

Transportation Impact Assessment

1) Goals

- Assess Traffic Impacts for Evaluation by School Building Committee
- Understand Current Conditions
- Provide Recommendation for:
 - Safety for Children
 - Adequate Drop-Off/ Circulation/ Parking
 - Minimize Impacts to Area

2) Work Performed

Existing Conditions

- Traffic Counts

Safety Review

- Speed Studies
- Accident Review
- Sight Distance

Traffic Generation

- Based Upon Students/Staff

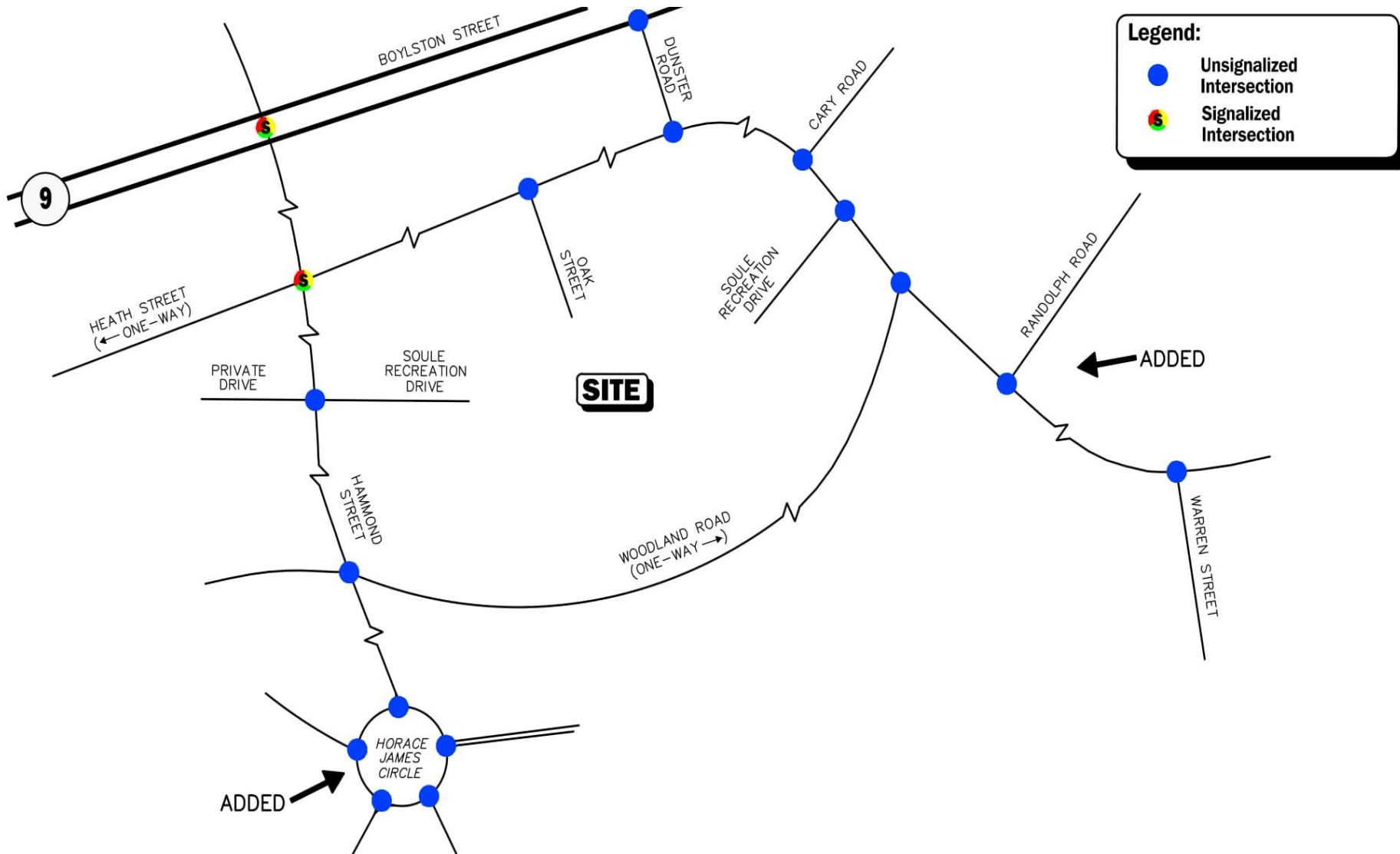
Future Conditions – Analysis

- Conditions With and Without School

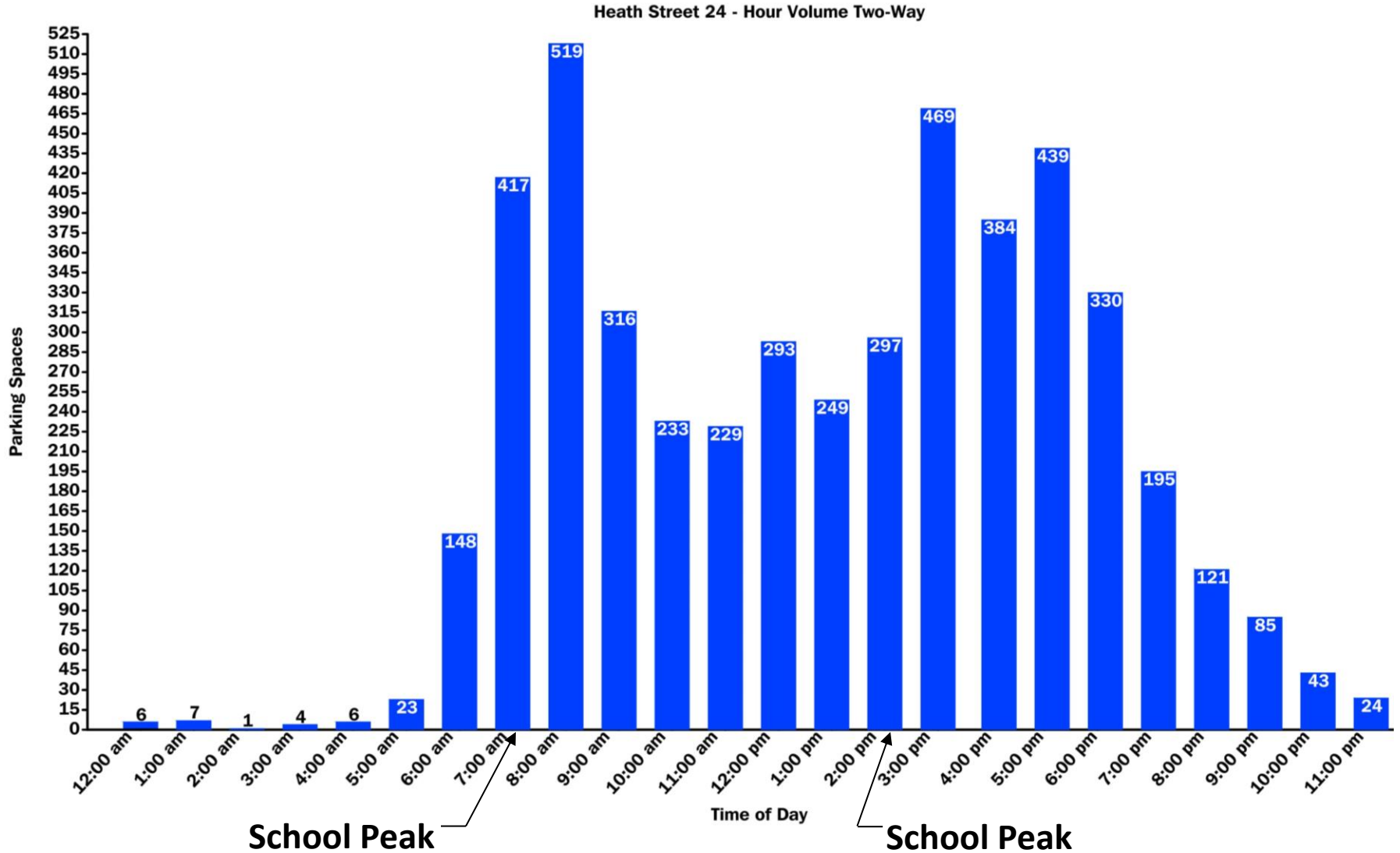
3) Recommendations

- Safety
- Access
- Minimize Impact

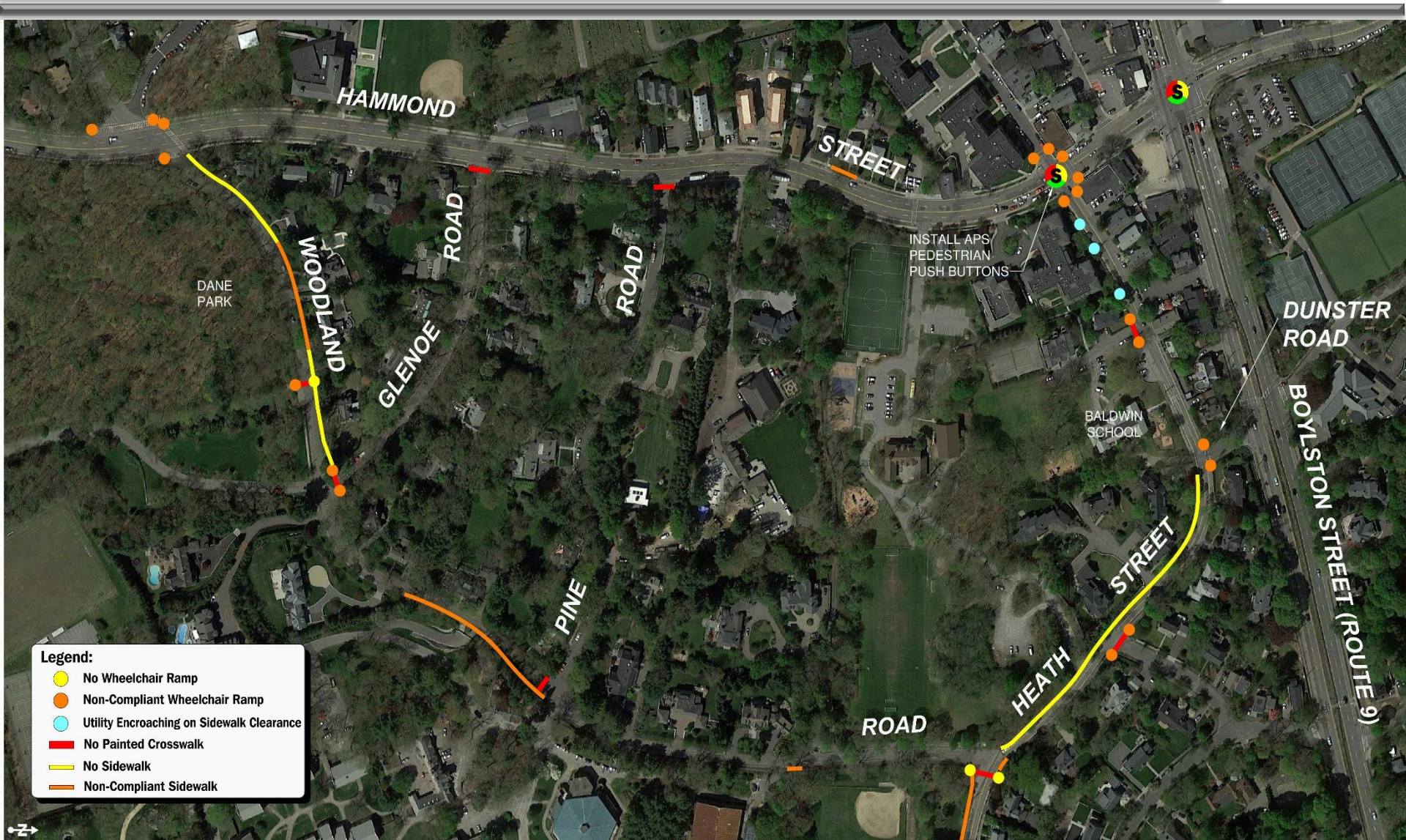
Study Area Intersection



