



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

Resolution regarding truck routes associated with American University's campus construction

WHEREAS:

1. American University (AU) received approval in 2012 for its Campus Plan and that plan included among other things permission to construct a new law school in Tenleytown (Tenley Campus) within the boundaries of Advisory Neighborhood Commission (ANC) 3E and a new residential hall complex at the intersection of New Mexico and Nebraska Avenues NW within the boundaries of ANC 3D. As part of the 2012 Campus Plan AU also received approval to construct additional resident halls on both Nebraska Avenue NW (Nebraska Avenue Dorm) (within ANC 3D) and on the western edge of campus (North Hall) (within ANC 3D) and both of those projects have been completed.
2. ANC 3E includes within its boundaries arterials and minor arterials like Wisconsin, Massachusetts, Western and Nebraska Avenues as well as River and Military Roads.
3. On-going construction projects in the immediate neighborhood like the Cathedral Commons project in Cleveland Park and the 5333 Connecticut Avenue project in Chevy Chase DC as well as projects further south in Glover Park & Georgetown all must route some if not most of their truck traffic through ANC 3E.
4. The District Department of Transportation (DDOT) maintains [a truck route map](#) which indicates streets designated as Truck Routes as well as streets on which trucks are restricted.
5. By necessity living in a city is at times frustrating & imperfect and no one who lives in a city should be exempted from any or all of those inconveniences.
6. DDOT requires large projects to file Truck Management Plans with its Public Space Permit Office and AU previously received approval for its Truck Management Plan for the Tenley Campus, a plan which did not prohibit trucks seeking a southbound exit from the District from using Foxhall Road via Nebraska Avenue. The same plan also approved the use of Yuma Street.
7. Members of ANC 3D subsequently complained to officials at DDOT about trucks using Foxhall Road after there was an accident on Foxhall Road involving a truck.
8. AU was subsequently forced to file a new truck route plan which now routes southbound trucks on Nebraska Avenue to southbound Massachusetts Avenue NW to southbound 23rd Street NW to southbound Virginia Avenue to westbound Constitution Avenue NW in order to connect to Interstate 66 (the "New Southern Exit Route").
9. DDOT generated Accident Summary reports which indicate that intersections used for southbound exit from the city via Foxhall Road have had a number of accidents over a period of 39 months but provided no analysis to show whether the number of accidents was higher or lower than at other intersections or that trucks played a disproportionate role in accidents on Foxhall Road as compared to on other routes.
10. The New Southern Exit Route approved by DDOT cannot be considered credible as it takes a more circuitous and lengthy route through narrower and more congested streets with far more pedestrian crossings including crossing the Dupont Circle neighborhood and transecting the campus of

George Washington University and when considered in the context of the safety concerns raised in the DDOT email it is clear DDOT did no analysis of the safety and possible risks of the updated approved truck route.

11. Since the New Southern Exit Route is not a credible route the most likely scenario is that all vehicles exiting the Tenley Campus will instead use the northern route out of the site which routes vehicles onto River Road via Wisconsin Avenue NW and Brandywine Street, a route which takes the trucks through an area featuring a Metro stop, the city's largest public High School, Middle School, Elementary School and onto 2 residential streets. Brandywine Street is a narrow residential street with a local designation according to DDOT while River Road is also a residential street with the legal designation of a minor arterial, the same legal designation as Foxhall Road.

12. DDOT's truck route map indicates that Foxhall road is an approved truck route while 23rd Street (used for the New Southern Exit Route) and River Road NW and Brandywine Street NW (used for the northern route) are not designated truck routes according to DDOT.

13. DDOT has not to the knowledge of ANC 3E performed any analysis of traffic accidents at the intersections of Warren Street NW & Wisconsin Avenue NW, Wisconsin Avenue NW & Brandywine Street NW, Brandywine Street NW and River Road NW, and any of the various intersections on River Road between Brandywine Street NW and Western Avenue NW. Nor has DDOT conducted any analysis of traffic accidents at intersections implicated by the New Southern Exit Route. Furthermore many of the conditions DDOT ascribed as a reason for not using Foxhall Road NW all exist along Brandywine Street NW and River Road as well as along the New Southern Exit Route – varying street widths, trees and branches impacting visibility, multiple intersections and driveways etc.

14. Sometime in 2014 or 2015 AU will begin construction of the East Campus residence halls.

NOW THEREFORE BE IT RESOLVED:

1. ANC 3E has no reason to believe DDOT performed a credible examination of the relative risks of routing trucks from the Tenley Campus construction site on River Road or via the New Southern Exit Route instead of on Foxhall Road.

2. ANC 3E believes that absent a study of relative risks that DDOT should not direct use of unapproved truck routes such as River Road or Brandywine Street in lieu of approved truck routes

3. ANC 3E respectfully urges DDOT to:

- Provide a detailed analysis of the relative safety issues for the alternative truck routes, including data on traffic accidents along each the potential routes.
- Until such an analysis is provided showing a decisive safety advantage for an alternative route, follow its own map which presumably was created to facilitate safe passage of trucks and again allow Foxhall Road to be used as a truck route for the construction management plan for the Tenley Campus
- Not allow River Road to be used as construction route in the absence of a safety study indicating that it is a safe route for that purpose
- Absent a clearing showing of an alternative route with safety advantages, allow Foxhall Road to be used as a construction route when construction commences on the East Campus

4. The resolution passed by a vote of 5-0 at a properly noticed meeting held on April 10, 2014, at which a quorum was present, with Commissioners Bender, Frumin, Quinn, Serebin and Tinker in attendance.

ANC 3E


by Matthew Frumin
Chairperson