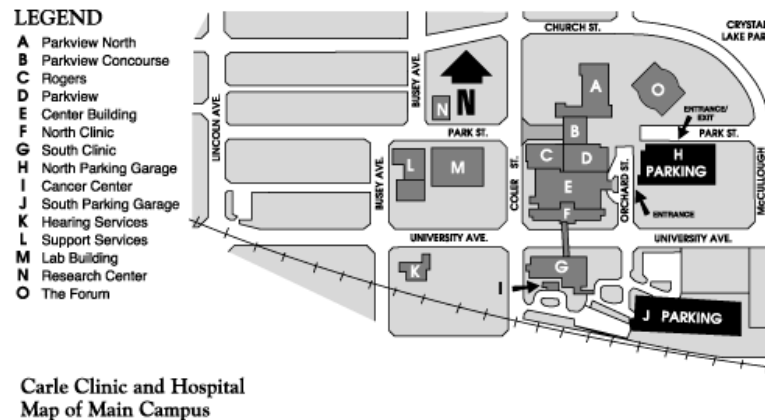


## Carle Clinic - Traffic Impact Analysis Urbana, Illinois



**Type:** Traffic Impact Analysis

**Project Name:** Carle Clinic South Clinic Parking Garage Addition

**City:** Urbana

**State:** Illinois

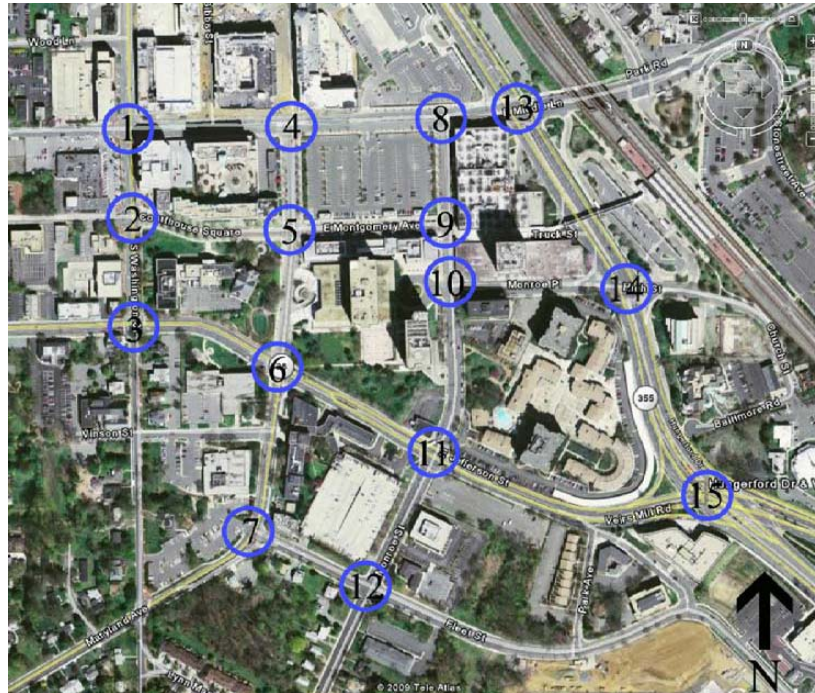
**Client:** Carle Foundation Hospital

**Features:** Analysis of the traffic impact from the addition to the hospital's parking garage and the realignment of the adjacent street. Study included the analysis of 4 intersections and 4 garage access points.

**Summary:** DESMAN Associates was retained to perform a traffic impact analysis for the proposed addition to the South Clinic parking garage, the addition of a new building for the South Clinic, and the planned geometric changes to McCullough Street at Carle Hospital in Urbana, Illinois. With the planned changes of adding parking, expanding the facilities, and reconfiguring adjacent streets and access points to the garage the traffic patterns will be altered for vehicles accessing the hospital. These proposed changes to the South Clinic will allow the addition of a new building, the loss of a drop-off area and access point to the South Garage, and the creation of a more circular street layout around the South Clinic.

In order to understand the magnitude of how traffic and the adjacent streets will be affected by these changes a traffic impact analysis was conducted. Traffic counts were conducted at intersections surrounding the site. A directional distribution was then estimated based on existing travel patterns. Traffic entering and exiting the west access to the South Clinic was then reassigned to the future geometric street network. Next, the future peak hour traffic volumes for the 4-story expansion to the South Clinic parking garage were determined based on existing trip generation rates for the South Clinic parking garage, which includes reassigning traffic based on the new layout changes and access points in and out of the South Garage. Lastly, an analysis of the proposed street geometrics of the intersections surrounding the parking structure was conducted, which determined the impact of the additional traffic on surrounding streets. A preferred geometric layout plan for the access points and surrounding street network was designed for Carle Clinic based on this analysis.

