January 12, 2023
PK# 5105-21.530

TRAFFIC MANAGEMENT PLAN

Z___-___

DISD Adelle Turner Elementary School
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 Adelle Turner Elementary School described below. The school has an existing enrollment of approximately 300 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. The proposed changes to the school do not affect the existing TMP operations, therefore all operations shown and illustrated in this plan are existing conditions.

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 Wednesday March 30th, 2022 and Thursday March 31st, 2022 during morning and afternoon periods that validates all information in this report.

1. TMP EXHIBIT

(See attached Exhibit 1 - Traffic Management Plan)

Pacheco Koch
a Westwood company

7557 Rambler Road, Suite 1400
Dallas, Texas 75231-2388
(972) 235-3031 www.pkce.com
TX.REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

2. SCHOOL LOCATION AND DESCRIPTION

- **School site location**: 5505 South Polk Street, Dallas, Texas
- **Description of adjacent roadways**:
    - Adjacent Streets:
        - South Polk Street:
            - Cross-section: Six lanes, two-way operation, divided.
            - Sidewalk connectivity evident along frontage of school. *[School Zone]*
            - Speed Limit: *40 mph [School Zone of 20 mph]*
        - Drury Drive:
            - Cross-section: two lanes, two-way operation [eastbound one-way operational during school hours], undivided.
            - Sidewalk connectivity evident along frontage of school. *[School Zone]*
            - Speed Limit: *30 mph [School Zone of 20 mph]*
    - **Adjacent Intersections**:
        - South Polk Street and Drury Drive - Marked crosswalks on west and south legs, with barrier free ramps provided on the northwest, southwest, and southeast 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**:
    - Drury Drive: Two Driveways (Existing and Proposed)
    - South Polk Street: One Driveway (Existing and Proposed)
- **Student (Building) Ingress/Egress Points**:

- Main student pedestrian access is located at the main entrance on the north side of the school building.

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 Wednesday March 30th, 2022 and Thursday March 31st, 2022. All information provided in the table below is strictly for the afternoon student pick-up release period.

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	Proposed (Existing)		
1	Pre-K – 5th	7:20 AM – 3:15 PM	300	300	59 (59)	0 (0)	-59 (-59)

*All times are subject to change

5. CIRCULATION

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

- Description of Existing and Proposed Conditions

Off-Site Circulation:

- Pre-K – 5th Grade:

  Parent traffic enters the area traveling eastbound on Drury Drive. Parent traffic queues/stands on the curb sides adjacent to the school and queue along Drury Drive.

  In order for students to enter appropriate vehicles on the north curbside, students cross the crosswalk with a present crossing guard at the intersection of Drury Drive and S Polk Street.

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

Two school buses are used for this particular school and load and unload students along the eastbound curbside of Drury Drive adjacent to the site. Special Education buses use the schools back parking lot for the loading and unloading of students.

Staff and visitor parking lots are provided surrounding the site.

Temporary traffic control devices:

- Temporary traffic control devices are not used for this TMP in order to facilitate drop-off/pick-up operations.

6. DROP-OFF/PICK-UP COORDINATION

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

- **Subject School Recommended Loading System**:
    - Monitored Non-Sequential System

    DEFINITIONS:

    A "Administer Sequential Loading System" refers to a managed system that enforces a prescribed policy for picking up students at a specific release time. Passenger loading and vehicle departures are sequential and consecutive order based upon order of arrival. During a prior coordination phase, drivers are provided with some form of identification that school personnel observe upon arrival so that the corresponding passenger is prepped for loading before the vehicle arrives at the designated loading area.

    A "Monitored Non-Sequential System" refers to a more commonly used managed system that includes a passively supervised protocol that monitors and discourages unsafe activity along the perimeter of the site. This protocol manages students that wait to exit the building at parent vehicle arrival to get to their destination. Passenger loading and vehicle departures are considered non-consecutive to allow drivers to circulate through the area on a more random, but structured basis.

    An "Unmanaged System" refers to an unmanaged protocol where students are not monitored or supervised during the loading period. Vehicle arrivals are non-consecutive and circulate through the area on a more random basis without the supervision of school staff.

- **Separation of modes of transportation**:
    - Bus: 5%
    - Walk: 5%

- Picked Up by Parent: 90%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times**:
  - 7:20 AM – 3:15 PM (Pre-Kindergarten - 5th)

7. SCHOOL STAFF ASSISTANCE

- Number:
  - Observed: 2 – 3
  - Desired: 2 – 3
- Location:
  - Observed: Drury Drive
  - Desired: Drury Drive
- 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: 1
  - Desired: 1
- Location:
  - Observed: South Polk Street and Drury Drive
  - Desired: South Polk Street and Drury Drive

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 Adelle Turner Elementary School 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.

DocuSigned by: Natalie Crittendon
AEEC5D8A5D3E480

Principal Signature — Date: 1/13/2023

Name: Natalie Crittendon

Title: Principal, Adelle Turner ES

________________________ ____________

Police Department Signature — Date

Name: ________________

Title: ________________

Jaime Sandoval, Exec. Director Transportation
1/12/2023

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.

