

TRUCK TURN ROTATIONS

What qualifies as a 30 Foot Truck? And what does Sunrise use at other facilities?



Truck leaving Sunrise at Brighton Gardens, Bethesda.

Looking almost identical, freightliner below, where it is the trailer alone that measures 30 feet. The cab is in addition to that 30 feet.

Freightliner m2 30-foot box truck with 4400lb lift gate (2012)
Sale price: US \$29,951.00



Given this information above, it appears that when Gorove Slade uses a bumper-to-bumper 30-foot truck that does not reflect the 30-foot trailer trucks that Sunrise actually uses.

TRUCK TURN ROTATIONS

Will the 28-ton 30-foot box trucks referenced in Applicant's Gorove Slade Traffic Report (Exhibit 52) have enough room to make the 90 degree turn onto or off the truck ramp? Alton Place, designated as a "local" street, is supposed to have 7 feet on each side for parking and 8 feet for each lane of the two-way street. This totals to the 30 feet width of the street. How are the 28-ton trucks going to drive down this two-way street and make a right turn on the truck ramp? How are the 30-foot box trucks going to make a right angle turn on a two-way street that is 30 feet wide itself with parking on both sides? Yuma Street presents the same situation being a mere 4 feet wider than Alton. There is not enough room. Whether the trucks stop in the middle of the block or not, there is a reason the signs say no through trucks over 1 and 1/4 tons.

The many Sunrise uses of Alton Place, only 3 homes long on one side and one house on the other, will render the street practically useless for parking or pedestrian traffic for the neighbors who live there.

On the Yuma Street side, the trucks and all other vehicles will be exiting the truck ramp and making the acceleration noises necessary to go from complete stop to climbing the 13-foot grade. And the headlights from anyone leaving after dark or before dawn – which includes the staff and visitors – will shine directly into the home at the end of the truck ramp on Yuma.

DDOT's Traffic Report, exhibit 53, speaks to the difficulty of the 7-ton shuttle turning on to Alton but did not mention the much more dramatic problem of the large trucks – some 28 tons, some 30-foot box trucks making a right turn from the 30-foot-wide Alton Place, which is two-way and has parking on both sides.

Comparing various Gorove Slade analyses of Truck Rotations

Gorove Slade is the Traffic expert for Sunrise. All Gorove Slade work product is from the last six months of 2018.

First slide:

Edmonds Street, which is 28 feet wide with no parking except Sunday parking on one side, a day large trucks probably don't operate anyway.

Gorove Slade used a 35-foot truck for this analysis but note that is the entire truck length from bumper to bumper. Truck encroaches the curb to make the turn.

Second slide:

Edmonds Street again, still 28 feet wide with no parking.

Gorove Slade used a 30-foot truck for this analysis but again note that is the entire truck length bumper to bumper. The truck makes the right angle turn without curb encroachment but uses the entire 28 feet width of the street over to the curb on the other side. For Edmonds street, since there is no parking, there is no narrowing of the width available due to parked cars.

Third slide:

Alton Place is 30 feet wide but there is parking on both sides so that takes up 14 feet, leaving 16 feet for traffic, which translates to 8 feet for traffic in each direction.

