

**TRAFFIC IMPACT ANALYSIS FOR
MDMC FOLSOM WELLNESS CENTER
DALLAS, TEXAS**

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Table 2: Trip Generation Characteristics for Proposed Wellness Center (Based on Existing Counts)

| Trip Characteristics Of Existing Fitness Center | | | | | | | | | | |
|--|------------------------|-----------------|------------|------------|--------------|-----------|-----------|--------------|-----------|-----------|
| Land Use | Variable | Average Weekday | | | AM Peak Hour | | | PM Peak Hour | | |
| | | Total | In | Out | Total | In | Out | Total | In | Out |
| Existing Fitness Center | 5,316 ft ² | 203 | 102 | 101 | 19 | 10 | 9 | 30 | 15 | 15 |
| Rates¹ | | | | | | | | | | |
| Land Use | Variable | Average Weekday | | | AM Peak Hour | | | PM Peak Hour | | |
| Existing Fitness Center | | T = 38.19(X) | | | T = 3.57(X) | | | T = 5.64(X) | | |
| Directional Split² | | | | | | | | | | |
| Land Use | Variable | Average Weekday | | | AM Peak Hour | | | PM Peak Hour | | |
| Existing Fitness Center | | 50 / 50 | | | 53 / 47 | | | 50 / 50 | | |
| Estimated Trips Generated by Proposed Wellness Center | | | | | | | | | | |
| Land Use | Variable ⁴ | Average Weekday | | | AM Peak Hour | | | PM Peak Hour | | |
| | | Total | In | Out | Total | In | Out | Total | In | Out |
| Wellness Center | 35,000 ft ² | 1,338 | 669 | 669 | 125 | 66 | 59 | 198 | 99 | 99 |
| TOTAL | | 1,338 | 669 | 669 | 125 | 66 | 59 | 198 | 99 | 99 |

¹ T = Trips Ends; X = 1,000 square feet

² XX / YY = % entering vehicles / % exiting vehicles

The trip generation estimates based on the counts at the existing fitness center facility are higher than predicted by ITE's Trip Generation Manual. To provide a conservative scenario, this study uses the trip generation estimates based on the existing fitness center provided in Table 2.

PARKING DEMAND ANALYSIS

Based on the vehicular count data collected at the exiting fitness center driveway, the peak 15-minute accumulation of vehicles in the parking lot was computed to be 15 vehicles during the AM peak and 14 vehicles during the PM peak. Using the peak parking demand of 15 occupied parking spaces and the existing 5,316 square foot fitness center, the existing peak parking demand ratio was calculated to be 1 parking space per 355 square feet. Therefore, using this observed peak parking demand ratio and the proposed 35,000 square foot Wellness Center, the resulting parking demand for the Wellness Center is estimated to be 99 spaces. Therefore, the amount of parking provided at the proposed Wellness Center (139 spaces) will exceed the predicted parking demand based on the parking demand at the existing fitness center. Additionally, the 105 parking spaces provided in front of the proposed Wellness Center would be able to accommodate the 99 predicted parked vehicles.

Based on our site observations and as a result of the higher utilization of Tilden Street west of Beckley Avenue by site generated traffic, it is anticipated that the parking that is currently allowed in both sides of Tilden Street will constrain the two-way flow of traffic on this roadway section. Therefore, it is recommended that parking on the north side of Tilden Street, west of Beckley Avenue, be prohibited to allow for efficient traffic flow on this section of Tilden Street.

CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis of the proposed site plan and characteristics of the Wellness Center facility, the following conclusions can be made:

- The proposed 35,000 square foot Wellness Center facility is predicted to generate 1,338 daily trips with 125 trips during the AM peak hour and 198 trips during the PM peak hour, based on the trip characteristics at the existing fitness center.
- The proposed Wellness Center is predicted to generate minimal traffic on Haines Avenue (less than one car every two minutes) and little to none traffic on Greenbriar Avenue (west of Beckley Avenue), except for residents in those neighborhoods who would use the proposed Wellness Center.
- The study area intersections and approaches currently operate at acceptable levels of service during the AM and PM peak hours and are predicted to continue operating at the same acceptable levels of service under Build-Out Year (2019) Background and Total conditions during the AM and PM peak hour.
- The number of parking spaces provided for the proposed Wellness Center (139) is predicted to exceed the parking demand (99 parking spaces) based on the parking characteristics at the existing fitness center.

As a result of this traffic study, the following recommendations are made:

- Install a northbound left turn lane on Beckley Avenue in the existing median at Tilden Street.
- To provide for efficient flow of traffic on Tilden Street, west of Beckley Avenue, it is recommended that parking on the north side of Tilden Street be prohibited.