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: 5%

      ii. Walk: 5%

      iii. Picked Up by Parent: 90%

      NOTE: Information provided by DISD and validated with field observations

   d. Projected maximum vehicle accumulation: 59

   e. Projected on-site storage capacity: 0

   f. Surplus/Deficit: -59

c) Proposed Pedestrian Routes: The pedestrian routes are based on the attendance zone map. The attendance zone was provided at the time of this study and the anticipated (and observed) pedestrian routes include the sidewalk paths along Drury Drive.

d) Proposed Parking Management Strategies:

   a. On-street parking restrictions: None

   b. Faculty Parking: parking lot on north and east of the building

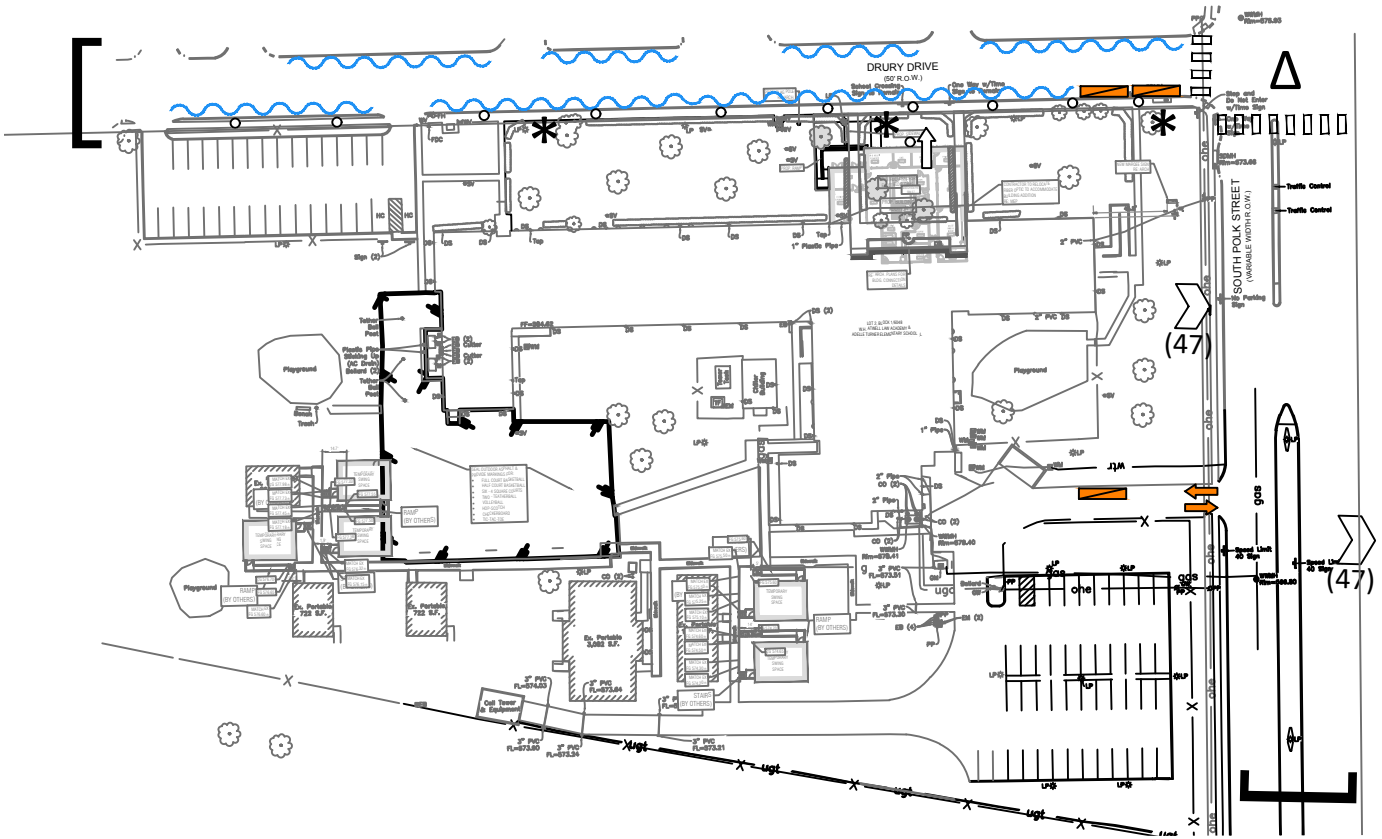
   c. Visitor Parking: parking lot on north and east of the building

e) Recommendations (if applicable) for walking/biking: (See **Exhibit 1**)

f) Other Recommendations: (See **Exhibit 1**)

END OF MEMO

Student ID System: *Monitored Non-Sequential Loading System*
# of Staff Assistance: *2 - 3*
# of Crossing Guards: *1*



LEGEND
- Queue Area
- Pedestrian Access Point
- Bus Access Point
- School Bus Loading/Unloading
- Crosswalk
- Pedestrian Route
[ ] - School Zone
* - Staff Assistance
Δ - Crossing Guards
(###) - Public Transit Stop (DART Route No.)

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.

Vehicle Accumulation/Capacity		Notes
	PreK - 5th	
Projected Enrollment	300	Students
Deductions:		
By School Bus (5%)*	15	Students
By Walking (5%)*	15	Students
Other (0%)*	0	Students
Students by Pick-up/Drop-off	270	Students
Engineer Recommended Rate:	5.12	lf of max. queue per student
Average Length of Vehicle:	23.5	lf/veh (Pacheco Koch Observed)
"Projected Maximum Vehicle Accumulation":	59	Vehicles (1,383 lf)
Projected On-Site Capacity:	0	Vehicles (1,383 lf)
SURPLUS/DEFICIT	-59	

*Information given by school district

PK 5105-21.530 (SMV: 01/12/23)

TX. REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

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: 01/12/23

EXHIBIT **1** Z___-___

Traffic Management Plan

DISD Adelle Turner Elementary School, Dallas, Texas

Pacheco Koch