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PK# 3945-18.379

Z189-179

TRAFFIC MANAGEMENT PLAN

Project:

DISD Jill Stone Elementary School

In Dallas, Texas

Prepared for:

City of Dallas

On behalf of:

Dallas Independent School District

Prepared by:



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DISD Jill Stone Elementary School
Dallas, Texas

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INTRODUCTION

The services of **Pacheco Koch** (PK) were retained by Masterplan, on behalf of **Dallas Independent School District**, to prepare a Traffic Management Plan (TMP) for Jill Stone Elementary School (the "School") located on Eastridge Drive in Dallas, Texas. This TMP is site-specific and relates to the peak traffic activity associated with school traffic at the site.

DISD is seeking amend the Planned Development District for the property from the City of Dallas (the "Approving Agency") to facilitate proposed site Improvements. Submittal of a TMP, prepared by a registered professional engineer experienced and skilled in the field of traffic/transportation engineering, is one of the requirements of Approving Agency's application process. This TMP was prepared by registered professional engineers employed by Pacheco Koch. Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional services in traffic engineering, transportation planning, and other fields.

School Description

The school consists of an existing elementary school with grades Early Childhood to 5th. The school currently is located at 6606 Ridgecrest Road and will be relocated to the subject site with complete new construction.

Along with the existing Jill Stone Elementary school, the future Jill Stone Elementary school building will also be relieving in part for the existing L.L. Hotchkiss Elementary School. Hotchkiss Elementary School consists of grades Kindergarten through 5th. The school currently is located at 6929 Town N Drive and will be relieved to the subject site.

Existing uses on the site include apartment buildings, which will be razed, and the sites incorporated into the new elementary school building.

School starts at 7:55 AM and ends at 2:55 PM. Enrollment at the existing Jill Stone Elementary and L.L. Hotchkiss Elementary campuses are 334 students and 732 students, respectively. The student enrollment for the new campus is expected to be a combination of the two existing schools but remain at the existing level. A summary of the proposed development program, by phase, is provided in Error! Reference source not found.. Calculations for vehicle accumulation and parking numbers are based upon previously city-staff-approved ratios and validated by on-site dismissal observations conducted on Monday, September 10th and Tuesday, September 11th, 2018, at the existing campuses.

Current Enrollment

GRADES	EXISTING		PROPOSED
	Jill Stone ES	L.L. Hotchkiss ES	Jill Stone ES
Early Childhood	2	--	--
Pre-K	24	88	--
Kindergarten	46	105	--
1 st Grade	50	111	--
2 nd Grade	51	105	--
3 rd Grade	56	108	--
4 th Grade	57	106	--
5 th Grade	48	109	--
TOTAL	334	732	594

NOTE: The enrollment data provided above is based upon the most current and complete information available at the time of this study publication.

Access to the campus will be provided by Eastridge Drive and Ridgecrest Road. Eastridge Drive, a local street, intersects with Ridgecrest Road, a local street, just southeast of the property. Land uses surrounding the site are exclusively multi-family residential.

The 14-acre subject site is currently zoned PD 476 (Tract 2).

TMP Objectives

A Traffic Management Plan (TMP) is a site- or area-specific plan of recommended actions and strategies to manage vehicular traffic and parking, pedestrian activity, and travel by all other modes during peak demand conditions for a planned event. The "Objectives" of a TMP are to:

1. Provide a safe environment for all Users on site and the travelling public in the vicinity of the site during the Event times;
2. Minimize (and maintain within reasonable levels) travel delays and traffic congestion on site and in the vicinity of the site during the Event;
3. Ensure reasonable access and circulation is maintained on the public street system in the vicinity of the site during the Event;
4. Provide appropriate information to the travelling public in the vicinity of the site to allow for proper awareness of anticipated traffic conditions during the Event; and,
5. Promote reasonable strategies to manage travel demand to and from the site, including use of alternative modes of travel (such as walk, bike, bus, transit, etc.), when practical.

