- 1. NEEDS PRINCIPAL'S SIGNATURE
- 2. INCORPORATE BUS ROUTING MAP INTO TMP AS EXHIBIT 3

TRAFFIC MANAGEMENT PLAN FOR

DISD CAREER INSTITUTE WEST

IN DALLAS, TEXAS

DeShazo Project No. 23120

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July 31, 2024

REVISED



Revised Traffic Management Plan For

DISD Career Institute West in Dallas, Texas

~ DeShazo Project No. 23120~

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Proposed Traffic Management Plan



Exhibit 2.

SCHOOL TMP CERTIFICATION

SCHOOL REVIEW AND COMMITMENT

This plan was developed for Career Institute West High School with the intent of predicting safety and efficiency related to vehicular traffic generated by the school during peak traffic periods. A concerted effort and full participation by the school administration, staff, and students are essential to maintain safe and efficient traffic operations.

The school has reviewed the Traffic Management Plan and is in support of the strategies presented herein.

The school is committed to continually reviewing and assessing the effectiveness of the TMP and if warranted, will implement changes in the interest of increasing safety, and efficiency and minimizing impacts on the surrounding community.

NEEDS PRINCIPAL'S SIGNATURE

CI WEST Officer (if applicable) Date



INTRODUCTION

DeShazo Group, Inc. (DeShazo) is an engineering consulting firm based in Dallas, Texas, that provides licensed engineers and planners skilled in the field of traffic and transportation engineering. DeShazo's services were retained by **WRA Architects, Inc.** (client) to provide a Traffic Management Plan (TMP) for the DISD Career Institute (CI) West located at 3531 N Westmoreland Road in Dallas, Texas.

The preliminary site plan proposes a 2-story building with approximately 150,000 SF of building area. The plan proposes a classroom capacity of 32 classrooms. The site will have 118 Parking spaces for staff and visitors. The proposed DISD Career Institute West site (school) is expected to be constructed and open for operation by 2027.

PURPOSE

A school TMP is important to achieve an optimum safe level of traffic flow and circulation during the peak traffic periods associated with student drop-off and pick-up operations. By properly managing the vehicular traffic generated during these critical periods, the safety and efficiency of other modes of travel—including pedestrian traffic—will also inherently improve and the operational impact on the public street system should also be minimized. This plan, however, should not be considered a comprehensive set of instructions to ensure adequate safety. It should be used as a tool to facilitate a safer and more efficient mobility environment.

SCHOOL DESCRIPTION

Based on the preliminary information obtained from the client, the Career Institute West school in this TMP is going to operate similarly to the Career Institute North campus. The Career Institute West campus is a proposed public career institute school to be located at 3531 N Westmoreland Road. This campus will be servicing the Dallas Independent School District and will work with students in grades 9th-12th. The service time of the school is expected to be from 9:00 a.m.-4:20 p.m.

The school will have two groups of 800 students (one group in the morning and one group in the afternoon) with A and B groups on alternating days (even and odd weeks). On odd weeks the schedule for the groups will be A-B-A-B-A. On even weeks the schedule for the groups will be A-B-A-B-B. Only one group of students (800 students) is planned to be on campus at any given time.

CI West campus proposes to have all of the students bussed to this shared career and technical education campus. The school will consist of loading and unloading students by bus from the following schools in the Dallas school district: Adamson HS, Kimball HS, Molina HS, Pinkston HS, and Sunset HS. There is an expected number of 18 buses that will transport students between Career Institute West and the student's main high school. Due to the school being a remote campus, the parking demand should not be as high as a normal high school. Based upon the information given to DeShazo from the school, there are expected to be 70 staff and a maximum of 40 visitors, which will satisfy the expected parking demand.

Note: DeShazo did not perform a formal parking demand study for the conclusion about the parking situation above. The conclusion was based on the preliminary information given to DeShazo from the client and experience on other similar campuses. If any parameter for the parking changes, a formal parking demand study for this development should be considered.

Table 1 summarizes the school's anticipated operational characteristics used in this analysis. **Exhibit 1** shows the site location map for the proposed Career Institute West campus.



