TMP REPORT

DeShazo Group

45 YEARS

TRAFFIC » TRANSPORTATION PLANNING » PARKING » DESIGN

TRAFFIC MANAGEMENT PLAN FOR

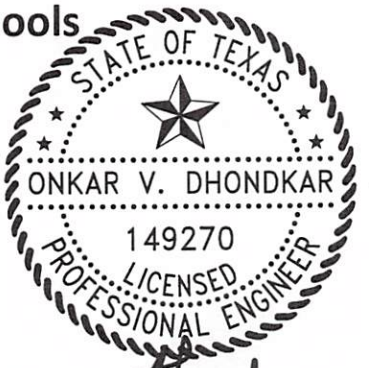
WINFREE ACADEMY CHARTER SCHOOL

IN DALLAS, TEXAS

DeShazo Project No. 25081

Prepared for:

Mr. Doyle (D.J.) Elkin,
Winfree Academy Charter Schools
1840 Hutton Dr.
Carrollton, TX 75006



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REVISION #2

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SCHOOL REVIEW AND COMMITMENT

This plan was developed for the Winfree Academy with the intent of optimizing 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, students, and parents are essential to maintain safe and efficient traffic operations.

The Winfree Academy staff members have reviewed the Traffic Management Plan and support the strategies presented herein.

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

DJ Elkin — 12-18-25

Winfree Academy Principal — Date

_____ — _____

Winfree Academy Officer (if applicable) — Date

TMP UPDATE INFO:

GENERAL SCHOOL INFORMATION:

School Name: Winfree Academy Charter School
Principal/Head of School: Doyle Elkin – Director of Operations djelkin@wacsd.com
Location: 8802 Harry Hines Blvd, Dallas, Texas 75235
Type: Charter School
Existing Zoning: Airport Height Overlay: Love Field
Prior TMP Date: January 12, 2020, at a different location

OBSERVATIONS:

Dates Observed: No dates were observed as the school is proposed.
Anticipated Queue: 11 Vehicles
Available Queue: 43 Vehicles
Surplus: 32 Vehicles

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 **Winfree Academy Charter Schools** (client) to provide a Traffic Management Plan (TMP) for Winfree Academy Charter School (Charter school) located at 8802 Harry Hines Blvd in Dallas, Texas.

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.

TRAFFIC MANAGEMENT PLAN – METHODOLOGY

The Winfree Academy is proposed at this location, but is not currently in operation. Since the school is proposed, DeShazo will use historical observation data in combination with a questionnaire provided by the school to propose a queue for the school.

DeShazo used the project queue in combination with interviews with school personnel, imagery from Google Earth, and information provided by the school to develop a Traffic Management Plan that will result in a traffic demand that can be maintained within the school campus.

SCHOOL PROJECTION

The Winfree Academy Charter Schools is not expected to increase its student count (currently 250 students per session). Additional factors—such as expected student drivers, future bus operations, and afterschool activities—will be considered to determine the impact of the required queue to accommodate the additional students.

Table 1 on the following page summarizes the school's operational characteristics used in this analysis. This information was given to us by Winfree Academy Charter Schools. If this information changes for the school, we recommend having the TMP updated accordingly.

Table 1. Winfree Academy Charter Schools Operational Characteristics

		Existing Conditions (1840 Hutton Dr #130, Carrollton, TX)	Proposed Conditions (8802 Harry Hines Blvd, Dallas, TX)
Student Enrollment	**High School:**	125 / session (2 sessions /day)	125 / session (2 sessions /day)
	Total Student Enrollment:	**125 / session (2 sessions /day)**	**125 / session (2 sessions /day)**
Daily Start/End Schedule (Session #1)		**Drop Off:** 7:45 AM School Starts **Pick Up:** 12:00 Noon School Ends	**Drop Off:** 7:45 AM School Starts **Pick Up:** 12:00 Noon School Ends
Daily Start/End Schedule (Session #2)		**Drop Off:** 12:30 PM School Starts **Pick Up:** 4:45 PM School Ends	**Drop Off:** 12:30 PM School Starts **Pick Up:** 4:45 PM School Ends
Approximate percentage of students travelling by parent drop-off /pick-up		44%	44%
Approximate percentage of students travelling by bus		0%	30% (DART)
Approximate percentage of students travelling by walking /biking		1%	1%
Approximate percentage of students remaining after dismissal		25%	25%
Number of staff assisting with current TMP enforcement.		NONE	8
Number of police officers assisting with current TMP enforcement.		As Needed	As Needed
Number of crossing guards assisting with current TMP enforcement.		1-2	As Needed