Heath Street Daily Traffic Count

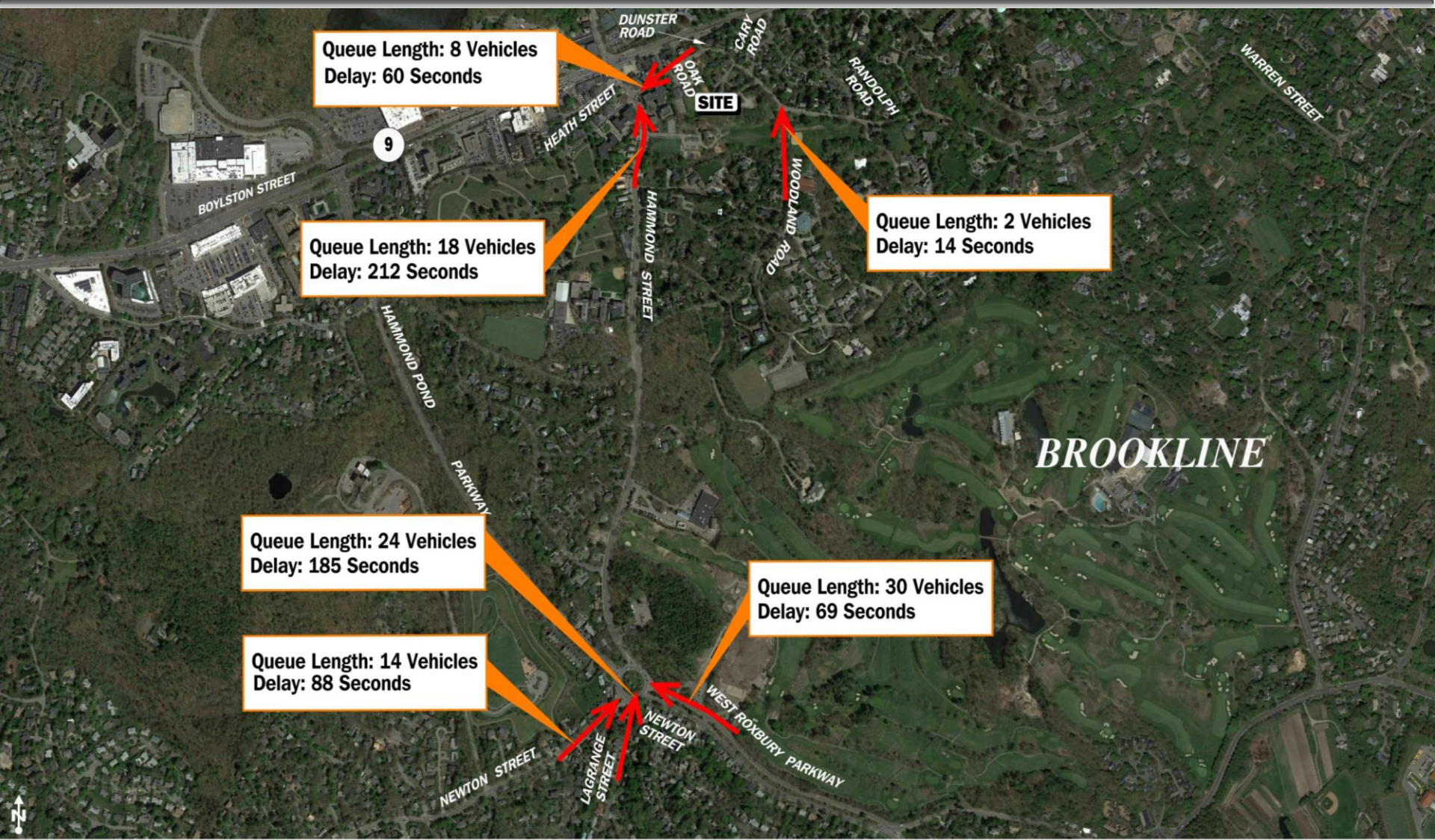


Pedestrian Facilities Deficiencies



- Legend:**
- No Wheelchair Ramp
 - Non-Compliant Wheelchair Ramp
 - Utility Encroaching on Sidewalk Clearance
 - No Painted Crosswalk
 - No Sidewalk
 - Non-Compliant Sidewalk

Existing Delay and Queue Length (7:30 – 8:00 AM)



