

Traffic Management Plan
Z145-327

Uplift Luna Primary School
Dallas, Texas



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TBPE Firm Registration No. 1856

Prepared for
Uplift Education

Prepared by
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EXHIBIT

Exhibit 1: Traffic Management Plan

TABLE

Table 1: Calculated Queuing Space for Uplift Luna Primary – Full Build Enrollment

INTRODUCTION

Uplift Education is proposing to initiate the operations for a primary charter school at the northwest corner of IH 30 and Ferguson Road in Dallas, Texas. The proposed school site is bounded by Ferguson Road on the east, IH 30 on the south, apartment homes that front Dulaney Drive on the north and Valley Glen Drive on the west. During the Full Build enrollment of the school, the school proposes to accommodate 648 students in the Primary School (Kindergarten through Grade 5).

QUEUING ANALYSIS

The queuing data collected at existing Uplift Education school campuses was evaluated. From the data available, an overall average of approximately 1 vehicle for every 6.8 Primary students was calculated to predict peak queuing conditions.

Utilizing this peak queuing ratio as a planning guideline for the Full Build enrollment of the school, the calculated linear feet of queuing space for the school was developed as provided in **Table 1**. The provided queuing space is also shown in **Table 1**.

Table 1: Calculated Queuing Space for Uplift Luna Primary School – Full Build

School Level	Grades	Number of Students-Full Build-out	Ratio: Number of Students per Peak Queued Vehicle*	Number of Peak Queued Vehicles-	Calculated Queuing Space-Linear Feet**	Provided Queuing Space – Linear Feet
Primary School	K - 5	648	6.8:1	95	2,375	2,500

**Average peak queuing rate obtained from existing Uplift Education queuing data*

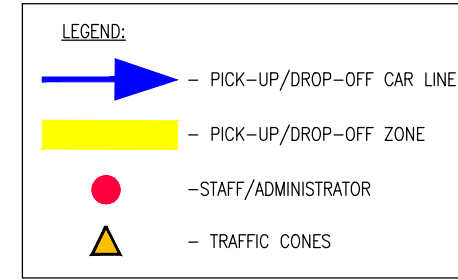
***Assuming 25 feet per vehicle*

The on-site queuing space for the Uplift Luna Primary campus illustrated in **Exhibit 1** measures 2,500 linear feet. The site plan is anticipated to sufficiently serve the Full Build enrollment plan of the school campus with implementation of the Traffic Management Plan as further described. During the initiation of the school operations, it is recommended to monitor the drop off and pick up operations and make adjustments to the procedures as necessary. There are opportunities for additional queuing space if necessary.

Table 1: Calculated Queuing Space for Uplift Luna Primary School – Full Build

School Level	Grades	Number of Students-Full Build-out	Ratio: Number of Students per Peak Queued Vehicle*	Number of Peak Queued Vehicles-	Calculated Queuing Space-Linear Feet**	Provided Queuing Space – Linear Feet
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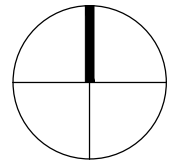
*Average peak queuing rate obtained from existing Uplift Education queuing data
 **Assuming 25 feet per vehicle



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N.T.S.

BASED ON THE IMPLEMENTATION OF THE PROPOSED TRAFFIC MANAGEMENT PLAN, I, ELIZABETH CROWE, P.E. #70869, CERTIFY THAT NO QUEUING OF VEHICLES DROPPING OFF STUDENTS AT LUNA PRIMARY IS ANTICIPATED IN THE CITY OF DALLAS "ROW". IF VEHICLE QUEUING SHOULD BEGIN TO OCCUR ON THE CITY OF DALLAS ROW, UPLIFT EDUCATION IS RESPONSIBLE TO TAKE THE NECESSARY ACTION TO MITIGATE.

