Scheme E carries with it a more symmetrical relationship between the traffic coming into the campus from the School Street side and from the Wellesley Street side of Town than previous schemes. With a single entrance and egress from each side of the campus (intersections 1 & 4, and 9 & 10), the intent of this scheme is to cater directly to the ideal needs of the campus based solely on traffic optimization. From this assumption, the internal organization of the parking areas around the Case House and the Community Center are accessed from the internal system. Additionally the Field School and Case Estates parking lots are placed along the major spine of entrance and egress for both directions of traffic.
Meeting 3 Traffic & Parking: Refined Alternative Presentation

In a follow-up to the second meeting of the Working Group, direction was given to pursue Scheme C and to begin to elaborate more specifically the connections internal to the general traffic system outlined. For Meeting 3 these systems began to take shape. In addition, it was at this time that the design team's traffic engineers produced a more detailed metrical analysis of the design options available. With this, the Working Group expanded to include a broader cross section of participants from several constituencies around the site and in the Town. It was also at this time in the project, that site work directly related to the Field School began to be distinguished with greater graphic clarity from additional work to be carried out as a part of the master plan. With this, the design team adopted a “phasing” language for describing these separate portions of the project.

Phase 1 was laid out in coordination with the Field School Project to include a particular set of changes to the site that would be funded under the mantle of this project. At the time of this meeting the site components included a reconfiguration of the Field School parking and related road alignments, the Library parking lot, and some minor adjustment to the Community Center and Case House parking lots. A bus lane separated from Alphabet Lane is shown at the north edge of the Field School site. In this scheme the bus lane is shown exiting directly across the street from the Country School bus turnaround as a possible alternate for facilitating ease of traffic flow. Additionally a reconfiguration of the Library parking lot has been proposed as its existing collection of spaces is shared with the current Field School. The number of spaces has been expanded to fit the current needs of the library and has been shaped to increase efficiency. These changes are being made in order to facilitate the Field School project, which necessarily affects a large area given its central location.
Phase 2 is an elaboration and expansion upon the principles initially shown in Scheme C from the previous meeting. There are a number of more detailed components shown in this version of Phase 2, many of which focus on more finite portions of the traffic and parking system. The Country School parking lot is shown expanded and connecting to the Alphabet Lane roadway. This parking lot is connecting at the critical three way intersection between the sections of Alphabet Lane that extend from School Street, to the Woodland School, and to Wellesley Street respectively. At this intersection a roundabout is proposed in order to ease circulating traffic. The southern leg of Alphabet Lane has been augmented for two way traffic and is flanked with additional parking on the Case Estates side which is largely intended to service the greater campus needs. This is also the planned location for the utility and loading facilities for the Field School, and thus will be heavily planted to provide a more landscaped environment than is typically found in a parking lot of this scale.

Alphabet Lane continues south from here as a two way road connecting the Phase 1 Field School parking where it turns westward into the Case Estates. This portion of roadway is envisioned as a country lane with bollards and sidewalk crossings rather than a typical curb configuration. The roadway has been shown in the illustrated location only as a schematic, and it was assumed that the road would work around any cherished plantings and topography on the site. This roadway is intended as an exit from the Case House and Community Center which are taking advantage of a newly reversed Alphabet Lane / Wellesley Street intersection for vehicular entry. These two facilities are connected through reconfigured parking and have been isolated from the other portions of the campus through a redirection of traffic away from the existing Alphabet Lane in the vicinity of the “Pink Barn” on an adjacent property. This stretch of Alphabet Lane is reclaimed as landscape and garden space.

The current exit from the existing Field School has been eliminated in order to facilitate the restoration of the pastoral wooded nature of the Case House property. The plan shows expanded planting along School Street in order to signify that this area is to be reserved for pedestrian use. In this way the central portion of the academic campus is restored as a pedestrian and recreational area with cars pulled to the margins of the site in order to promote an improved standard of safety and recreation. As was initially discussed in the second meeting, a roadway is also proposed through the Case Estates at the Woodland School section of Alphabet Lane. This roadway, dubbed the Woodland School Egress Road through the Case Estates, is seen solely as an egress road for the Woodland School and for bus traffic. It is intended to serve as a second means of exit in case of an emergency that might prohibit access to the Woodland School. Additionally it is seen as a step towards expanding the accessibility of the Case Estates by providing vehicular access for future recreational development.
Meeting 4 Traffic & Parking: Initial Preferred Concept Alternative