Table 1. School Operational Characteristics

Table 1. School Operat	
Description	Proposed Conditions
Anticipated Enrollment (By grade)	Anticipated Enrollment (By grade)
9th Grade: 25%	9th Grade: 200
10th Grade: 25%	10th Grade: 200
11th Grade: 25%	11th Grade: 200
12th Grade: 25%	12th Grade: 200
Total:100%	Total: 800
Daily Start/End Schodule	>Start: 9:00 AM
Daily Start/End Schedule	>End: 4:20 PM
Approximate Percentage of Students Travelling by Mode Other Than Drop- off/Pick-up /Bus	0%
Approximate Percentage of Students Remaining after Dismissal Time	0%
Percentage of students to use Bus drop- off/pick-up service	100%

Exhibit 1: Proposed Career Institute West Site Location Map



PROPOSED SITE ACCESS AND CIRCULATION PLAN

The school is located on the southwest corner of the N Westmoreland Road and Bickers Street intersection. The school buses will have one ingress access point on Gallagher Street (bi-directional access shared with visitors) and one point of egress access on Bickers Street (egress-only access shared with staff). School staff and visitors will be able to ingress and egress on Gallagher Street. Bickers Street is a four-lane, two-way undivided community collector roadway as per the City of Dallas Thoroughfare Plan map.

The school has a two-lane, one-way semicircular driveway around the building and a parking lot on either side of the main drive for school staff and visitors.

STUDENT LOADING

Note: There will be no parent drop-off or pick-up at this campus. Buses will be the only method of transport for students at this school. The buses will load and unload on-site on the south side of the building where the main entrance is. School staff will assist with the students getting on/off buses.

MORNING DROP-OFF

In the morning 800 students will arrive by bus. The busses will enter the school drive from Gallagher St. and will continue to the designated drop off/pick up location on the west side of the school building. After the students exit the buses, the busses will continue through the drive and exit onto Bickers St. The buses will be single-stacked in a queue in the lane closest to the building, allowing room for other vehicles, if necessary, in the other lane. Generally, it is expected that the buses will arrive at staggered windows, due to varying feeder school distances.

NOON EXCHANGE

The noon exchange will look identical to the morning drop-off routine, but there will be students unloading from buses as well as loading. Generally, the buses should be staggered for dismissal first and then for arrival to avoid an overlap of exiting and arriving buses.

AFTERNOON PICK-UP

The afternoon pickup will look identical to the morning drop-off except the students will only be loading onto the buses.

STAFF AND VISITOR PARKING

There is an anticipated 70 staff members to be a part of the Career Institute West school. The staff parking lot is located on the west side of the school and the visitor parking lot is located on the east side of the school. The staff and visitor parking will primarily use the outer lane of the main drive (farther away from the school) due to the inner lane being the primary bus lane. The staff parking lot should be filled before the school buses arrive in the morning to minimize the amount of traffic in the main drive while students are unloading from the morning buses. The staff parking lot should be emptied after the school buses leave in the afternoon to minimize the amount of traffic in the main drive while students are loading the buses.



PROPOSED TRAFFIC CIRCULATION PLAN AND QUEUING

According to the City of Dallas Guidelines, all traffic should be contained inside the school property. Career Institute West is anticipated to facilitate 18 school buses to accommodate the 800 students (A total of 1,600 students in two shifts). DGI has found that the queue at this school can hold 21, 36-foot-long school buses single-stacked in the queue line. This means that the school will have a surplus of 3 school buses.

DeShazo recommends the bus traffic should enter from Gallagher Street then go by the student loading area for the CI West campus and exit the site at Bickers Street. We recommend that Buses should not be allowed to enter from Bickers Street (due to it being emergency-only access) from N Westmoreland Rd. For this access, the school is proposing a gate with a Knox box at the northeast campus driveway. This will ensure that the driveway is not utilized by buses, but the fire department can still access the driveway if necessary. A detailed signage and marking plan should be developed for the CI West campus. **Exhibit 2** on page 7 shows the proposed TMP Plan for the CI West campus.

The TMP also shows an optional circulation route through the east parking area that can add additional queue space (As needed basis). The optional circulation route has enough stacking room for 10 school buses and should be used as necessary to prevent school buses from queuing in the City of Dallas' right of way.

Note: If the CI West campus expects an increase in the daily bus operation more than what has been considered for a queue in this TMP, an appropriate update to this TMP must be done to provide safer queuing space and to reduce queue spillover onto the public right-of-way.

