

March 7, 2019

PK# 3837-17.034

Z189-177

TRAFFIC MANAGEMENT PLAN

Project:

DISD Franklin D. Roosevelt High School

In Dallas, Texas

Prepared for:

City of Dallas

On behalf of:

Dallas Independent School District

Prepared by:

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TRAFFIC MANAGEMENT PLAN
DISD Franklin D. Roosevelt High School
Dallas, Texas

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INTRODUCTION

The services of **Pacheco Koch** (PK) were retained by on behalf of **Dallas Independent School District (DISD)** to prepare a Traffic Management Plan (TMP) for Franklin D. Roosevelt High School (the "School") located at 525 Bonnie View Road 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 to create a Planned Development District for the site 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.

Project Description

The site currently consists of an existing public high school. Current enrollment is summarized below in **Table 1**.

Table 1. Current Enrollment

LEVEL	STUDENTS ENROLLED
9 th Grade	249
10 th Grade	193
11 th Grade	152
12 th Grade	132
CURRENT TOTAL	726
PROJECTED TOTAL	800

*Enrollment data provided by DISD.

Proposed site improvements include replacing portions of the building with new construction and other renovations. Site improvements are anticipated to be completed by 2021.

Access to the campus is provided on Bonnie View Road and Morrell Avenue. A separate portion of the campus containing athletic facilities (track and tennis courts) is located north of the main campus with access on Warsaw Street. (No changes are proposed to the north part of the campus, therefore it is not considered in this analysis).

High pedestrian traffic was observed to be present at the intersection of Morrell Avenue and Bonnie View Road. The crosswalks at the intersection were observed to be heavily utilized. An adjacent traffic signal is located at the intersection of S Corinth Street Road and Morrell Avenue. School related delays and pedestrian activity were observed to be minimal at the signalized intersection.

A proposed site plan for Franklin D. Roosevelt High School (prepared by Stantec Architecture, Inc.) is provided at the end of this report.

NOTE: Pacheco Koch was and is not involved with site selection, site design, nor the operations for this project.

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.

DEFINITIONS:

"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

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.

Pacheco Koch was not involved with site selection, site design, or the current operations for this project. Pacheco Koch is not responsible for the *implementation* of the recommended TMP Strategies contained in this study.

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 (such as traffic signs, pavement markings, circulation on-site, etc.) 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 "TMP Objectives"). 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 exhibits. 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, some specific quantities related to traffic congestion at peak periods (e.g., duration, length of queue, etc.) may be 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 specific recommendations is provided below:

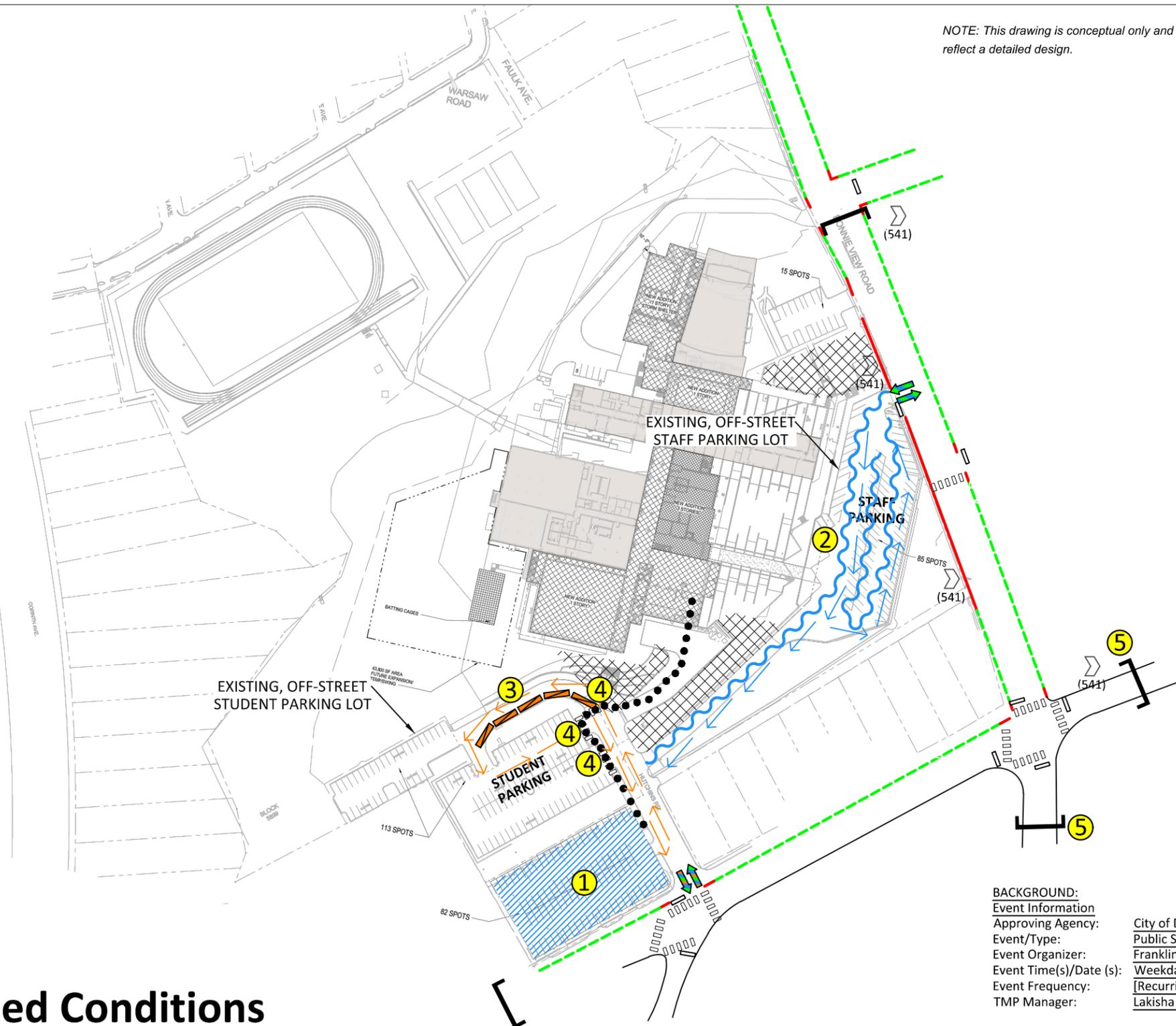
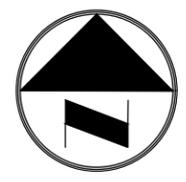
1. Convert existing, unused parking lot fronting Morrell Avenue to a designated parent waiting/loading area. [Intent: To provide off-street location for parents to stand/park during afternoon pick-up periods in lieu of standing/parking on adjacent streets.]
2. Utilize existing parking lot aisles for designated parent waiting/loading area. [Intent: To provide off-street location for parents to stand/park during afternoon pick-up periods in lieu of standing/parking on adjacent streets.]
3. Utilize proposed bus loop (as shown on proposed site plan) for all school bus loading/unloading.
4. Install marked crosswalks on internal roadways to improve pedestrian safety.
5. Relocate location of school zone and signs.