Accident Data



Trip-Generation Summary

ASSUMPTIONS

- 800 Students
- 4% Daily absenteeism
- 15 Students carpool with staff
- 25 students bus with METCO
- 50 students walk
- 200 students bus
- Student car occupancy of 1.45 student/car
- Evening Traffic is 62% of Morning Traffic

Time Period/Direction	Staff	Buses	Drop-Off/ Pick-Up	Total Trips
Weekday Morning Peak Hour:				
Entering	98	9	330	437
Exiting	0	9	330	339
Total	98	18	660	776
Weekday Evening Peak Hour:				
Entering	0	9	207	216
Exiting	0	9	256	265
Total	0	18	463	481

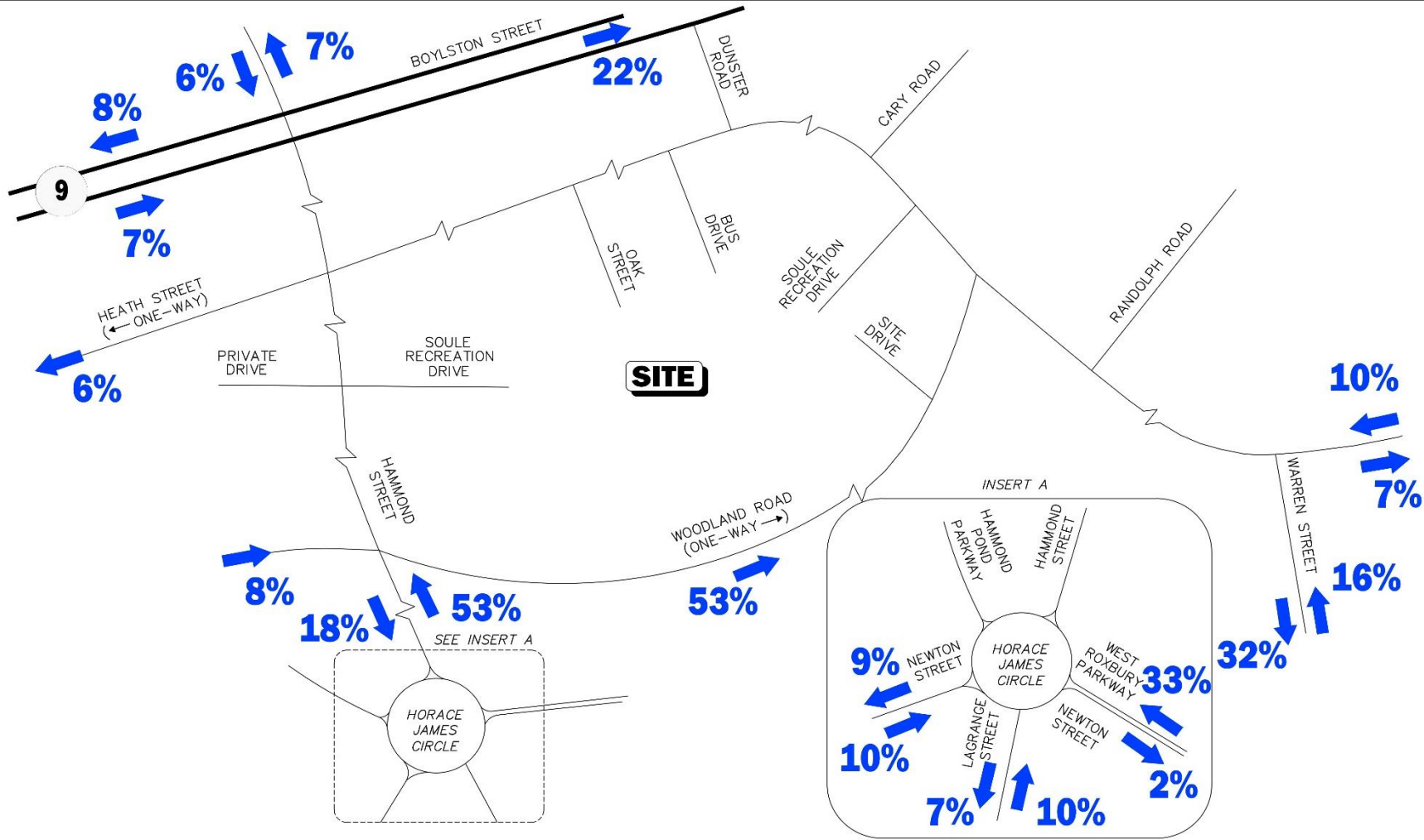
Trip Generation Comparison

Time Period/Direction	Industry Standards (ITE)	Study Projection (VAI)	Increase
Weekday Morning Peak Hour:			
Entering	198	437	239
Exiting	162	339	177
Total	360	776	416
Weekday Evening Peak Hour:			
Entering	101	216	115
Exiting	123	265	142
Total	224	481	257

