

July 29, 2021

Ms. Jennifer Staple-Clark
Slate School
124 Mansfield Road,
North Haven, Connecticut 06473

Subject **Supplemental Traffic Access and Impact Review (F5019.00) – Slate Upper School, 5100 Outer Ridge Road, North Haven, Connecticut**

Dear Ms. Staple-Clark:

As a follow up to our completion of a full Traffic Access and Impact Study, dated November 2020, a review of the original Traffic Report prepared by SLR as part of the Application and public hearings for the proposed School, we have reviewed additional information provided by SLR in response to comments from the Town and residents.

The following is a brief summary and our comments related to each item:

1. Site Access Sightline Analysis – In response to comments that adequate intersection sight distance (ISD) could not be provided along the site frontage at the proposed access drive, supplementation information was provided by SLR, which clearly indicates that adequate ISD can be provided for both the posted speed limit and the 85th percentile speed of motorists actually traveling on Outer Ridge Road along the site frontage. A review of the profiles and plans, as well as site visits indicate that adequate ISD can be provided.
2. Minor Roadway Widening – Originally the Site Plan and access improvements prepared by SLR showing a minor widening of the roadway along the site frontage and to the immediate south of the Subject Property to provide a roadway pavement width of up to 24 feet could be provided. This required minor widening in two narrow sections near the site frontage, which were generally less than the 20-foot wide roadway cross section. This widening can be accomplished within the right-of-way and provides improved traffic flow and an increase in ISD as part of the widening.
3. Sensitivity Analysis – The original Traffic Studies prepared by both SLR and our office considered a worst case scenario, which showed 70 percent of the site-generated traffic from

the School traveling to the south in North Haven and the remaining 30 percent traveling to the north into Hamden. Results of those analyses at the site driveway and nearby intersections indicated very acceptable Levels of Service and very little change in Level of Service and in each case maintaining an acceptable Level of Service of “B” or better.

The sensitivity analysis was prepared by SLR and reviewed by our office at the proposed School access drive, the Mount Carmel Avenue/Ridge Road intersection, as well as the Ridge Road/Blue Hills Road intersection for both the weekday morning and weekday afternoon peak hours, as it relates to School-generated traffic peak hour conditions.

The results indicate that Levels of Service “B” or better and mostly Level of Service “A” would be maintained at each of the intersections with the School traffic split of 50/50 in each direction from the site driveway and a worst case scenario of 90/10 percent split from the School driveway. In each case very acceptable Levels of Service of “B” or better were maintained, which indicates minimal impact to the area STOP sign controlled intersections. Therefore, regardless of the actual distribution of School-related traffic area roadways can accommodate this School traffic, without any need for mitigation.

4. On-Site Parking – The proposal is to provide 36 parking spaces to accommodate both staff and a minimal number of students permitted to drive to and from School. Therefore, this ratio indicates that there will be one parking space for every 0.4 student on the Campus. A comparison to parking research conducted by the Institute of Transportation Engineers (ITE) and provided in their Parking Generation Handbook indicates that the average number of parking spaces provided for a School of this type and size is 0.38 spaces per student. Therefore, the proposal to provide 36 spaces is above the average number of parking spaces indicated based on ITE data points.

Overall, the average rate provided by ITE is 0.26 spaces per student or 23 spaces. The 85th percentile of parking need, which represents a worst case and above average conditions or need indicates a ratio of 0.32 spaces per student for a total almost 29 parking spaces would be needed.

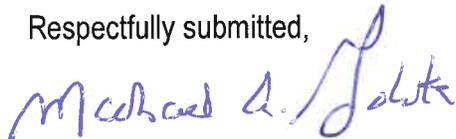
A review of the information provided by SLR and our review of ITE standards and information provided indicate that the proposed 36 parking spaces will be more than adequate for a

Ms. Jennifer Staple-Clark
Page 3
July 29, 2021

typical School day to accommodate both staff, visitors and the limited number of students permitted to drive to and from School.

We trust this information will assist the Town in its ongoing review of this Application.

Respectfully submitted,



Michael A. Galante
Director of Traffic
Hardesty & Hanover, LLC

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