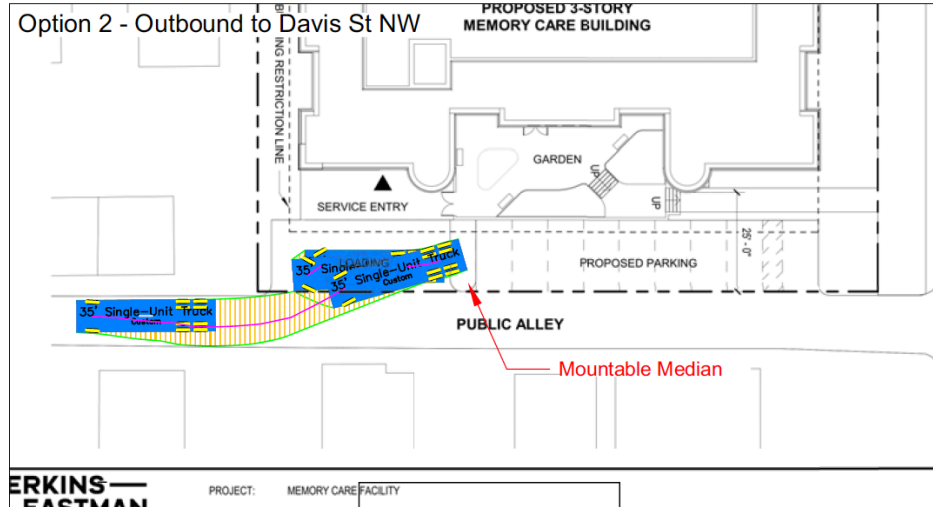
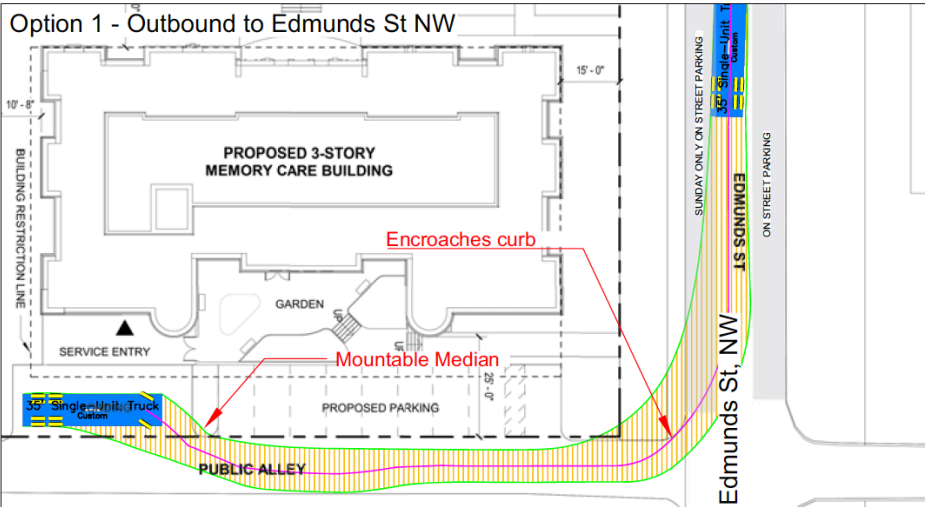
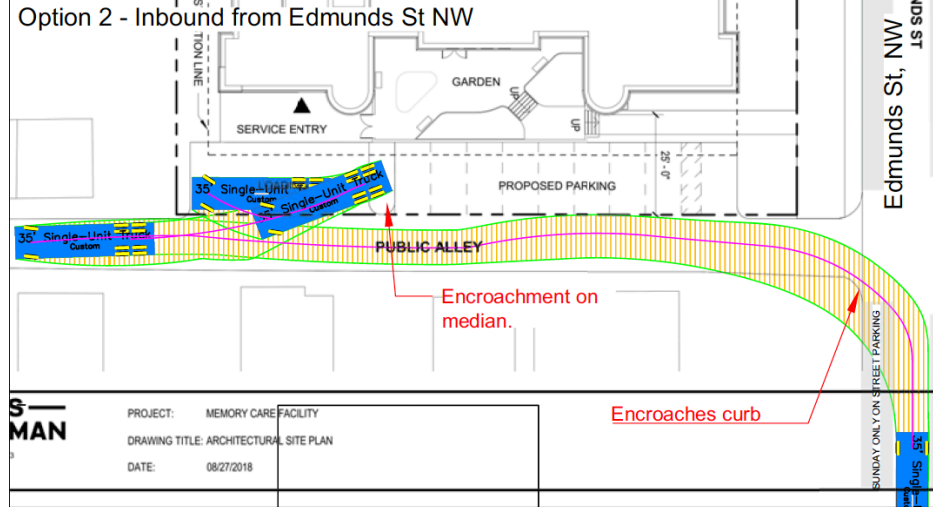
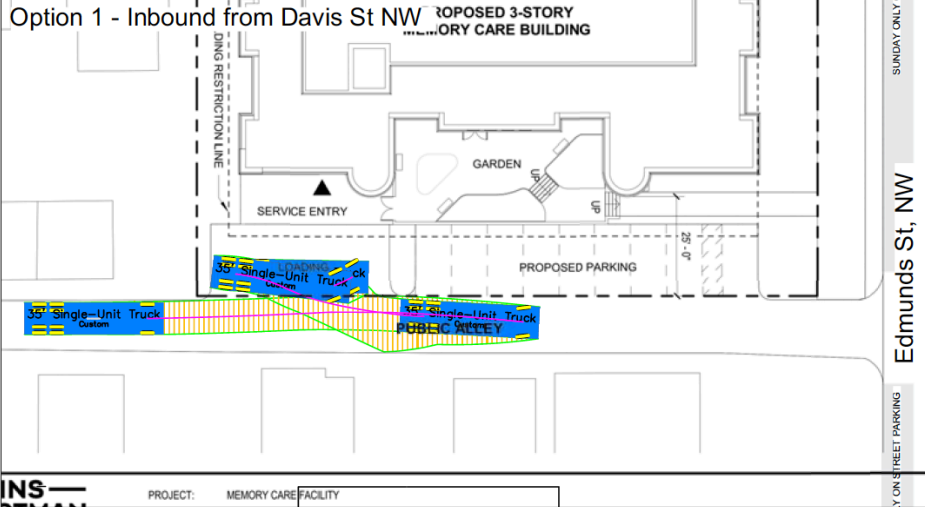
Yuma Street is 34 feet wide but there is parking on both sides so that takes up 14 feet, leaving 20 feet for traffic, which translates to 10 feet for traffic in each direction.

