

March 28, 2024

TRAFFIC MANAGEMENT PLAN UPDATE

The Covenant School – City of Dallas



INTRODUCTION

Spiars Engineering & Surveying was retained by KFM Engineering, LLC on behalf of The Covenant School to provide a Traffic Management Plan (TMP) Update for the existing Private School that consists of Kindergarten through 12th Grade. The TMP Update is to be submitted to the City of Dallas as part of the agreed upon Planned Development (PD) 143 established conditions, which requires the school to provide a traffic study (TMP Update) evaluating the sufficiency of the [existing] TMP [submitted at the time of PD 143 approval conditions]. The school shall submit updates of the traffic study (TMP Update) to the [City] by March 1 of each even-numbered year.

According to SEC. 51P-143.118, the traffic study (TMP Update) must be in writing, performed by a license engineer, based on a minimum of four samples taken on different school days a different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

1. ingress and egress points;
2. queue lengths;
3. number and location of personnel assisting with loading and unloading of students;
4. drop-off and pick-up locations;
5. drop-off and pick-up hours for each grade level;
6. hours for each grade level; and
7. circulation.

This memorandum is prepared to evaluate and address each analysis mentioned above. A copy of the existing TMP that was approved by the City of Dallas during the condition agreement process of PD-143 is provided at the end of the report. Unless mentioned otherwise in this memorandum, all elements of the existing TMP are to be assumed to be in operation as shown on the existing TMP and validated by onsite observations on Tuesday, March 26th, 2024, and Thursday, March 28th, 2024.

At the time of the approval by the City of Dallas of the existing TMP (With no planned significant changes):

- a. Student enrollment of 651 students
- b. Address: 7300 Valley View Lane, Dallas, Texas
- c. Start/End times:
 - a. Elementary School: 8:15 A.M. – 2:45 P.M.
 - b. Middle School: 8:00 A.M. – 3:15 P.M.
 - c. High School: 8:00 A.M. – 3:00 P.M.
- d. Travel Modes (Elementary/Middle/High):
 - a. Bus and Walking: 0%
 - b. Student Drivers: 0%/0%/40%
 - c. Picked Up by Parent: 95%/95%/55%
 - d. Other (After School Activities, etc.): 5%

As described in the Existing TMP, a summary of existing conditions performed in 2019 are summarized below:

The school operates with a managed loading protocol. Parent pick-up activity in the afternoon occurs on-site, just north of the school building area. Traffic enters the site via the Lyndon B. Johnson Service Road and via Valley View Lane. Valley View Lane dead ends into the school site that is secured by a gate. Ingress traffic enters the site through Valley View Lane and circulates around the site in a counter-clockwise pattern. Egress traffic exits the site via the private roadway that is located west of the building. The private roadway exits onto the Lyndon B. Johnson Service Road. At the time of observations for this TMP Update, student enrollment increase resulted in parent vehicle queuing to continue through Valley View Lane. A security guard is in place along Valley View Lane to ensure safe and efficient order throughout the queue line while traffic enters from the frontage road and queues along Valley View Lane. In addition to queuing, parents also have the option to park in available parking spaces within the parking lot north of the school building area to walk up to the school building to pick up the student.

The school provides ample staff assistance to help students get to the queuing area and into the appropriate vehicle for pick-up. No crossing guards are needed for the school’s traffic management strategies.

The Covenant School does not have a bus system for students nor do students walk to and from school. All students are either picked up by a parent vehicle or drive to the school. Student Parking is located in the back two rows of the school parking lot. All other parking is for staff and/or visitors.

As part of the Existing TMP, the recommendation of the school to increase separation of dismissal times from current conditions to a minimum of 20 minutes (30 minutes desirable).