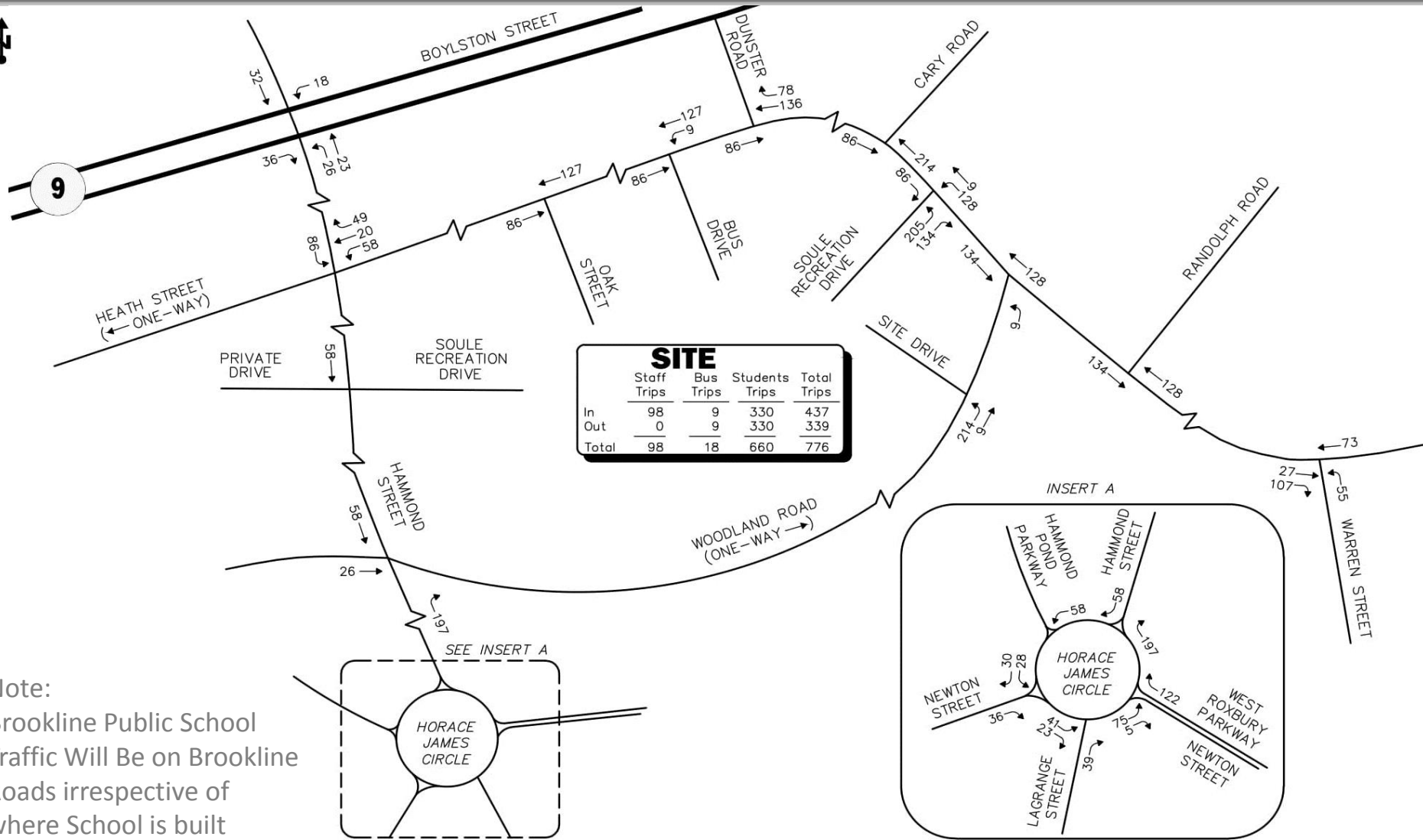
Note: VAI Projections are twice industry standards for a more accurate and conservative estimate