Acknowledgement Statement

REVIEW AND COMMITMENT	
<p>This school traffic management plan (TMP) for Franklin D. Roosevelt High 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.</p>	
 Signature	<u>3-8-2019</u> Date
Name: <u>Lakisha Logan</u>	
Title: <u>Principal</u>	

END OF MEMO

NOTE: This drawing is conceptual only and does not reflect a detailed design.



LEGEND:

No Parking
 - Existing, On Street (Red line)

Parking Allowed
 - Existing, On Street (Green dashed line)
 - Access Point (Green arrow)

Queuing/Loading
 - Parent Waiting and Loading Area (Blue hatched area)
 - Queue Area (Unmanaged) (Blue wavy line)
 - Circulation/Flow (Blue arrow)
 - Access Point (Blue arrow)
 - School Bus Loading/Unloading (Orange arrow)
 - School Bus Access Point (Orange arrow)

Pedestrian/Other
 - Trail/Path (Black dotted line)
 - Crosswalk (Black rectangle with vertical lines)
 - Student Waiting Area (Black rectangle with diagonal lines)
 - School Zone (Black rectangle with 'S')
 - Public Transit Stop (DART Route No.) (Black rectangle with '###')
 - Stop Line (Black rectangle)

BACKGROUND:
 Event Information: City of Dallas
 Approving Agency: Public School (High School)
 Event/Type: Franklin D. Roosevelt High School
 Event Organizer: Weekday morning & evenings (seasonal)
 Event Time(s)/Date (s): [Recurring] / Occasional / One-Time
 Event Frequency: Lakisha Logan/Principal/(972) 925-6800
 TMP Manager:

Proposed Conditions

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY STEVE E. STONER, P.E. 84828 ON 03/07/2019. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

TX. REG. ENGINEERING FIRM F-469 PK #3837-17.034
 TX. REG. SURVEYING FIRM LS-100080-00 (HWL: 03/07/19)

- RECOMMENDATIONS**
- ① Convert Unused Parking Lot to Parent Waiting/Loading Area
 - ② Utilize for Staff Parking Lot for Parent Pick-Up. Traffic Flow for Parent Pick-Up is to Operate Counter-Clockwise within Staff Parking Lot.
 - ③ Utilize Proposed Bus Loading Area
 - ④ Install Crosswalk
 - ⑤ Relocate Location of School Zone and Signs

EXHIBIT 1 **Z189-177**

Traffic Management Plan
Proposed Conditions

DISD Franklin D. Roosevelt High School
 Dallas, Texas