

October 23, 2018

PK# 2607-17.389

Z178-349(JM)

TRAFFIC MANAGEMENT PLAN

Project:

DISD Eduardo Mata Montessori School

In Dallas, Texas

Prepared for:

City of Dallas

On behalf of:

Dallas Independent School District

Prepared by:



Hunter W. Lemley, P.E.



7557 Rambler Road, Suite 1400

Dallas, Texas 75231-2388

(972) 235-3031 www.pkce.com

TX.REG: ENGINEERING FIRM F-469

TX. REG. SURVEYING FIRM LS-100080-00

TRAFFIC MANAGEMENT PLAN DISD Eduardo Mata Montessori School

Dallas, Texas

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Exhibit 1. Recommendations/Proposed Conditions

Appendix

INTRODUCTION

The services of **Pacheco Koch** (PK) were retained by Baldwin Associates, on behalf of **Dallas Independent School District**, to prepare a Traffic Management Plan (TMP) for Eduardo Mata Montessori School (the "School") located at 7420 La Vista Drive 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 amend the Planned Development District for the property 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.

School Description

The site currently consists of an existing public elementary school with grades Pre-k through 6th. Proposed site improvements include the additions of Montessori middle school level classrooms and the addition of 7th and 8th grades. Current and future student enrollment is summarized below in **Table 1**. School starts at 7:45 AM and ends at 2:55 PM. Calculations for vehicle accumulation and parking numbers are based upon estimated ratios – estimated linear feet of queue per student based on city commissioned traffic study -- and validated by on-site dismissal observations conducted on November 19th, 2018.

Table 1. Student Enrollment

LEVEL	CURRENT	FUTURE
Pre-K	66	66
Kindergarten	88	88
1st Grade	88	88
2nd Grade	88	88
3rd Grade	88	88
4th Grade	88	88
5th Grade	75	100
6th Grade	75	100
7th Grade	--	100
8th Grade	--	100
TOTAL	656	906

*Enrollment Data provided by DISD

Access to the campus is via La Vista Drive, a two-lane local street, from E Grand Avenue, a six-lane, median-divided major thoroughfare. The school also is accessed by a "Frontage Road" (E Grand Avenue), an adjacent street

immediately west of the school – one-way during school hours – via La Vista Drive. The intersection at E Grand Avenue and La Vista Drive is a signalized intersection. The school is located in a predominately residential area.

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. A term of definitions and disclaimers can be found in the **Appendix** of this Report. 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.

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 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 "**Exhibit 1**"). 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 exhibit. 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, 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 existing conditions is provided below:

- Parent pick-up activity currently occurs on La Vista Drive and “Frontage Road”. School buses load and unload students within the north parking lot.

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

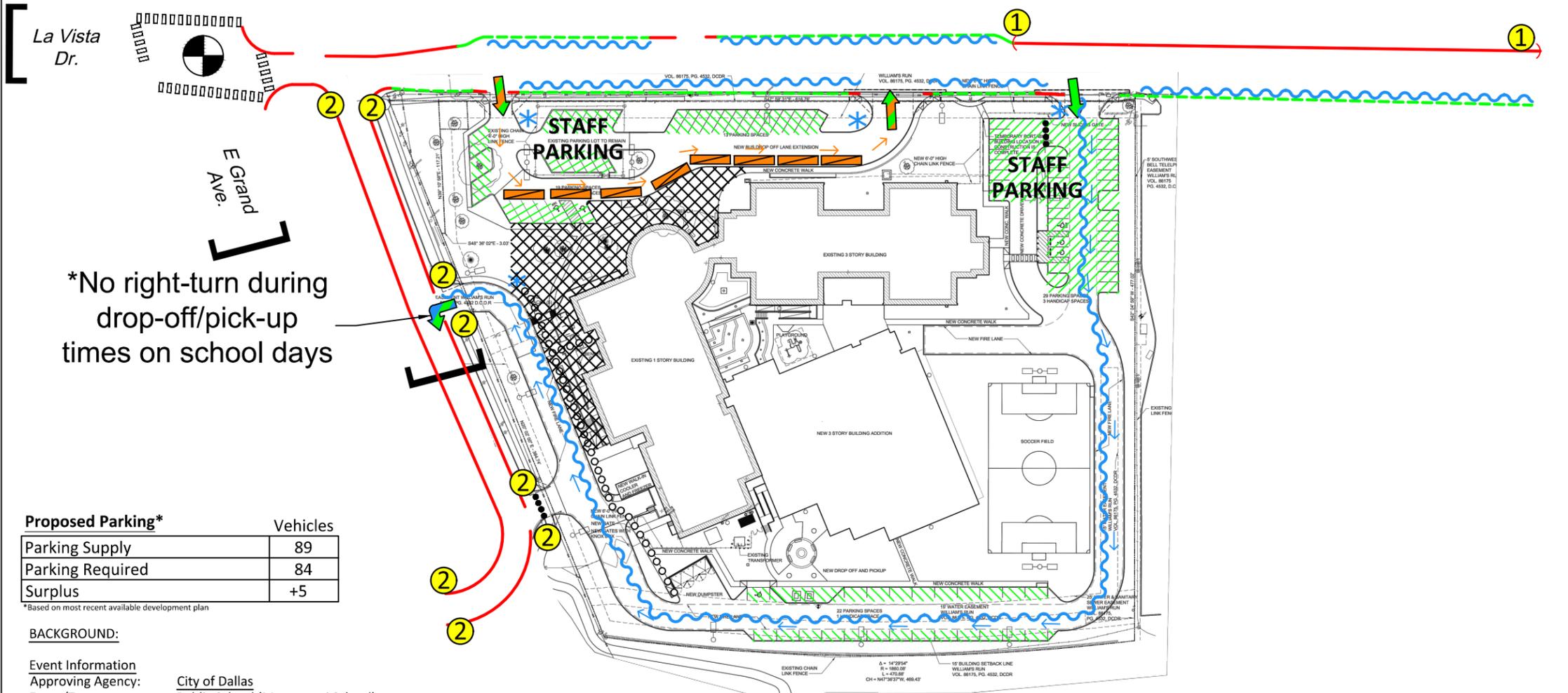
1. **Install Parking Restrictions During School Traffic Periods** – Install parking restrictions alongside the westbound curbside of La Vista Drive. Continue to allow parent pick-up to occur at the existing parallel parking spaces on La Vista Drive.
2. **Enforce Existing, On-street Parking Restrictions During School Traffic Periods** -- Enforce existing, on-street parking restrictions along northbound and southbound “Frontage Road” adjacent to school during school traffic periods.