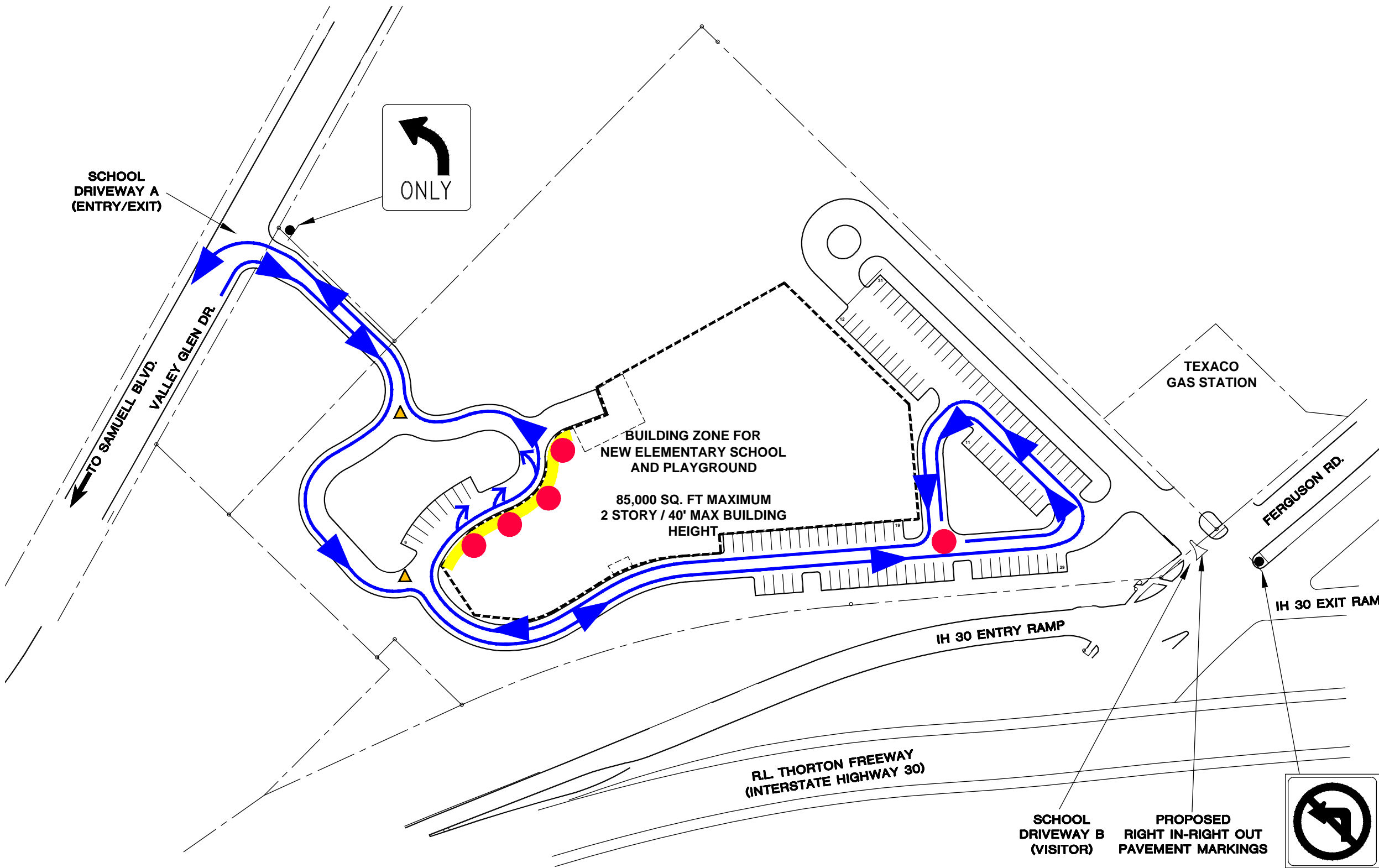
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Dec 29, 2015 - 5:24am



LUNA PRIMARY
 TRAFFIC
 MANAGEMENT PLAN

SHEET NUMBER

EXHIBIT 1

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TRAFFIC MANAGEMENT PLAN

The Traffic Management Plan was designed to create a vehicular circulation route for parents to drop-off and pick-up their children during the critical morning and afternoon times associated with the beginning and dismissal of school. It is designed to maintain all queued vehicles within the school property during both the AM and PM peak periods and not impede the flow of traffic on adjacent streets. Elements of the proposed traffic management plan are provided.

