onto Lamont and Monroe.

The DDOT Traffic Calming Policies and Guidelines offer a well-designed process for obtaining traffic calming measures, including provisions for valid traffic engineering, and for confirmation of popular support. These Policies and Guidelines were designed to avoid implementing traffic calming devices by simply yielding to vocal pressure groups, as was common practice prior to their development. The current DDOT decision to implement speed humps on Monroe Street has been taken in evident disregard of the process specified by the Policies and Guidelines.

DDOT has made no measurements of traffic speeds on the 1600 block of Monroe Street, so there is no proof that traffic calming is warranted. Furthermore, without these data, it will be impossible to determine the effectiveness of speed humps after installation.

DDOT has itself done no traffic engineering evaluation of the site, and has developed no recommendations for the community. As the Policies and Guidelines state, "These recommendations could include other possible solution(s) which were not requested but may be warranted based on the factors surrounding each case." There may be other methods of traffic calming than speed humps, and other safety measures might be proposed. Because there has been no traffic study, it is impossible to say that speed humps are the best solution to a speeding or safety problem.

The Traffic Calming Policies and Guidelines call for 65% approval of the households within the study area. The residents petitioning for speed humps polled residents of that block, and of 17th Street adjacent to the block, but polled no one on Brown Street, nor any residents of the Park Monroe apartment house, though all of these residents will be affected by the traffic calming devices. The degree of community approval specified by the Policies and Guidelines has not been demonstrated.