NOTE: It is generally recommended that all applicable crosswalks and barrier free ramps comply with current ADA Accessibility requirements. All city approved

pavement markings, traffic signs, and school zones are recommended to provide hardware that meets city's current standards.

Methodology

When feasible, the Analyst should conduct first-hand observations of existing event to develop an understanding of site-specific traffic/transportation characteristics, such as: drop-off/pick-up frequency, parking needs, alternative travel mode use, safety issues, queuing, traffic congestion, site access, current traffic management strategies in use, etc. When it is not feasible to conduct such observations, interviews with staff or personnel familiar with those items is desirable. When neither option is available, the Analyst may be required to rely upon published information and/or professional judgment and experience.

Once the base information is assembled, the Analyst should estimate the projected traffic/transportation characteristics generated by the proposed Event. Next, the Analyst should inventory the attributes and resources of the subject site and determine how the site can best accommodate those projected conditions. Based upon that assessment, the recommended TMP Strategies shall be developed to optimally achieve the basic TMP Objectives. The recommended TMP Strategies should be reviewed by the School (ideally, the TMP Manager) for refinement and approval before formal submittal to the Approving Agency.

Expectations

NOTE TO SCHOOL: By submittal of a TMP to the Approving Agency, the School is implicitly agreeing to implement, maintain, and comply with the recommended actions presented herein subject to acceptance by Approving Agency and any associated conditions Approving Agency may impose. It is also inferred that the School agrees to be self-accountable for these actions until and unless Approving Agency deems further measures are appropriate or the TMP is no longer required.

Recommended TMP Strategies may include one-time measures to be implemented before the Event and/or ongoing actions to be performed before, during, or after the Event. Recommended TMP Strategies involving on-site measures or actions are generally considered to be the responsibility of the School.

To ensure appropriate compliance and consistent implementation of the TMP, it is recommended that the School appoint a TMP "Manager". In general, a Manager should be a qualified and capable individual or group of individuals assigned to take responsibility of the TMP and be accountable for successful implementation in order to achieve the Objectives described earlier (see "**Exhibit 1**"). Other specific duties of the Manager include:

- Monitor effectiveness of TMP strategies and make prudent adjustments, as needed, to more effectively accomplish the TMP Objectives
- Maintain an awareness of readily-available alternative transportation modes serving the site and facilitate and promote their use during the Event when practical
- Serve as a liaison to the Approving Agency(-ies), when needed

- When applicable, provide training and direction to other personnel assigned to implement the TMP measures
- Provide instruction to Users on how to comply with the intent of the TMP

Recommended TMP Strategies were developed specifically for the period(s) of peak traffic demand and are depicted in the respective exhibit. For periods of less intense traffic demand, recommended TMP Strategies may be utilized, in part or in whole, as needed to realize the TMP Objectives.

Changes to TMP

Informal changes to any recommended TMP Strategies presented herein to improve efficiency or effectiveness may be implemented at the discretion of the School if those changes are prudent and do not compromise the TMP Objectives. It is recommended that changes implemented under such circumstances be documented and retained by the School for future reference or upon request. At the discretion of the Approving Agency, submittal of a formally revised TMP report/document or a validation study may be required on a predetermined or as-needed basis.

TRAFFIC MANAGEMENT PLAN

NOTE: Recommended TMP Strategies contained herein are based upon the best data, site-specific information, and analytical processes readily available at the time of the study. However, specific quantities related to traffic congestion at peak periods (e.g., duration, length of queue, etc.) are estimated values. Actual quantities may vary due to unknown or unquantifiable variables and other operational factors that may occur. In the event that actual, future conditions generate undue burden on Users and/or the travelling public, modifications to the TMP should be considered. (See preceding NOTE for guidance on implementing changes to the TMP.) However, in extreme conditions, TMP actions may not be capable of mitigating all traffic conditions, and it may be incumbent on the School to consider operational, institutional, or other long-term changes to address issues on a more permanent basis.

