

TRAFFIC MANAGEMENT PLAN

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A handwritten signature in blue ink that reads "Hunter W. Lemley".

DISD Henry W. Longfellow Career Exploration Academy
CITY OF DALLAS

Introduction

The services of **Pacheco Koch** (PK) were retained by **Masterplan** on behalf of **Dallas Independent School District (DISD)** to prepare a Traffic Management Plan (TMP), as requested by the City of Dallas, for the existing DISD Henry W. Longfellow Career Exploration Academy described below. The school has an existing enrollment of 449 students and is anticipated to remain after improvements are complete.

As described in Appendix A6 of the City of Dallas *Street Design Manual*, a school Traffic Management Plan is a "site-specific plan providing guidelines to coordinate traffic circulation during school peak hours. TMPs should promote strategies to manage all modes of transportation and maintain student safety paramount at all times. An effective plan requires continual planning, renewed understanding and coordinated efforts by city staff, school administration and staff, neighbors, parents, and students.

This TMP was prepared by registered engineers at Pacheco Koch who are experienced in transportation and traffic engineering (the "Engineer"). Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional engineering and related services.

The engineer performed most recent on-site dismissal field observations on Tuesday, January 11th and Tuesday, March 22nd during morning and afternoon periods that validates all information in this report.

1. TMP EXHIBIT

(See attached Exhibit 1 - Traffic Management Plan)

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2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 5314 Boaz Street, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - Inwood Road:
 - Cross-section: Six lanes, two-way operation, median-divided.
 - Sidewalk connectivity evident along frontage of school.
 - Speed Limit: 35 mph
 - Boaz Street:
 - Cross-section: Two lanes (additional lane for right-turn eastbound onto W Greenway Boulevard), two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - W Greenway Boulevard:
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - Glenwick Lane:
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school.
 - Speed Limit: 30 mph

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- **Adjacent Intersections:**
 - Inwood Road and Boaz Street - Marked crosswalks on southbound and westbound approaches, barrier free ramps provided on all corners.
 - Boaz Street and W Greenway Boulevard - Marked crosswalks on northbound and eastbound approaches, barrier free ramps provided on all corners.
 - Inwood Road and Glenwick Lane – Marked crosswalks on southbound and westbound approaches (faded), barrier free ramps provided only on northeast and southeast corners.
 - W Greenway Boulevard and Glenwick Lane - Marked crosswalks on all approaches, barrier free ramps provided on all corners.

NOTE: It is generally recommended that all applicable crosswalks/barrier free ramps/sidewalks comply with current ADA accessibility requirements. Pacheco Koch is not certified to provide a full ADA compliance inspection, which is performed by licensed inspectors during the design and permitting process. All pavement markings, traffic signs, school zones, and pedestrian infrastructure improvements are recommended to be upgraded at permitting as applicable and meet current city and TMUTCD standards.

3. INGRESS/EGRESS POINTS OF ACCESS

- **Vehicular Ingress/Egress Points:**
 - Boaz Street: Three Driveways (two inbound, one outbound)
 - Inwood Road: One Driveways (outbound)
- **Student (Building) Ingress/Egress Points:**
 - Main student pedestrian access is located at the main entrance on the north side of the school building (existing).
 - Secondary access for parent drop-off and pick-up will be to the north of the school building (proposed).

4. QUEUING SUMMARY TABLE

The following table presents the projected queuing vehicle accumulation for the subject campus. The calculations for vehicle accumulation and parking are based upon estimated ratios – estimated linear feet of queue per student – along with the assumptions provided by DISD for this campus have been validated by on-site dismissal observations conducted on Tuesday, January 11th and Tuesday, March 22nd. All information provided in the table below is strictly for the afternoon student pick-up release period.

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See Section 12(b) for specific information on the methodology and calculations used in the table below. Specific separation of modes of transportation was provided by DISD and is provided in Section 6.

Table 1. Queuing Summary Table

Dismissal Period (Loading Zone)	Grades	Start/End Times	Total Enrollment		Maximum Vehicle Accumulation	(On-Site) Storage Capacity (veh)	Surplus /Deficit (veh)
			Existing	Proposed			
1A	6 th – 8 th Grade	8:20 AM – 3:55 PM	450	450	20 (20)	42 (24)	+22 (+4)

5. CIRCULATION

This section provides on-site traffic circulation, including any temporary traffic control devices.

