TOWN OF BROOKLINE

Baldwin School Building Project

Transportation Board Presentation
April 22, 2019

Jonathan Levi Architects

A New Baldwin School

A rebuilt and expanded Baldwin School will provide a new local, community oriented school for the Chestnut Hill neighborhood.

Students who are now driven or who take a bus will have the opportunity to walk or bike ride to a new school that will be closer than their existing school (typically Baker or Heath).

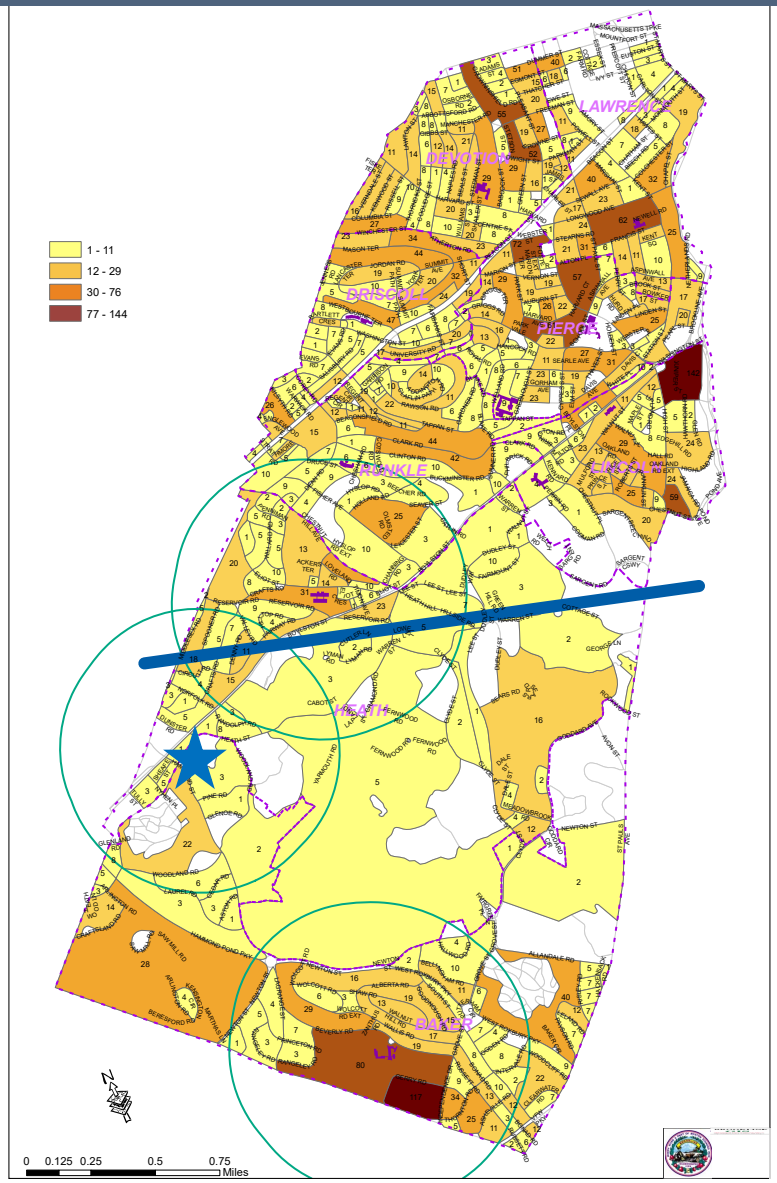
Agenda Items

1. Pedestrian Access
2. Bicycle Access
3. Traffic Calming
4. Vehicular Access/Egress

Baldwin School

Where Baldwin Students will be coming from

- Baldwin Catchment Map shared in Fall 2018 during Feasibility Design Phase
- Blue line shows area south of which Baldwin students are expected to live
- As shown in Fall 2018, majority of students will come from existing Baker and Heath zones including the Baker, Heath, Runkle, Lincoln Buffer Zone.



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Baldwin School

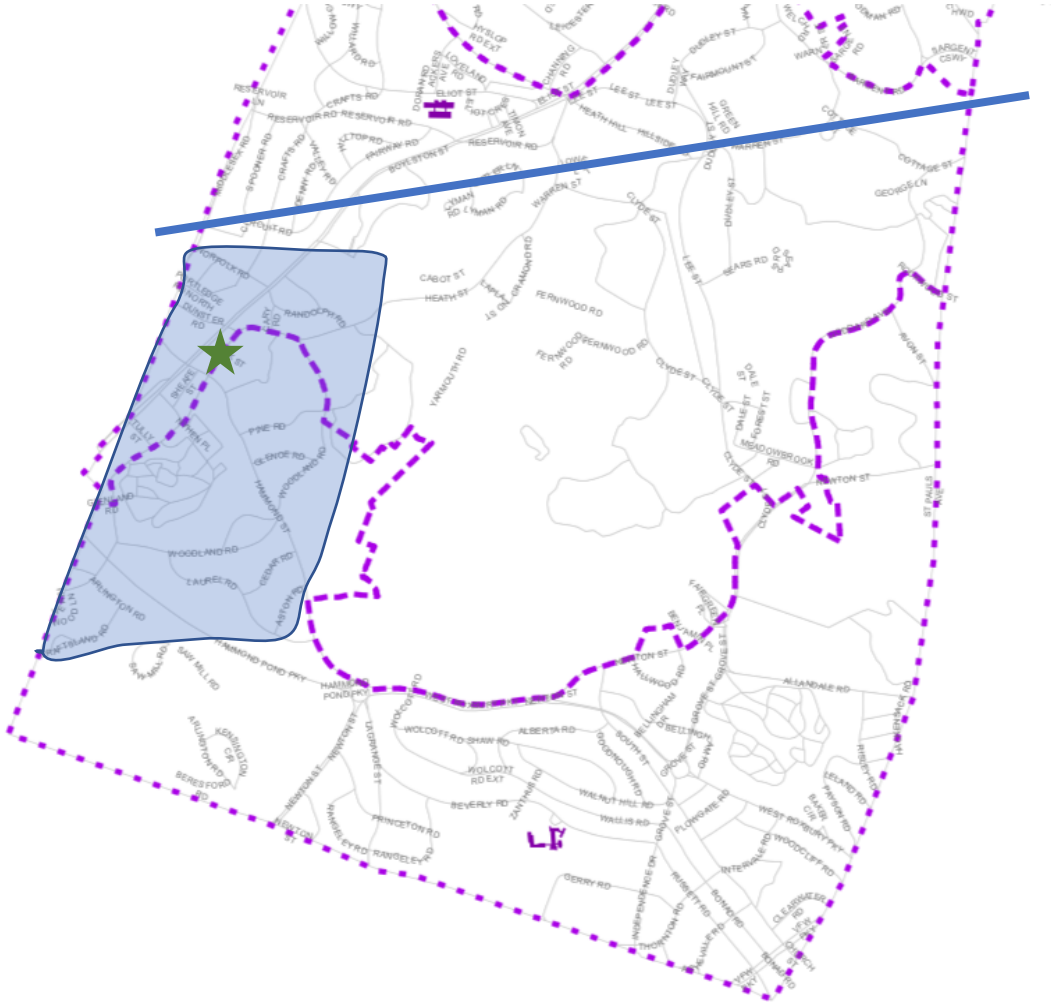
Pedestrian and Bike Access

- **Students who live in BLUE area**
  - Live closer to Baldwin than the school they are zoned for now (Heath and Baker)
  - Would live within walking and/or biking distance from school (1 mile)

- Majority of those walking and biking will come from west and southwest of the school

- A smaller number will walk and/or ride from the north/east

Graphic is illustrative. Actual future school assignment boundaries are not yet being determined. This graphic is only for Transportation Board presentation.