Graphical summaries of recommendations and proposed conditions are depicted in **Exhibit 1**.

A summary of general guidance for additional practices is provided below:

- Parent drop-off/pick-up activity within public right-of-way should always be avoided to maximize personal safety. All queuing, parking, and loading/unloading should be accommodated within the school property boundaries.
- Within the school property, school employees may implement all measures identified in the Traffic Management Plan but shall not interact with motorists or manipulate traffic within the public right-of-way. Only

deputized officers of the law may engage or attempt to influence traffic operations in public right-of-way.

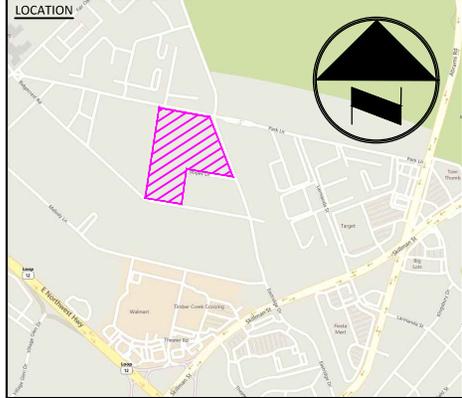
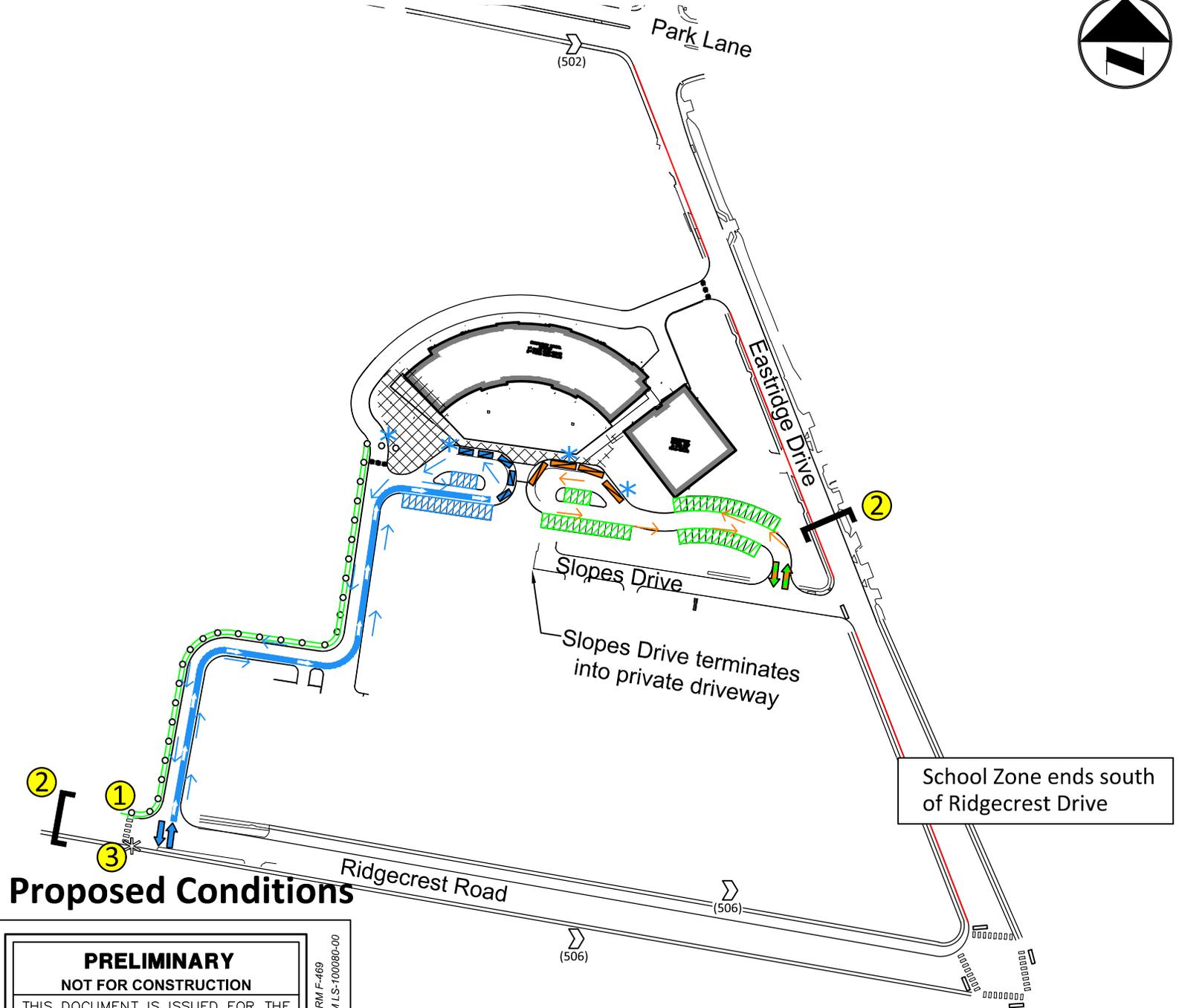
A summary of existing conditions is provided below:

- The school does not provide busing operations. All students either walk to and from school or are dropped off and picked up by a parent/guardian. In the future, DISD will provide busing operations for the students.
- Parent pick-up activity currently occurs along the northbound curb lane of Eastridge Drive.
- Many walking students traveled southbound on Eastridge Drive or crossed Eastridge Drive to travel westbound Ridgecrest Road.

A summary of specific recommendations is provided below:

1. **Install Crosswalk with Appropriate Signs** – Install crosswalk pavement markings according to City of Dallas standards. Also, install appropriate signs then conform to the latest Texas Manual on Uniform Traffic Control Devices (TxMUTCD) to supplement the installation of the crosswalk.
2. **Relocate Location of School Zone and Signs** – Relocate the existing location of the school zone and signs on Ridgecrest Road and Eastridge Drive to the suggestion location shown on Exhibit 1. School zones and signs shall conform to the latest Texas Manual on Uniform Traffic Control Devices (TxMUTCD). The relocation shall be west of the proposed school driveway on Ridgecrest Road.
3. **Reassign Crossing Guards to Facilitate Pedestrian Activity at the Recommended Crosswalk** – Reassign the crossing guards facilitating pedestrian activity from current location at the marked crosswalks of the intersection of Eastridge Drive and Ridgecrest Road to the recommended location for the new marked crosswalk along Ridgecrest Road.
 - Traffic is to enter the area via Eastridge Drive and enter the school site via Ridgecrest Road. Ingress traffic shall queue along driveway entering site from Ridgecrest Road. Students are to be picked up at the loading area located south of the building.
 - Traffic is to exit onto Ridgecrest Road. Queuing traffic is intended not to circulate along the internal road north of the building. Traffic cones should be used to define the circulation path and separate the areas where queuing traffic is intended not to enter.
 - Bus loading/unloading shall be located at the east parking lot, south of the school building. This location is intended to separate buses from parent traffic. Buses are to enter and exit the site from the driveway located on Slopes Drive.

GENERAL NOTE: The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.



- Parking**
- No On-Street Parking Allowed (Existing)
 - Off-Street (Staff/Visitor)
 - Access Point
- Queuing/Loading**
- Parent Waiting/Loading Area (Parking)
 - Queue Area (Controlled)
 - Loading Area (Designated) with Staff Assistance
 - Parent Circulation/Flow
 - Access Point
 - School Bus Loading/Unloading
 - School Bus Access Point
 - Bus Circulation/Flow
- Pedestrian/Other**
- Trail/Path
 - Crosswalk
 - Student Waiting Area
 - School Zone
 - Traffic Cone
 - Public Transit Stop (DART Route No.)
 - Stop Line
 - Traffic Signal
 - Proposed Sidewalk
 - Staff Assistance
 - Crossing Guard

