



Mount Pleasant Business Association

Notes from November 15, 2008 DDOT presentation on Mt Pleasant Transportation Study

Presenters:

Gabriela Vega, DDOT Ward 1 Planner, Donna Nelson (lee + papa and associates)

MPBA and other Attendees:

Haydee Vanegas, Gregg Edwards, Jack McKay, Jim Graham representative and about 20 others.

Focus: Mt Pleasant Street and four proposed solutions but also mentioned were several other areas including Adams Mill Road at Irving St, Park Road between Wallbridge and the bridge to Tilden, and Harvard Street.

The summary for the areas above included:

1. A recommendation to make it legal to make a left turn from Kenyon onto Adams Mill Road (many people including myself do it illegally now or go down the alley). This is already approved under another study but there are complications regarding Park Service land vs. city land.
2. Make a left turn legal from 16th street going north to Park Rd.
3. Possibly narrow Park Road between Wallbridge and the bridge to Tilden and make the bike lane share the driving lane to slow people down
4. Make Harvard a two way street between Quarry and 16th Street.
5. Make Irving Street a two-way street

DDOT was lukewarm about items 3, 4 and 5 but it appears that 1 and 2 are more viable from their perspective. It was not clear what they are recommending about Irving St. or Harvard.

Apparently the whole study is not yet complete but the final recommendations will be posted on the website (which is on the flyer but not provided at the meeting).

<http://www.dci-projects.com/Pleasant/>

Important note: this proposed construction has no funding. It is simply a preliminary study. In order for any of this to go forward it would still need to have funding approved for it. Then these prelim recommendations would go into the design process.

The proposed option for Mt Pleasant Street appears to be this:

<http://www.dci-projects.com/Pleasant/AC-4-Lamont%20Park-Hardscape.pdf>

Although in the presentation they provided four options and a chart comparing the four options. There were two options that showed Mt Pleasant Street becoming one way going south and two options where Mt Pleasant street remains a two-way street but the sidewalks get wider, with street trees. One of the two-way options shows a median down the middle.

They are at: <http://www.dci-projects.com/Pleasant/AC%204%20Alternatives%20Comparison%20Table%20-%20DraftV2-11x17.pdf>

Gabriela Vega stated that DDOT was recommending options A or B (remaining two-way) depending on the funding level. The comparison chart caused a lot of discussion.

Comments from the field:

Mario Alas asked for a much clearer summary of what was being addressed for the community based on five criteria 1) managing the speed on Mt Pleasant Street 2) wider sidewalks and pedestrian safety 3) increased parking 4) maintain the historic nature of Mt Pleasant 5) maintain bicycle friendly environment.

Gregg Edwards stated that the neighborhood desires a pedestrian friendly environment and says the ANC has provided proposals that have not been considered. He thinks DDOT is ignoring the ANC which may explain his request to the Dept of Planning.