Following the third meeting it was decided to more closely examine the metrics of the traffic at the entries and exits of the site and its impact on any future proposals internal to the Case Campus. This initial step towards honing in on a preferred traffic alternative relied heavily on studies of the traffic as it pertained to the internal workings of the campus in a general sense. The proposal prepared for this meeting focused largely on a revised study of the Phase 1 plan, a careful study of parking quantities, and an exploration of the Town-approved Wellesley Street / School Street roundabout in relation to the Case House parking lot and access. Parking became a major focus at this time, and accurate calculations and comparisons of parking for each facility were assessed and augmented as recommended in a parking analysis provided in an earlier phase of study.

There are several notable changes to the Phase 1 plan in relation to its predecessor from the previous meeting. The Country School parking lot expansion and Alphabet Lane connection has been moved to become a part of the Field School project, as this building effort will affect the overflow parking for the Country School. In addition, the roundabout at this location has been more carefully studied in order to coordinate its relationship with the Field School bus drop-off and loading area. The bus drop-off has also been moved away from the Country School drop-off in order to avoid possible vehicular conflicts between these two exits. The goal for parking in Phase 1 is to achieve a balance of parking for all areas of the campus after the implementation of the Field School project. The Library and Country School stand to gain parking in this proposal in order to accommodate shifting needs.
The Phase 2 proposal forwarded in meeting 4 shows further development of a number of features in addition to some revision to the previous scheme. A reconfigured entrance into the Case House / Community Center parking was introduced as a component of the new roundabout at School Street / Wellesley Street. This new driveway has been included as a major entrance into the site in order to provide relief from the other entrances and to distinguish these two facilities and give them precedence of their own. It was studied and resolved that the roundabout would be able to support an additional minor intersection with only minimal reconfiguration of School Street. The parking balances for Phase 2 in this proposal have been matched to the future needs of the campus, showing growth of capacity for each facility in the central campus area. With additional dedicated parking for large events and recreational use, the campus will be better outfitted for large scale events and gatherings in the area. At this stage it was apparent that proposing roadways on both Rights of Way through the Case Campus would require a great deal of further study in order to determine any realistic feasibility. At this time it was proposed that the Woodland School roadway be considered an alternate while the shorter Alphabet Lane extension would remain a viable option, but solely from a traffic standpoint.
Table 6: Master Plan Phase 2 Access and Circulation Alternatives

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Roundabout Access</th>
<th>School Street Driveway</th>
<th>Alphabet Lane</th>
<th>Case Estates Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>In only to campus</td>
<td>No</td>
<td>No Change</td>
<td>Yes</td>
</tr>
<tr>
<td>2.2</td>
<td>In only to campus</td>
<td>Yes -- right-turn out only at Wellesley Street</td>
<td>No Change</td>
<td>No</td>
</tr>
<tr>
<td>2.3</td>
<td>In only to campus</td>
<td>Yes -- full access at signalized intersection with Wellesley Street</td>
<td>No Change</td>
<td>Yes</td>
</tr>
<tr>
<td>2.4</td>
<td>In only to campus</td>
<td>Yes -- current Field School driveway retained</td>
<td>No Change</td>
<td>Yes</td>
</tr>
<tr>
<td>2.5</td>
<td>Access to Case House only</td>
<td>No</td>
<td>Reverse direction of flow on Alphabet Lane</td>
<td>No</td>
</tr>
<tr>
<td>2.6</td>
<td>Access to Case House only</td>
<td>No</td>
<td>Two-Way Alphabet Lane at School Street</td>
<td>Yes</td>
</tr>
</tbody>
</table>

1. All alternatives include library driveway separated from Case Campus and a roundabout at Case’s Corner (intersection of Newton and Wellesley streets). Alternatives 1, 3, 4 and 6 were analyzed with and without a new Case Estates roadway to test the effectiveness of the roadway in addressing Case Campus traffic operations.
Meeting 5 Traffic & Parking: Preferred Concept Alternative Analysis