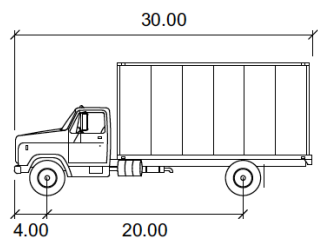
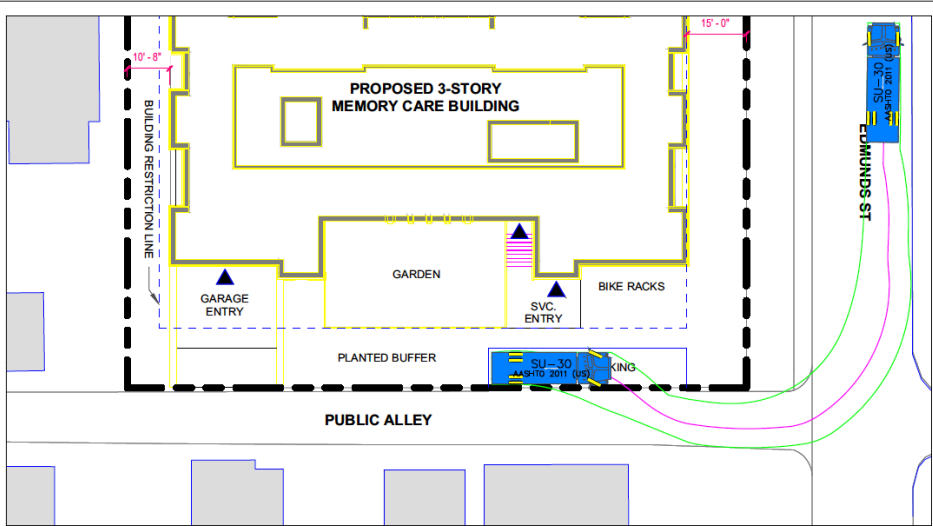
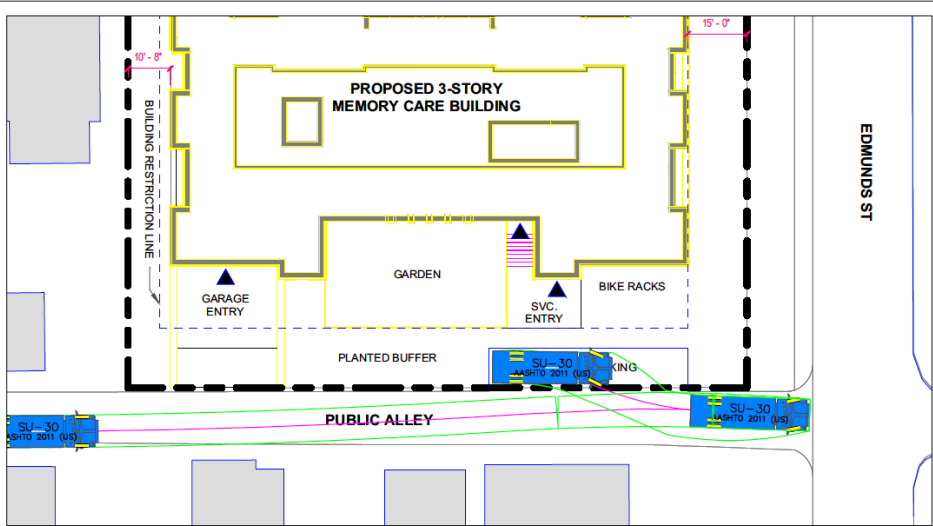
Alton - Somehow the same size truck (30 feet bumper to bumper) is diagrammed as making the right turn without using the entire street. So, for Edmonds the truck uses a 28-foot width but on Alton with 16 feet that is left for traffic, the truck has no problem making a much tighter turn. You might say that the turning trucks gets to turn a little earlier because it can use part of the drop off-pick up space on the Alton side but the truck has no such space available on the Yuma side. There is clearly NO way the truck can use the two-way Alton Place while another vehicle is coming in the opposite direction.

