

VICINITY MAP
NTS
NORTH

03/04/2020
PROJECT NUMBER
CASE NUMBER

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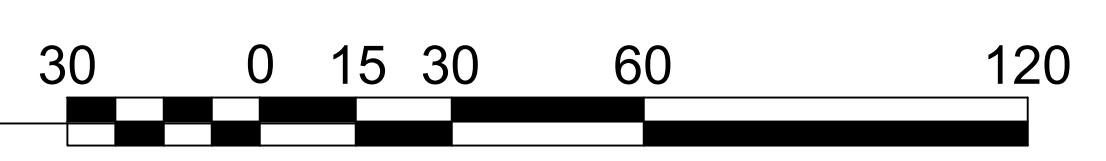


SITE DATA TABLE
SUP FOR OPEN ENROLLMENT CHARTER SCHOOL
SUP NO. 2299

IR INDUSTRIAL RESEARCH ZONING DISTRICT		
TOTAL SITE AREA	3.195 AC	
SUP LAND USE (BUILDINGS A, C, D; 37,200 SF)	OPEN ENROLLMENT CHARTER SCHOOL	
BUILDING B (17,200 SF) CURRENT LAND USE	MEDICAL CLINIC	
TOTAL FLOOR AREA FOR SITE	49,000	
CLASSROOMS/GRADE LEVEL	18	HIGH SCHOOL
YARD, LOT, SPACE		
	MAX.	PROVIDED
FLOOR AREA RATIO	2.0	.39
BUILDING STORIES	15	2
LOT COVERAGE	80%	48%
SETBACKS		
	MIN.	PROVIDED
FRONT SETBACK - SKILLMAN ST	15 FT	43 FT
FRONT SETBACK - WENDELL RD	15 FT	53 FT
SIDE SETBACK	NONE	N/A
REAR SETBACK	NONE	N/A
PARKING		
	REQ.	PROVIDED
PARKING: SCHOOL 3.611 PER CLASSROOM	65	
PARKING: BUILDING B	86	
	151	151*

*137 Spaces On-site; 14 Spaces Remote

9617 Wendell Road
CITY OF DALLAS, TEXAS



**TEXANS CAN ACADEMY
SKILLMAN CAMPUS
TRAFFIC MANAGEMENT PLAN**

LJA Project No. 2692-1902

Scott Booth, PE, PTOE
LJA Engineering, Inc.

LJA Engineering, Inc.



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TBPE Firm F-3186

October 2019

**TEXANS CAN ACADEMY
SKILLMAN CAMPUS
TRAFFIC MANAGEMENT PLAN**



October 29, 2019

LJA Project No. 2692-1902

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I. INTRODUCTION

LJA Engineering, Inc. (LJA) was retained by Texans Can Academy (Client) to review the traffic operations at the Skillman Campus located in Dallas, Texas. The purpose of this review, and the following summary report, is a revision to the Traffic Management Plan (TMP) prepared for the site in January of 2018 to account for project additional student enrollment. Figure 1 below is a map detailing the site location.



* Trafficware Synchro 10 screenshot reprinted with permission from Microsoft Bing Maps

Figure 1 – Skillman Campus Site Location

The school is located in existing buildings that are part of an office/light industrial type development, located south of the intersection of Forest Lane and Skillman Street. In the figure above, buildings A, C, and D (approximately 38,000 square feet in total). Building B is currently occupied by Metro Care and will not be part of the school. The school is proposed to have 700 students enrolled (split between morning and afternoon classes) with approximately 65 staff members.

1.1 Existing Area Conditions

The Skillman Campus is bordered by Skillman Street on the north edge of the site, Wendell Road along the southern edge, and access driveways on both the east and east sides of the site. Skillman Street is a major six-lane divided thoroughfare. Wendell Road is a 40-foot wide roadway with no lane striping; therefore, it functions as a two-lane roadway. The driveways on either side of the buildings are standard width drive aisles that are approximately 24 feet wide and are striped as fire lanes. There are no known proposed/planned improvements to existing roadways surrounding the site.