Description of Existing Conditions

- On-Site Circulation:

- 6th – 8th Grade:

Parent traffic enters the area traveling via adjacent streets (Inwood Road, Boaz Street, W Greenway Boulevard, and Glenwick Lane). Parent traffic queues/stands in the queuing recessed area on-site along Boaz Street, north of the existing building. Parent vehicles also queue/stand on the northbound and southbound curbsides of W Greenway Boulevard.

Traffic exits the queuing area after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

School bus(s) queues along the eastbound curbside of Boaz Street and loads/unloads students during release period for 80% of the students. School buses are staggered to arrive at various times within the dismissal period in order to accommodate street capacity.

Staff and visitor parking lots are provided to the north and west of the site.

- Temporary Traffic Control Devices:

- Temporary traffic control devices were not utilized in order to facilitate drop-off/pick-up operations.

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Description of Proposed Conditions

- On-Site Circulation:

- 6th – 8th Grade:

Parent traffic enters the area traveling via adjacent streets (Inwood Road, Boaz Street, W Greenway Boulevard, and Glenwick Lane). Parent traffic queues/stands in the queuing recessed (fire turn-around) area on-site along Boaz Street, north of the proposed building.

Traffic exits the queuing area continuing east onto north out of the site after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

School bus(s) queues along the west access driveway west of the school building and adjacent to Inwood Road, and loads/unloads students during release period for 80% of the students. School buses are staggered to arrive at various times within the dismissal period in order to accommodate street capacity.

Staff and visitor parking lots are provided to the north and west of the site.

- Temporary Traffic Control Devices:

- Temporary traffic control devices are proposed to be utilized in order to facilitate drop-off/pick-up operations.
 - Cones are to be placed along the west access driveway to separate parent and bus traffic.

6. DROP-OFF/PICK-UP COORDINATION

This section provides proposed student drop-off/pick-up coordination information.

- **Passenger ID system:**

- Conventional Loading System

NOTE: A "conventional loading system" at schools refers to the self-regulated method of passenger loading. Designated loading areas are not established. Upon arrival motorists choose a preferred location, typically in close proximity to the building entry, to stand (such as a curbside) or park (such as in a parking lot) while waiting for their passenger. Once passengers are loaded, vehicles may exit accordingly. Vehicle arrivals and departures are not sequential and dwell times are variable.

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- **Separation of modes of transportation:**

- Bus: 80%
- Walk: 0%
- Picked Up by Parent: 20%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**

- 8:20 AM – 3:55 PM (6th – 8th)

7. SCHOOL STAFF ASSISTANCE

- Number:

- Observed: 3
- Desired: 3-5

- Location:

- Observed: North of the school building along Boaz Street
- Desired: North of the school building along Boaz Street and west of the school building along Inwood Road

- Staff Requirements and expectations:

- Staff assistance shall be present to allow students to enter and exit the school building in a safe and efficient manner.

8. ADULT SCHOOL CROSSING GUARDS AND/OR OFF-DUTY DEPUTIZED OFFICERS

- Number:

- Observed: 0
- Desired: 0

- Location:

- Observed: N/A
- Desired: N/A

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9. SCHOOL ADMINISTRATION INPUT STATEMENT

The engineer collaborated with both the School District personnel and on-site staff/principal and Student Transportation Services as needed, before and during the process of creation of the Traffic Management Plan.

The site engineer, the architect and the traffic engineer have collaborated the traffic patterns of parent routes, bus routes, and recommendations of the TMP with the on-site and District personnel. The onsite and District personnel have completed a thorough review and any changes that have been discussed have been applied to this version of the plan.

REVIEW AND COMMITMENT

This school traffic management plan (TMP) for DISD Henry W. Longfellow Career Exploration Academy was developed with the intent of optimizing safety and efficiently accommodating vehicular traffic generated during the school's typical student drop-off and pick-up periods. This plan was developed with direct input from individuals familiar with the general characteristics of the traffic needs of the school. It is important to note that a concerted and ongoing effort by and the full participation of the school administration are essential to accomplish these goals.