Building Entrances

One Primary Entrance – Used during the entire school day

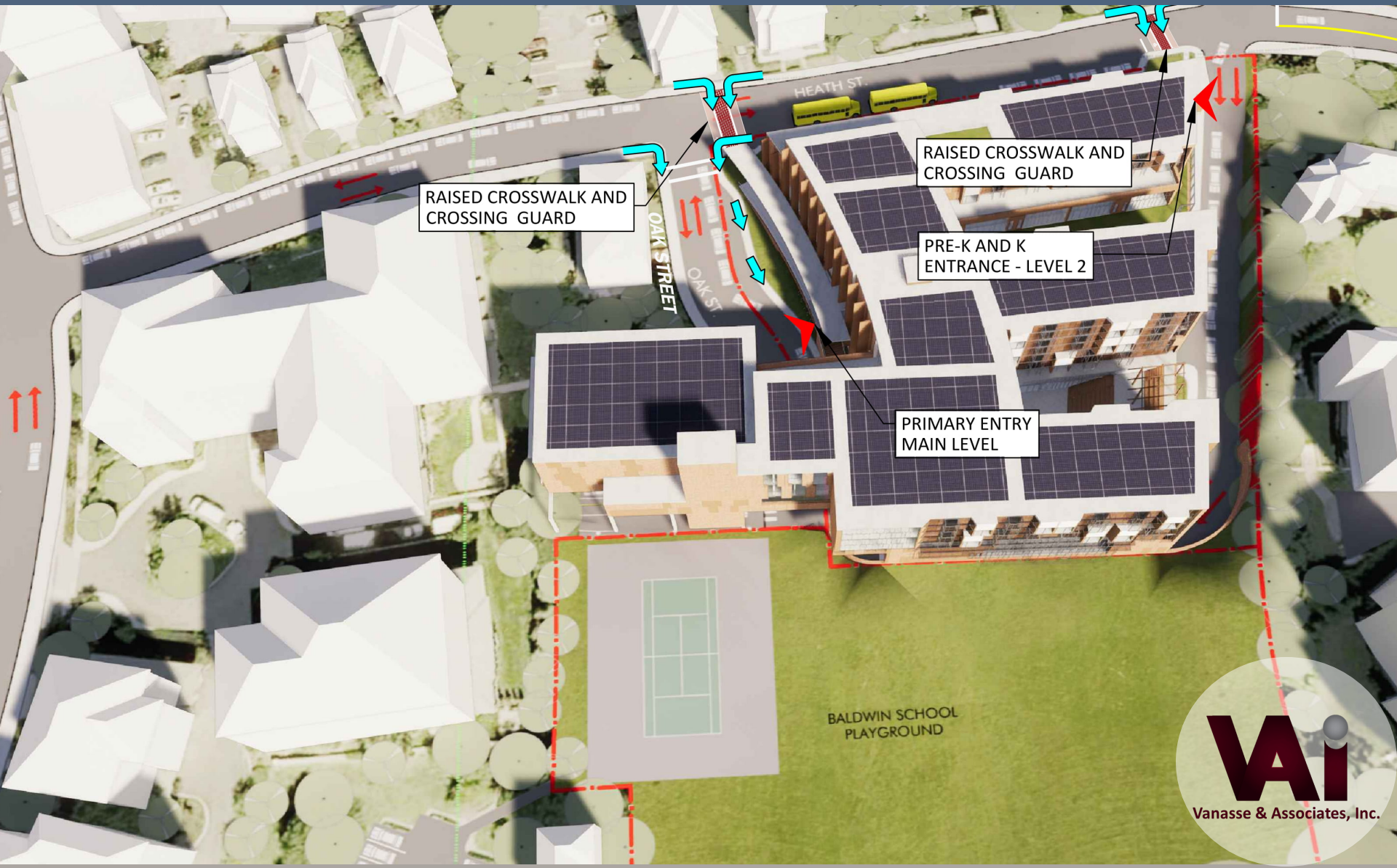
1. Main Entrance on Oak Street
    - Accessed from Oak Street for students coming from Hammond and Heath.
    - Entrance for those who are getting dropped off by car or bus
    - Fully accessible
    - Walkway is fully covered. 100 feet from Heath Street to doorway

One Secondary Entrance – Used at beginning and end of school day

1. Early Education (PreK & Kindergarten) Entrance
    - At corner of Heath Street and school driveway entrance
    - Allows for direct access to Pre-K & Kindergarten classrooms area for those walking with students into school
    - Fully accessible

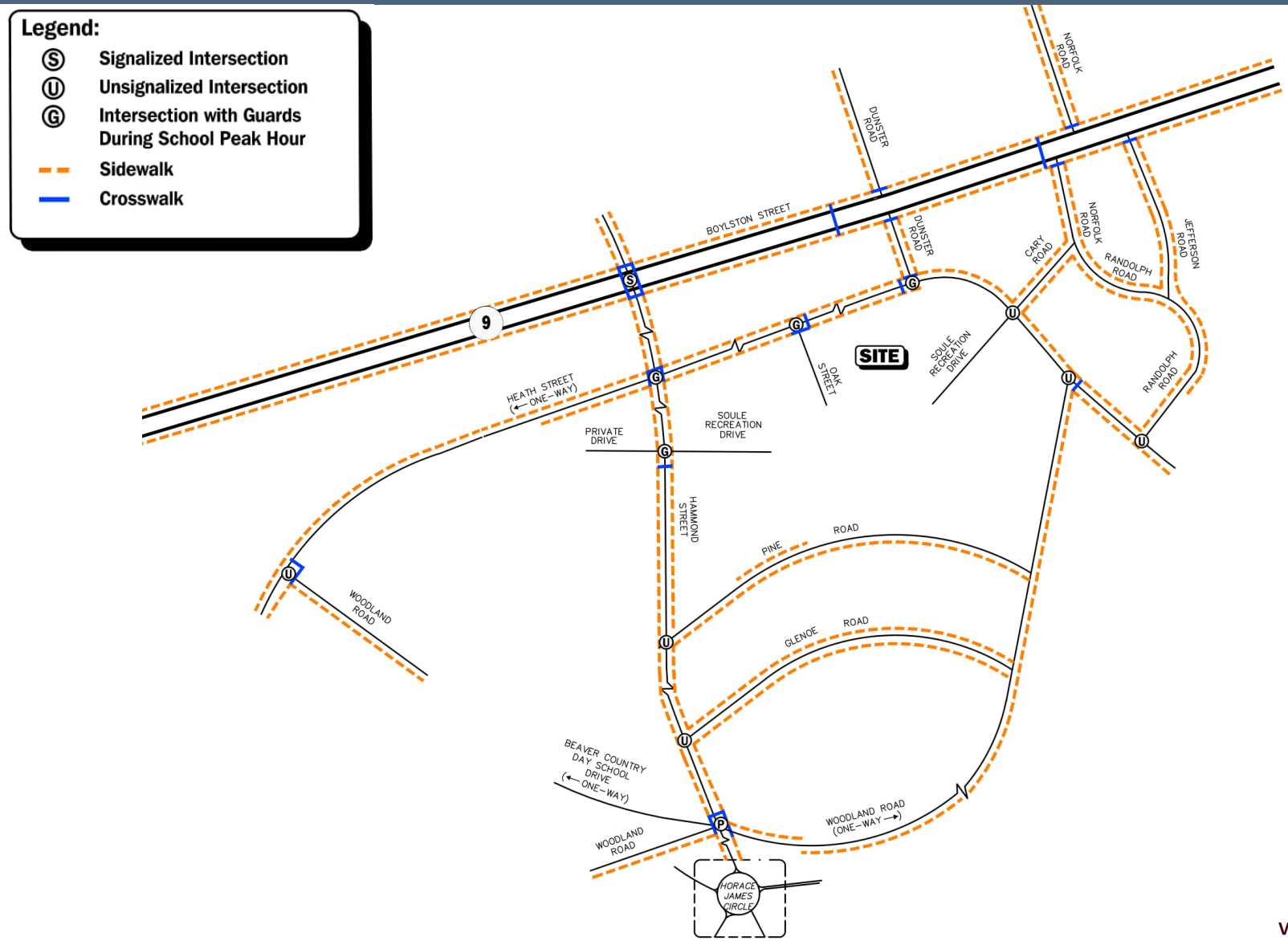
Note: Pre-K and disabled students are welcome to enter either entrance

Pedestrian Access and Entrances



Pedestrian Routes

Sidewalk Network



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Pedestrian Facility Deficiencies

Existing Pedestrian Deficiencies

Heath Street at Cary Road

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Existing Pedestrian Deficiencies

Heath Street at Oak Street

Heath Street west of Oak Street

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Existing Pedestrian Deficiencies