II. TRAFFIC MANAGEMENT PLAN

The purpose of the Traffic Management Plan (TMP) is to have established procedures for traffic flow and circulation around the charter school and daycare facility related to student drop-off and pick-up operations. Use of a TMP helps improve traffic/student safety and helps maximize the efficiency of drop-off and pick-up operations. The analysis summarized in this report identifies critical elements of the TMP such as available queuing space that is both on and off site, circulation patterns for the charter school and day care facilities, and the projected trip generation (and estimated queuing) during the morning and afternoon peaks.

2.1 Operational Characteristics

Based on information from the client, the school is proposed to have:

- 700 students (split between the morning and afternoon sessions)
- Approximately 65 staff members for high school

The high school is open from 7:00 AM until 7:00 PM. Classes are split between a morning session (7:45 AM to 12:00 PM) and an afternoon session (12:30 PM to 4:45 PM). The actual start and end times for the class sessions could be slightly different from those listed above and are structured around the DART bus schedule. This is due to many students that utilize transit.

For schools, the peak times of traffic flow are concentrated around the start and end of classes and are shorter than an hour (typically 30 minutes). As was stated above, there are two sessions of school for students, an AM session and a PM session. Students are generally enrolled in either the AM or PM session, however, there are a few students that are enrolled in both sessions. The start and end times for the class sessions are structured around the DART bus schedule and may vary slightly as the bus schedule changes.

Based on the estimated class times and observations conducted at existing Texans Can Campuses in the Dallas area, the morning peak hour is between 7:00 AM and 8:00 AM. The midday peak hour is from 11:30 AM to 12:30 PM and has the highest student related turnover for the day. This is due to both students leaving and arriving at the facility in the one-hour period. The afternoon peak is from 4:30 PM to 5:30 PM and is the least busy time of the day.

2.1.1 Projected Campus Trip Generation

Trip generation for the school was based on observations conducted at existing Texans Can campuses in the Dallas area. The estimated trip generation for the Skillman site based on that information is summarized in Table 1 below.

Table 1 – Projected Trip Generation Summary for Vehicle Trips

Land Use	Independent Variable	Units	AM-Peak Hour			Midday-Peak Hour			PM-Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
High School	Students	700	198	84	282	90	134	224	27	80	107
Total Trips			198	84	282	90	134	224	27	80	107

The above table shows that the most vehicular traffic occurs in the morning peak hour with a total of 282 trips. Much of this is due to the arrival of both students and staff for morning classes. From the observations at campuses, it was also observed the arrival of vehicles in the AM peak was spread out more evenly over the peak hour. This is due to staff arriving at the site before students.

The midday peak hour, which was determined to be the critical time period for traffic activity, has fewer overall trips when compared the AM peak, but has both drop off and pick up occurring on site. It is also more concentrated into a peak 30-minute period between 11:45 AM and 12:15 PM.

There is minimal vehicular activity on the campus in the afternoon. This is due to the split in morning and afternoon classes with more students attending class in the morning session. Also, past observations show more of the students attending the afternoon session use transit.

2.1.2 School Operations

Students will enter and exit the campus through the cafeteria which is located in Building C. (Refer to the attached the TMP exhibit). It is anticipated that the main entrance to the cafeteria will be on the south side of the building. Therefore, all students that use transit, will access the site from Wendell Street. These students will also exit the facility from the transition entrances/exits. Based on observations at other campuses, much of the student population will utilize transit for transportation to and from school.

Students that are dropped off or picked up by parents will do so in the parking/drive isle area that is adjacent to the cafeteria (building C). For parents/students coming from the north or east, access to the site will be via making a left turn on to Pagemill Road, which is signalized, and then accessing the campus from the south entrances on Wendell Road. When exiting the site, these parents/students will depart the campus at the north end by making a right-turn onto Skillman Street/Forest Lane. For those coming from the south and west, they will access the site from the north entry at Skillman Street and exit the south end to Wendell Road and Pagemill Road, which will provide signalized access back to the west on Skillman Street.