Family Identification Numbers

It is recommended to provide a carpool identification card for each family. The parents should be instructed to have the identification card visible for the administrator collecting this information to relay the specific parent's arrival information to the staff to alert the students.

Ingress & Egress

Two driveways will provide access to the site as illustrated in **Exhibit 1**. The driveway along Valley Glen Drive on the northwest side of the school will provide entry and exit access to the Primary School carline during the AM and PM peak hours. Entry to the school campus will be from a right turn from Valley Glen Drive and exit from the school will be with a left turn on to Valley Glen Drive. The staff/administration members will also have the opportunity to utilize this driveway along Valley Glen Drive and park in the parking lot on the southeast side of the campus.

The driveway along Ferguson Road may be used as a right turn in and right turn out only access for visitors. It is recommended to stripe white pavement markings for the channelized right turn in and right turn out access as illustrated in **Exhibit 1**.

Drop-off/Pick-up Location

As depicted in **Exhibit 1**, there is one proposed student Drop-off/Pick-up location provided on the school campus. The pickup/drop-off area is located on the west side of the school campus, just north of the Primary School building.

Circulation

This Traffic Management Plan is designed specifically to create sufficient queuing space on-site for the afternoon pick-up operations. All vehicles for the Primary School pickup operations will enter the driveway from Valley Glen Drive with a right turn into the school campus. After entering the school

site, the motorists will follow the path as illustrated in **Exhibit 1** to the pick-up area. After picking up the student(s), motorists will depart the campus with a left turn onto Valley Glen Drive.

Release Time

It is anticipated that the Primary School will operate on one arrival time and one dismissal time for the entire campus. The assumed school hours are 8:00 AM to 3:30 PM for the primary school campus. If the queuing conditions warrant, the opportunity exists for there to be staggering of the dismissal times of different grade levels.

Administrative Officials

School staff and/or volunteers will be necessary to assist with both morning drop-off and afternoon pick-up operations at the Primary School.

Each school campus has unique carpool operation conditions with its number of staff, students and parents. Monitoring of the proposed Traffic Management Plan should be performed at the onset of the school's opening to ensure that it is operating efficiently. As this campus will be a new location, the school should be prepared to provide additional staff at the onset of the school's opening and adjust based on the demand both in the morning and in the afternoon. With full enrollment, it is proposed that several staff or volunteers assist during the afternoon pick-up operations. There are four potential staff or volunteers indicated for the Primary School loading area on **Exhibit 1**. One additional staff member or volunteer is illustrated on **Exhibit 1** upstream of the pick-up area in the parking lot. This staff member would relay the vehicle's identification (the student(s) to be picked up) to the staff at the pick-up area so that the students are queued up and ready to load into the vehicles. Police assistance should be anticipated at the onset of the school's opening to potentially assist at the school driveway at Valley Glen Drive and/or the intersection of Valley Glen Drive and Samuell Blvd.

Summary

Exhibit 1 illustrates the Traffic Management Plan for Uplift Luna Primary School. A new driveway is requested along Valley Glen Drive to allow access to and from the proposed school campus.

During the initiation of the school operations, it is recommended to monitor the drop off and pick up operations and make adjustments to the procedures as necessary. It is the responsibility of the Uplift Luna Primary administrators to implement the plan. Based on best planning practices, the provided circulation and queuing plan should be sufficient to accommodate the peak vehicular queue on site.

No queuing will be allowed on the street right-of-way and administrators are responsible for implementing any correction deemed necessary by City staff to correct any spill of queuing in the City of Dallas Right of Way. Strategies to minimize peak queuing conditions on school campuses include:

- Provide several opportunities for the parents, students and staff to learn the carpool circulation plan; meetings, e-mails, posting on the school website, etc.,
- Instruct parents not to arrive at the school too early,
- Encourage carpooling among families,
- Have parents visibly display their family name or carpool number for easy identification,
- Encourage the parents to queue up closely to the vehicle in front of them,
- Provide additional staff members to assist with unloading/loading the Primary School students, and/or
- Stagger release times for different grade levels.