

DRAFT

TRAFFIC MANAGEMENT PLAN FOR
CAREER INSTITUTE WEST
IN DALLAS, TEXAS

DeShazo Project No. 23120

PENDING REVISIONS

Prepared for:

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June 21, 2024

REVISED

 **DeShazo Group** **42 YEARS**
TRAFFIC . TRANSPORTATION PLANNING . PARKING . DESIGN

Traffic Management Plan For
Career Institute West in Dallas, Texas
~ DeShazo Project No. 23120~

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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 Carrer Institute West located at 3531 N Westmoreland Road in Dallas, Texas.

The preliminary site plan proposes a 2-story building with approximately 100,000 SF of building area. The plan proposes a classroom capacity of 32 classrooms. The site will have 123 Parking spaces for staff and visitors. The proposed plan will also be looking into providing 5 bicycle parking spaces. The proposed Carrer Institute West site is expected to be constructed and open for operation by 2024.

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. The school is proposing 115 parking spaces instead of the 304 spaces (required by the city). 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 and still leave this campus with a surplus of 5 parking spaces on any given day.

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

Description	Proposed Conditions
Anticipated Enrollment (By grade) 9th Grade: 25% 10th Grade: 25% 11th Grade: 25% 12th Grade: 25%	Anticipated Enrollment (By grade) 9th Grade: 200 10th Grade: 200 11th Grade: 200 12th Grade: 200
Total:100%	Total: 800
Daily Start/End Schedule	>Start: 9:00 AM >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 will have one point of ingress and egress for student buses to Bickers Street. School staff will be able to ingress and egress on Bickers Street or 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 Bickers St. and will continue to the designated drop off/Pick up location by the main entrance. 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.

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.

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.

RECOMMENDED 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 1600 students. DGI has found that the queue at this school can hold 18, 35-foot-long school buses single-stacked in the queue line.

DeShazo recommends the bus traffic flow should enter from Gallagher Street then wrap around CI

West campus and enter the site off Bickers Street. We agree with the comment that Buses are not allowed to enter Bickers Street from N Westmoreland Rd. To prevent this from happening a left-in restriction raised island (pork-chop island) should be provided with recommended signage and markings from TxMUTCD/Dallas. A detailed signage and marking plan should be developed for CI West campus. **Exhibit 2** shows the proposed TMP Plan for the CI West campus together with a model used to come to that conclusion.

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 on duties and expectations pertaining to the plan is recommended. Sufficient communication at the beginning of each school term (and otherwise, as needed) with students on 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.

END OF MEMO

SCHOOL REVIEW AND COMMITMENT

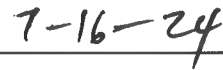
This plan was developed for Career Institute West High School with the intent of predicting safety and efficiency related to vehicular traffic generated by the school during peak traffic periods. A concerted effort and full participation by the school administration, staff, and students are essential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

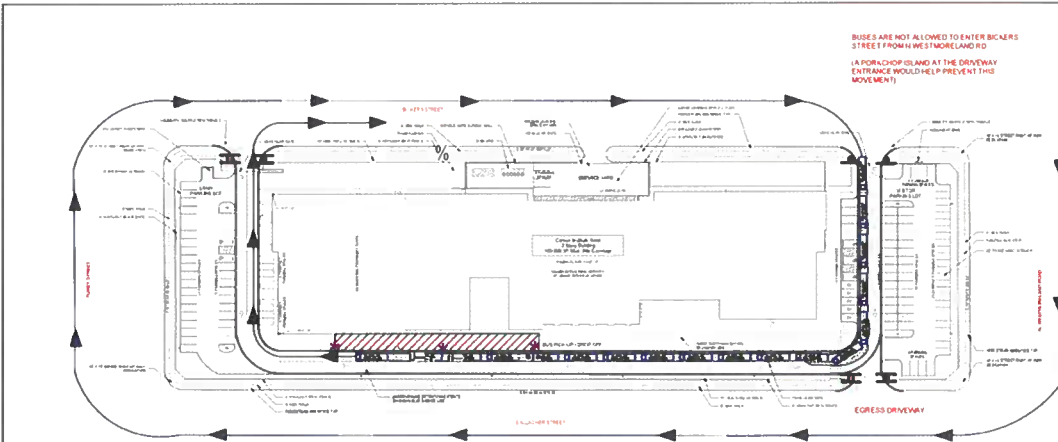


School Officer



Date

Career Institute West | DISD



BUSES ARE NOT ALLOWED TO ENTER BICKERS STREET FROM WESTMORELAND ROAD
(A PORCH ISLAND AT THE DRIVEWAY ENTRANCE WOULD HELP PREVENT THIS MOVEMENT)



Note:
1. The purpose of this TMP is to promote safety for the school and to prevent the queue from the school from spilling onto the nearby roadway. The school administration should continually observe the effects of this TMP and make adjustments as necessary per the recommendation section of the report.
2. Bus circulation path not to scale.

