

August 19, 2016

PK# 2067-16.120

Z156-236

# TRAFFIC MANAGEMENT PLAN

Project:

**Texas Rangers MLB Urban Youth Academy**

*In Dallas, Texas*

Prepared for:

**City of Dallas**

On behalf of:

**Texas Rangers Baseball Foundation**



*Steve E. Stoner*

8/19/16

Prepared by:



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TX. REG: ENGINEERING FIRM F-14439

TX. REG. SURVEYING FIRM LS-10193805-00

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Proposed Site Plan

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## INTRODUCTION

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The services of **Pacheco Koch** (PK) were retained by **Sterling Barnett Little, Inc.**, on behalf of **Texas Rangers Baseball Foundation**, to prepare a Traffic Management Plan (TMP) for the Texas Rangers MLB Urban Youth Academy generally located at 3701 N. Hampton Road in Dallas, Texas. This TMP is site-specific and relates to the peak traffic activity associated with normal athletic events at the site.

Texas Rangers Baseball Foundation (the "Event Organizer") is seeking SUP application from the City of Dallas (the "Approving Agency") to facilitate development of the Project. 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 the 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 northern section of the site currently consists of a youth baseball field that is used for Little League baseball and t-ball games on weekends and practices on weekday evening and Saturday afternoon. All events are seasonal (i.e., during the summer months). The site currently does not provide any off-street parking.

The section of the site between Bickers Street and Dennison Street previously consisted of an existing baseball field and a futsal field. All of the remaining portion is undeveloped. (All prior facilities have been removed and the site is now under construction with the proposed uses.)

The proposed development on the north side of Bickers Street consists of a renovated, collegiate-sized Johnny Oates Youth Ballpark with 750-person seating capacity; construction of a new, year-round training facility building that will house a full-sized, indoor turf infield, indoor batting/pitching cages, classrooms, and a weight room; and a 104-space parking lot. The baseball field will continue to be used for youth baseball leagues. For south of Bickers Street, the proposed development consists of two baseball fields, a T-ball field, a football field, two futsal fields, and a soccer field. Also, this development will include a 90-space parking lot and an 82-space parking lot.

A proposed site plan for the Texas Rangers MLB Urban Youth Academy (prepared by Sterling Barnett Little, Inc.), and a "TMP Exhibit" (**Exhibit 1**) are provided at the end of this report. A summary of recommendations is contained in **Table 2** and in the "TMP Exhibit".

### **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.

#### DEFINITIONS:

Terms are used in this report:

“Event” – a planned event(s), recurring or non-recurring, for which this TMP is being prepared

“Event Organizer” – the person, group, or organization responsible for the Event

“TMP Manager” – a person or persons designated by the Event Organizer 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 Event Organizer

“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 Event Organizer)

“TMP Objectives” – (see *TMP Objectives* section)

“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.

Recommendations 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.

PK was not involved with site selection, site design, or the operations for this project.

PK 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 Event Organizer (ideally, the TMP Manager) for refinement and approval before formal submittal to the Approving Agency.

## ***Expectations***

*NOTE TO EVENT ORGANIZER: By submittal of a TMP to the Approving Agency, the Event Organizer is implicitly agreeing to implement, maintain, and comply with the recommended actions presented herein subject to acceptance by the Approving Agency and any associated conditions the Approving Agency may impose. It is also inferred that the Event Organizer agrees to be self-accountable for these*

actions until and unless the 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 Event Organizer.

