

TRAFFIC MANAGEMENT PLAN FOR

CASA VIEW ELEMENTARY SCHOOL

DALLAS, TEXAS

DeShazo Project No. 15190

Prepared for:

Masterplan

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January 13, 2016



Traffic Management Plan for
Casa View Elementary School

~ DeShazo Project No. 15190 ~

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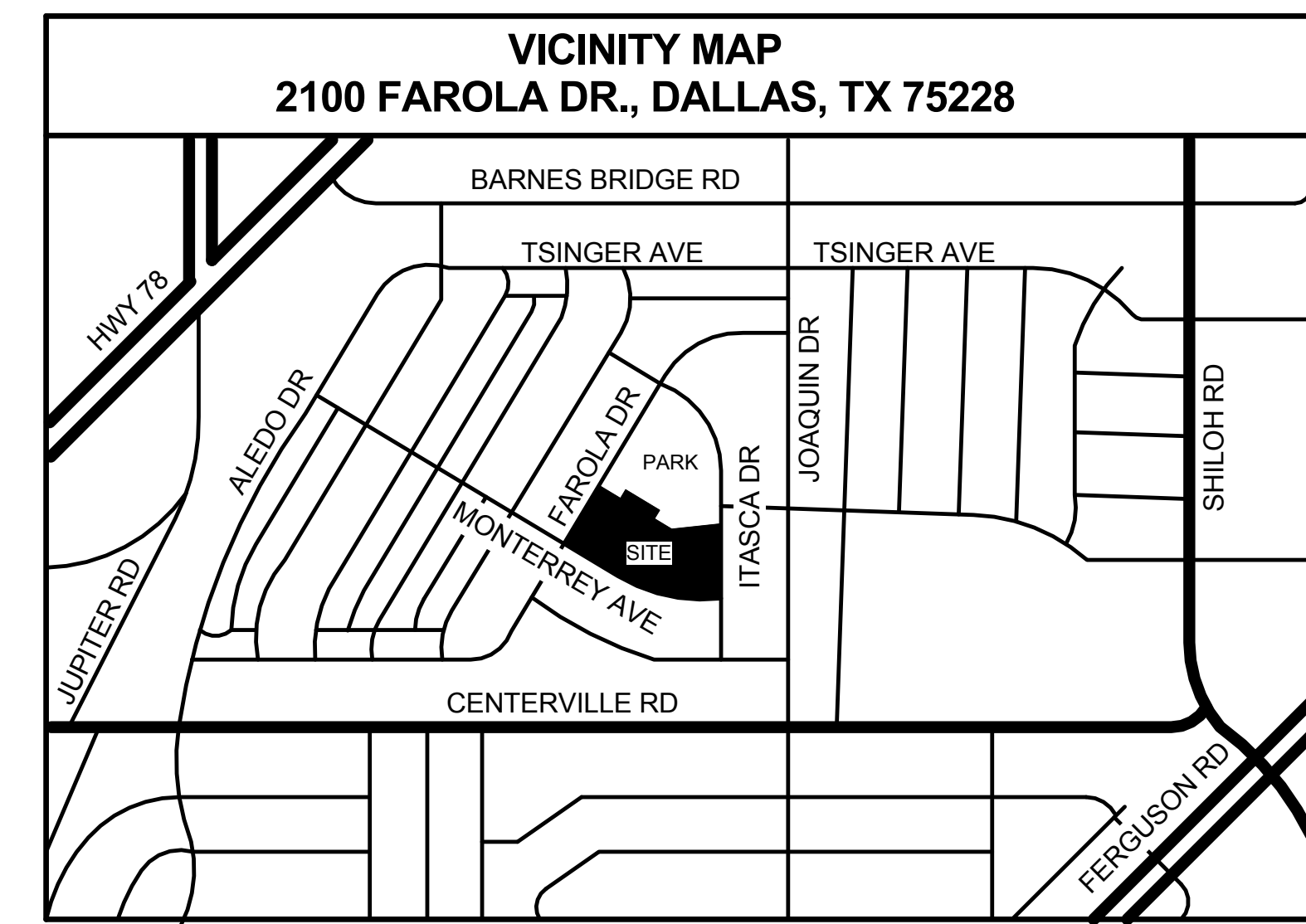
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C:\Users\Public\Documents\Local_Revt_Files\214000340 DSD Casa View ES Addition - A15_ahd02e.rvt