Heath Street west of Hammond Street

Heath Street west of Hammond Street

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Pedestrian Design Elements

- Sidewalks
- Crosswalks
- Signage
- Crossing Guards
- Pedestrian Signal
- RRFB – Rectangular Rapid Flashing Beacon
- Hawk Traffic Signal
- Leading Pedestrian Interval

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Pedestrian Access & Safety

Improving Safety for Pedestrians – Recommendations

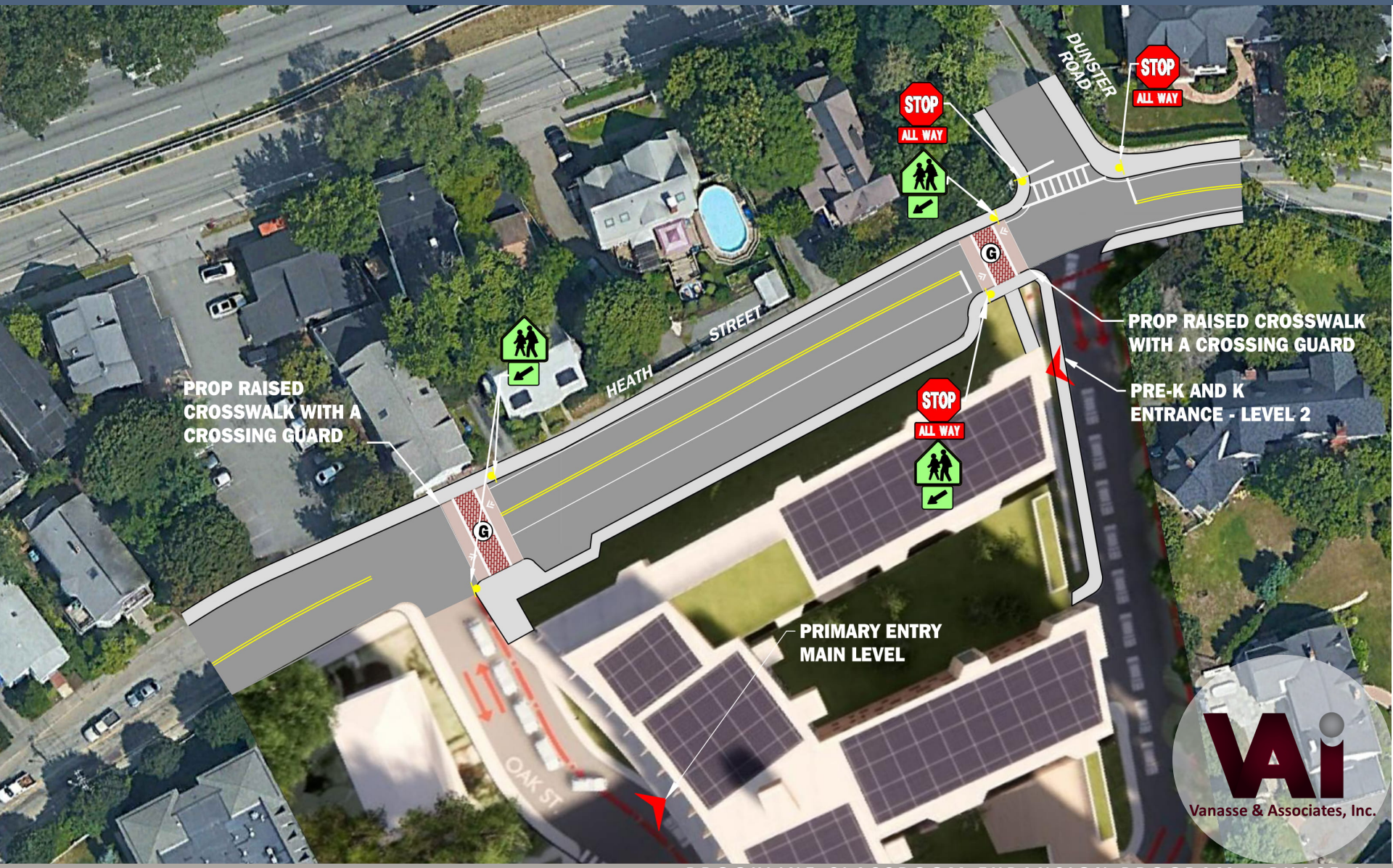
- Heath Street - Improved, accessible sidewalks west of Hammond Street to Hammond Pond Parkway; and from Hammond Street east to Woodland Road
- Dunster Road and Heath Street - All Way Stop Sign and raised crosswalk with crossing guard
- Oak and Heath Street - Raised crosswalk with crossing guard
- Hammond Street near entrance to Soule driveway - Improved crosswalk with crossing guard and Rectangular Rapid Flash Beacons
- Hammond and Heath Streets - Improved crosswalk with crossing guard to provide more efficient traffic signal operation and safe crossing
- Heath Street - School Zone signage, “Your Speed Limit” electronic signs, and Reduced Speed Limit beacons
- Oak Street - Crosswalks across Oak Street from Oak Street parking lot and from the Baldwin School Playground

Town Led Improvements that Support Baldwin Safety

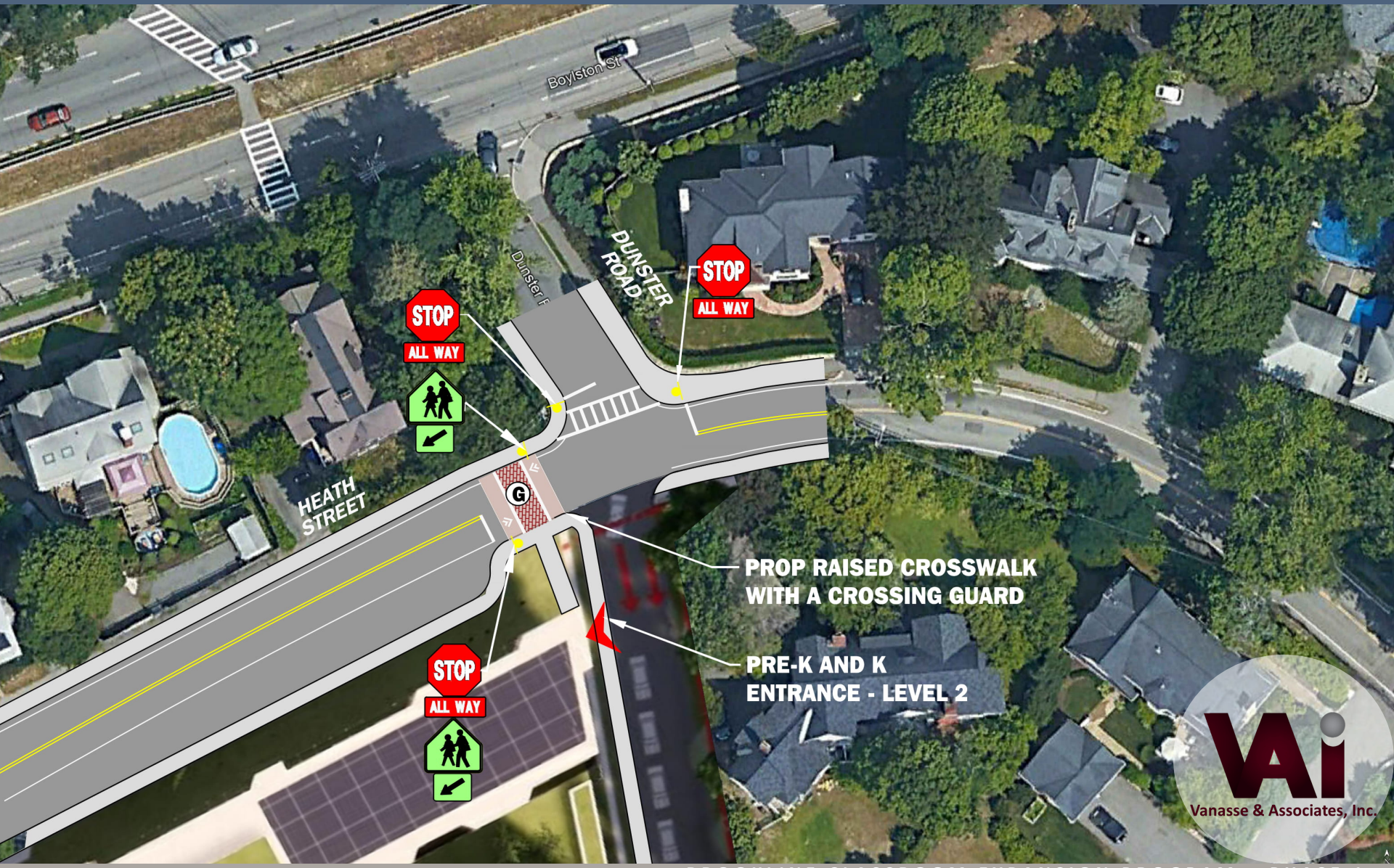
The School Department recognizes and supports the following improvements the Transportation Board has approved or is considering that will also support safe access for pedestrians:

- Improvement of sidewalks on Woodland Road
- Improved crossing at Woodland Road and Hammond Street
- Traffic calming measures on Woodland Road
- Improved safety at Woodland and Heath (east of the school) including a pedestrian refuge island, narrowing of Woodland, and pedestrian warning signals

Pedestrian Improvements – School Entrance



Pedestrian Access – Intersection Improvement
Heath Street/Dunster Road/School Drive



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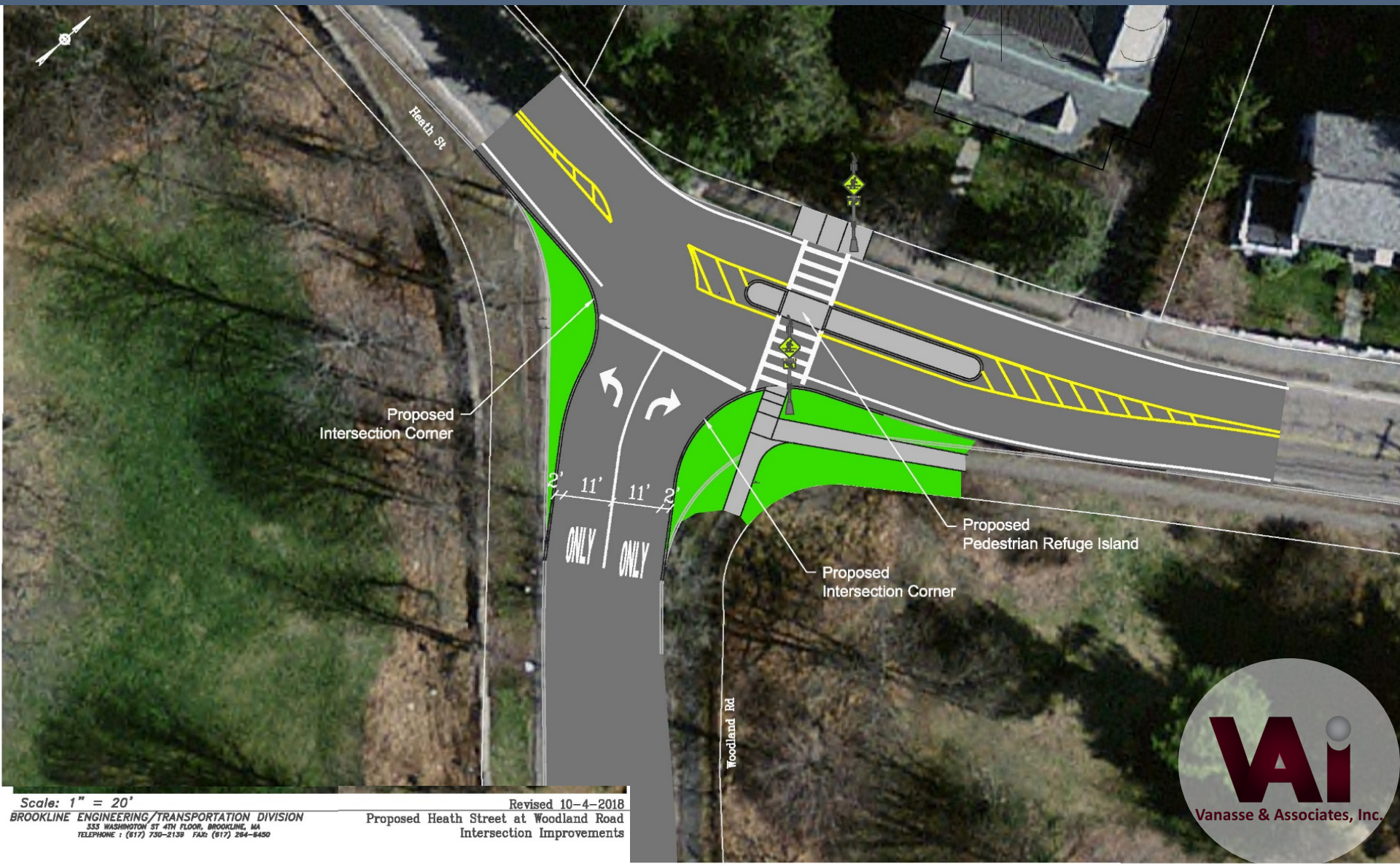
Pedestrian Access – Intersection Improvement
Heath Street & Dunster Road to Woodland

Woodland Road at Heath Street



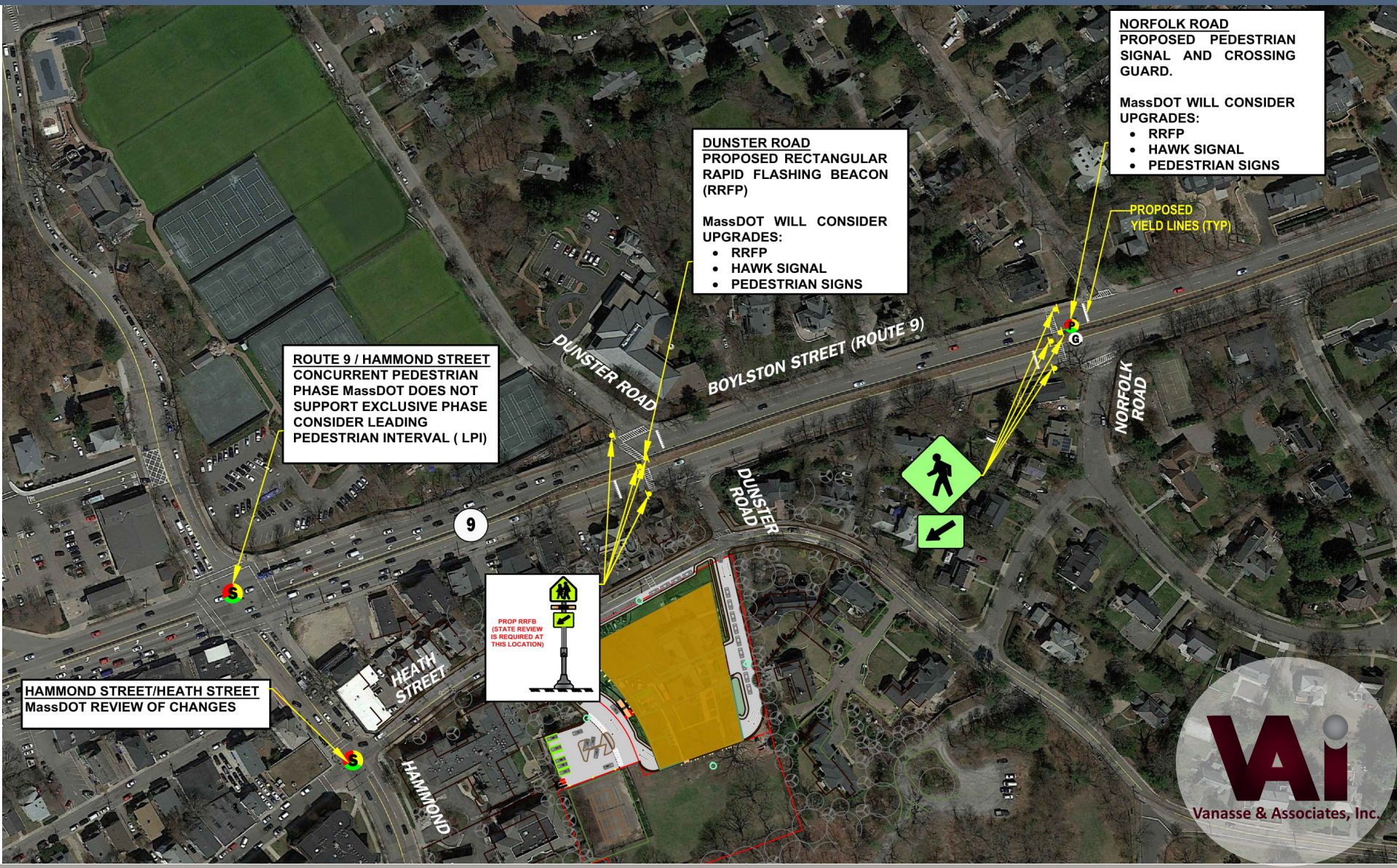
Route 9 Improvements for Pedestrians

Recommended Route 9 Improvements for Pedestrians

The School Department and Transportation Department will work with the Massachusetts Department of Transportation to make pedestrian safety improvements on Route 9. MassDOT will considerer the following:

- Hammond Street and Route 9 - Leading Pedestrian Interval Timing
- Dunster Road and Route 9 - Rectangular Rapid Flash Beacon (RRFB), HAWK signal, and/or pedestrian signal
- Norfolk Road and Route 9 - Rectangular Rapid Flash Beacon (RRFB), HAWK signal, and/or pedestrian signal

Route 9 Crossings/MassDOT Review



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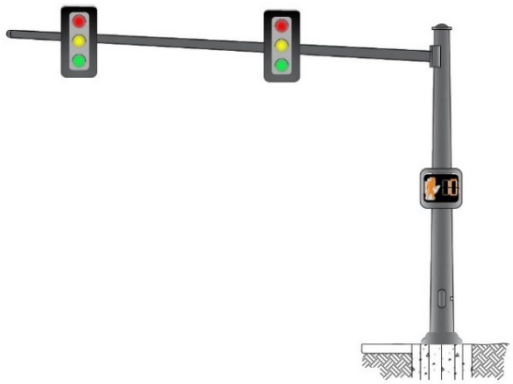
Route 9 Crossings Alternatives

Pedestrian Signals

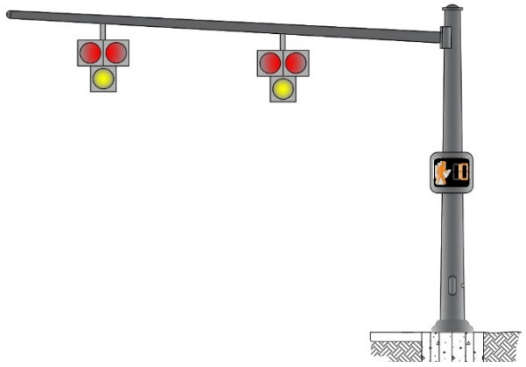


- User Actuated
- Stops Traffic
- Similar to Traffic Signal

RRFB

- User Actuated
- Flash Pattern
- Increase Driver Awareness
- Increases Driver Yielding
- Improve Pedestrian Safety

HAWK Signal



- Only Operational when Actuated
- Off when not in use
- Stops traffic
- Improve Pedestrian Safety

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Baldwin School – Biking

Encouraging Biking and Improving Safety for Cyclists

All of the improvements for walkers PLUS

- Covered bike racks at main entrance *(will confirm how many during Design Development)*
- Staff will have bike and scooter parking underneath building
- Two staff showers
- Support Town effort on road diet and bike lanes for Hammond Street
- Support concept of contra-flow lane for bikes going east on Heath Street toward Hammond Street
- Install area bicycle sharrow markings as determined by the town.

Bicycle Routes

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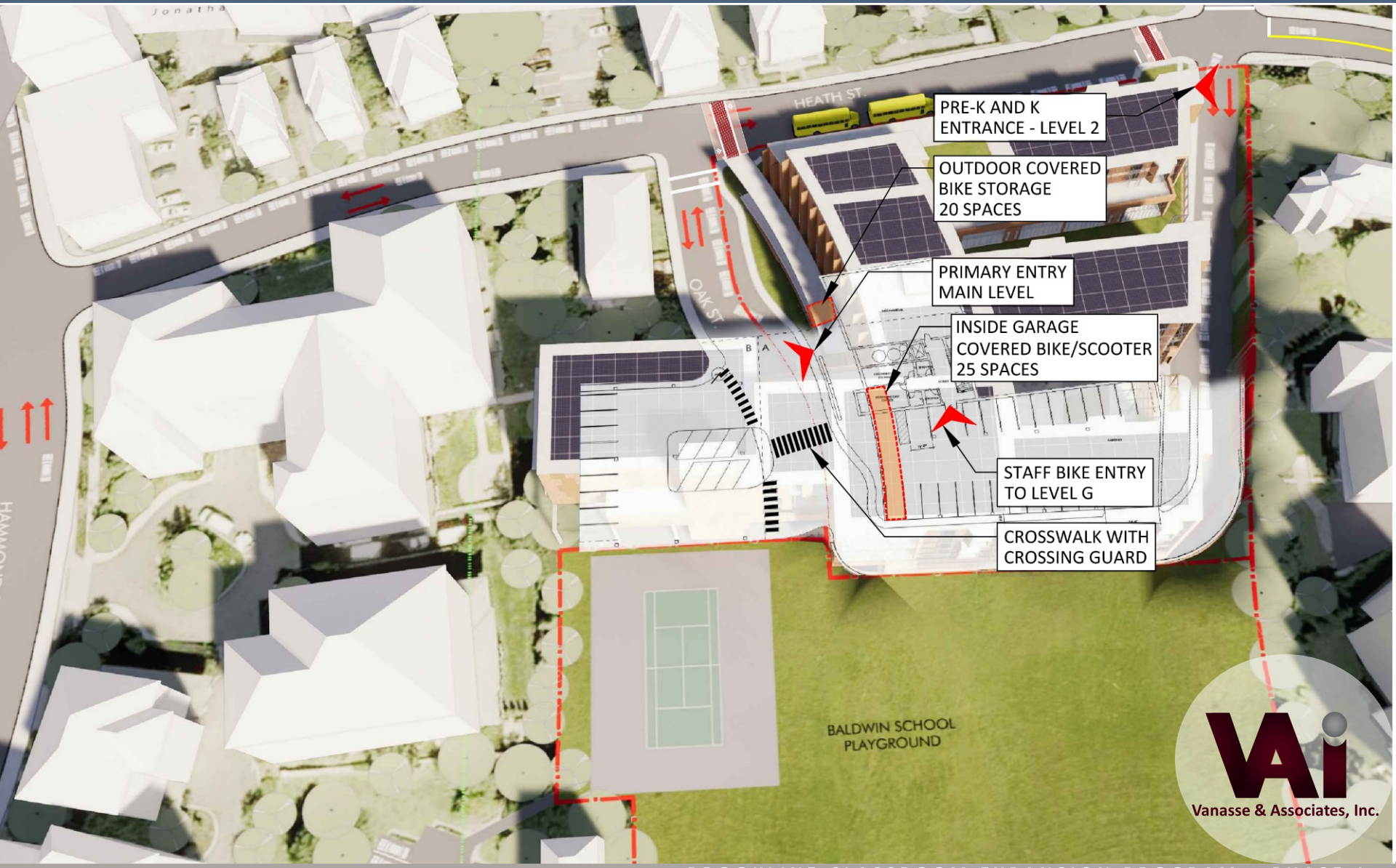
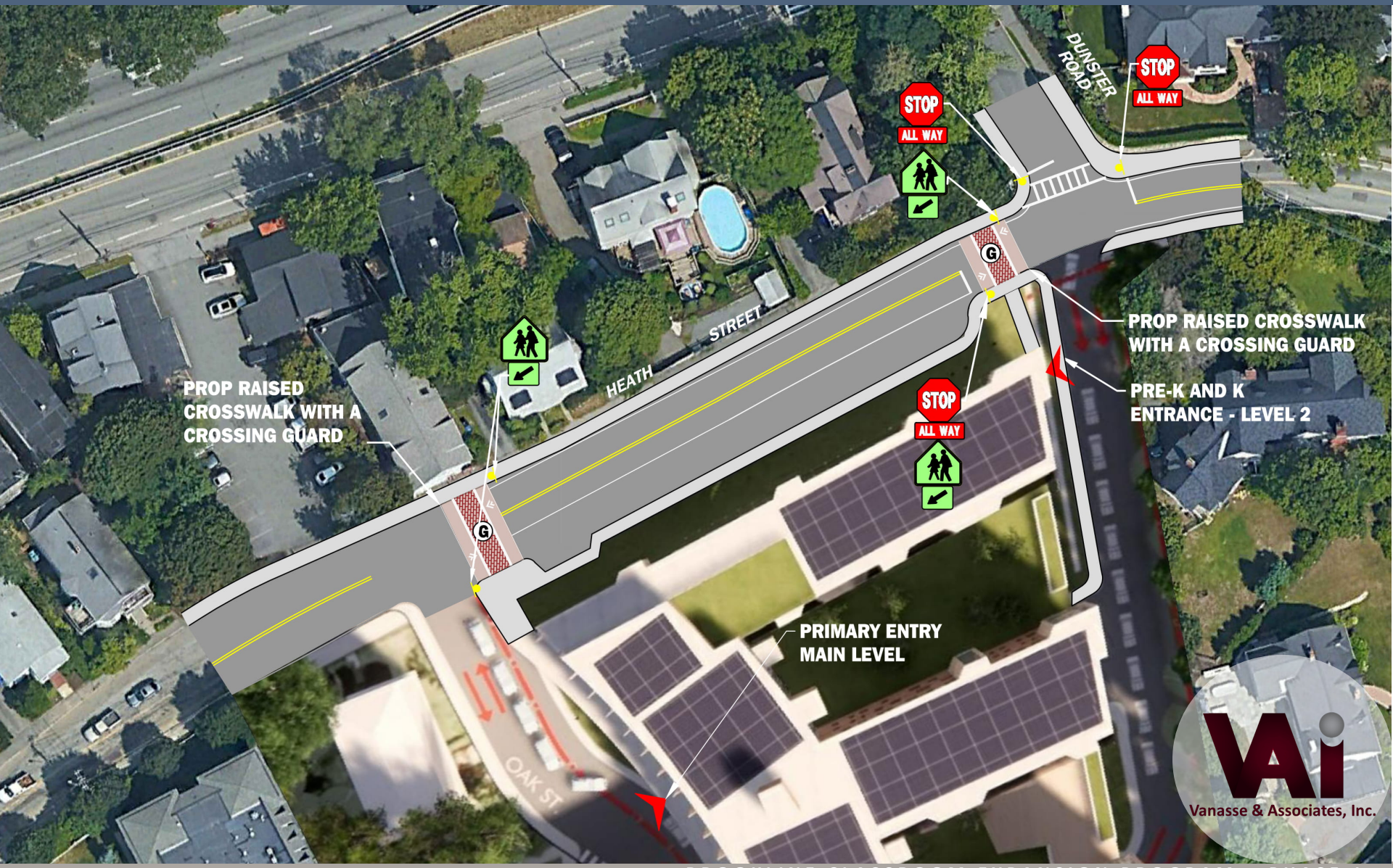
Bicycle Spaces