Trip Distribution

Student Drop-off – Weekday Morning

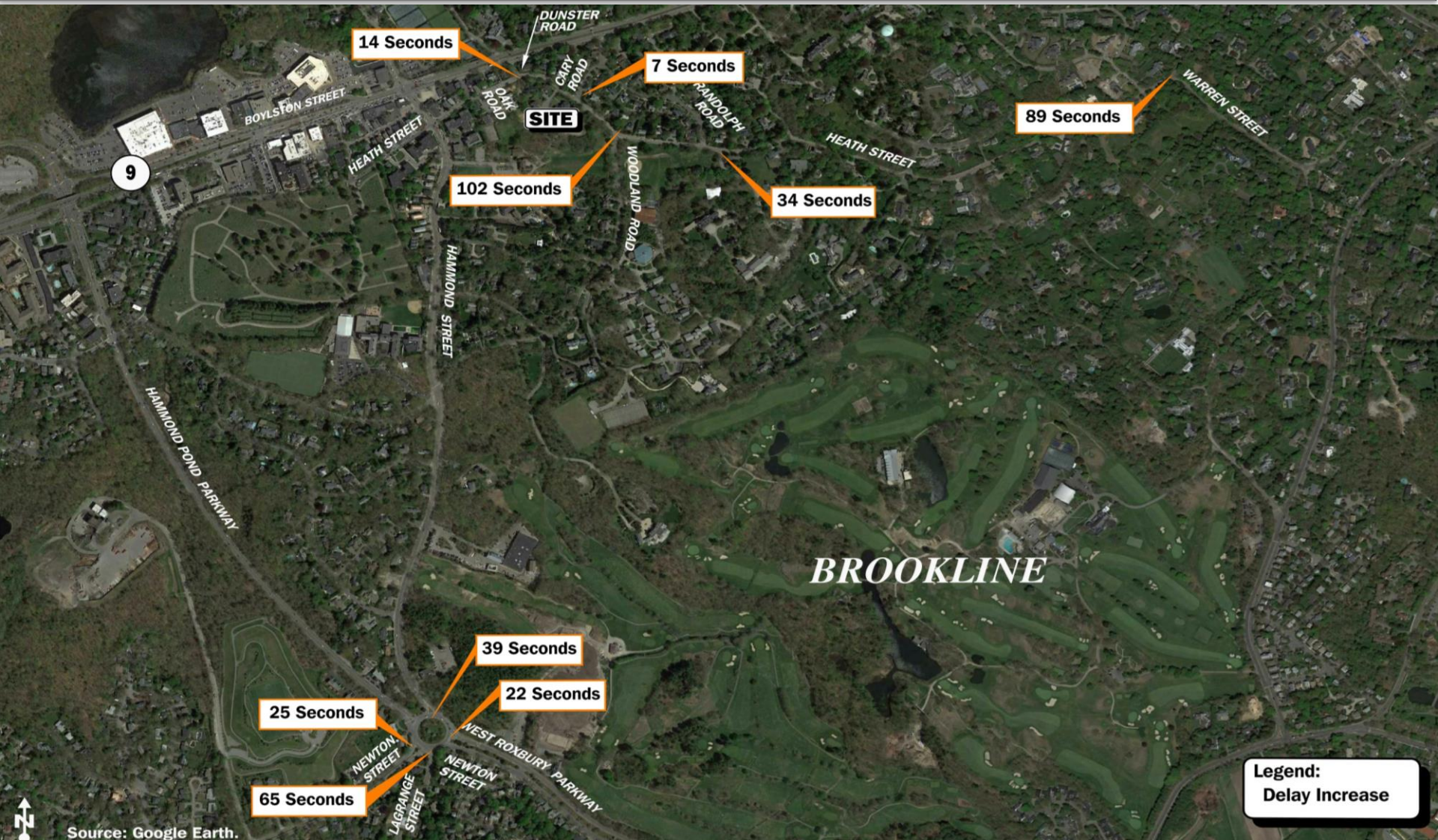


School Traffic – Weekday Morning



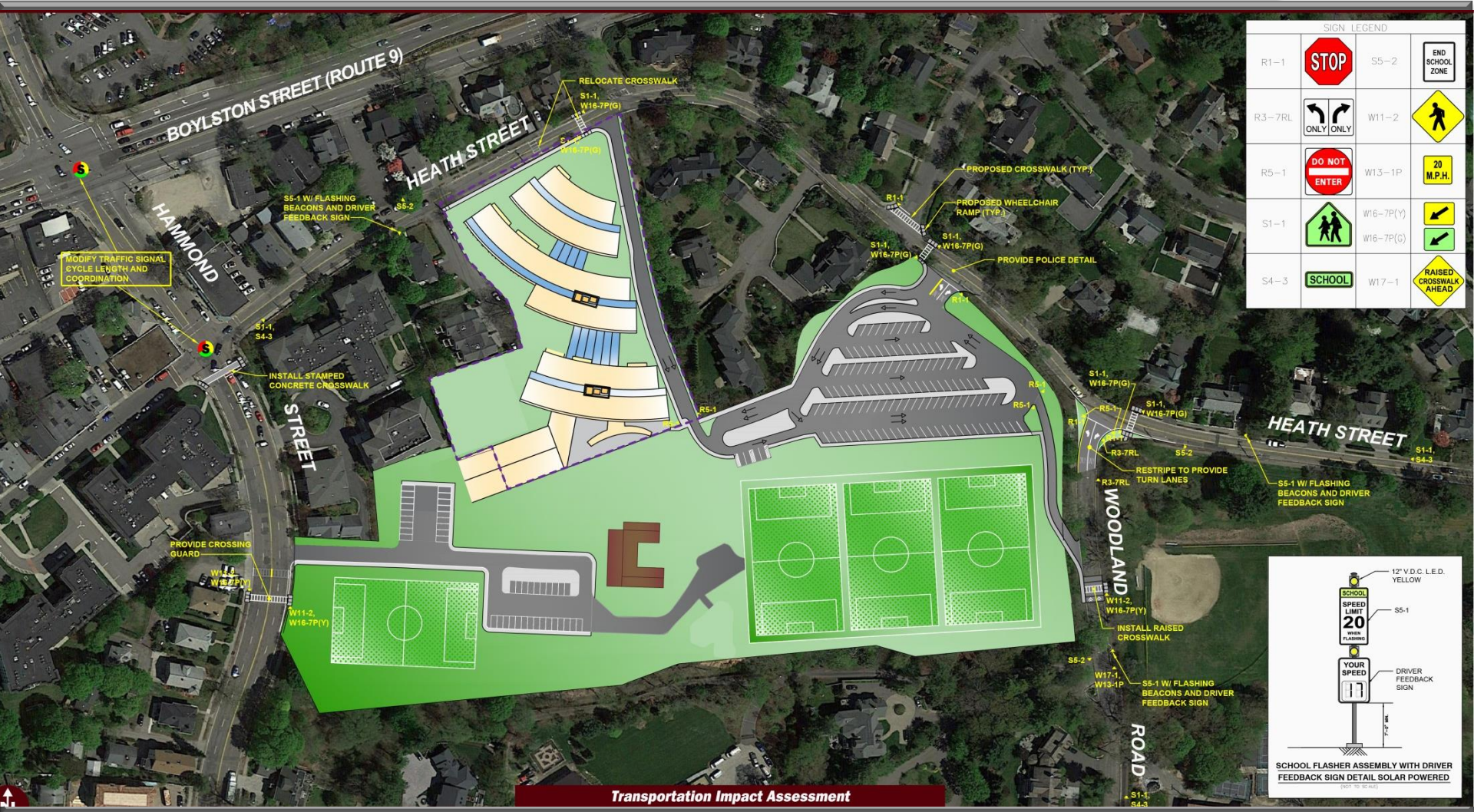
Note:
 Brookline Public School
 Traffic Will Be on Brookline
 Roads irrespective of
 where School is built