Students, who drive their own vehicle, will park in the designated lot located on the southeast corner of Pagemill Road and Wendell Road (the lot has 171 spaces), which will require students to cross Pagemill Road. At this location, Pagemill Road is 40-foot wide roadway for local access, and it is not anticipated that the road will carry significant traffic volumes that warrant special treatment for pedestrians. Students will be advised to cross at designated locations with sidewalks. These students will access the campus through the cafeteria in the same manner as that described for the pickup and drop-off operations above.

2.3 On-Street Pick-Up/Drop-Off

At the Grant East Campus, the school is located in a residential neighborhood and some pickup and drop-off activity occurs on the adjacent streets. For this site (Skillman Campus), on-street pickup/drop-off is not anticipated to occur. Therefore, all pickup/drop-off activity will occur on site.

2.4 On-Site Queues and Projected Queue Lengths

With two entry points to the campus for parents picking up and dropping off students, there is approximately 600 feet (approximately 24 vehicles) of space for the queuing of vehicles (see attached TMP in Exhibit 1). Based on observations from the Grant East Campus, vehicle queues in the AM peak hour were minimal during the morning drop-off and are anticipated to be similar for the Skillman Campus.

During the midday peak, vehicle queues of parents waiting to pick students up at the Grant East Campus did not exceed four (4) vehicles at any given time. These short queues are likely due to the presence of on-street pickup at that site. Given that this site will not have on-street pickup and has a larger projected student enrollment (than Grant East), it is anticipated that the pickup queues will be longer. Thus, the maximum queue anticipated at the Skillman Campus would be 16 vehicles during the midday peak hour. This projected queue can be contained on site, with no disruption to surrounding businesses.

