

October 18, 2019

PK# 2999-19.164

Z189-256

# TRAFFIC MANAGEMENT PLAN

Project:

**DISD Nathaniel Hawthorne Elementary School**

*In Dallas, Texas*

Prepared for:

**City of Dallas**

On behalf of:

**Dallas Independent School District**

Prepared by:



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TX.REG: ENGINEERING FIRM F-469

TX. REG. SURVEYING FIRM LS-100080-00

# TRAFFIC MANAGEMENT PLAN DISD Nathaniel Hawthorne Elementary School

Dallas, Texas

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Exhibit 1. Recommendations/Proposed Conditions

## INTRODUCTION

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### **School Description**

The site currently consists of an existing public elementary school. Current enrollment is summarized below in **Table 1**. The School is not anticipating an increase enrollment as a result of the Project. 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 and validated by on-site dismissal observations conducted on Tuesday, April 16<sup>th</sup> and Tuesday, April 25<sup>th</sup>, 2019. Pacheco Koch performed two on-site observations each for the morning and afternoon periods.

*Table 1. Current Enrollment*

LEVEL	STUDENTS ENROLLED
EC	13
Pre-K	98
Kindergarten	62
1st Grade	47
2nd Grade	65
3rd Grade	73
4th Grade	60
5th Grade	61
TOTAL	479

\*Enrollment Data provided by DISD

Access to the campus is via Umphress Road, a two-lane, undivided collector. Umphress Road intersects with two major thoroughfares, N Jim Miller Road and S Buckner Boulevard. The school is located in a predominately residential area.

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.

## 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 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:

- Parent drop-off/pick-up activity within public right-of-way should always be avoided to maximize personal safety.
- 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 summary of existing conditions is provided below:

- The school operates with a conventional loading protocol (no staff assistance). Parent pick-off activity in the afternoon occurs adjacent to the site along Umphress Road in front of the school building and Prichard Lane to the east of the school building.
- Parent drop-off activity in the morning peak has a similar protocol as the parent pick-up in the afternoon. Parent drop-off in the morning peak also occurs behind the school building along Stonehurst Street. Generally, excessive traffic delays and queuing were not evident during school morning peak.
- One school bus was observed to be on site and loaded students along Umphress Road.
- Along with marked crosswalks, crossing guards are stationed at the intersections of Umphress Road at Ormond Drive and Umphress Road at Prichard Lane. It was observed that the two crossing guards were sufficient for the pedestrian demand.
- Pedestrian traffic and students loaded by bus was observed to be not more than 10% (not more than 48 students) of the student population.

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

- **Convert from “No Parking” Area to Queuing/Standing Allowing Area by Installing City Approved Passenger Loading Signs** – Convert the “No Parking” Areas shown on **Exhibit 1** to an area for parents to queue/stand/wait for students to be picked up.
- Traffic is to enter the area via Umphress Road. Ingress traffic is to enter the western-most driveway on Umphress Road to enter the site and exit the site via the eastern-most driveway onto Umphress Road. Parent queue is to operate as a double one-way queue, as shown in **Exhibit 1**. Parent queue is to begin at the edge of pavement as shown in **Exhibit 1**, thus requiring students to walk in front of the driveways. This is to maximize on-site queuing.
- Traffic also is to enter the school site via the eastern-most driveway on Stonehurst Street to enter the site and exit the western-most driveway onto Stonehurst Street.
- Bus loading/unloading is to be located at the northern side of the school building on Umphress Road and separated from the queuing circulation.

## **Acknowledgement Statement**

### **REVIEW AND COMMITMENT**

This school traffic management plan (TMP) for Nathaniel Hawthorne 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

