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Testimony in ZC 19-10
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Good evening, Commissioners. My name is Barbara Repp. Thank you for the opportunity to speak before the Commission this evening.

[Show slide 15. WB 50 Truck Maneuvers - Inbound]

Regarding the E/W alley where AU has loading bays, this G/S diagram shows the movements of a 50 foot wheel base truck as it turns into the E/W alley.

If you go to Massachusetts Avenue, you see the truck in the far right lane. It actually makes the Left turn onto 48th Street from the *far* right lane.

CRD's traffic consultant has said that the truck will have difficulty making the Left turn into the E/W alley, especially with legally parked cars along 48th Street, and will have to do several forward and back movements. The truck will proceed to the end of this alley and back up, also impinging on private property.

Will the truck make it into the loading dock?

[Show Slide 16. WB 50 Truck Maneuvers - Outbound]

The next diagram shows outbound movements where the truck turns Right onto 48th Street. A clear "Line of Sight"

for the driver is important here, since there are many pedestrians who walk here, and there are obstructions and 2-way traffic at this point, but we have not yet seen the “Sight Distance Evaluation” that DDOT requested. The truck then turns Left onto Massachusetts. Why does the truck head toward downtown instead of turning Right toward access to the Beltway? A reasonable answer is that the truck is not able to make the Right turn onto Massachusetts Avenue.

[Show slide 17. Existing conditions in N/S alley]

Moving on to the N/S alley, the photo on the left shows existing conditions in this alley off Yuma Street. The drive lane is about 20 feet wide. Parts of this alley today, as you can see, are wider and extend to 50 feet in width.

The Right side of the diagram shows proposed changes using the Applicant’s measurements: 12 feet on the far right in the green will be for trash receptacles. A 3 foot wide delineated pedestrian pathway (in blue) abuts the building (shown in red), and the yellow shows the alley at 20 feet in width. The drive lane remains 20 feet; it is not being widened. The alley space is actually narrowed.

Pedestrians on the pathway will brush shoulders with the building wall and must walk single-file to avoid “brush-ins” with vehicles.

There will be no protective barriers between pedestrians and vehicles.

[show slide 18. Do Not Enter sign]

This alley comes out onto Massachusetts Avenue. Right now, a Do Not Enter sign is posted there.

[Show slide 19. Circulation and Loading diagram CL01]

On this Circulation diagram, we have added the Do Not Enter sign around Point D. As you can see, the Applicant shows 2-way traffic, with red arrows for vehicles and yellow for pedestrians. At some points, the red arrows overwhelm the pedestrian pathways.

Keeping in mind this Circulation Plan, a short video of a driving simulation will show activity in the alleys.

Participants included a driver in a 30 foot truck, 5 people in cars, and 5 pedestrians. Other cars and trucks were pursuing typical daily activities.

Please keep in mind that with the Project, there will be simultaneous 2-way traffic in the alleys; there will be 9 - 23 times more traffic in these alleys than there is now; and multiple pedestrian-vehicle conflict points are likely.

[Play video, slide 20]

Here is a father with his little boy walking in the alley space toward Massachusetts Avenue. No sidewalk is planned for this area.

Back on Yuma Street, where large trucks unload because they do not fit in the alley, only one lane of traffic gets through. A new “entrance zone” will be located in front of the coca-cola truck.

When trash is picked up in this alley, the truck needs most of the drive lane. Right now, this part of the alley is wider than 20 feet. After the Project is built, this alley will be 20 feet wide, as shown in a previous diagram. New receptacles used by the Applicant may require trucks to back up to retrieve the trash.

Will 2-way traffic get around the trash truck? Or will back-ups form behind the truck?

The dark gray strip of asphalt where pedestrians are walking is approximately the location of the proposed 3 foot wide delineated pedestrian pathway.

To the right of the pedestrians will be the tall vertical wall of the new building. No protective barriers are proposed between pedestrians and traffic.

A truck enters the alley from Yuma St driving toward Massachusetts Avenue. You see 2-way traffic, with pedestrians close by on the pathway.

A car exits the PNC Bank parking lot on the Right but must stop immediately because of pedestrians. There is no sidewalk here. Both pedestrians must stop. As the woman with a dog exits from the E/W alley, she must cross the width of the alley directly in front of the car.

These cars are turning Right into the alley from Massachusetts, where the “Do Not Enter” sign is currently posted.

The black SUV, trying to reach Massachusetts, must wait for the other cars. On the Left is where the Applicant proposes a partial 6 foot wide sidewalk.

As the truck exits the alley, pedestrians must walk close to the truck since there is no sidewalk.

In exiting this alley, the truck takes up most of the 20 foot width here, even though there is supposed to be 2-way traffic. Other vehicles will queue up on Massachusetts Avenue as they wait for the truck to exit the alley.

The truck must wait for pedestrians to cross in front of it. A “Sight Distance” evaluation is also needed here.

The truck uses both lanes of Massachusetts Avenue as it turns here, jumping the curb.

Next the truck turns from the N/S alley into the E/W alley where the loading docks and the entrance for underground parking would be.

The cars on the left side of the truck represent the simultaneous 2-way traffic in the alley.

Where will pedestrians walk here?

The truck cannot make the turn, stops, backs up slowly, impinges on PNC Bank property, and almost hits the pole.

The 30-foot truck gets stuck in the E/W alley because it cannot maneuver past the angle in this alley.

The final shot shows typical daily activity in the N/S alley where a truck is unloading, safely and legally.

Two questions arise:

1. What will it look like in these alleys with 3,000 more auto trips throughout the day than there are now?
2. Would we want our family members walking or biking through these alleys under the conditions imposed by the Valor project?

This is *not* Vision Zero; this is Vision Disaster.

Thank you for your attention.