

7.29.2022

TO:

Brian Ho, AIA, ALEP, LEED AP, Assoc. DBIA

Managing Principal

TCF Architecture PLLC

brianh@tcfarchitecture.com

253-572-3993

Subject: Bryant Montessori School Replacement Traffic Memorandum

This traffic analysis documents the existing and forecasted future traffic conditions associated with Tacoma Public Schools proposal to replace Bryant Montessori School. Tacoma Public Schools is proposing to replace Bryant Montessori School, at 717 S Grant Ave, with a modernized school on the same parcel.

The new Bryant Montessori School will retain the 560-student capacity of the existing school. No new trips are forecast; and therefore, neither Level 1 nor Level 2 Traffic Impact Assessments are anticipated to be required.

Existing School Site

Bryant Montessori School is located near the Sprague/Division/6th Ave intersection. The site is bordered by S 8th Street to the south, S Ainsworth St to the east, S Grant Ave to the west, and by an alley to the north. A vicinity map with an aerial of the existing campus is attached as Exhibit 1. There is not currently any off-street parking provided on the site. Student drop-off and pick-up occurs primarily along the S Ainsworth St frontage and in the local area. School buses unload and load on S Grant St. On-street public parking is available on S Grant St, S 8th St, and in the extended local area. On S Ainsworth St and portions of S Grant St, along the school's frontages, parking is prohibited during school hours. The elementary school has a current capacity of 560 students and the campus is served by up to two school buses per day. School hours are from 9:00 AM to 3:30 PM.

Proposed School Site

The capacity of the new school is not projected to change (560 students). School bus loading is proposed to remain on S Grant St. Parent and visitor loading will be designated on S Ainsworth in a new bulbed out lane. Off-site staff parking is proposed to be added via a new access at the intersection of S 7th St and S Ainsworth Ave. The on-street parking area will include up to six stalls for service staff. School hours will remain from 9:00 AM to 3:30 PM. A site plan showing the proposed campus is attached as Exhibit 2.

Existing Traffic Conditions

The following summarizes PH's review of existing traffic conditions, including parking and circulation based on a field review and information provided by Tacoma School District.

Parking

On-street parking signage restricts parking to 30 minutes for loading only along the school frontage on S Ainsworth Ave between 8:00 AM to 4:00 PM. There are 24 marked head-in diagonal parking stalls along S 8th St including two accessible parking stalls. S Grant St is currently a combination of restricted bus zone and space for approximately 15 on-street parallel parking stalls.

Student Pick-Up/Drop-Off

School bus loading/unloading occurs along S 8th St. A total of 2 buses are estimated to serve the site arriving and departing corresponding to the bell schedules. Parents are reported to use the frontage streets to park and walk their children to the school site. A significant number of students walk to school or are dropped off by parents who park in adjacent streets.

Safety Analysis

A crash history has been requested from WSDOT and will be reported on final version of traffic memorandum. Based on nature of surrounding residential roads, speed mitigation measures at adjacent intersections, and narrow roadways, we do not anticipate there will be history of significant collisions or safety risks.

Future Traffic Conditions

The school is forecast to maintain the existing capacity of 560 students; therefore, no increase in trip generation is anticipated.

Parking

The existing head in parking stalls along S 8th St will be reconfigured per City of Tacoma instruction to be back in parking stalls. Per the City these stalls will not be marked as reserved for school use. Back-in angle parking, per the Institute of Transportation Engineers Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach (ITE 2010), can provide safety benefits over parallel parking and head-in angle parking by improving driver visibility when leaving parking spaces (reducing likelihood of vehicle and bicycle crashes). Back-in parking also allows drivers to load and unload their vehicles more safely by accessing trunk space from the sidewalk. At the intersection of S Ainsworth and S 7th St the project will construct a new access to the off-street parking lot consisting of six parking stalls. This will reduce the demand for on-street parking.

Student Pick-Up/Drop-Off

School bus loading is proposed to remain on-street on the S Grant Ave frontage. The S Ainsworth frontage will be reconfigured to provide a pullout curb lane for efficient pick-up/drop-off operation and loading zone restrictions will be maintained. The reconfigured back-in parking along S 8th St can also be used for student pick-up/drop off as available.

Safety Analysis

The overall school operations and safety risks are expected to be improved due to the reduced off-site parking demand, improved pullout lane, and back-in parking configuration. Additionally, the frontage improvements to sidewalk, curb ramps, and pedestrian crossings will significantly improve the conditions for pedestrians and bicyclists.

Frontage Improvements

Per site walk conducted with City of Tacoma staff the following frontage improvements are anticipated to be required as a condition of the school project development in addition to improvements proposed by the project:

- Upgrading of ADA ramps
- Improved pedestrian crossing markings/signage.
- Resurfacing intersections.
- Repairing damaged sidewalk panels.