CASA VIEW ELEMENTARY SCHOOL

USE: PUBLIC SCHOOL (GRADES PRE-K - 5TH)
MAX HEIGHT = 27' (AT CHIMNEY = 28')
STORIES = ONE
CLASSROOMS = 44
PARKING = 66 SPACES (3 ACCESSIBLE)

TOTAL SITE = 6.557 ACRES (285,630 SF)
PROPOSED LOT COVERAGE = 72,555 SF (25%)

*LANDSCAPING TO MEET CITY CODE
REQUIREMENTS



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DALLAS ISD

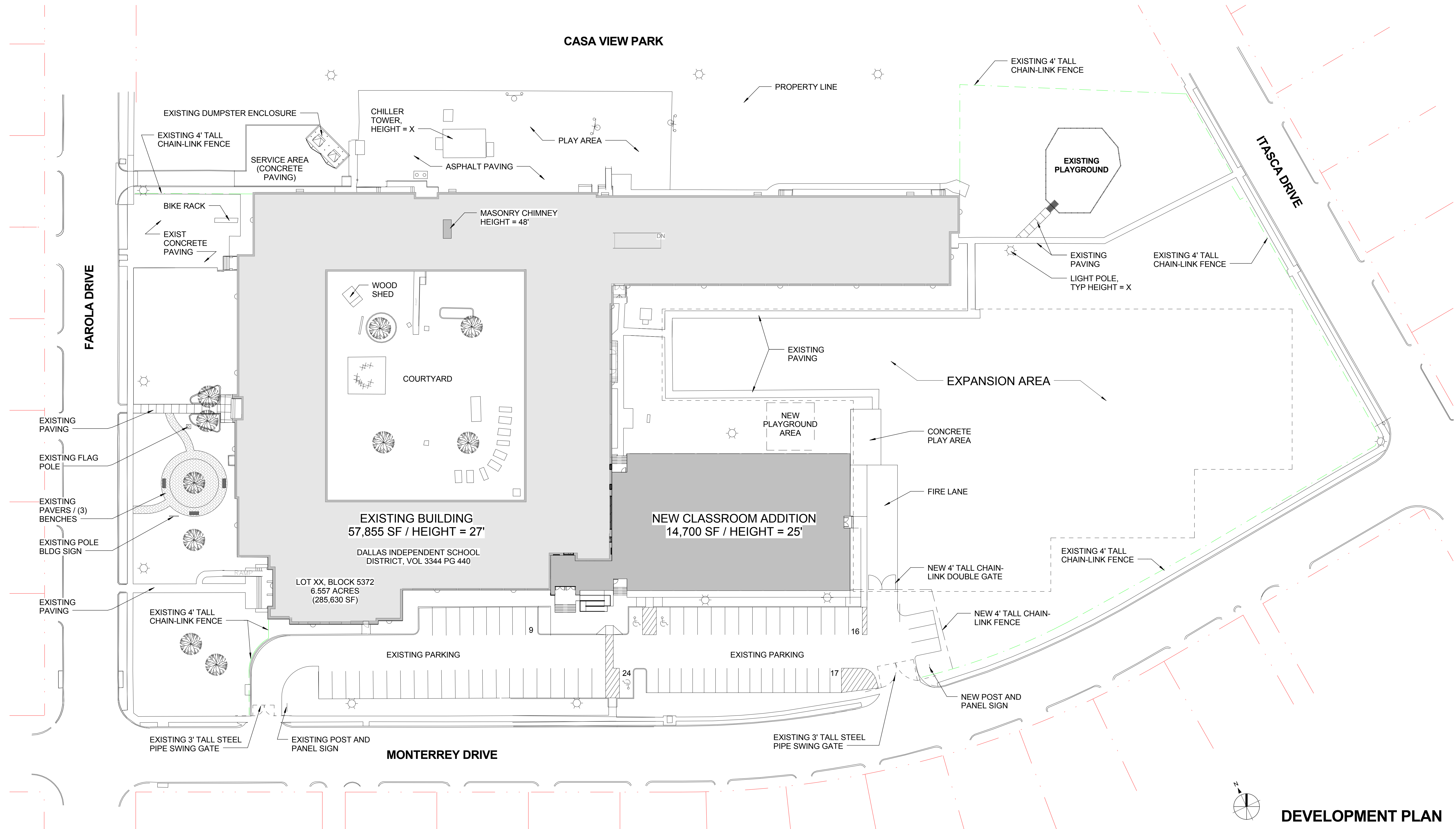


CASA VIEW ES ADDITION
DALLAS, TX

DRAWN: Author
CHECKED: Checker
SCALE: As indicated

ISSUE: 09.11.2015

SHEET TITLE:



1" = 30'-0"



Traffic. Transportation Planning. Parking. Design.