NOTE #1:Occasional functions or other events may be held at the school that generate traffic outside of the traditional peak drop-off and pick-up periods. While some of the measures presented in this report may be applicable in such cases, traffic circulation plans other than those directly associated with the primary drop-off and pick-up periods are not the subject of this analysis.

CURRENT SITE ACCESS & CIRCULATION

The school site is located at the northwest corner of Harry Hines Boulevard and Wadley Lane. Winfree Academy Charter Schools would have direct access via Wadley Lane, which connects to Harry Hines Boulevard, and would utilize Research Row to allow the parent queue to turn right or left onto Harry Hines at a signalized intersection. Under normal conditions, both Wadley Lane and Research Row operate as standard two-way, single-lane streets. During peak drop-off and pick-up periods, Wadley Lane would function as a one-way street, while Research Row would operate as a two-way street.

Our firm recognizes that with a "new school operation", the school will need a signage plan created to implement school zones and direct parents for arrival and dismissal times. A signage plan is key to implementing a traffic management plan.

Winfree Academy should also inform parents how the traffic management plan will work at the new school site, and how they should arrive and depart from the new school building.

PEDESTRIAN EVALUATION

Winfree Academy has students who utilize the DART buses to arrive and leave the school property. The closest DART bus stop is within 200' of the school boundary along Harry Hines Boulevard. Winfree Academy anticipates that students who utilize the DART stop will walk along the north side of Harry Hines Boulevard and walk along the school's driveway until they arrive at the front entrance of the school. Based on the current conditions of the pedestrian circulation route, enhancements will need to be made to make this pedestrian route ADA and PROWAG compliant.

The existing sidewalk from the DART bus stop to the back side of the school has a signal pole in the sidewalk, which affects the usable sidewalk width, and is lacking ADA curb ramps that would make this route accessible to the school.

SCHOOL ZONE EVALUATION

The current property does not have a school zone in place along any side of the property.

Harry Hines Blvd has a 45 MPH speed limit, and has an existing school zone approximately 350' south of the property. Our recommendation would be to utilize the existing school zone infrastructure on Harry Hines Boulevard, but extend the school zone to cover the proposed school site. This is typically done with a 311 service request.

The school's private drive should have signage showing a lower speed limit than a typical street. We recommend that either a 5 MPH or 10 MPH speed limit sign be provided for parents while on-site.

PROPOSED TRAFFIC CIRCULATION PLAN

According to the City of Dallas Guidelines, all traffic should be contained inside the school property. Observations of similar schools consistently indicate that maximum queues occur during the afternoon peak period when students are being picked up—the morning period is typically not a significant traffic issue since drop-off activities are more temporally distributed and occur much more quickly than student pick-up.

QUEUE PREDICTION

DeShazo Group has collected extensive historical traffic data from K–12 facilities with enrollment levels similar to Winfree Academy Charter Schools. To predict traffic conditions at Winfree, we analyzed comparable schools in our database, focusing on arrival and dismissal patterns, queue lengths, and parent behavior. This methodology allows us to estimate anticipated traffic demand by leveraging observed trends at schools with similar enrollment, layout, and traffic management practices. The anticipated peak number of vehicles during dismissal time is provided in **Table 2**.