\_\_\_\_\_  
Date

Name: \_\_\_\_\_

Title: \_\_\_\_\_

END OF MEMO

**GENERAL NOTES:**

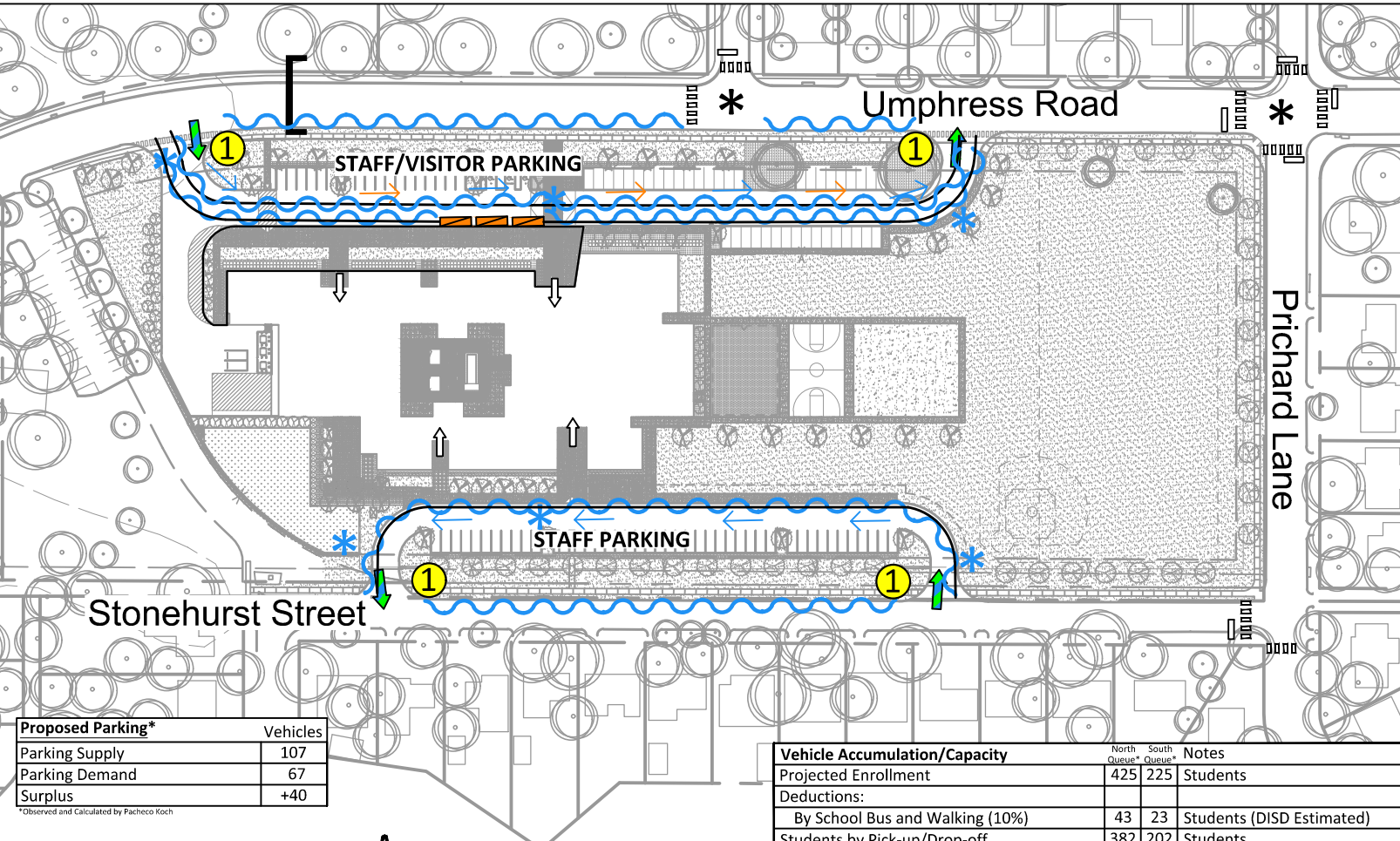
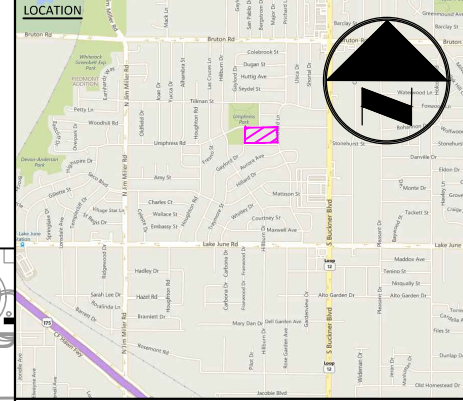
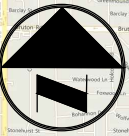
1. The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.
2. Front of queue must begin at the edge of pavement as shown on the plan, thus requiring students to walk to the front of the driveways.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

**ADJACENT ROADWAYS:**

Umphress Road: 2-lane, undivided collector  
 Prichard Lane: 2-lane, undivided local street  
 Stonehurst Street: 2-lane, undivided local street

**Student ID System:**

Conventional Loading System  
 (i.e. no staff assistance)



**LEGEND**

- Access Point
- Queue Area (Conventional Loading)
- Circulation/Flow
- Access Point
- School Bus Loading/Unloading
- School Bus Access Point
- Bus Circulation/Flow
- Crosswalk
- Pedestrian Access Point
- School Zone
- Staff Assistance
- Crossing Guard
- Stop Line

Proposed Parking*	Vehicles
Parking Supply	107
Parking Demand	67
Surplus	+40

\* Observed and Calculated by Pacheco Koch

Vehicle Accumulation/Capacity	North Queue*	South Queue*	Notes
	Projected Enrollment	425	
Deductions:			
By School Bus and Walking (10%)	43	23	Students (DISD Estimated)
Students by Pick-up/Drop-off	382	202	Students
City-Approved Rate:	5.12	5.12	If of max. queue per student
Average Length of Vehicle:	23.5	23.5	lf/veh (Pacheco Koch Observed)
"Projected Maximum Vehicle Accumulation":	83	44	Vehicles (2,985 lf)
Projected Capacity:	87	45	Vehicles (2,985 lf)
	<b>SURPLUS</b>	+4	+1

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 (HWL: 10/18/19) TX. REG. SURVEYING FIRM LS-100080-00

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\*School has maximum inrollment of 650 students. School is to split number of students for each queue according to this table. A maximum of 425 students for the North Queue and a maximum of 225 students for the South Queue is desired.

**RECOMMENDATIONS**

- ① Convert from "No Parking" Area to Queuing/Standing Allowed Area by Installing City Approved Passenger Loading Signs

**BACKGROUND INFORMATION:**  
 Approving Agency: City of Dallas  
 School: Nathaniel Hawthorne Elementary School  
 Address: 7800 Umphress Road  
 Event Organizer: DISD Public School  
 Event Time(s)/Date (s): Weekday mornings & evenings

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

**EXHIBIT 1**      **Z189-256**

**Traffic Management Plan**  
 DISD Nathaniel Hawthorne Elementary Dallas, Texas