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Technical Memorandum

To: *Mr. Karl Crawley — Masterplan*

From: *David Nevarez, P.E. — DeShazo Group, Inc.*

Date: January 13, 2016

Re: Traffic Management Plan for Casa View Elementary School in Dallas, Texas
DeShazo Project Number 15190

INTRODUCTION

DeShazo Group, Inc. (DeShazo) is an engineering consulting firm based in Dallas, Texas providing licensed engineers skilled in the field of traffic/transportation engineering. The services of DeShazo were retained by Masterplan on behalf of the Dallas Independent School District to provide a requisite traffic management plan (TMP) for the Casa View Elementary School campus located at 2100 N. Farola Drive in Dallas, Texas. The school is currently in operation at the subject site with an enrollment of approximately 712 students in Pre-Kindergarten through 5th grade. The school proposes to do a minor floor area expansion of the current facilities for additional classrooms; however, enrollment is not expected to increase by more than 31 students. A proposed site plan provided by Masterplan is attached for reference.

The school property is currently zoned R-7.5(A). In order to gain entitlements for the proposed improvements, DISD is seeking approval of a zoning change to a Planned Development District. If approved, the implementation of the proposed site and operational modifications are anticipated to take place before the start of the 2017-2018 school year.

As part of the approval process for Planned Development District, submittal of a TMP to the City of Dallas is required as a record of the preferred strategies to be used by the school to ensure overall traffic safety and efficiency. A TMP is intended to assess the existing and/or anticipated traffic conditions at the school during the morning drop-off and afternoon pick-up peak periods on the basis of satisfying these objectives. By consent of the TMP submittal, the school is agreeing to the strategies presented herein for which the school will be held self-accountable until and unless the City of Dallas deems further measures are appropriate.

TRAFFIC MANAGEMENT PLAN

A Traffic Management Plan (TMP) is important to safely achieve an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up. By properly managing the vehicular traffic generated during the critical periods, the safety and efficiency of other modes of travel – including walking – will also inherently improve, and the operational impact on the public street system should also be minimized. The TMP should not be considered a comprehensive set of instructions to ensure adequate safety; however, it should be used as a tool to facilitate a safer and more efficient environment.

The analysis summarized below utilizes the proposed school site plan to evaluate aspects such as passenger loading/unloading and vehicle queuing (i.e., stacking) that occur at the school in order to accommodate the observed peak demands within the site. A concerted effort and full participation by the school administration, staff, students, and parents are encouraged to provide and maintain safe and efficient traffic operations. [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.]

School Operational Characteristics

Table 1 summarizes the known operational characteristics for Casa View Elementary School assumed in this analysis:

Table 1. School Operational Characteristics

	Existing Conditions	Proposed Conditions
Enrollment:	<i>Total (All grades): approximately 712 students in Pre-Kindergarten through 5th grade.</i>	<i>Total (All grades): approximately 743 students in Pre-Kindergarten through 5th grade. (no significant change)</i>
Daily Start/End Schedule	Grades Pre-K-5th: >Start: 7:55 AM >End: 2:55 PM	Grades Pre-K-5th: >Start: 7:55 AM <i>(no change)</i> >End: 2:55 PM <i>(no change)</i>
Approximate Percentage Travel by Mode:	By School Bus: <5% By Walking: <5% By Drop-off/Pick-Up: >90%	By School Bus: <5% <i>(no change)</i> By Walking: <5% <i>(no change)</i> By Other: >90% <i>(no change)</i>

NOTE #1: To the highest degree practical, the accounts of “existing conditions” presented in this report were based upon actual on-site observations conducted by DeShazo during typical school day(s) conditions and from personal interviews of school representatives. The analyses and recommendations presented in this report for “proposed” or “future” conditions were based upon evaluations of “existing conditions” and may be supplemented by DeShazo’s professional judgment and experience. “Proposed”/“Future” conditions are intended to reflect the anticipated day-to-day conditions at full occupancy.