By the endorsement provided below, the school administration hereby agrees to implement, adhere to, and support the strategies presented in this TMP for which the school is held responsible until or unless the City of Dallas deems those strategies are no longer necessary or that other measures are more appropriate.

Principal Signature

Date

Name: _____

Title: _____

Police Department Signature

Date

Name: _____

Title: _____

10. ENGINEER SEAL

This report is signed, stamped, and dated by a licensed Professional Engineer in the State of Texas with specific expertise in transportation and traffic engineering.

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11. REPORT FORMAT

This report follows the City of Dallas Traffic Management Plan format as described in Appendix A6 of the City of Dallas *Street Design Manual*.

12. OTHER ITEMS WHERE APPLICABLE

- a) School Bus Operations: (See Section 5)
- b) Methodology:
 - a. Engineer Recommended Rate: 5.12 linear feet per student
 - b. Average Length of Vehicle: 23.5 feet
 - c. Separation of modes of transportation:
 - i. Bus: 80%
 - ii. Walk: 0%
 - iii. Picked Up by Parent: 20%
 - NOTE: Information provided by DISD and validated with field observations
 - d. Projected maximum vehicle accumulation: 20
 - e. Projected on-site storage capacity: 42
 - f. Surplus/Deficit: +22
- c) Proposed Pedestrian Routes: The pedestrian routes will be/are based on the attendance zone map when finalized. The attendance zone was not provided at the time of this study and/however, the anticipated (and observed) pedestrian routes only include internal patterns.
- d) Proposed Parking Management Strategies:
 - a. On-Street Parking Restrictions: No parking or standing at anytime along the eastbound and westbound curbside of Boaz Street.
 - b. Faculty Parking: North of the proposed school building
 - c. Visitor Parking: West of the proposed school building
- e) Recommendations (if applicable) for walking/biking: (See **Exhibit 1**)
- f) Other Recommendations: (See **Exhibit 1**)