SUMMARY

Overall, the full cooperation of all school staff members, students, and parents is crucial for the success of any traffic management plan. Proper training of school staff in the duties and expectations of the plan is recommended. Sufficient communication at the beginning of each school term (and otherwise, as needed) with students regarding their duties and expectations is also recommended. The school shall review the Details of the TMP regularly to confirm its effectiveness and compliance and to consider any adjustments needed to provide overall safety.

In the event of high vehicular traffic conflicting with the bus operation or emergencies, enough staff members and/or a police officer should be positioned to direct a proper traffic flow.

This traffic management plan should be used for daily traffic flow at this school's campus. Any nearby special events or emergencies are not considered in this traffic management plan. DeShazo recounts that the school should have an emergency traffic management plan in place if parents ever show up to this campus.

DeShazo Group 44 YEARS

RECOMMENDATIONS

The school administration should continue to implement active management of student loading to expedite queueing operations and reduce the maximum accumulation of traffic. In most instances, achieving efficiency during the afternoon period is most critical; the morning traffic operations require nominal active management. DeShazo recommends consideration of the following recommendations to optimize queue operations at CI West.

GENERAL SAFETY MEASURES

- To minimize liabilities, no persons other than deputized officers of the law should engage or attempt to influence traffic operations in the public right-of-way.
- Per the Transportation Code, Section 545.4252, State law prohibits the use of wireless communication devices while operating a motor vehicle when a school zone speed restriction is in effect. Restrictions do not apply to stopped vehicles or the use of handheld free devices.
- Student safety should always remain paramount. School administration should remind students, parents, and staff continuously throughout the school year of their expectations relative to this traffic management plan.
- School administration should, in the interest of student safety, review traffic operations and address any problems concerning this traffic management plan.
- School administration should conduct annual meetings with the neighborhood to address any problems concerning traffic management for the school.

RECOMMENDED PLAN

Because CI West is a new school at this location, the previous TMP for this site would not have been sufficient. The proposed TMP allows sufficient queuing space for the proposed school buses to service this site.

Exhibit 2 on page 7 is the proposed traffic management plan for the CI West school.

NECESSARY ACTIONS

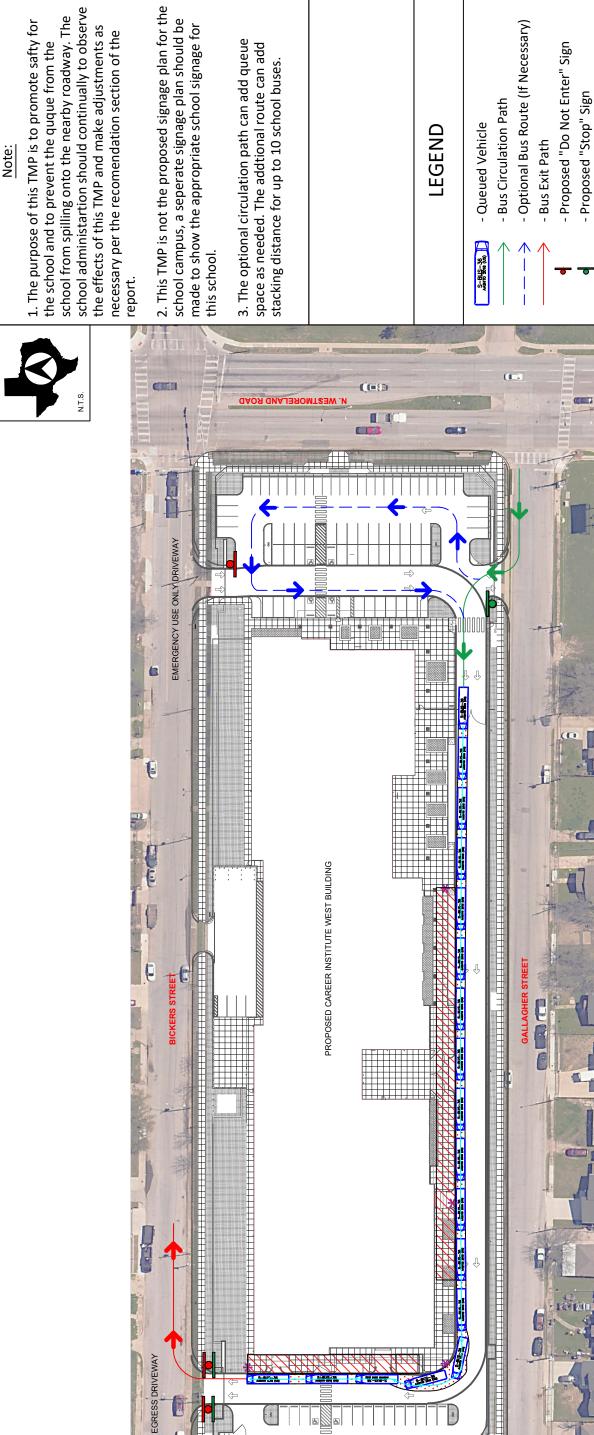
- 1. CI West needs to implement a signage and marking plan once the TMP for this school is approved.
- 2. Once CI West opens, the staff should pay close attention to the traffic at the school and should ensure there is no queue spillover into the city's right of way. If any queue is found in the city's right of way, the TMP should be updated with observations.
- 3. DeShazo also recommends that all bus drivers should be instructed regularly on the circulation path for buses.

