

1 INTRODUCTION AND OVERVIEW

This document is the second of two volumes for the Mount Pleasant Transportation Study. Volume 1 of this report provides a detailed description of the study area (including characteristics of the transportation-related infrastructure in Mount Pleasant).

The study was conducted in two phases, as illustrated in Figure 2- 1. The objectives of the first phase of the study were to 1) document the characteristics and condition of transportation elements in the study area; and 2) identify issues, problems, and deficiencies that need to be addressed. Phase 2 focuses on identifying, developing and evaluating recommendations and options for transportation improvements.

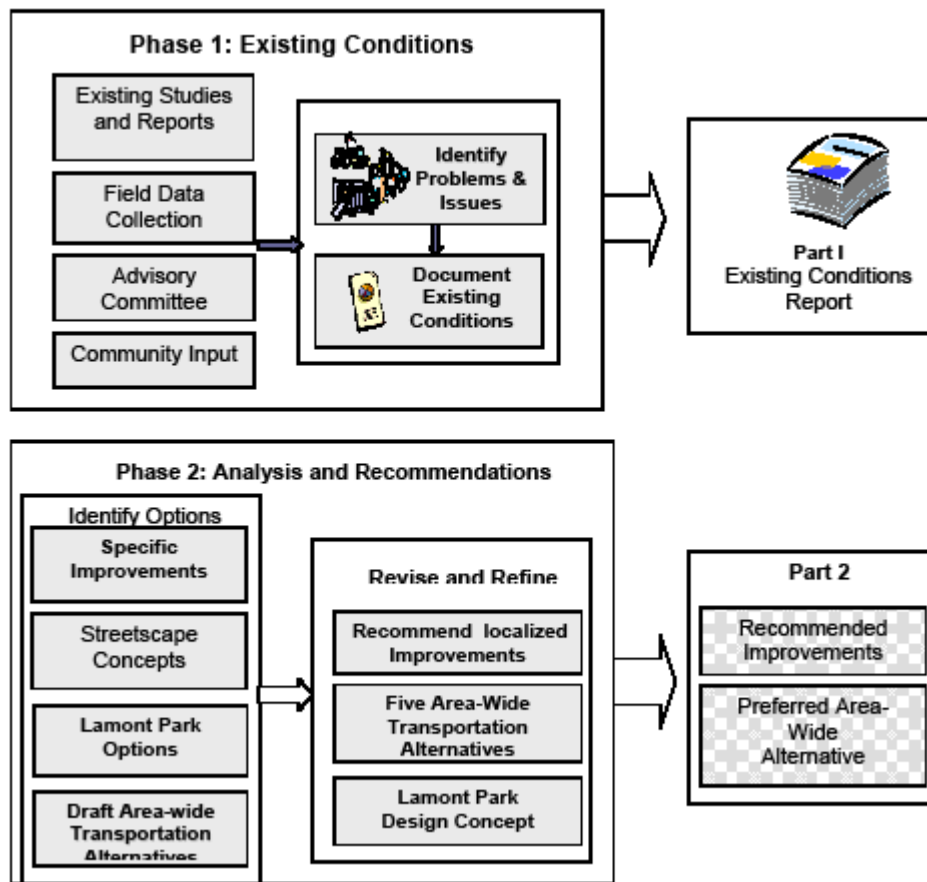


Figure 2- 1 Study Process

This document contains recommendations and alternatives developed during Phase II of the Mount Pleasant Transportation Study. Needs and options were further refined and are presented as:

- **Chapter 2: Community Goals and Objectives.** Information gathered from community

outreach and feedback during phase I of the study was used to distill transportation-related goals and objectives to guide development of transportation alternatives.

- **Chapter 3: Recommendations for specific improvements.** Localized improvements needed to address specific deficiencies and problems, that include (but are not limited to) repairs to infrastructure, potential cut-through traffic, traffic speeds, safety, congestion near schools and at key intersections, parking, traffic signs and markings, and traffic signal phasing and timing.
- **Chapter 4: Recommendations for pedestrian, bicycle, and transit improvements.** Recommended improvements to address specific deficiencies in the existing system and alternatives that can be implemented across the study area to improve pedestrian and bicycle facilities, address safety, and encourage the use of non-motorized transportation.
- **Chapter 5: Recommendations for streetscape and urban revitalization.** Concepts for streetscape improvements are presented for Mount Pleasant Street that can be carried through out the community.
- **Chapter 6: Area-wide Transportation Alternatives.** Four different long-term strategies (labeled A through D) focus on traffic circulation patterns. Two concepts for Lamont Park are presented as part of the Transportation Alternatives. One concept is based on the current footprint of Lamont Park; the other is based on an expanded footprint for the Park. Additional concepts are presented that address 1) conversion of Harvard Street to two-way operation and 2) the extension of medians on 16th Street NW.