Yuma – Yuma has 10 feet available for traffic and again the 30-foot truck takes the turn much tighter than it did when using Edmonds Street. How can that be? Remember Yuma Street has 10 feet for traffic and Edmonds Street has 28 feet for traffic. Again, no way the truck can use the two-way Yuma Street while another vehicle is coming in the opposite direction.

Fourth Slide:

Alton and Yuma and the 22-foot bus. This is the first that any buses coming to 3920 Alton have been mentioned. How many are expected? Where are they parking when not dropping off and picking up? Where are they dropping off and picking up? In the diagram the buses seem to be turning toward 39th Street despite Sunrise avowed position that all traffic would transverse the site through their truck ramp and head back to Tenley Circle.



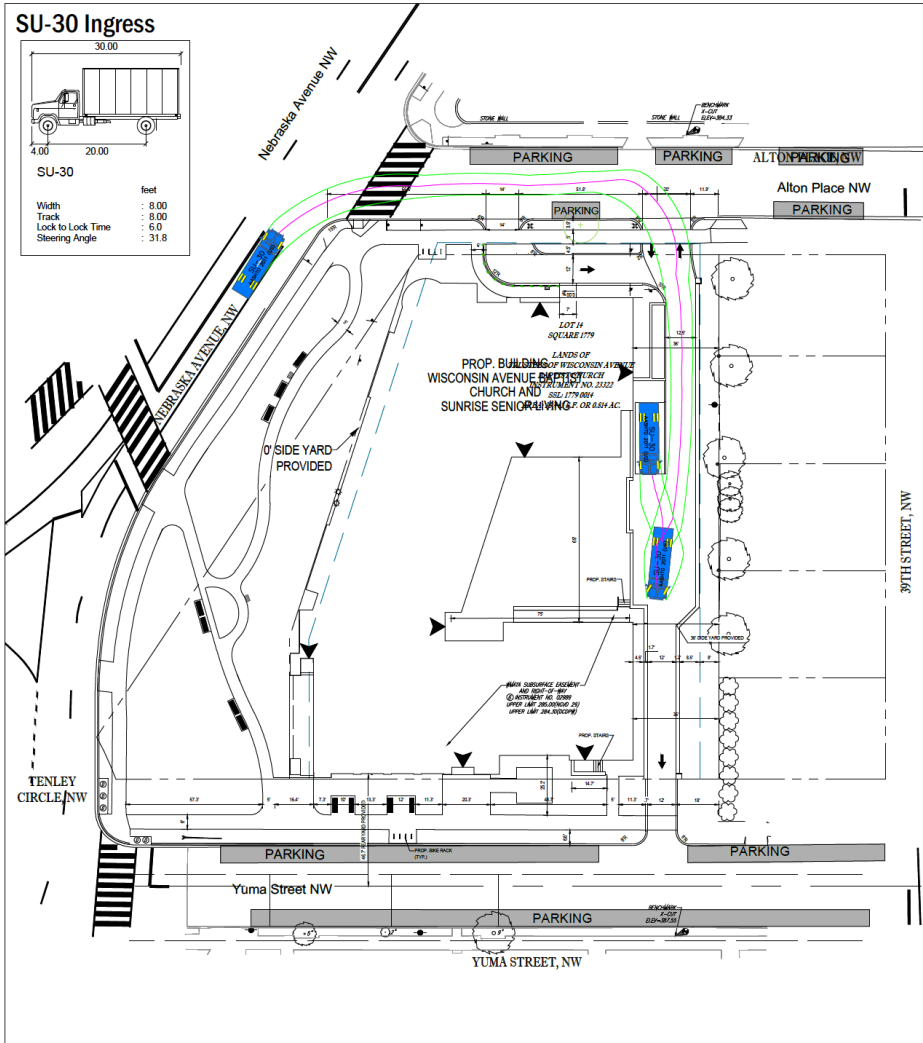
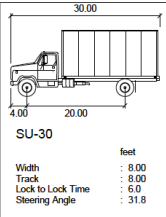