Delay Increase – (7:45-8:05 AM)

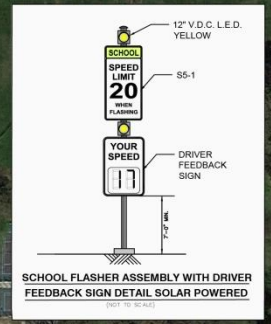


Recommendations

Pedestrian Access and School Signage Plan

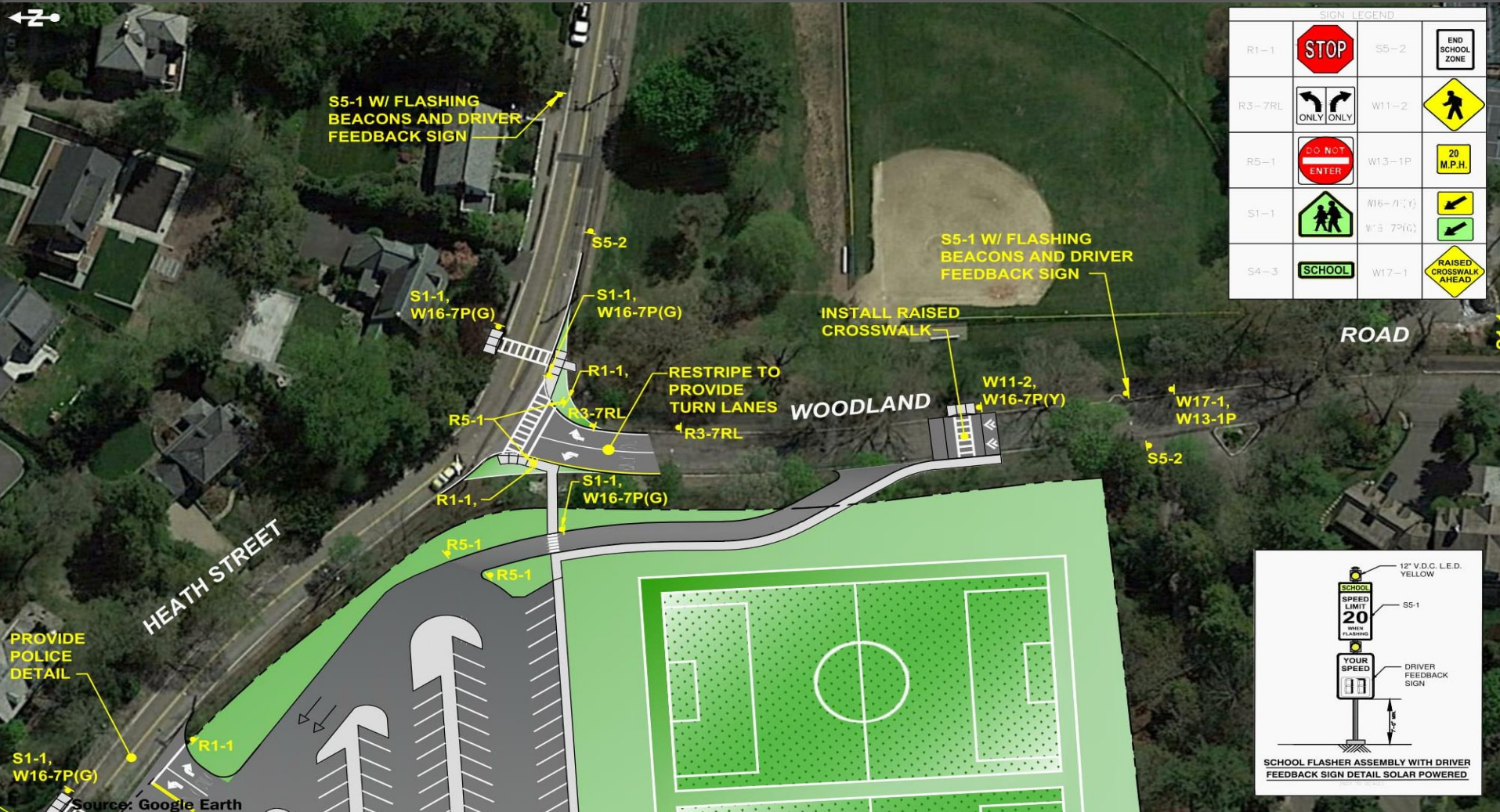


SIGN LEGEND			
R1-1		S5-2	
R3-7RL		W11-2	
R5-1		W13-1P	
S1-1		W16-7P(Y)	
		W16-7P(G)	
S4-3		W17-1	

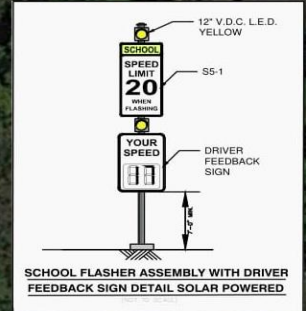


Recommendations

Heath Street At Woodland Road

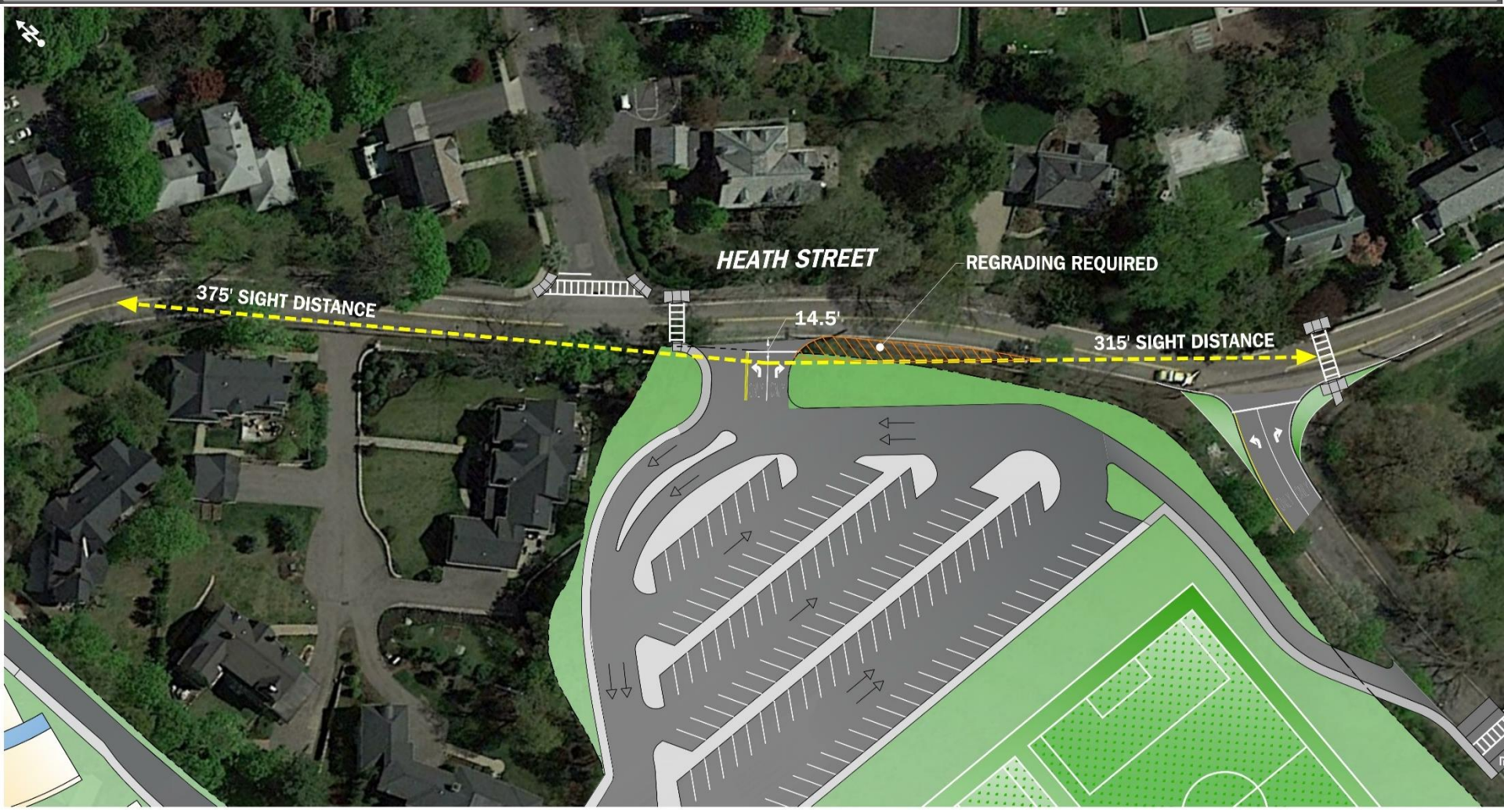


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R5-1		W13-1P	
S1-1		W16-7P(G)	
S4-3		W17-1	



Recommendations

Site Distance Plan



Recommendations

Project Access

- The main driveway off Heath Street
- A left-turn entering only driveway is proposed off Woodland Road
- Woodland Road remains one way
- A bus/service driveway is proposed off Heath Street

Pedestrian Improvement

New crosswalks

- Heath Street
- Hammond Street
- Woodland Road

Sidewalks entering the site

- Heath Street drive
- Woodland Road drive
- Bus/service drive

Woodland Road traffic calming improvements

- A raised crosswalk at the new School driveway
- Bicycle lane considerations along Woodland Road
- Continuous sidewalk along the north side of Woodland Road.

Recommendations

Off-Site

Hammond Street at Route 9 and Hammond Street at Heath Street

- This intersection should be retimed and coordinated

Heath Street at Woodland Road

- This intersection should be realigned

Bicycle Considerations

Bicycle usage to the site will be limited

- Bicycle racks should be provided
- Bicycle consideration by the Town:
 - Heath Street
 - Woodland Road

Transit Usage

Transit usage will be limited to staff

- Promote staff usage

Busing

- 200 Students
- 25 METCO Students

Recommendations

School Drop-Off and Pick-Up Traffic Management Plan

- Police detail officer
- School staff should be stationed at the drop-off
- A designated drop-off/pick-up area
- A lane along the entryway will remain unobstructed
- Parents and caregivers will be given information on school drop-off and pick-up times and procedures

Construction Management Plan

A detailed Construction Management Plan should be prepared and reviewed by the Town

Traffic Monitoring

Within three months after school opening and annually

- Pedestrian safety
- Crossing guards
- Police detail
- Level of student busing

Summary

SUMMARY

- Safe environment can be maintained
- Delays and Queue - Limited to short Periods (20-25 Minutes)
- School Traffic Before Existing Peak
- Traffic Conditions Will be manageable

Qualitative Assessment: Good site for new School