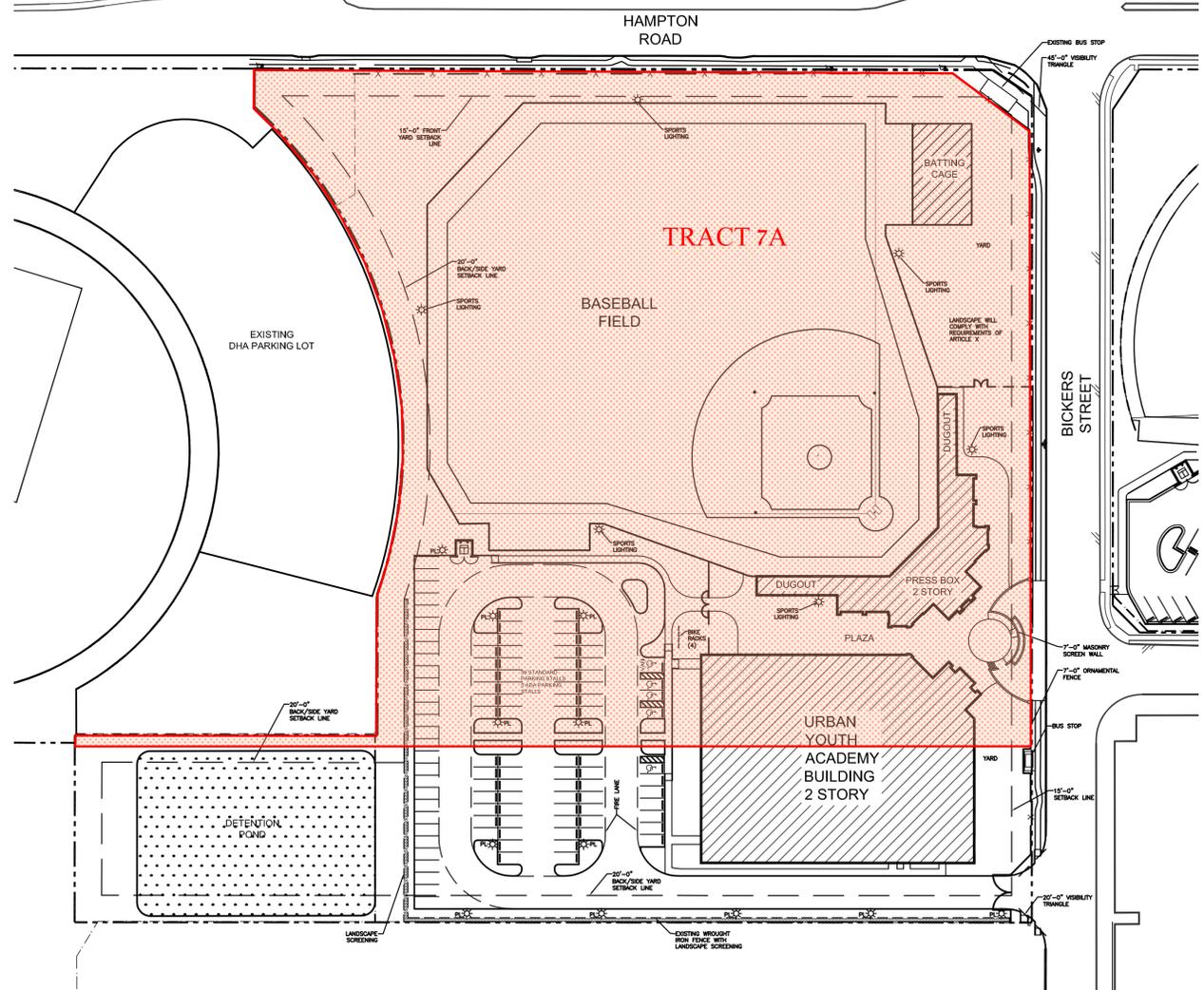
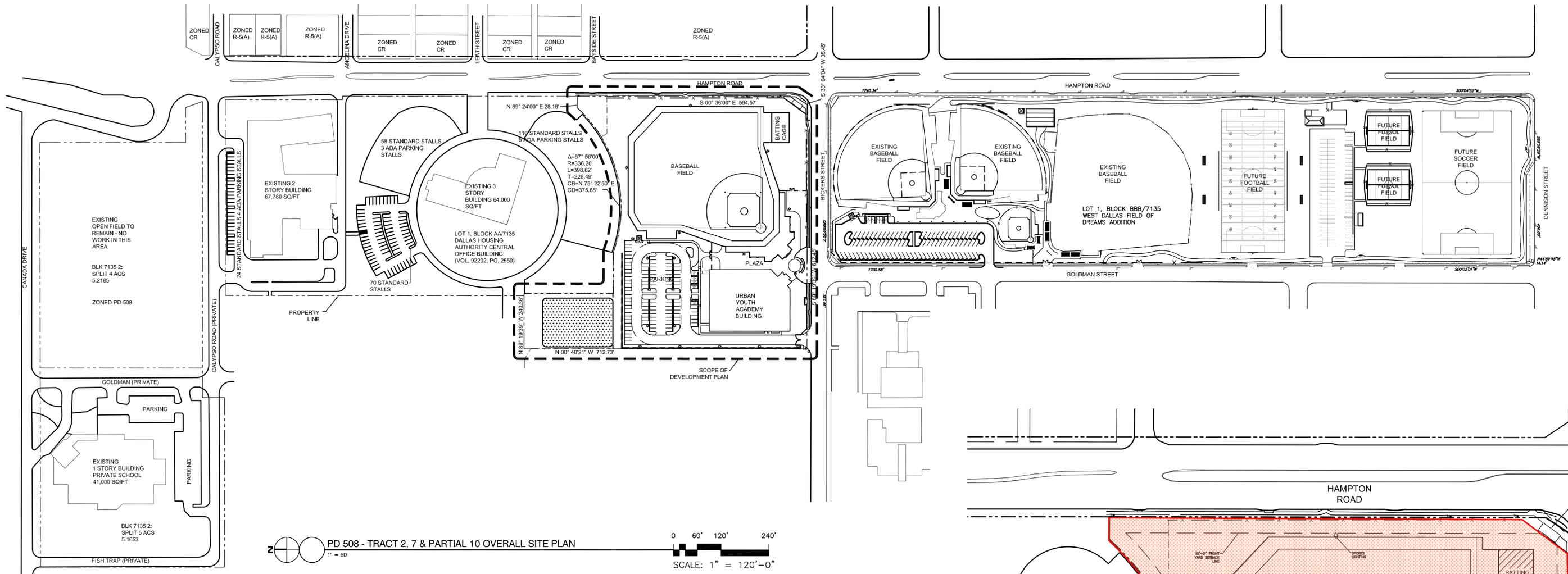
To ensure appropriate compliance and consistent implementation of the TMP, it is recommended that the Event Organizer appoint a TMP "Manager". In general, a Manager should be a qualified and capable individual or group of individuals assigned to take responsibility of the TMP and be accountable for successful 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, which is described herein (see **Table 1**). 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.