END OF MEMO

TMP MANAGEMENT STRATEGIES

Student ID System: *Conventional Loading System*

of Staff Assistance: 3-5

of Crossing Guards and/or Off-Duty Deputized Officers: 0

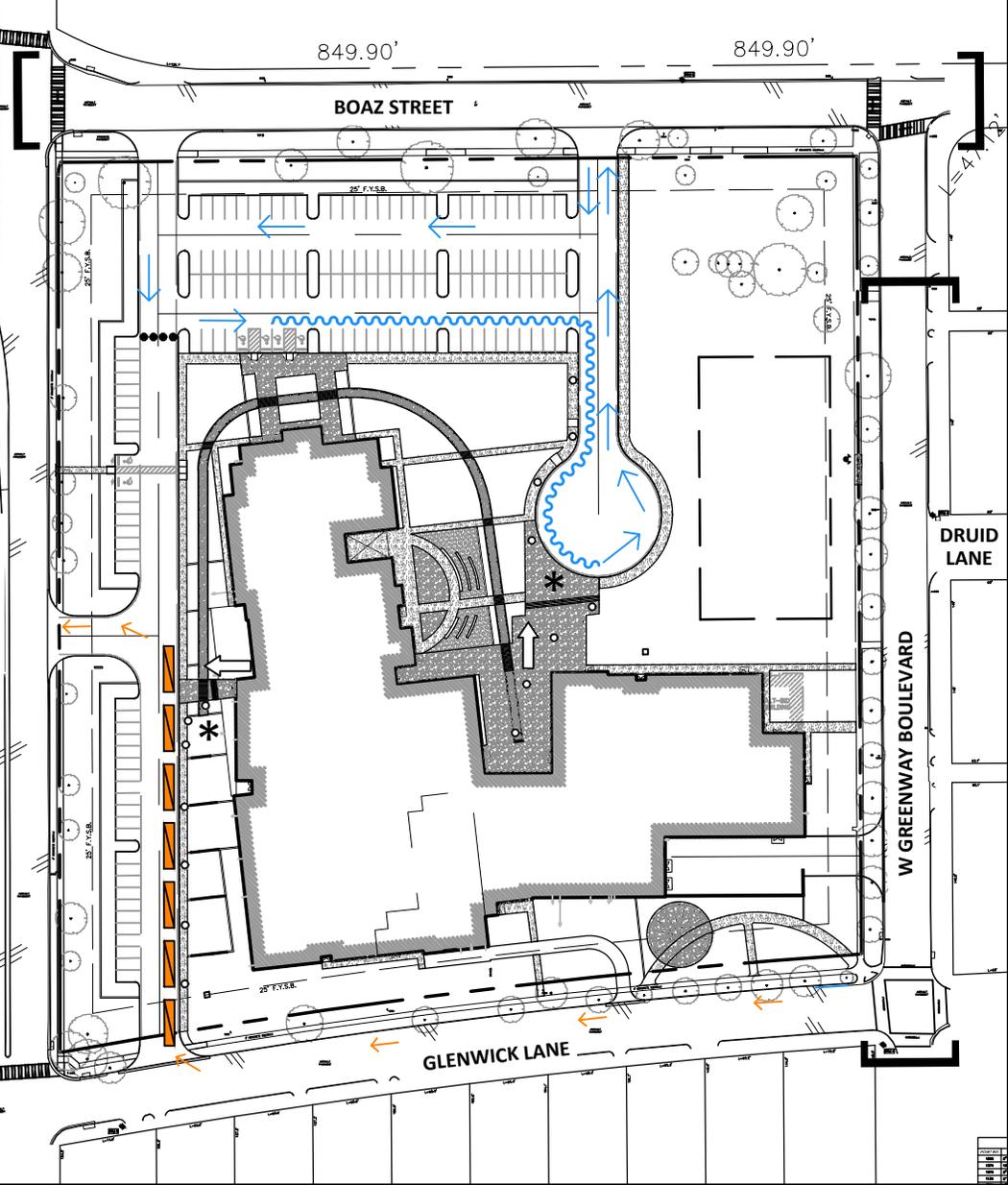
NOTE: This preliminary version of the TMP has been reviewed and discussed with the school principal. A final signature will be provided when final TMP is approved.



- LEGEND**
- Queue Area (Conventional Loading)
 - School Bus Loading/Unloading
 - Pedestrian Access Point
 - Crosswalk
 - Pedestrian Route
 - Traffic Cones
 - School Zone
 - Traffic Signal
 - Staff Assistance

VEHICLE ACCUMULATION CAPACITY		
6TH - 8TH GRADE	6TH - 8TH QUEUE	NOTES
PROJECTED ENROLLMENT:	450	STUDENTS
DEDUCTIONS:		
BY SCHOOL BUS (80%*):	360	STUDENTS
STUDENTS BY PICK-UP/DROP-OFF:	90	STUDENTS
ENGINEER RECOMMENDED RATE:	5.12	IF OF MAX. QUEUE PER STUDENT
AVERAGE LENGTH OF VEHICLE:	23.5	IF/VEH (PACHECO KOCH OBSERVED)
PROJECTED MAXIMUM VEHICLE ACCUMULATION:	20	VEHICLES (461 LF)
PROJECTED OFF-STREET CAPACITY:	42	VEHICLES (989 LF)
SURPLUS/DEFICIT	+22	

* INFORMATION PROVIDED BY SCHOOL DISTRICT. SCHOOL BUSES ARE STAGGERED TO ARRIVE AT VARIOUS TIMES WITHIN THE DISMISSAL PERIOD IN ORDER TO ACCOMMODATE STREET CAPACITY.



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

**PRELIMINARY
NOT FOR CONSTRUCTION**

THIS DOCUMENT IS ISSUED FOR THE PURPOSE OF SCHEMATIC REVIEW ONLY AND IS NOT INTENDED FOR PERMITTING, BIDDING, OR CONSTRUCTION PURPOSES.

PLANS PREPARED UNDER THE DIRECT SUPERVISION OF HUNTER W. LEMLEY, P.E. TEXAS REGISTRATION NO. 125343 DATE: 04/11/22

PK 5095-21.675 (LHC: 04/11/22)

EXHIBIT 1 Z__-__
Traffic Management Plan
 DISD Henry W. Longfellow Career Exploration Academy