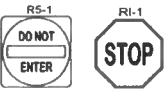
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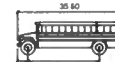
LEGEND

- Queued Vehicle
- Bus Circulation Path
- Bus Exit Path
- Proposed "Do Not Enter" Sign
- Proposed "Stop" Sign
- Student Loading Area
- Staff Member

Proposed Signage



Queue Vehicle



S-BUS-36
Feet
Width - 8.00
Track - 4.50
Lock to Lock Time - 5.0
Steering Angle - 37.8

Queuing Summary

Student Group	Student Enrollment	School Dismissal Schedule	Anticipated Queue	Queue Provided in the TMP	Queue Surplus
High School	800 Students	12:00-8:00 students, 4:20-8:00 students	18 School Buses	18 School Buses	0 Buses
Middle School					
Elementary School					
Total					

hazo Group42yEARS
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Traffic Management Plan
Career Institute West - Dallas, Texas

DGI PROJECT #:23120

EXHIBIT

DATE : May 24

Drawn by: LP

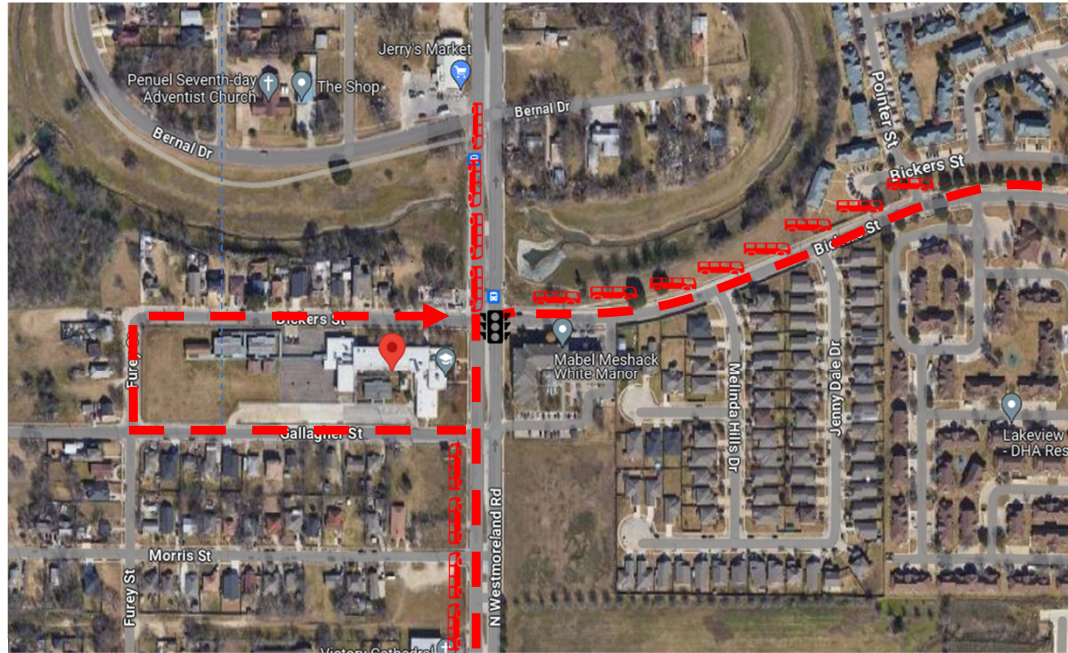
Checked by: OD

1



MOLINA HS

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



PINKSTON HS

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



ADAMSON HS

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



SUNSET HS

- 2 MORNING BUSES
 - 2 AFTERNOON BUSES
- WILL ARRIVE SOUTH ON WESTMORELAND, TURN LEFT ON GALLAGHER