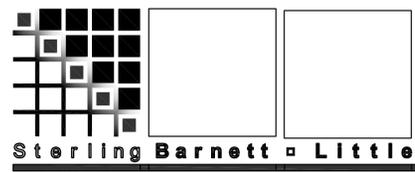
### **Changes to TMP**

Changes to any recommended TMP Strategies presented herein to improve efficiency or effectiveness may be implemented at the discretion of the Event Organizer if those changes are prudent and do not compromise the TMP Objectives. It is recommended that any changes implemented under such circumstances be documented and retained by the Event Organizer for future reference or upon request.



**TEXAS RANGERS MLB URBAN YOUTH ACADEMY  
AT MERCY STREET LEAGUE FIELDS**

3939 N HAMPTON ROAD DALLAS, TEXAS 75212  
DEVELOPMENT PLAN SUP TRACT 2 & 7A - PD 508

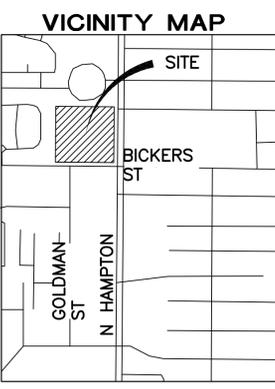


**ARCHITECT**  
STERLING BARNETT LITTLE, INC  
1000 BALLPARK WAY, SUITE 200  
ARLINGTON, TX 76112

**SBL PROJECT NUMBER**  
201524.00

**ISSUE DATE**  
05.31.2016

PARKING CALCULATIONS			
	AREA	PARKING FACTOR	REQUIRED PARKING
<b>BASEBALL FIELD</b>			
CONCESSIONS, TOILETS, STORAGE, PRESS BOX	1,698 SQ FT	1 PER 150 SQ FT	11 SPACES
<b>ACADEMY BUILDING</b>			
GROUND FLOOR: ADMIN, SERVICE	6,779 SQ FT	1 PER 150 SQ FT	45 SPACES
GROUND FLOOR: COURT AREA	23,409 SQ FT	3 PER COURT	3 SPACES