**Comprehensive Transportation Review**  
Rockville, Maryland



**Type:** Traffic Impact Analysis

**Project Name:** Downtown Rockville Comprehensive Transportation Review

**City:** Rockville

**State:** Maryland

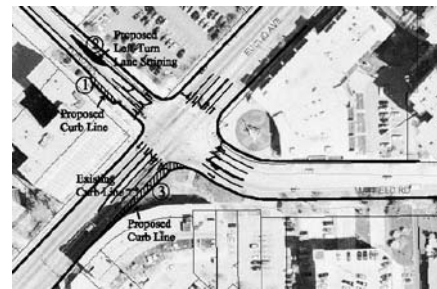
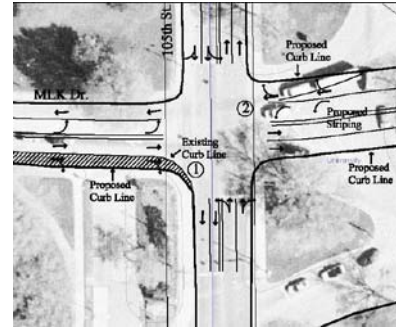
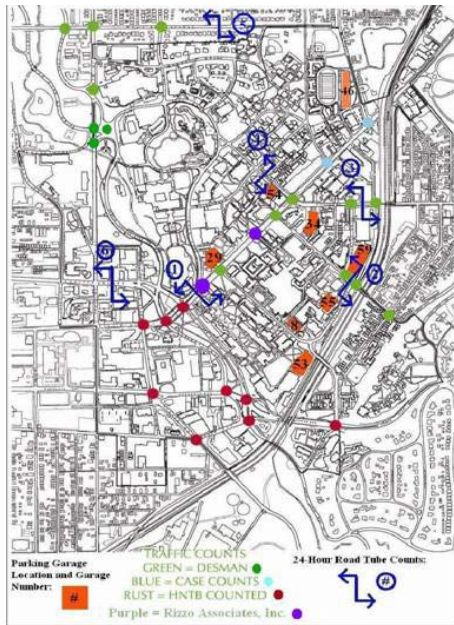
**Client:** AECOM Design

**Features:** DESMAN followed the guidelines stated in the City of Rockville Comprehensive Transportation Review Methodology (CTR) and the Local Area Transportation Review. The study included the analysis of 15 intersections applying the Critical Lane Volume (CLV) methodology, which is primarily used by the Maryland State Highway Department (SHA). The results were reviewed by the City of Rockville Traffic and Transportation Division.

**Description:** DESMAN Associates was retained by AECOM to perform a traffic study for the City of Rockville, Maryland in preparation for the expansion of the Judicial Center, construction of a new Council Office Building (COB), the expansion of the adjacent COB Parking Garage and the development of 11 potential projects surrounding downtown Rockville. The study followed the guidelines stated in the City of Rockville Comprehensive Transportation Review Methodology and the Local Area Transportation Review. The study area included 15 intersections. The existing and future traffic conditions at these 15 intersections were analyzed and traffic mitigation improvements were recommended.

A review of the transit services, pedestrian walkways and bicycle facilities around the Judicial Center were assessed to determine the options and convenience for non-vehicular travel to and from the Judicial Center. The goal of this analysis was to determine future infrastructure improvements that would help promote non-vehicular travel to the Judicial Center. Recommendations were provided regarding where to add pedestrian walkways, bike lanes, bike racks, and upgrades to the facilities at existing bus stops. The accessibility and convenience to travel from downtown activity centers to the Judicial Center was also assessed as part of the study.

**University Circle Comprehensive Traffic Study**  
Cleveland, Ohio



**Type:** Comprehensive Transportation Study

**Project Name:** University Circle Comprehensive Transportation Study

**City:** Cleveland

**State:** Ohio

**Client:** University Circle Incorporated

**Features:** DESMAN performed a traffic study of 28 intersections within the University Circle area of Cleveland, Ohio. The study included the analysis of existing and future traffic conditions, accident data, 24-hour traffic counts, cost estimates for recommended traffic mitigation improvements and cost estimates of various TDM strategies to help reduce the traffic demand in the area.

**Summary:** DESMAN Associates was retained by University Circle Incorporated (UCI) to analyze the traffic impacts of the proposed development plans by University Circle (UC) institutions over the next five and ten year periods. Based on this analysis DESMAN was charged with evaluating the impact on intersections within the UC area, identifying where and what type of traffic mitigation improvements are needed, analyzing how an increase in public transportation use due to the Euclid Corridor Transportation Project will effect future traffic conditions, and determining if a major investment in off-site parking facilities will help access and mobility needs at UC for the next ten years.

A trip generation analysis for a five and ten year period was conducted based on development plans for the Cleveland Clinic, University Hospitals of Cleveland, Veteran Affairs Medical Center, Case Western Reserve University, the Cleveland Museum of Art, the Natural History Museum, the Urban Arts and Retail District (UARD), and Western Reserve Historical Society. Capacity analyses were conducted for the existing, five, and ten year traffic conditions at 28 intersections in the UC area. The planned geometric changes for the Euclid Corridor Transportation Project were also reflected in the five and ten year analyses. Geometric improvements were suggested and illustrated for any intersection that proved to operate at unsatisfactory levels based on the capacity analysis results. The geometric changes for each intersection, the approximate cost of each improvement, and when the improvements would be needed to be completed were provided to University Circle Incorporated.