Table 1. General School Information

General School Information School Name: The Covenant School Principal/Head of School: Brandt C. Wright – bwright@covenantdallas.com Location: 7300 Valley View Lane Type: Private K-12 Existing Zoning: PD-143 Prior TMP Date: June 26 th , 2020
Observations Dates Observed: Date #1— Tuesday, March 26 th , 2024; Date #2— Thursday, May 28 th , 2024 Peak and Available Queue: 88 Vehicles (2,200 LF)

GENERAL NOTES:

1. The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.
2. Front of queue must begin at the edge of pavement as shown on the plan, thus requiring students to walk to the front of the driveways. This is to maximize on-site queuing.
3. Parent drop-off activity in the morning has a similar protocol as the parent pick-up in the afternoon. Generally, excessive traffic delays and queuing were not evident during the morning peak.

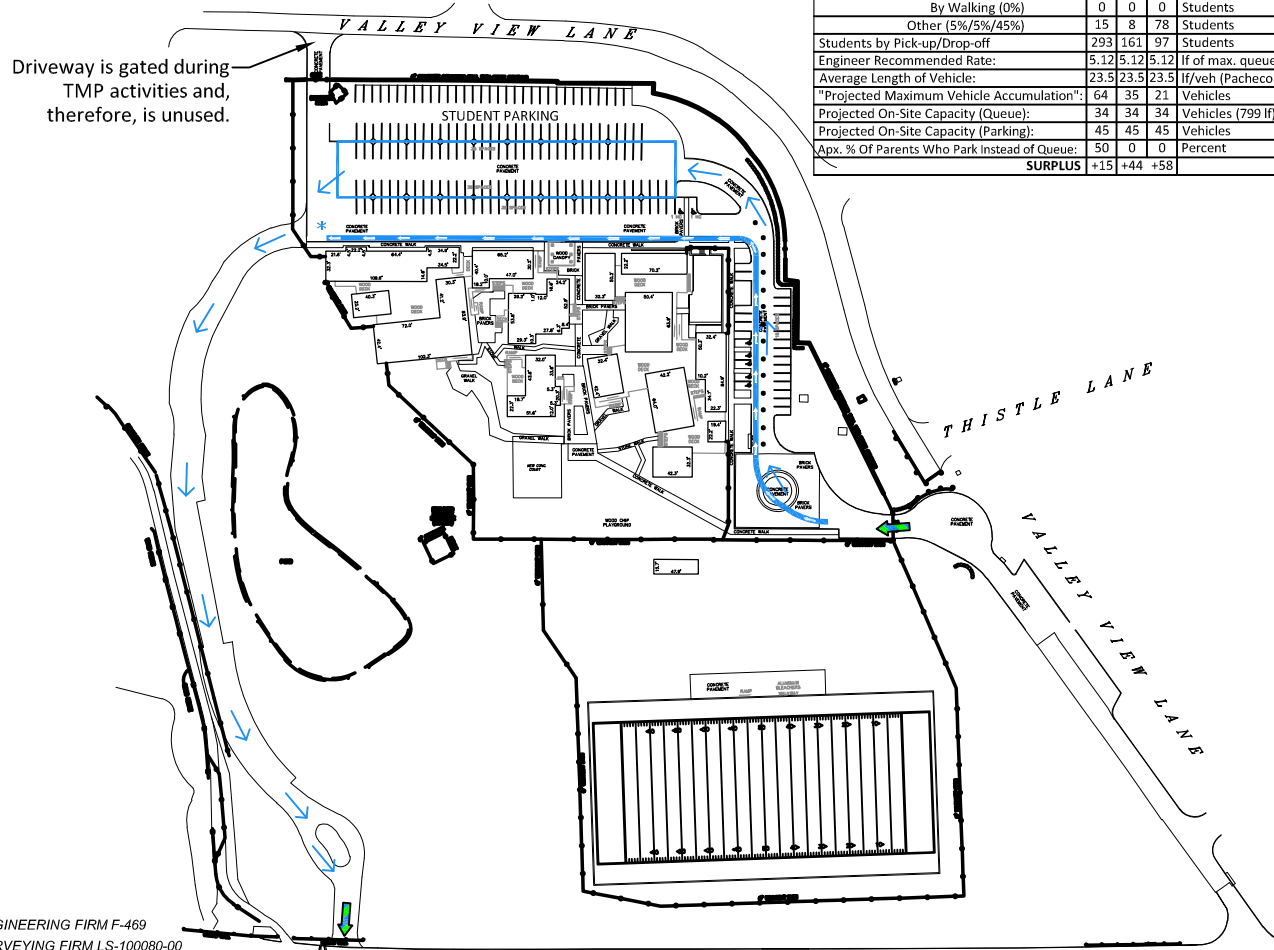
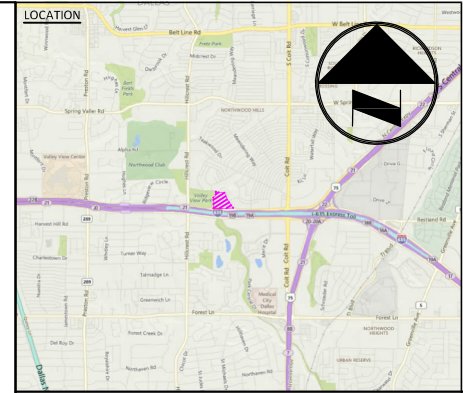
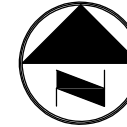
PROPOSED TRAFFIC MANAGEMENT STRATEGIES

