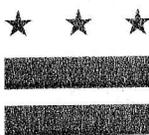


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



Received Aug. 17
Utah / Northampton

d. Office of the Associate Director

AUG 14 2012

Gary Thompson, ANC3G-02
P.O. Box 6252
Washington, DC 20015

Dear Ms. Rogers:

This is in response to your correspondence requesting all way stop signs at the intersection of **Utah Avenue and Northampton Street NW**.

As a result of your request, the District Department of Transportation's (DDOT) traffic engineering staff has completed a study of the subject intersection. They reviewed accident records and pedestrian and vehicular traffic volume counts for the past several years. We then surveyed this intersection and surrounding areas to determine whether the characteristics of the environment warranted special consideration. The characteristics that we considered included the presence of elementary school children and elderly or disabled pedestrians. (The study results indicate that this intersection is in good condition.) None of the required conditions exist at this intersection at this time.

All way stop signs are normally installed at locations where pedestrian and vehicular traffic volumes are relatively heavy and equal on both streets over a daily ten-hour period. The traffic volumes for this intersection are well below the threshold where ALL-WAY STOP signs might be considered necessary to control the right-of-way at this location. This type of control is also used where there have been a sufficient number of accidents of the type susceptible to correction by the installation of additional stop signs (these include left-turn and right-angle type collisions). None of these conditions exist at this intersection at this time.

The engineering review and supporting traffic data failed to satisfy any of the nationally accepted warrants or this Department's policy on the installation of all way stop signs. In view of this analysis and engineering study, the installation of ALL-WAY STOP signs at the intersection of **Utah Avenue and Northampton Street NW** cannot be justified at this time.

Stop signs are used to define the right-of-way at intersections. They are not used to control speeding. In fact, the national Manual on Uniform Traffic Control Devices (MUTCD) offers specific guidance that stop signs should not be used for speed control. The installation of unwarranted stop signs leads to driver's disrespecting these important traffic control devices, thereby increasing the potential for traffic accidents. Additional misapplied traffic control devices do not deter drivers who flagrantly violate existing speed limits and traffic regulations.

As an alternative measure DDOT will be converting the crosswalk across Utah Ave. to high visibility crosswalk and also installing pedestrian crossing signs.

Enforcement of the existing traffic laws and regulations is viable solution to affect drivers' behavior and promote safety for pedestrians and motorists alike. DDOT has, therefore, taken the liberty of forwarding a copy of your letter and our response to the Metropolitan Police Department's 4th District for the appropriate enforcement action.

DDOT traffic engineers will continue to monitor this location so that we may be apprised of any changes in traffic conditions, which would warrant additional traffic controls.

Sincerely,

A handwritten signature in black ink that reads "Tracy Coles". The signature is written in a cursive style with a large, looped "C" at the end.

Tracy Coles
Supervisory Engineering Technician
Transportation Services Team, TOA