MEZZANINE	6,779 SQ FT	1 PER 150 SQ FT	45 SPACES
<b>TOTAL SPACES REQUIRED</b>			<b>104 SPACES</b>
<b>TOTAL SPACES PROVIDED</b>			<b>104 SPACES</b>
ALL OTHER PREVIOUS APPROVED AND PERMITTED PROPERTIES ASSUMED TO BE CODE REQUIRED PARKING - NO MODIFICATIONS IN THIS PLAN			



PD 508 - ENLARGED SITE PLAN

0 30' 60' 120'  
SCALE: 1" = 60'-0"

## TRAFFIC MANAGEMENT PLAN

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*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 Event Organizer to consider operational, institutional, or other long-term changes to address issues on a more permanent basis.*

The following tables and exhibits summarize the findings and recommendations of this TMP.

*NOTE: For any high-capacity, special events, it is incumbent upon the Event Organizer to develop and implement special traffic management strategies to minimize traffic impacts. Such measures may include, but are not limited to, use of buses and/or traffic control officers. Advanced coordination with the City of Dallas may be required.*

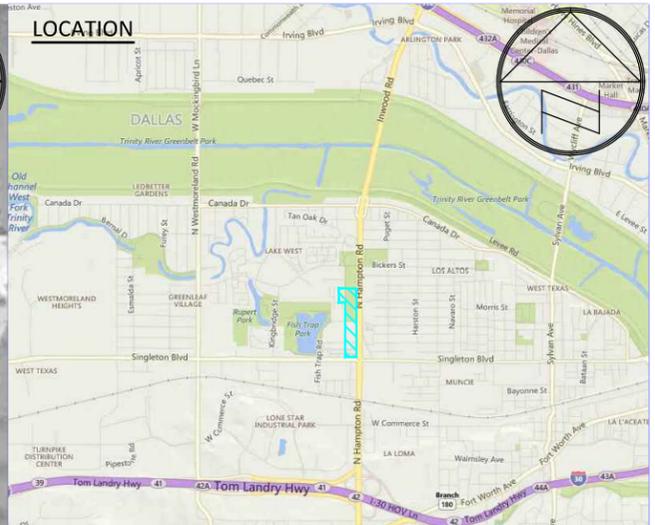
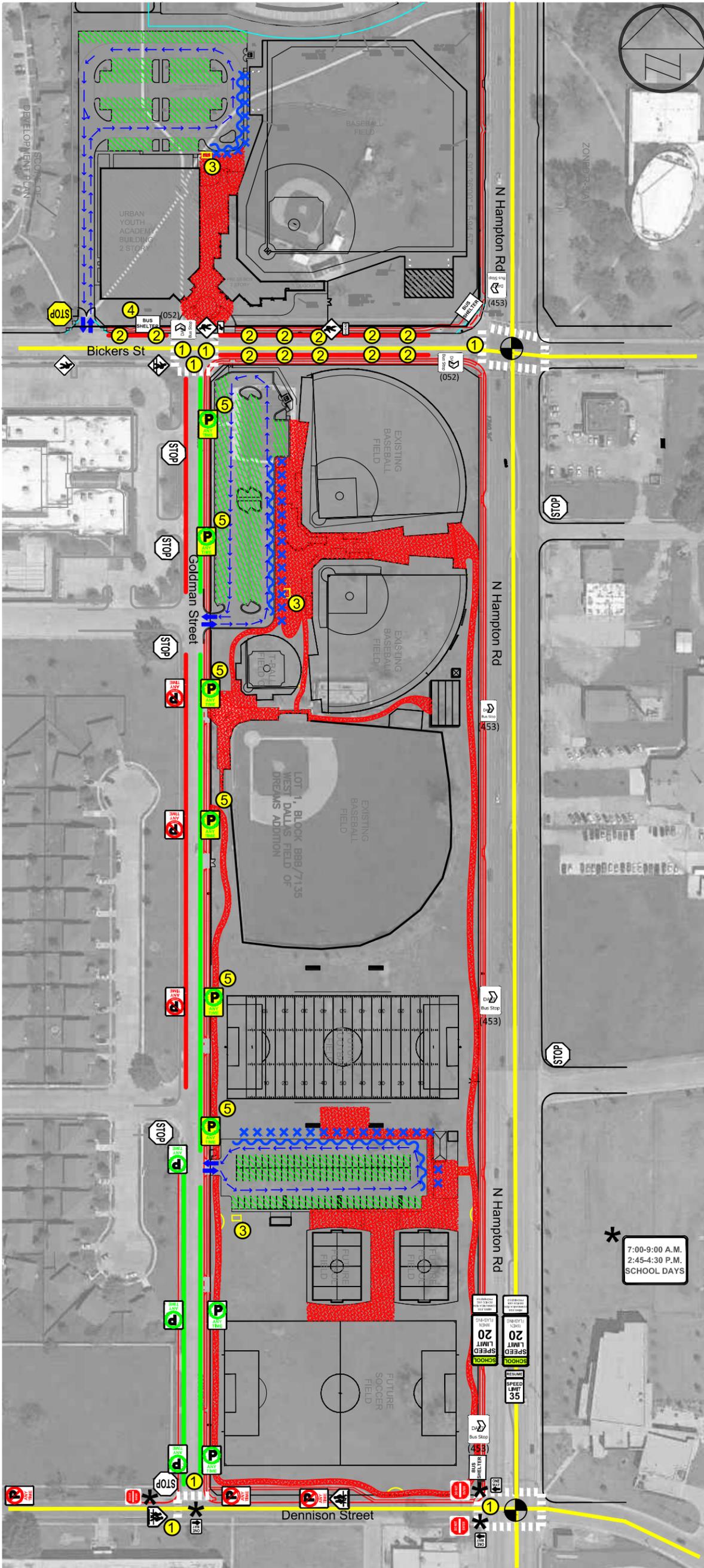
**Table 1. Summary of Planned Event**