Table 2. Anticipated Peak On-Site Vehicle Demand During the Afternoon Peak-Up Period

		Peak queue time 4:45 PM
		High School
Existing	Total number of students using the pick-up/drop-off method **(44% of enrolled)**	55
	Anticipated Queue	11 Vehicles
	Dismissal Time	4:45 PM

The analysis of the current site is shown as **Exhibit 1** on page 9. The site analysis shows that 43 cars can be accommodated in the parent pickup line. Based on this comparative analysis, the afternoon queue is expected to reach approximately 11 vehicles (264 LF). The predicted queue is fully accommodated within the school's current traffic management plan, with surplus capacity available during peak periods. Temporary measures, such as wrong-way signage for certain time periods, have proven effective at similar sites and may be implemented as needed.

TMP RECOMMENDATIONS

The school administration should continue to implement active management of student loading to expedite queueing operations and reduce the maximum accumulation of traffic. Queue pick-up participation is a challenge that schools face constantly. Generally, traffic delays or congestion during the afternoon pick-up period are notably greater than the traffic congestion experienced during the morning drop-off period due to timing and concentration characteristics. In most instances, achieving efficiency during the afternoon period is most critical; the morning traffic operations require nominal active management. Therefore, except where stated otherwise, the recommendations provided herein pertain specifically to the afternoon period operations. DeShazo recommends consideration of the following recommendations to optimize queue operations at Winfree Academy:

GENERAL SAFETY MEASURES

- To maximize personal safety, any passenger loading (or unloading) within the public right-of-way should be discouraged. Parents should be warned that loading children into cars on public roads can result in a citation.
- 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

The previous TMP for Winfree Academy is sufficient for the proposed school conditions. The TMP allows for approximately 43 cars (1,032 LF) of queue space for the school. Historical observations show that the maximum queue for the anticipated school conditions is 11 cars (264 LF). This means that the previous TMP will have a surplus of 32 cars (768 LF).

NECESSARY ACTIONS

1. School staff will need to inform parents of the proposed traffic management plan and ensure all parents know the plan before arriving at the new school site.

RECOMMENDED ACTIONS

1. The anticipated student walking path from the DART bus stop to the school is missing ADA-compliant sidewalks. The current conditions should be modified to ensure compliance with ADA and PROWAG standards.
2. A school zone should be implemented on Harry Hines Boulevard within 200' of the property frontage.
3. Signage and ADA modifications need to be made to the site to ensure safety. The TMP exhibit shows specific recommendations that relate to signage and pedestrian routes.

SUMMARY

The above-recommended actions are meant to create a safer, more efficient environment for the school. 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 and parents on their duties and expectations is also recommended. Details of the TMP shall be reviewed by the school on a regular basis to confirm its effectiveness and compliance and to consider any adjustments needed to provide overall safety.

(NOTE: In this report, the term "parent" refers to any parent, family member, legal guardian, or other individual who is involved in the pick-up or drop-off of one or more students at the school.)

END OF REPORT

NOTE:

1. ONE WAY SIGNAGE FOR THE SCHOOL DRIVE SHOULD ONLY APPLY FOR SCHOOL ARRIVAL AND DISMISSAL TIMES.

LEGEND

- PARENT QUEUE
- SCHOOL BUS QUEUE
- EXIT PATH
- ENTRANCE PATH
- STUDENT LOADING ZONE (ZONE 2)
- STUDENT ENTRANCE /EXIT
- SCHOOL STAFF MEMBER
- TRAFFIC CONES
- PROPOSED PEDESTRIAN ROUTE
- SIGN

STUDENT GROUP	9TH - 12TH
SCHOOL NAME	WINFREE ACADEMY
FUTURE STUDENT ENROLLMENT	125 STUDENTS PER SESSION
SCHOOL SESSION SCHEDULE	7:45AM-12:00 NOON, 12:30PM-4:45PM
CALCULATED QUEUE FOR SCHOOL	11 CARS
QUEUE PROVIDED	43 CARS
QUEUE SURPLUS	32 CARS

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TRAFFIC MANAGEMENT PLAN

WINFREE ACADEMY - DALLAS, TEXAS

DGI PROJECT #:25081	EXHIBIT
DATE : January 2026	1
DRAWN BY: LP	
CHECKED BY: OD	