NOTE #2: Occasional functions or other events may be held at the school, which 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 characteristics other than those directly associated with the primary drop-off and pick-up periods are not the subject of this analysis.

Existing Traffic Conditions

Site Access and Circulation

The subject site currently provides a small parking area for faculty and staff, which is accessed from Monterrey Drive. However, no on-site area is available for student loading and unloading—all loading/unloading takes place within public rights-of-way. The site is also part of an entire block that comprises the school and an adjacent park. All adjacent public streets are two-lane, undivided roadways currently operating in both directions. Considering the need for waiting areas associated with student pick-up activities, parents currently park and/or stand on public streets surrounding the subject block.

Passenger Unloading/Loading and Vehicle Queuing

During the afternoon pick-up period, the vast majority of students are transported by parents in personal vehicles. The school does not provide a loading station for students. Currently, vehicles approach the school from different directions and park on both sides of the streets. School faculty and staff facilitate loading/unloading of students to/from the school property by mustering their corresponding group towards the edges of the school property. Staff also carries small signs with their name and grade for parent to better identify students' grade group. However, once in position, students are dismissed with the ability to exit the school property through one of several access points. There are six breaks along the fence facing Monterrey Drive and Itasca Drive through which students exit towards their pick-up vehicles.

The vast majority of students are transported by parents who drive personal vehicles and drop-off/pick-up their children. The surrounding streets become very congested with vehicles during the corresponding morning and afternoon periods; however, conditions are generally very orderly.

Based upon field observations conducted by DeShazo during typical school-day conditions in Fall 2015, the peak number of parent-vehicles accessing site during the afternoon pick-up period was approximately 200, including vehicle in queue or parked on-street.

NOTE: The same operation is in effect during the morning; however, the overall volume of vehicles is less concentrated during the morning, so the peak vehicle demand are lower than in the afternoon. Therefore, detailed analysis results are based upon the afternoon pick-up period.

Recommendations

The following recommendations are provided by DeShazo to Casa View Elementary School for the management of vehicular traffic generated by the school during peak traffic conditions. [NOTE: Generally, traffic delays and congestion that occurs during the afternoon pick-up period is notably greater than the traffic generated during the morning drop-off period due to the timing and concentration characteristics. In most instances, achieving efficiency during the afternoon period is most critical, while the morning traffic operations require nominal active management. Therefore, except where stated otherwise, the recommendations provided herein pertain specifically to the afternoon period operations.]

School faculty will continue to dismiss students through three access points on each side of the property (Farola Drive, Monterey Avenue, and Itasca Drive). Additional general recommendations will also better accommodate the traffic needs of the school and facilitate an enforceable and safe management plan:

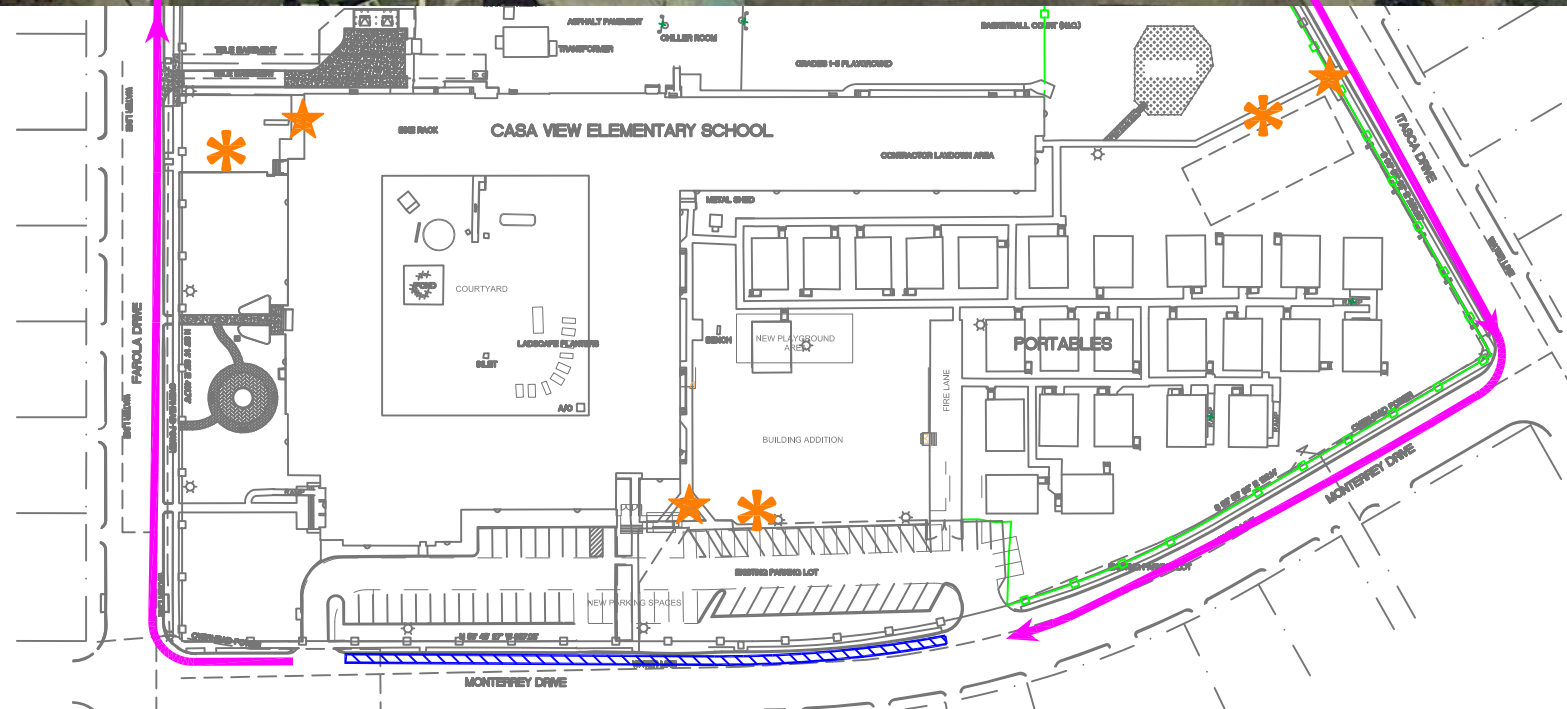
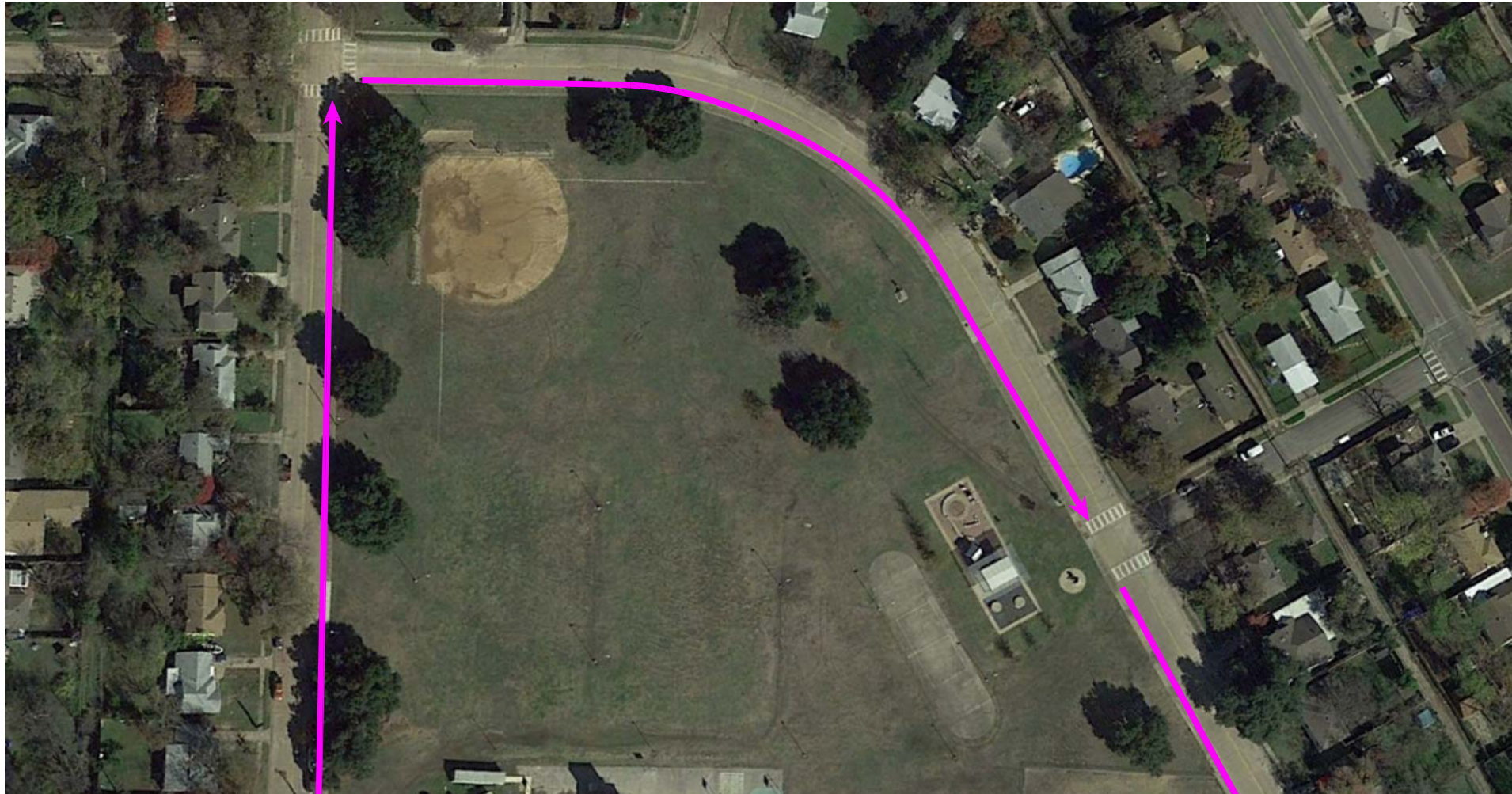
- To maximize personal safety, passenger loading/unloading within the public right-of-way should strive to only occur in areas designated the City of Dallas.
- To minimize liabilities, no persons other than deputized officers of the law (including crossing guards) should engage or attempt to influence traffic operations in public right-of-way.
- The full cooperation of all school staff members, students, and parents is crucial for the success of a Traffic Management Plan. Proper training of school staff on the duties and expectations pertaining to the Plan is recommended. Sufficient communications at the beginning of each school term (and otherwise, as needed) with students and parents on their duties and expectations is also recommended.