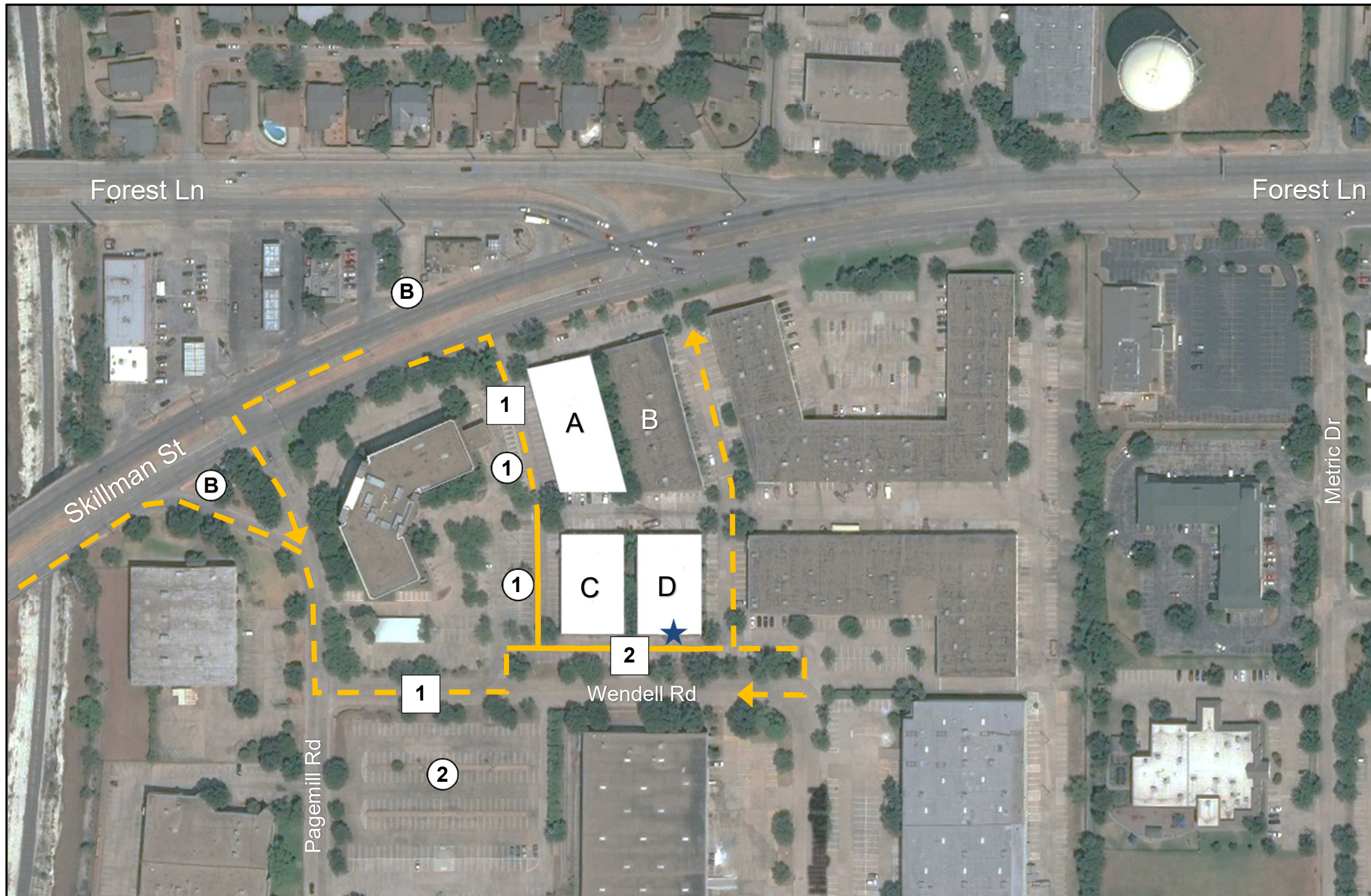
Students that are dropped off or picked up by parents do so in the parking area just north of the cafetorium. Some parents would enter the driveway on the north side of the site, pick up/drop off a student(s) and then exit the east or south driveway. Others would turn around on the site and depart the north driveway. Still others would enter from the east or south driveways, pick up/drop off a student(s) and then exit the north driveway.

Students who drive their own vehicle, will park in the designated lot located on the southeast corner of Pagemill Road and Wendell Road. This will keep students driving their own vehicle away from the area where parents are dropping off or picking up students.

III. SUMMARY AND RECOMENDATIONS

Based upon the proposed site layout for the Skillman Campus, the projected student enrollment, and observations from existing Texans Can Academies campuses; it is not anticipated that the proposed school campus will have a significant impact on the traffic operations of the adjacent roadways. Overall access to the site is good and there is sufficient on-site storage for the projected queues related to the operations of the school.

Appendix – Traffic Management Plan



LEGEND

- Student Pick-up/Drop-off Path
- Student Pick-up Queue (On-Site)
- 1 Pick-up Queue/Travel Path
- 2 Drop-off/Pick-up Area
- ★ Staff Assistant
- B DART Bus Stop
- 1 Staff Parking
- 2 Student Parking

Campus Information
 Projected Enrollment: 700 Students
 Academic: Grades 9 -12
 AM Class Hours: 7:45 AM – 11:57 AM
 PM Class Hours: 12:24PM – 4:36 PM

Queuing (Passenger Vehicles)
 Projected Demand: 400 ft (16 veh.)
 Available Capacity:
 On-site – 600 ft (24 veh.)
 NET Surplus: 200 ft (8 veh.)

NOTE:
This Traffic Management Plan was developed to prevent the queuing of drop-off/pick-up related vehicles within the City right-of-way. The school administration should adhere to the TMP and any deficiency due to spill over of queuing into undesignated areas of the City right-of-way, including roadway travel lanes, should be corrected by the school immediately.
 10-30-19