

October 9, 2019

PK# 2457-19.106

Z189-322

TRAFFIC MANAGEMENT PLAN

Project:

DISD H.S. Thompson Elementary School

In Dallas, Texas

Prepared for:

City of Dallas

On behalf of:

Dallas Independent School District

Prepared by:



Hunter W. Lemley, P.E.



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

TRAFFIC MANAGEMENT PLAN
DISD H.S. Thompson Elementary School
Dallas, Texas

TABLE OF CONTENTS

INTRODUCTION	1
<i>School Description</i>	1
<i>Expectations</i>	1
Traffic Management Plan	2
<i>Acknowledgement Statement</i>	4

Exhibit 1. Recommendations/Proposed Conditions

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 H.S. Thompson Elementary School (the "School") located at the southeast corner of the intersection of Bexar Street and Bethurum Avenue in Dallas, Texas. This TMP is site-specific and relates to the peak traffic activity associated with school traffic at the site.

School Description

The site consists of a public elementary school with a future student enrollment that is summarized below in **Table 1**. School starts at 7:45 AM and ends at 3:00 PM. Calculations for vehicle accumulation and parking numbers are based upon previously traffic engineer ratios based on studies prepared for the City of Dallas. The school is planned to open for the 2021-2022 school year.

Table 1. Student Enrollment

LEVEL	STUDENTS ENROLLED
Pre-Kindergarten	64
Kindergarten	64
1st Grade	64
2nd Grade	64
3rd Grade	64
4th Grade	65
5th Grade	65
TOTAL	450

*Enrollment Data provided by DISD

The site is located immediately adjacent to US Highway 175 and access to the campus is via Bexar Street and Bethurum Avenue, both are two lane, two-way local streets. Bexar is classified as a Complete Street and therefore, is a city bicycle route. The site is located in a predominately residential area.

Expectations

To ensure appropriate compliance and consistent implementation of the TMP, it is recommended that the School appoint a TMP "Manager". A "TMP Manager" is a person or persons designated by the School to implement the TMP (also see additional tasks in the *Expectations* section). 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.

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.

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

- 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 Queue Area is the area for parent/guardian of a student to wait and load their student into the vehicle. (For a conventional loading/unloading 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. A conventional loading/unloading protocol does not require hang-tags, etc. however a by-pass lane is necessary in order to facilitate traffic.)

A graphical summary of specific recommendations and proposed conditions is provided below and depicted in **Exhibit 1**:

1. **City of Dallas to Evaluate the Need for a Crossing Guard at the Intersection of Bexar Street and Bethurum Avenue**
2. **Based on Discussions with City Staff, Install School Zone Signs and Markings.**
Based on discussions with City Staff, the existing schools zone signs are proposed to be relocated. [NOTE: Current City standards say separation of the beginning and end of school zone signs are to be less than 1,000 feet apart. Specific locations are to be field verified however are generally shown on the TMP Exhibit.]
3. **Reserve Parking Spaces in Parking Lot for Parent Drop-off/Pick-up Area by Installing City Approved Passenger Unloading/Loading During Drop-off/Pick-up Times Only Signs**
4. **Install City Approved Passenger Loading Signs to Allow for Queuing Area**
 - Traffic is to enter the area via Bexar Street and enter the school site via Bethurum Avenue. Ingress traffic shall enter the site from the east driveway on Bethurum Avenue and queue in the provided queuing space on site along Bethurum Avenue. Traffic is to exit from the west driveway onto Bethurum Avenue.
 - Bus loading/unloading shall be located within the parking lot west of the school building. This location is intended to separate buses from parent traffic. Buses are to enter and exit the site from the driveways located on Bexar Street.

Acknowledgement Statement

REVIEW AND COMMITMENT

This school traffic management plan (TMP) for H.S. Thompson 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. 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.



Signature

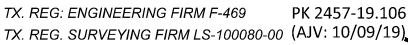
10-8-19
Date

Name: David Downing

Title: Director of Planning & Design

END OF MEMO

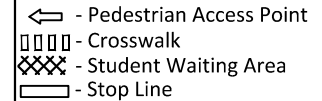
1. The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.
2. Front of queue must begin at the edge of pavement as shown on the plan, thus requiring students to walk to the front of the driveways. This is to maximize on-site queuing.
3. 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.

of Crossing Guards: *None*

Proposed Parking*	Vehicles
Parking Supply	84
Parking Required	38
Surplus	+46

*Observed and Calculated by Pacheco Koch

- ① City of Dallas to Evaluate the Need for a Crossing Guard at the Intersection of Bexar Street and Bethurum Avenue
- ② Based on Discussions with City Staff, Install School Zone Signs and Markings (Maximum Separation of 1,000 linear feet)
- ③ Reserve Parking Spaces in Parking Lot for Parent Drop-off/Pick-up Area by Installing City Approved Passenger Unloading/Loading During Drop-off/Pick-up Times Only Signs
- ④ Install City Approved Passenger Loading Signs to Allow for Queuing Area



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


Pacheco Koch