<b>EVENT CHARACTERISTIC</b>	<b>EXISTING CONDITIONS</b>	<b>PROJECTED CONDITIONS</b>
Type of Event:	Athletic (youth baseball/t-ball games and practices)	Athletic (youth baseball games and practices)*
Frequency:	Recurring Weekly (seasonal) weekday evening & all-day Saturday	Recurring Weekly (seasonal) weekday evening & all-day Saturday
Time of Event:	<u>Start:</u> after 6:00 PM on weekdays, after noon on Saturdays games start every 90 minutes	<u>Start:</u> after 6:00 PM on weekdays, all-day on Saturdays games start every 2 hours
	<u>End:</u> typical game takes 45 - 60 minutes	<u>End:</u> typical game takes 60-90 minutes
Attendance/ Enrollment:	10-15 players/team x 2 teams = up to 30 participants Ages from 4 - 13 TOTAL:	10-15 players/team x 2 teams = up to 30 participants Ages from 13 - 18 TOTAL:
Estimated Mode Split:	Drop-off/Pick-up: 80% Self Driving: 0% Transit: 5% Bus/Shuttle: 0% Walk: 15% Bike: 0% TOTAL: 100%	Drop-off/Pick-up: 80% Self Driving: 0% Transit: 5% Bus/Shuttle: 0% Walk: 10% Bike: 5% TOTAL: 100%
Anticipated Duration, Time, and Scale of Potential Traffic Effect:	on-street parking and passenger loading/unloading occurs before, during, and after games and practices  local (potential risk of some perceptible traffic congestion within public right-of-way in vicinity of site)	parking and passenger loading/unloading will occur on-site before, during, and after games and practices  internal only (low risk of any perceptible traffic congestion within public right-of-way)

\* Also, the Urban Youth Academy building will be open year-round for training. However, for purposes of this analysis, the facility is not anticipated to generate significant additional traffic during game times.

