



OFFICE OF COMMUNITY DEVELOPMENT

MEMO

MEMO TO: Board of Selectmen
Thomas G. Younger, Town Administrator

FROM: Glenn R. Clancy, P.E.

SUBJECT: Traffic Advisory Committee Recommendations
New Wellington Elementary School

DATE: January 20, 2010

The Traffic Advisory Committee held several meetings in the fall of 2009 to discuss traffic issues at the new Wellington Elementary School. Members of the building committee and the public were present at the meetings. After careful consideration a plan was formulated. In general the plan is to control access to the school while keeping traffic moving away from the school site during drop-off and pick-up hours. The proposal is as follows:

- Access to Glendale Road will be restricted from Common Street between the hours of 7 and 9 Am and 2 and 4 Pm Mon - Fri. Traffic will be allowed to travel down Glendale Road from Orchard Street only.
- Access to Orchard Street will be restricted from Common Street between the hours of 7 and 9 Am and 2 and 4 Pm Mon - Fri. Traffic will be allowed to travel down Orchard Street from Goden Street only.
- Parents on Orchard Street will have the choice of accessing the Wellington School site for rolling drop-off or parking temporarily on Orchard Street and walking their children into the school. During the drop-off and pick-up hours access to the site will be from Orchard Street only and vehicles will exit onto School Street only.
- The Memorial Park side of Orchard Street along the school frontage will be posted No Parking Anytime and No Stopping or Standing. Parking will be allowed only along the school side for drop-off and pick-up. The school side of Orchard Street along the school frontage will be posted No Parking 7 - 9 Am and 2 - 4 Pm Mon - Fri.

A “bump-in” for parking along the school is not being proposed. The Traffic Advisory Committee felt this would limit the amount of available space for vehicles to park along the school. Police Chief McLaughlin was apposed to this idea believing parents will park on the Memorial Park side even with posted restrictions and therefore accommodations should be made to ensure enough room on the street for emergency vehicles. The TAC was encouraged by a report that the School Superintendant has formed a committee to look into traffic issues around all schools.

As a contingency plan the TAC would like the BOS to consider allowing funds, perhaps Pavement Management money, to be used to construct bump-ins along the school if the Chief's fears come to fruition.

- Traffic exiting the school site after drop-off/pick-up will not be allowed to turn left on School Street. A sign will be posted opposite the driveway exit stating No Left Turn 7 - 9 Am and 2 - 4 Pm Mon – Fri.
- Access to School Street, from Cottage Street to Common Street, will be restricted for traffic moving westbound 7 - 9 Am and 2 - 4 Pm Mon – Fri. All traffic moving westbound on School Street during these hours will have to turn onto Cottage Street, Myrtle Street or Goden Street.

During the morning commute traffic is heaviest on School Street heading eastbound. This traffic will still be allowed unimpeded access to School Street from Common Street. In the afternoon the pattern reverses however most of the peak commuter traffic occurs after 4:00 Pm therefore the restricted access to School Street for west bound motorists will almost exclusively impact parents of Wellington children. The TAC feels parents will happily trade off inconvenience for increased safety around the school property.

- Access to Myrtle Street from Concord Avenue will be restricted from 7 - 9 Am and 2 - 4 Pm Mon – Fri. This results in Myrtle Street essentially becoming a one-way street, from School Street to Concord Avenue, during these times.
- A raised crosswalk is proposed on School Street near Cottage Street. This is a heavily used pedestrian crossing. The final location of the crosswalk will be coordinated with the bus turn-in proposed in front of the new school.

The entire proposal outlined above was approved unanimously by the Traffic Advisory Committee.

The final element of the new Wellington Elementary School traffic proposal is a four way Stop approach at the intersection of Goden Street and School Street. An engineering study was done by the consulting firm of Vanasse Hangen and Brustlin, Inc. The study concluded that the warrants used to justify the need for a four way Stop approach were not met. However, the Manual on Uniform Traffic Control Devices, the governing document in such matters, allows engineering judgment to be used in cases where the strict warrants are not met. I believe the traffic mitigation plan proposed above will benefit by a four way Stop approach at this location and I also feel the alignment of this intersection causes enough confusion with motorists that a four way Stop approach will maintain safety at this location.

The four way Stop approach was approved by the Traffic Advisory Committee by a vote of 4 to 1.

The Traffic Advisory Committee respectfully asks the Board of Selectmen to approve these recommendations.