Student ID System: *Managed Loading System*
 # of Staff Assistance: *6-10 Staff Members*
 # of Crossing Guards: *None*

Proposed Parking*	Vehicles
Parking Supply	235
Parking Demand	190
Surplus	+45

*Observed and Calculated by Pacheco Koch

Vehicle Accumulation/Capacity	Notes			
Projected Enrollment	308	169	174	Students (Elem/Middle/High)
Deductions:				
By School Bus (0%)	0	0	0	Students
By Walking (0%)	0	0	0	Students
Other (5%/5%/45%)	15	8	78	Students
Students by Pick-up/Drop-off	293	161	97	Students
Engineer Recommended Rate:	5.12	5.12	5.12	If of max. queue per student
Average Length of Vehicle:	23.5	23.5	23.5	If/veh (Pacheco Koch Observed)
"Projected Maximum Vehicle Accumulation":	64	35	21	Vehicles
Projected On-Site Capacity (Queue):	34	34	34	Vehicles (799 lf)
Projected On-Site Capacity (Parking):	45	45	45	Vehicles
Apx. % Of Parents Who Park Instead of Queue:	50	0	0	Percent
SURPLUS	+15	+44	+58	



Driveway is gated during TMP activities and, therefore, is unused.

LEGEND

- Access Point
- Queue Area (Conventional Loading)
- Circulation/Flow
- Access Point
- Traffic Cone
- Parent Waiting Area
- Queue Area (Managed Loading)
- Staff Assistance

LEVEL	STUDENTS ENROLLED
Kindergarten	48
1st Grade	52
2nd Grade	51
3rd Grade	53
4th Grade	53
5th Grade	51
6th Grade	57
7th Grade	56
8th Grade	56
9th Grade	55
10th Grade	43
11th Grade	47
12th Grade	29
TOTAL	651

TX. REG. ENGINEERING FIRM F-469
 TX. REG. SURVEYING FIRM LS-100080-00
 PK 2760-19.354
 (AIV: 06/26/20)

Proposed Conditions

RECOMMENDATIONS

- ① Increase separation of dismissal times from current conditions to a minimum of 20 minutes (30 minutes desirable)



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY HUNTER W. LEMLEY, P.E. 125343 ON 06/26/2020. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

BACKGROUND:
 Approving Agency: *City of Dallas*
 Event/Type: *Private School*
 Event Organizer: *Covenant School*
 Event Time(s)/Date (s): *Weekday mornings & evenings*
 On-Site Contact: *Robert Littlejohn/Head of School/(214) 358-5818*

NOTE: This drawing is conceptual only and does not reflect a detailed design. Site plan designed and provided by others.

EXHIBIT 1 Z___-___
Traffic Management Plan
 DISD Covenant School, Dallas, Texas