Following the fourth meeting it was decided that a closer examination of the metrics of the traffic around the campus was necessary through a detailed study of a number of sub-alternatives proposed by members of the Working Group. This expansion of alternatives is seen as the first of several steps to further hone in on a finite package of traffic alternatives through an intensive process of vetting from a traffic perspective. This meeting therefore puts forward a number of deliberately located alternatives for entrance and egress on the site. By exhaustively studying these minor strategy alternatives, a solution for the traffic around the broader campus was more firmly established. In the prior meeting it was determined that the extension of Alphabet Lane away from the School Street / Wellesley Street intersection and through the Case Estates would not be realistically viable given the near zero sum impact that this would have on traffic in the area and the presence of cherished historic plantings and pedestrian pathways throughout. The Woodland School Road proposed to run through the Case Estates, however, was reintroduced as a viable alternative given the needs of the Woodland School, the possible advantages of allowing additional traffic relief on the Alphabet Lane system, and prospective future uses of the Case Estates. With these assumptions, the alternatives that follow were selected purely from a traffic viability standpoint.

The traffic analysis is based on the traffic volumes for Phase 1 with the New Field School. Traffic volumes were redistributed for each alternative based on changes in access to the campus. The total volume of inbound and outbound traffic remained the same for all alternatives. The eight intersections analyzed for the Field School were analyzed for each alternative without a Case Estates roadway.

The key features of the alternatives analysis are highlighted in Table 6. A roundabout at Case’s Corner was included in the analysis for each alternative and alternatives 1, 3, 4 and 6 were analyzed with and without a Case Estates roadway to test its effectiveness in addressing Case Campus traffic operations.
The traffic analysis was conducted only for the morning peak hour since there are no deficiencies in the afternoon peak hour except at Wellesley Street and School Street. The afternoon peak hour deficiency is less severe than the morning deficiency. The morning results represent a worse case condition because it includes peak traffic from the school combined with peak commuter traffic on the adjacent roadways.

*Phase 2 Option 1* mirrors the earlier intent of the Working Group to restore the landscape surrounding the existing Field School and create an arboretum in its place. Alphabet Lane remains in the same configuration as it exists today. The Main entrances to the site are located at the northern Alphabet Lane / School Street intersection, the Roundabout at School Street / Wellesley Street, and the Woodland School Roadway through the Case Estates. The main exits from the site are located at the Alphabet Lane / Wellesley Street intersection and at the Woodland School Roadway through the Case Estates. The primary disadvantage to this proposal is the loss of an exit onto School Street from the campus.

*Phase 2 Option 1* results in deficiencies at Wellesley Street and School Street, and at Alphabet Lane and Wellesley Street. The planned roundabout at Case’s Corner eliminates the existing deficiency on eastbound Wellesley Street at Newton Street. To eliminate the substantial deficiency on Alphabet Lane at Wellesley Street resulting from the closure of the School Street driveway, all other alternatives provide various options for providing direct access to School Street from the campus.
Phase 2 Option 2 is the first of a series of options that operates under the assumption that an additional exit from the campus onto School Street is necessary. In this case the driveway is extended directly out of the end of the Field School Playing Field parking associated with the Case House and Community Center. This exit meets the Wellesley Street /School Street intersection to create a four way crossing. The campus exit is designated in this case as “right turn only.” The disadvantage to this proposal is primarily the traffic buildup that would take place at this potentially busy intersection. Without traffic regulation along Wellesley Street, traffic would have a tendency to accumulate at this location.

Phase 2 Option 2 adds a right turn only exit onto School Street at Wellesley Street. This forces all northbound School Street traffic to U-turn through the Case’s Corner roundabout, causing the Wellesley Street eastbound approach to fail. Because of this result, Alternative 2 was eliminated from further consideration.
Phase 2 Option 3 uses the same configuration of roads that are present in Option 2. In this case a signal is introduced to the intersection in order to regulate flow from Wellesley Street and from the campus during times of busy traffic on Wellesley Street. The disadvantage of this proposal is the introduction of the traffic light itself. Its proximity to the roundabout and presence in an otherwise residential and pastoral setting has been noted as out of place.

Phase 2 Option 3 provides access to School Street via a signalized intersection with Wellesley Street. Although this alternative eliminates the deficiencies at School and Wellesley streets as well as at Alphabet Lane and Wellesley Street, there was concern that the northbound queue could back into the Case’s Corner roundabout. The analysis indicated that the 95th percentile queue would almost reach the roundabout. This alternative was eventually eliminated because of this concern and a general consensus in the Greater Case Campus Master Plan Working Group that a traffic signal at this location was incompatible with the character of the Town of Weston.