SU-30

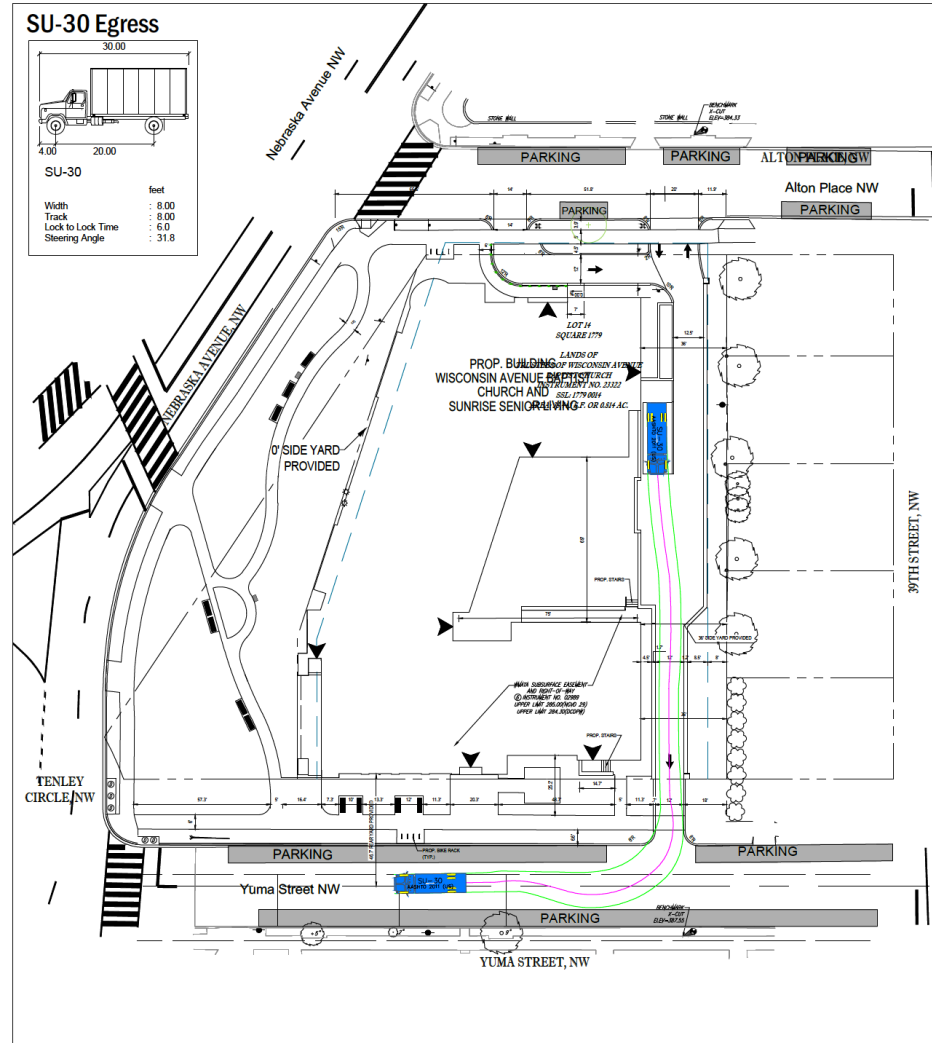
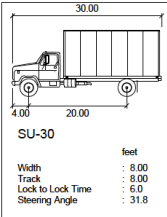
feet