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.

School Zone begins north of La Vista Drive



*No right-turn during drop-off/pick-up times on school days

Proposed Parking*	Vehicles
Parking Supply	89
Parking Required	84
Surplus	+5

*Based on most recent available development plan

BACKGROUND:

Event Information
 Approving Agency: City of Dallas
 Event/Type: Public School (Montessori School)
 Event Organizer: Eduardo Mata Elementary School
 Event Time(s)/Date (s): Weekday morning & evenings (seasonal)
 Event Frequency: [Recurring] / Occasional / One-Time
 On-Site Contact: Mrs. Middleton-Williams/Principal/(972) 749-7500

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

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY HUNTER W. LEMLEY, P.E. 125343 ON 10/23/2018. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

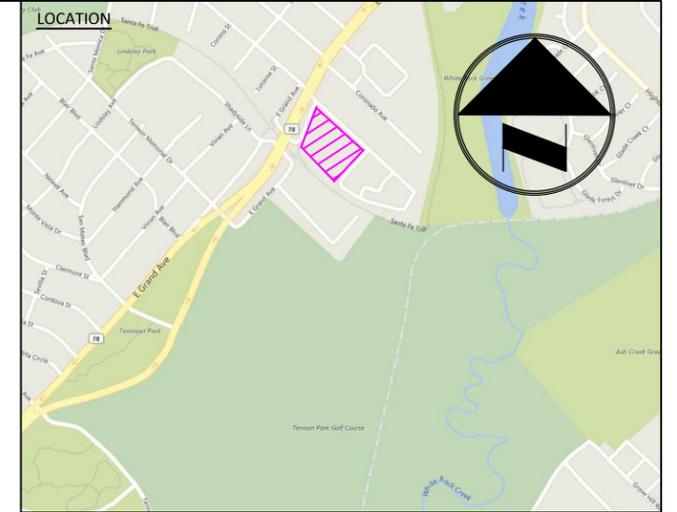
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Proposed Conditions *Existing Conditions (School to enforce existing "No Right-Turn" sign at this location during 7:00 - 9:00 AM and 2:45 - 4:30 PM School Days)

RECOMMENDATIONS

- ① Install Parking Restrictions During School Traffic Periods
- ② Enforce Existing, On-Street Parking Restrictions During School Traffic Periods

Vehicle Accumulation/Capacity	Notes
Projected Enrollment	906 Students
Deductions:	
By School Bus (45%)	408 Students (DISD Estimated)
By Walking (10%)	91 Students (DISD Estimated)
Other (0%)	0 Students (DISD Estimated)
Students by Pick-up/Drop-off	408 Students
"Estimated Rate (See Report):"	5.12 lf of max. queue per student
Average Length of Vehicle:	23.5 lf/veh (Pacheco Koch Observed)
"Projected Maximum Vehicle Accumulation":	89 Vehicles (2,087 lf)
Projected Capacity:	97 Vehicles (2,280 lf)
SURPLUS	+8



No Parking (Standing/Queuing)

- - Existing, On Street
- ↔ - Proposed, On Street

Parking Allowed

- - Existing, On Street
- /// - Off-street (Staff/Visitor)
- ← - Access Point

Queuing/Loading

- ~ - Queue Area (Unmanaged)
- ← - Circulation/Flow
- ← - Access Point
- ↔ - School Bus Loading/Unloading
- ← - School Bus Access Point
- * - Staff Assistance

Pedestrian/Other

- oooo - Trail/Path
- - Crosswalk
- XXXX - Student Waiting Area
- [] - School Zone
- - Traffic Cone
- ▭ - Stop Line
- ⊕ - Traffic Signal

EXHIBIT 1 **Z178-349**

Traffic Management Plan Proposed Conditions

DISD Eduardo Mata Elementary School
 Dallas, Texas



APPENDIX

DEFINITIONS:

Terms are used in this report:

“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

“Queue Area” – the area for parent/guardian of a student to wait and load their student into the vehicle. (For an unmanaged protocol, the parent/guardian may wait curbside to load their student into the vehicle or may walk up to the school building to pick up their student. An unmanaged protocol does not require hang-tags, etc. however a by-pass lane is necessary in order to facilitate traffic.)

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.

The recommendations presented in this report reflect Pacheco Koch's assessment of current and projected traffic needs based on observations and professional judgment and incorporate feedback from DISD representatives. Pacheco Koch is not responsible for operations at the school; however, the recommendations have been presented to on-site school personnel with authority over implementation of the Plan (see **Exhibit 1** for on-site contact information). Pacheco Koch was not involved with site selection, site design, or the current operations for this project.