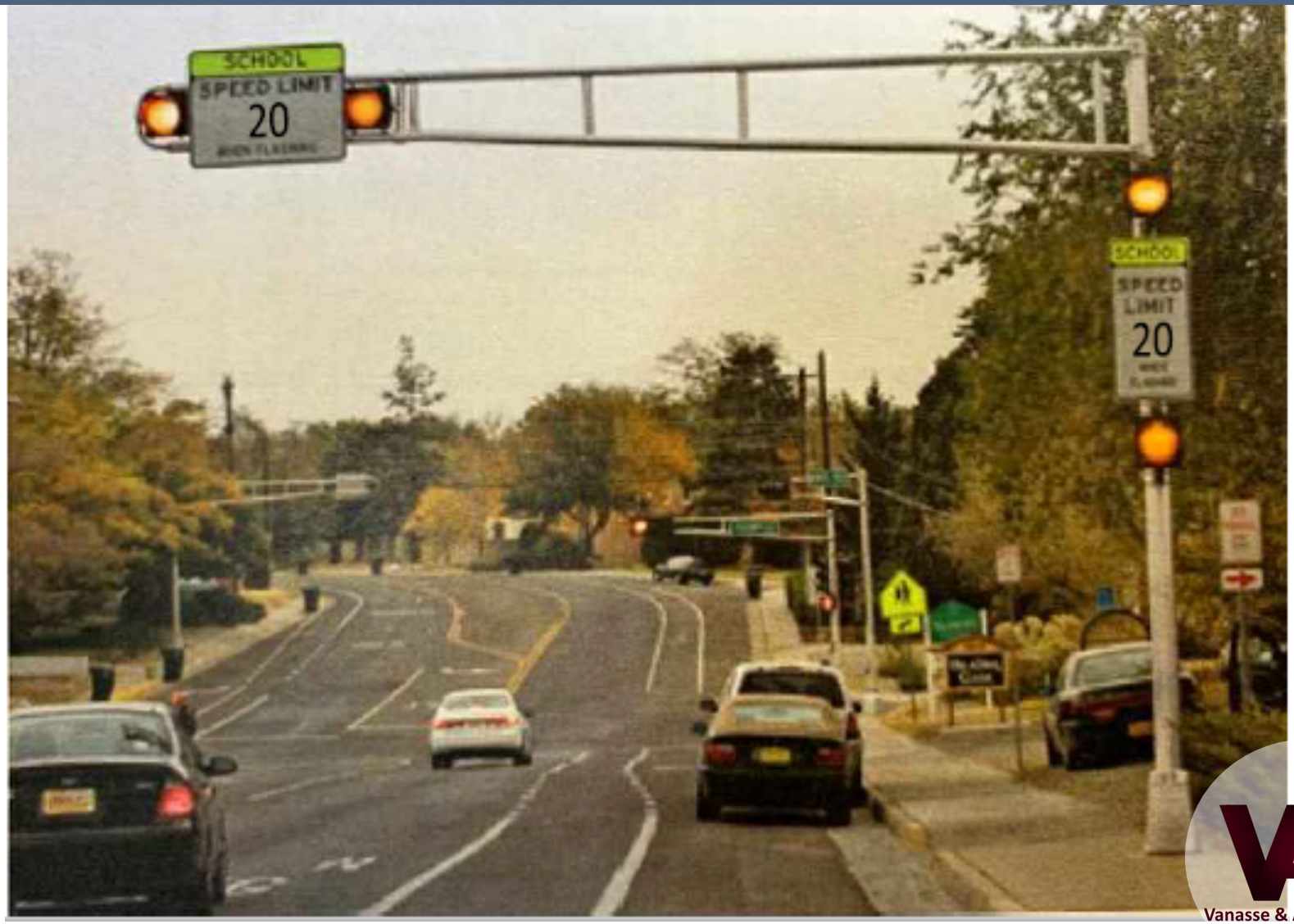
Hammond Street Road Diet

Note: Conceptual Plan – Other Alternatives to be developed

Traffic Calming – Raised Crosswalks



Traffic Calming – Reduced Speed Limit Beacons



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Sample Installation

Vehicle Access and Safety Measures

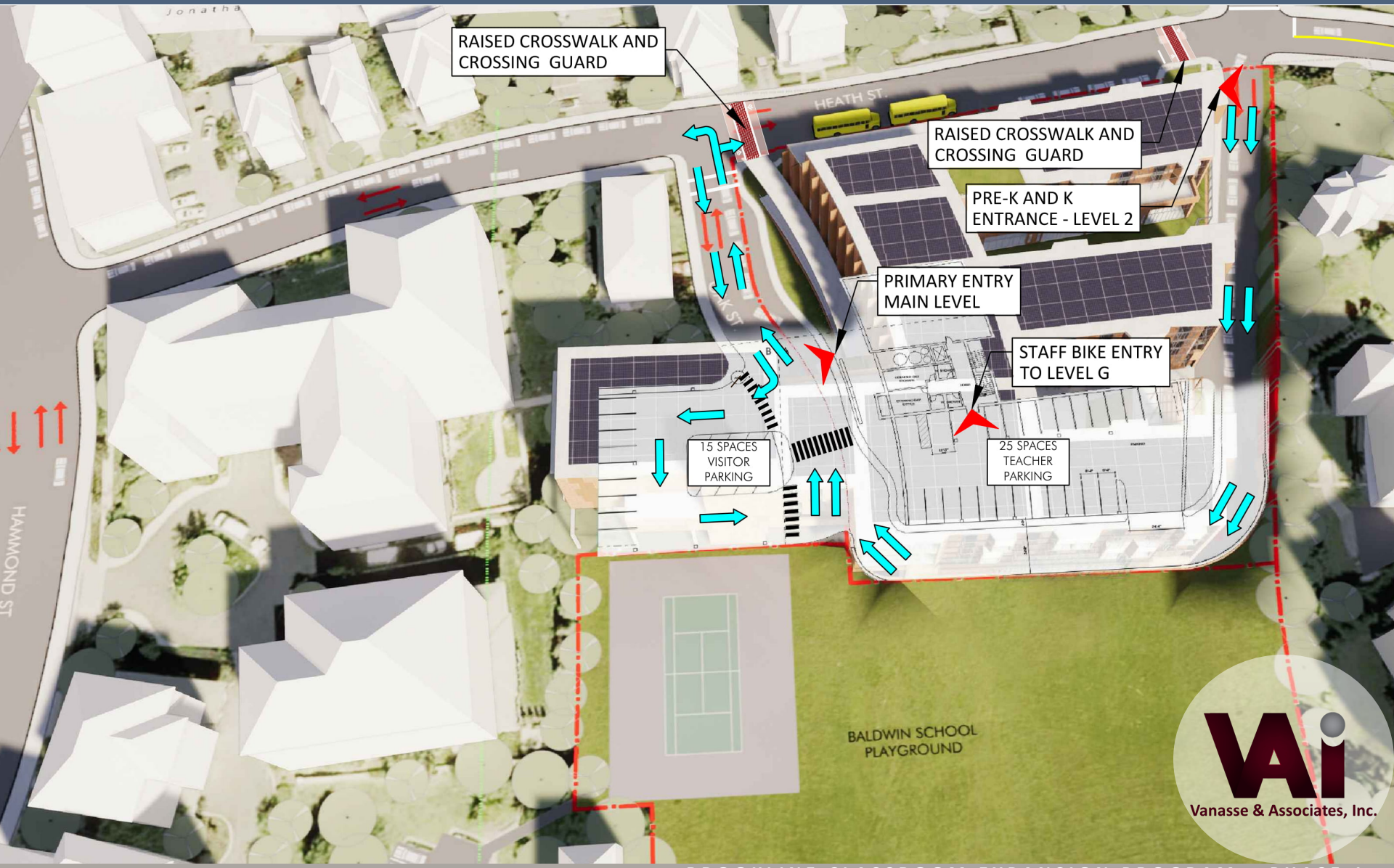
The following recommendations are made with respect to the design and operation of the school site driveways and to reduce speeds on Heath Street during school operation:

- All recommendations cited earlier in this presentation plus:
- The main entrance driveway should have a minimum 24-foot entrance and will be illuminated. Driveway provides two lanes with a drop-off/pick-up lane and a separate bypass lane.
- The Oak Street driveway will be a minimum of 24-feet wide accommodating two-way traffic and will be illuminated and under crossing guard control during peak times
- Dunster Road and school driveway under crossing guard control and All Way stop sign
- Heath St widened for bus, van, and handicapped parking that is separate from the eastbound travel lane
- School Zone signs, pavement markings and traffic control devices (i.e., Your Speed Is, Reduced Speed Limit Beacons) along Heath Street.
- All signs and other pavement markings to be installed will conform to the applicable standards of the current Manual on Uniform Traffic Devices (MUTCD).
- Signs and landscaping adjacent to the school driveway intersections should be designed and maintained so as not to restrict lines of sight.
- Increased traffic enforcement along Heath Street is recommended to enforce the school speed zone.

Vehicle Access & Safety

- Separate, designated areas for car drop off (school drive way), bus drop off (Heath Street) and deliveries (service entrance at rear of school)
- Pedestrian, Cyclist, Traffic, and Parking Safety Plan will include:
  - Designated staff stationed at drop off areas to support safety for those exiting cars and pedestrians
  - Parents and caregivers will be given explicit instruction and guidelines about how arrival and dismissal will work
  - Staff will help enforce these guidelines