Width : 8.00
 Track : 8.00
 Lock to Lock Time : 6.0
 Steering Angle : 31.8

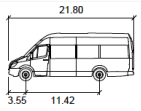
SU-30 Ingress



SU-30 Egress

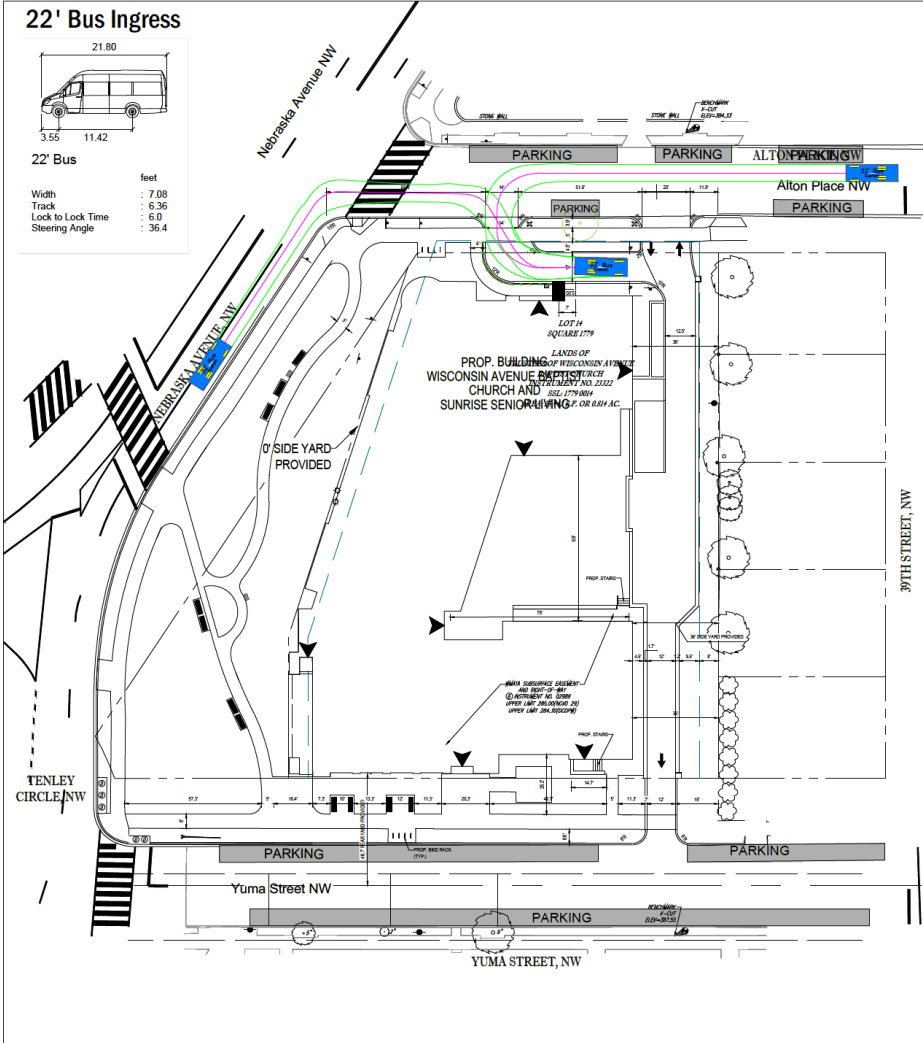


22' Bus Ingress

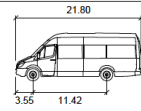


22' Bus

	feet
Width	: 7.08
Track	: 6.36
Lock to Lock Time	: 6.0
Steering Angle	: 36.4



22' Bus Egress



22' Bus

	feet
Width	: 7.08
Track	: 6.36
Lock to Lock Time	: 6.0
Steering Angle	: 36.4