**Table 2. Inventory and Recommendations Summary***[On-Site Observations conducted on April 23, 2016]*

CATEGORY	EXISTING CONDITIONS / INVENTORY	FUTURE CONDITIONS / RECOMMENDATIONS
Vehicle Access & Circulation	all vehicular activity occurs on street	see TMP Exhibit for recommended vehicular circulation, parking, and passenger loading/unloading recommendations
Pedestrian	see TMP Exhibit for existing sidewalks and pedestrian crosswalk locations	❖ see TMP Exhibit for recommended locations to reapply of existing crosswalks
Bicycle	see TMP Exhibit for existing, designated bike routes (on-street)	❖ provide bicycle parking facilities and promote bicycle use
Transit	see TMP Exhibit for existing DART bus routes/stops	❖ relocate existing bus stop on Bickers Street to be outside of intersection
Travel Demand Management		
Traffic Control Devices	see TMP Exhibit for existing warning signs	<ul style="list-style-type: none"> <li>❖ create No Parking/No Passenger Loading Zones along property frontage on Bickers Street</li> <li>❖ create Parking Zones along property frontage on Goldman St</li> </ul>



**LEGEND**

<b>EXISTING:</b>		<b>PROPOSED:</b>
(###)	Transit Access Point (DART Bus Route Number)	
	City Designated Bike Route	
	Marked Crosswalk	
	Traffic Signal	
	Sidewalk	
	Sign	
	Available Passenger Loading/Unloading Area	
	Pedestrian Area/Facility	
	Available Event Parking	
	On-Street Parking: Allowed/Not Allowed	
	Vehicular Access Point	
	Vehicular Circulation Route	
	Available Vehicle Queuing Area	
	Bicycle Racks	

**NOTE:** This drawing is conceptual only and does not represent a detail design.

- RECOMMENDATIONS**
- 1 Reapply existing crosswalks. (Developer)
  - 2 Install signage - "No Parking/Standing/Loading" (Developer)
  - 3 Install public bicycle racks. (Owner/Event Organizer)
  - 4 Relocate existing bus stop out of intersection (DART)  
[NOTE: Subject to DART approval and implementation]
  - 5 Install signage - "Regulatory Parking" (Developer)
- NOTE:** The preceding recommendations do not reflect or imply funding responsibility.
- NOTE:** Any recommended TMP Strategies involving traffic control devices (including installation or removal of signs, pavement markings, etc.) or other improvements within the public right-of-way are subject to the approval of, and must be implemented/installed under direction of, the Traffic Department of the respective agency.
- NOTE:** No private individual should perform any act of traffic control within public right-of-way; only deputized officers of the law or other authorized representative of the Traffic Department may manipulate traffic conditions within the public right-of-way.

**BACKGROUND**

**NOTE:** It is incumbent upon event organizer to develop and implement special traffic management strategies for high-capacity special events. Such measures may include but are not limited to use of buses and/or traffic control officers. Advanced coordination with the City of Dallas may be required.

**Event Information**

APPROVING AGENCY: City of Dallas (Z196-236)

EVENT/TYPE: athletic events

EVENT ORGANIZER: MLB Youth Academy/Mercy Street

EVENT TIME(S)/DATE(S): weekday evening & weekends (seasonal)

EVENT FREQUENCY: [ Recurring ] / Occasional / One-Time

**TMP MANAGER**

NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_

CONTACT INFO (DURING EVENT): \_\_\_\_\_

CONTACT INFO (DURING BUS. HRS.): \_\_\_\_\_

- 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;
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  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.

**CERTIFICATION STATEMENT**

I certify, as required by the Engineering Division of the City of Dallas Sustainable Development and Construction Department, that the Strategies and Recommendations contained in this Traffic Management Plan (TMP) will, if properly implemented, improve safety, increase efficiency, and reduce traffic congestion during periods of peak traffic demand associated with the subject Event based upon my assessment of the projected conditions.

**NOTE:** Implementation of the TMP Strategies and Recommendations is the responsibility of the Event Organizer and/or other party as indicated. Changes to the TMP Strategies and Recommendations may be made at the discretion of the Event Organizer under the terms described in the TMP Report.



**EXHIBIT 1**

**Traffic Management Plan**

MLB Youth Academy, Dallas, Texas

**Pacheco Koch**

PK #2067-16.120  
(HWL: 08/19/16)