Proposed Conditions

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: 07/12/19

TX. REG. ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00
PK 3945-18.379
(AUV: 07/12/19)

RECOMMENDATIONS

- 1 Install Crosswalk with Appropriate Signs
- 2 Relocate Location of School Zone and Signs
- 3 Reassign Crossing Guards to Facilitate Pedestrian Activity at the Recommended Crosswalk

Vehicle Accumulation/Capacity	Notes
Projected Enrollment	594 Students
Deductions:	
By School Bus (15%)	89 Students (DISD Estimated)
By Walking (50%)	297 Students (DISD Estimated)
Other (0%)	0 Students (DISD Estimated)
Students by Pick-up/Drop-off	208 Students
City-Approved Rate:	5.12 If of max. queue per student
Average Length of Vehicle:	23.5 If/veh (Pacheco Koch Observed)
"Projected Maximum Vehicle Accumulation":	45 Vehicles (1,064 lf)
Projected Capacity:	60 Vehicles (1,410 lf)
SURPLUS	+15

BACKGROUND:
Event Information

Approving Agency: City of Dallas
Event/Type: DISD Jill Stone Elementary School
Event Organizer: DISD Public School
Event Time(s)/Date (s): Weekday mornings & evenings (seasonal)
Event Frequency: Recurring
On-Site Contact: Mr. Principal/Principal/(###) ###-####

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

EXHIBIT 1 **Z189-179**

Traffic Management Plan
Proposed Conditions

DISD Jill Stone Elementary School
Dallas, Texas

Pacheco Koch

APPENDIX

DEFINITIONS:

Terms are used in this report:

"Event" – a planned event(s), recurring or non-recurring, for which this TMP is being prepared (i.e., "school day")

"School" (a.k.a., "Event Organizer") – the person, group, or organization responsible for the Event

"TMP Manager" – a person or persons designated by the School to implement the TMP (also see additional tasks in the *Expectations* section)

"Users" – guests/patrons attending the Event

"Analyst" – the person(s) preparing the TMP for the School

"Approving Agency" – the municipality or government agency requiring the Traffic Management Plan

"Traffic Department" – the department of the public agency responsible for traffic operations for a given right-of-way

"Site" – the property at which the Event is located (generally assumed to be occupied by the School)

"TMP Strategies" – actions recommended by the Analyst to be undertaken before, during, or after the Event in order to manage traffic on or off site

"Queue Area" – the area for parent/guardian of a student to wait and load their student into the vehicle. (For an unmanaged queue protocol, the parent/guardian may wait curbside to load their student into the vehicle or may walk up to the school building to pick up their student. An unmanaged queue protocol does not require hang-tags, etc. however a by-pass lane is necessary in order to facilitate traffic.)

DISCLAIMERS:

A TMP should be developed by, or in concert with, an individual familiar with the general characteristics of the Event and the associated traffic/transportation needs. For this study, PK worked with School representatives to develop the proposed recommendations.

Recommended TMP Strategies should be based upon applicable engineering principles of traffic safety and traffic operations.

Any recommended TMP Strategies involving traffic control devices in the public right-of-way (including installation or removal of signs, pavement markings, etc.) are subject to the approval of, and must be implemented under direction of, the Traffic Department.

No private individual should perform, or attempt to perform, any act of traffic control within public right-of-way; only deputized officers of the law or other authorized representatives of the Traffic Department may manipulate traffic conditions within the public right-of-way.

The recommendations presented in this report reflect Pacheco Koch's assessment of current and projected traffic needs based on observations and professional judgment and incorporate feedback from DISD representatives. Pacheco Koch is not responsible for operations at the school; however, the recommendations have been presented to on-site school personnel with authority over implementation of the Plan (see **Exhibit 1** for on-site contact information). Pacheco Koch was not involved with site selection, site design, or the current operations for this project.