

<p><b>Phil Lepanto, 1D01</b> phil.lepanto@gmail.com</p>	<p><b>Mount Pleasant Advisory Neighborhood Commission</b></p>	<p><b>Gregg Edwards, 1D04</b> Vice Chair g@ge1.org</p>
<p><b>Oliver Tunda, 1D02</b> tunda21@hotmail.com</p>		<p><b>Dave Bosserman, 1D05</b> orilla@comcast.net</p>
<p><b>Jack McKay, 1D03</b> Secretary and Treasurer jack.mckay@verizon.net</p>	<p>1380 Monroe St NW, #117, Washington, DC 20010 Tel: 234-6646 Web: www.anc1d.org e-mail: anc1d@googlegroups.com</p>	<p><b>Angelia Scott, 1D06</b> Chair pastorascott@yahoo.com</p>

## Convert Mount Pleasant Street to a “pedestrian encounter zone” and bicycle boulevard

*Resolved*, that ANC1D advises the District Department of Transportation to undertake the conversion of Mount Pleasant Street to a "pedestrian encounter zone", sharply reducing traffic speeds, and prohibiting the use of the street for through traffic.

*Why*: Mount Pleasant Street follows the classic American model of giving automobiles priority over pedestrians and bicycles. Traffic dominates the atmosphere of the commercial strip, whereas pedestrians are confined to sidewalks and a couple of crosswalks, and are expected everywhere else to give precedence to motor vehicles. This model for urban centers is out of date in an era where alternative modes of transportation, including walking, are to be encouraged.

European cities have had great success with "encounter zones", where pedestrians are given priority, and are allowed to cross streets wherever they want, and motor vehicle drivers are required to yield to them. This creates an environment of very slow-moving traffic, and a relaxed atmosphere where people on foot have priority, and can use the area for human activities. To quote one source:

*The encounter zone has been regulated in Switzerland from January 1st 2002. In the 'encounter zone' the traffic surface is given to pedestrians and a spatial allocation for relaxing and shopping, for play and sport and as meeting place, is at their disposal. The maximum speed is defined as 20 km/h and pedestrians have precedence in relation to vehicular traffic. They can pass at any time and over the whole roadway, however vehicles may not be obstructed unnecessarily. Parking is permitted only in the places marked by signals or markings.*

In Mount Pleasant, more than 40% of all households own no car. Many car-owning households would readily leave their car at home, and visit Mount Pleasant Street on foot. Hence, a majority of local residents would benefit from the conversion of Mount Pleasant Street to a pedestrian-priority "encounter zone". The street need not be a thoroughfare to anyplace else, as the minor arterials of Park Road and Irving Street provide conduits for traffic. This is an ideal location for a U.S. experiment in the European concept of the "encounter zone".

*Passed by 4 to 0 vote at the legally noticed, public meeting of ANC1D on December 15, 2009, with a quorum present. Voting “yes”:* Commissioners Edwards, Tunda, Lepanto, McKay.