Although traffic congestion is appreciable under current condition, there is no known history of traffic accidents. Based upon DeShazo's review of the proposed site conditions and the anticipated needs of traffic during peak conditions, it is recommended that the proposed circulation plan and traffic operations be maintained. The existing conditions are also a result of an investment in resources and refinements made by the school and by the City of Dallas over many years. Given that the traffic demands are not expected to change and no additional resources or space expansion options are available, the status quo is considered to provide the best alternatives and has the advantage of familiarity. **Exhibit 1** provides a graphical summary of the existing/recommended circulation plan.

SUMMARY

This TMP is to be used by Casa View Elementary School to provide safe and efficient transportation of students, staff, and faculty to and from the site. The Plan was developed with the intent of optimizing safety and efficiency and the goal of accommodating vehicular traffic generated by the school at peak traffic periods within the site. The details of the TMP shall be reviewed by the school on a regular basis to confirm its effectiveness.

END OF MEMO



Queuing Summary		
Student Group	Dismissal Times & Number of Students	Vehicular Traffic Demand
		Queue
PreK - 5th	743 Students dismissed at 3:30 PM	Provided: 2,562 LF (109 cars)
		Required: 2,139 LF (91 cars)
		Surplus: 423 LF (18 cars)

Legend

- On-Street Queue (Provided)

- Continuous Fence

- Designated Bus Loading Area

- School Staff

- Designated School/Pedestrian Dismissal/Access Point

The purpose of this Traffic Management Plan (TMP) is to evaluate traffic operations that promote safety and efficient vehicle circulation. This TMP was developed to prevent queuing of drop-off/pick-up related vehicles within the city rights-of-way. The school administration should adhere to this TMP. Any deficiency due to spillover of queuing into undesignated areas of the city rights-of-way, including roadway travel lanes, should be corrected by the school immediately.

I, David Nevarez, P.E. #106200, certify that site constraints preclude the school's ability to accommodate vehicular queue on-site. While it may not be feasible to eliminate queuing in public right-of-way, establishing a designated school route will lessen impact to neighborhood /through traffic. This option is subject to approval from the City of Dallas Street Services Department.