DeShazo Group 44 YEARS
TRAFFIC, TRANSPORTATION PLANNING, PARKING, DESIGN

RECOMMENDED ACTIONS

- School officials should monitor and review traffic conditions regularly to confirm the TMP's effectiveness. Any deficiency due to queue spillover in the city's right of way should be immediately addressed by the school, especially if it causes delays for through traffic.
- 2. The school should regularly communicate the traffic management plan with students, bus drivers, and parents to ensure everyone is aware of the traffic management plan at this campus.
- 3. Consideration should be given to creating an emergency TMP for this school in case parents were to arrive at this campus in an emergency. It is our understanding that in an emergency, the students at this campus will ride the bus back to their main campus.
- 4. DeShazo recommends that a canopy be provided to make the walk from the buses to the student entrance of CI West a safer outdoor environment.
- 5. DeShazo recommends that buses utilize the optional circulation path (the blue line shown in the TMP on the following page) as needed to prevent any school buses from queuing in the City of Dallas' right of way.

END OF MEMO



Note:

Queue Vehicle

Width : 8.00 Track : 8.00 Lock to Lock Time 6.0 Steering Angle : 37.6 S-BUS-36

Proposed Traffic Management Plan

DeShazo Group44YEARS

TRAFFIC, TRANSPORTATION PLANNING, PARKING, DESIGN

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Career Institute West - Dallas, Texas

LEGEND

· Optional Bus Route (If Necessary) - Proposed "Do Not Enter" Sign - Student Loading Area - Proposed "Stop" Sign · Bus Circulation Path **Queued Vehicle** Staff Member - Bus Exit Path

Queue Summary

	1	
Student Group	High School	loo
Student Enrollment	800 Students	nts
School Dismissal Schedule	12:00-800 students, 4:20-800 students	s, 4:20-800 s
Anticipated Queue	18 School Buses	nses
Queue Provided in the TMP	18 School Buses	nses
Queue Surplus	3 Buses	
DGI PROJECT #:23120		EXHIBIT

DATE: July 24

Drawn by: LP

Checked by: OD

ENTER

DO NOT

Proposed Signage

R1-1

NEEDS TO BE INCORPORATED INTO TMP AND LABELED W AN EXHIBIT NUMBER



MOLINA HS

• 2 AFTERNOON BUSES **WILL ARRIVE FROM THE AND TURN RIGHT ON** WEST ON BERNAL, WESTMORELAND **TURN RIGHT ON** GALLAGHER



SUNSET HS



GALLAGHER

• 2 AFTERNOON BUSES **WILL ARRIVE SOUTH**

ON WESTMORELAND TURN LEFT ON

GALLAGHER

PINKSTON HS

2 MORNING BUSES

· 2 AFTERNOON BUSES WILL ARRIVE FROM THE AND TURN RIGHT ON WESTMORELAND AT EAST ON BICKERS, **TURN LEFT ON** THE SIGNAL

GALLAGHER



2 MORNING BUSES

 2 AFTERNOON BUSES **WILL ARRIVE FROM THE** AND TURN RIGHT ON **WESTMORELAND AT EAST ON BICKERS**, **TURN LEFT ON** THE SIGNAL