Vehicle Access



Main Entrance - Oak Street

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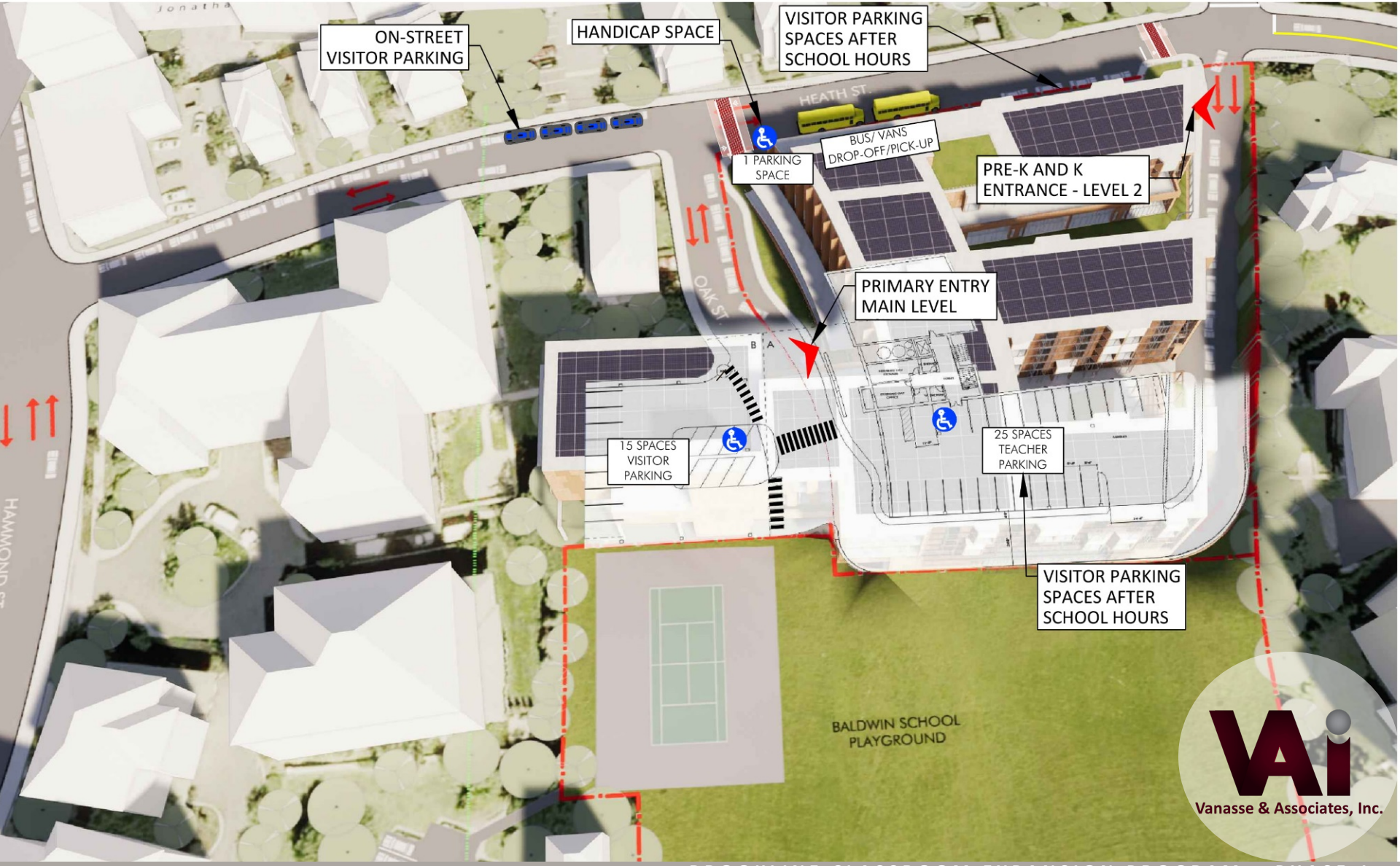
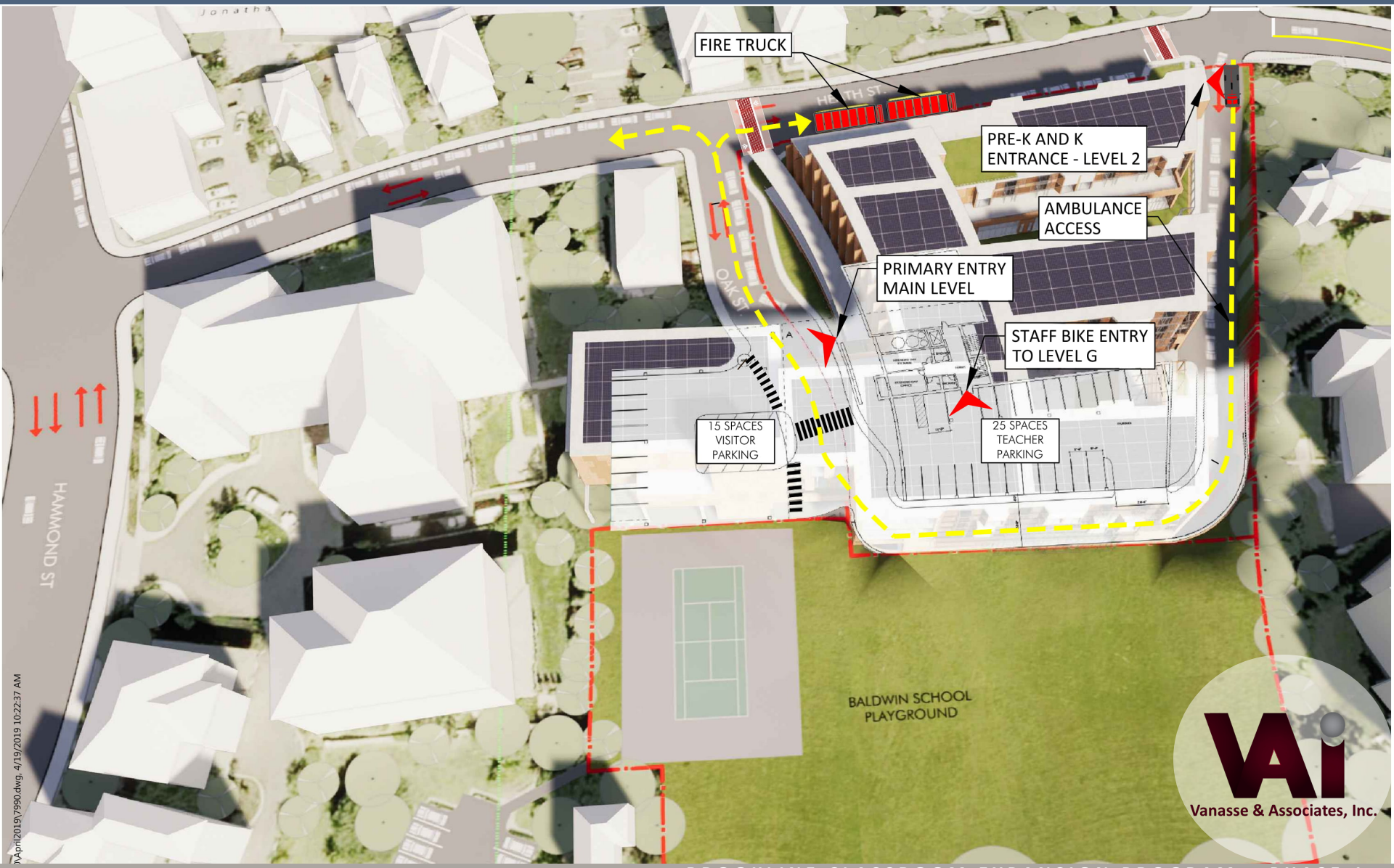
Handicap Parking



Emergency Vehicle Access
Reviewed with Fire Department



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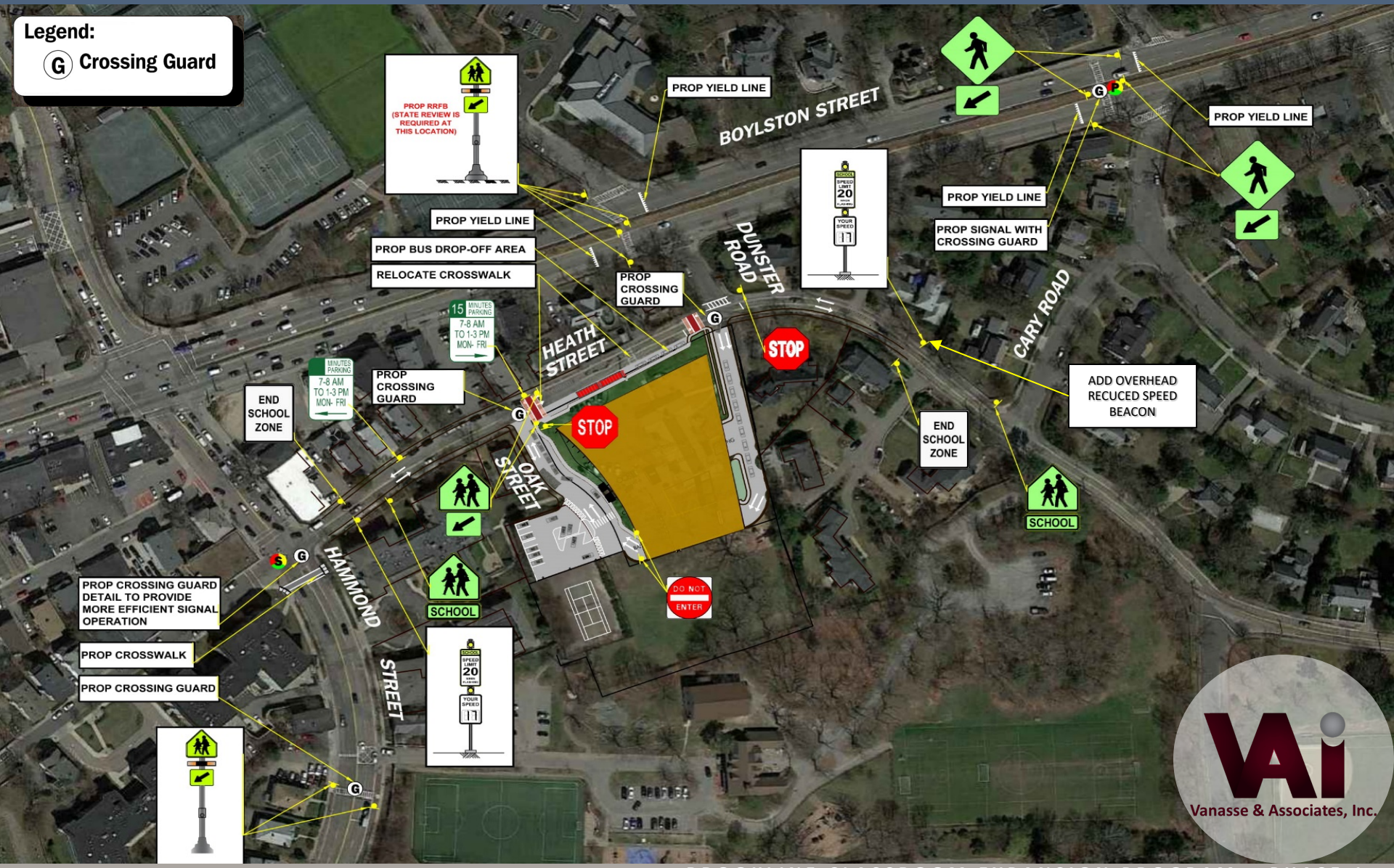
Summary of Recommendations



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Next Steps

1. Further detail of design upon Transportation Board approval during Design Development Phase *(July 2019 – June 2020)*
2. Construction Management plan developed *(July 2019 – June 2020)*
3. Development of Procedures and Guidance for families for walking, biking, and arrival and dismissal *(Fall 2022)*