



## **ADVISORY NEIGHBORHOOD COMMISSION 3E**

TENLEYTOWN AMERICAN UNIVERSITY PARK FRIENDSHIP HEIGHTS  
c/o Lisner-Louise-Dickson-Hurt Home 5425 Western Avenue, NW Washington, DC 20015  
[www.anc3e.org](http://www.anc3e.org)

### **Resolution in Support of Changing the Stop Signals at the Intersection of Van Ness Street NW and 46th Street NW to All Way Stop Control NOI-17-29-TOA**

**Whereas**, the intersection of Van Ness Street NW and 46th Street NW currently has a four way stop signal installed; and

**Whereas**, traffic studies completed by DDOT have concluded that the intersection, if evaluated for a stop light warrant today, would not satisfy any of the nine warrant requirements. The studies further conclude that changing from stop signals to all way stop control might actually result in better performance for intersection traffic ; and

**Whereas**, the Manual on Uniform Traffic Control Devices (MUTCD) calls for stop signs at the intersection of collector streets unless warrants for signalization are met. The intersection is the last one with signalization in the immediate neighborhood save for the intersection of 42nd and Albemarle where there is a high pedestrian and vehicular volume; and

**Whereas**, a resident has compiled a petition of 28 residents comprised of 20 households adjacent to the intersection that supports the change from stop signals to all way stop control ; and

**Whereas**, the intersection is one block away from a neighborhood park and the main park entrance crosses Van Ness Street which should necessitate a conservative approach to traffic control that values the safety of children over streamlining vehicular flow, and we believe that in this instance the requirement that every vehicle at the intersection come to a complete stop will serve that goal; and

**Whereas**, ANC 3E has supported a similar change at the intersection of Yuma Street NW and 46th Street NW in the past, a change that has not created any substantial problems; and

**Whereas**, we understand that DDOT will first conduct a 30 day trial to evaluate whether any substantial issues arise from the change. That trial period will make the signals into flashing red and, if acceptable results are realized, install all way stop signs thereafter; and

**Whereas**, DDOT will continue to monitor the intersection for 60 days following the installation of the stop signs; and

**Whereas**, DDOT will send a report detailing the findings of analysis of the 90 day trial period, leaving enough time for the ANC to opine on the report; and

**Now, therefore**, in recognition of these considerations, ANC 3E adopts the following resolution.

**Resolved**, ANC 3E supports the process as described in the NOI referenced (Notice 17-29-TOA); and

The resolution passed by a vote of 4-0-0 at a properly noticed meeting held on March 9th, 2017, at which a quorum was present, with Commissioners Bender, Wallace, McHugh, and Quinn in attendance.

ANC 3E

By Jonathan Bender, Chairperson

REFERENCES:

[Yuma and 46th Study](#)