Conclusion & Recommendations

As the project is not increasing the site capacity there will not be increased trips or offsite traffic impacts. The improvements proposed by the project and required by the City will result in improving overall site access, pedestrian and bicycle accessibility, community impacts, and safety risk. No additional improvements or traffic measures are recommended for this project.

We appreciate the opportunity to support the team on this project. Please call if you have any questions.

PH Consulting LLC



Pablo Para, PE PTOE
Principal

Pablo@phtraffic.com | 253.224.2390

Attachments:

Exhibit 1: Existing Site

Exhibit 2: Conceptual Site Plan

Exhibit 1: Vicinity Map

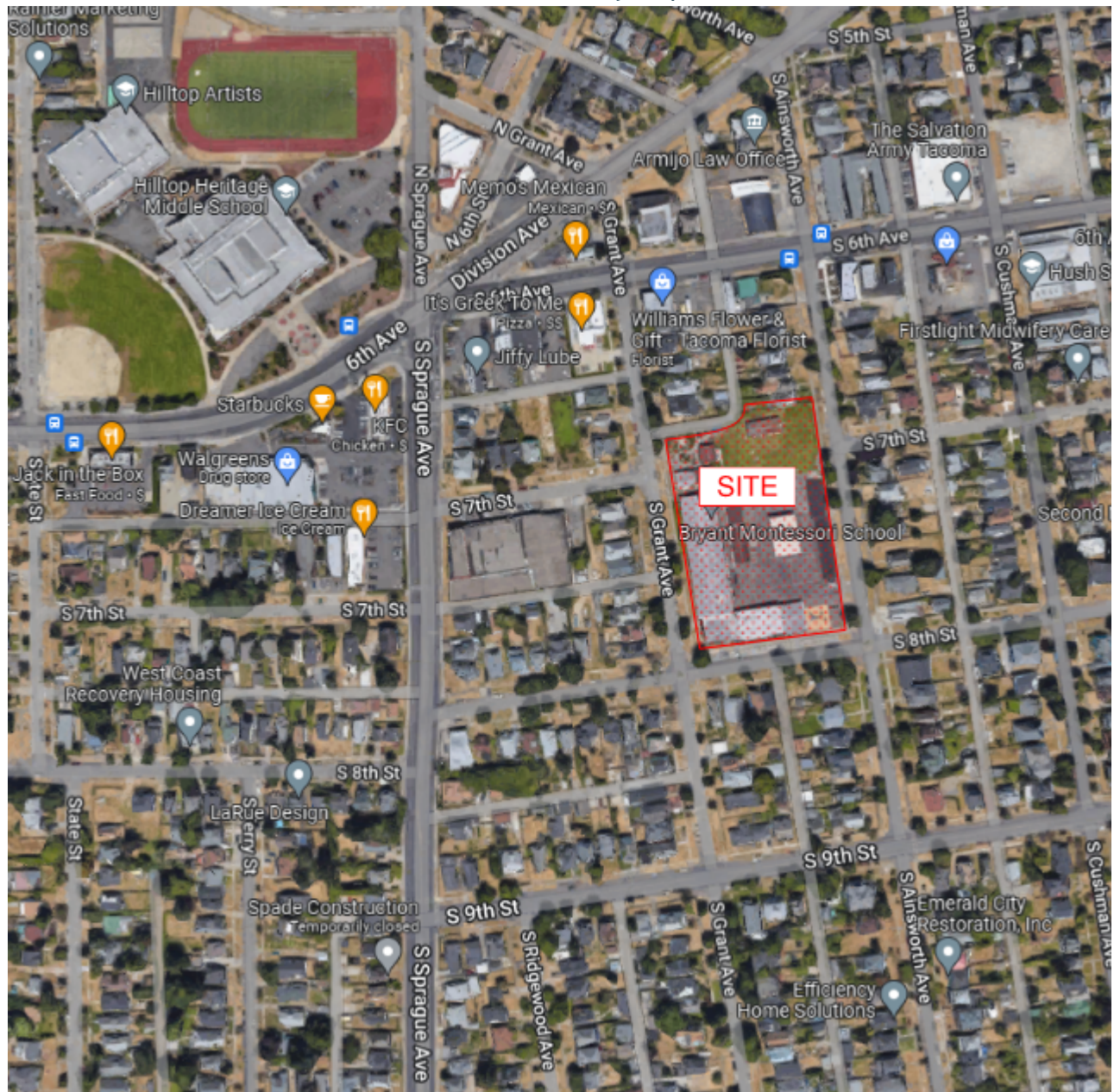


Exhibit 2: Conceptual Site Plan

