

October 17, 2019

PK# 2504-19.165

Z189-320

# TRAFFIC MANAGEMENT PLAN

Project:

**DISD Bryan Adams High 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](http://www.pkce.com)

TX.REG: ENGINEERING FIRM F-469

TX. REG. SURVEYING FIRM LS-100080-00

# TRAFFIC MANAGEMENT PLAN DISD Bryan Adams High School

Dallas, Texas

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Exhibit 1. Recommendations/Proposed Conditions

## INTRODUCTION

The services of **Pacheco Koch** (PK) were retained by Masterplan, on behalf of **Dallas Independent School District**, to prepare a Traffic Management Plan (TMP) for the Bryan Adams High School (the "School") located at 2101 Millmar Dr 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 high 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 9:05 AM and ends at 4:15 PM. Calculations for vehicle accumulation and parking numbers are based upon previously city-staff-approved ratios and validated by on-site dismissal observations conducted on Tuesday, April 23rd, 2019. Pacheco Koch performed two on-site observations each for the morning and afternoon periods. Present day school traffic characteristics has not changed since previous year's observations.

*Table 1. Current Enrollment*

LEVEL	STUDENTS ENROLLED
9th Grade	643
10th Grade	528
11th Grade	453
12th Grade	422
TOTAL	2,046

\*Enrollment Data provided by DISD

Access to the campus is via Millmar Drive, a two-lane, undivided local street. School traffic accesses Millmar Drive via Ferguson Road. The intersection of Ferguson Road and Millmar Drive is signalized. 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. 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.

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.

## **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

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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. All queuing, parking, and loading/unloading should be accommodated within the school property boundaries.
- 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:

- Parent pick-up activity currently occurs on Millmar Drive and Lingo Lane. School buses also load and unload students from Millmar Drive and Lingo Lane.
- Student parking is located in the farthest parking lot west of the school building.

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

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.
2. **Convert from “Parking Allowed” to “Bus Lane Only”** – Provide an area as shown on **Exhibit 1** to allow for bus standing to wait and load/unload students.
3. **Evaluate the Need for a Traffic Officer to Assist Exiting Buses from Lingo Drive to Millmar Avenue** – A Traffic Officer is recommended to be evaluated to

give the opportunity of a safe and efficient path for existing buses from Lingo Drive onto Millmar Avenue.

4. **Remove East Leg Crosswalk at the Intersection of Millmar Avenue and Clarksdale Drive** – Remove the east leg crosswalk at the intersection of Millmar and Clarksdale Drive to improve safety by minimizing the number of Millmar Avenue crossing areas.

## Acknowledgement Statement

### REVIEW AND COMMITMENT

This school traffic management plan (TMP) for Bryan Adams High 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

\_\_\_\_\_

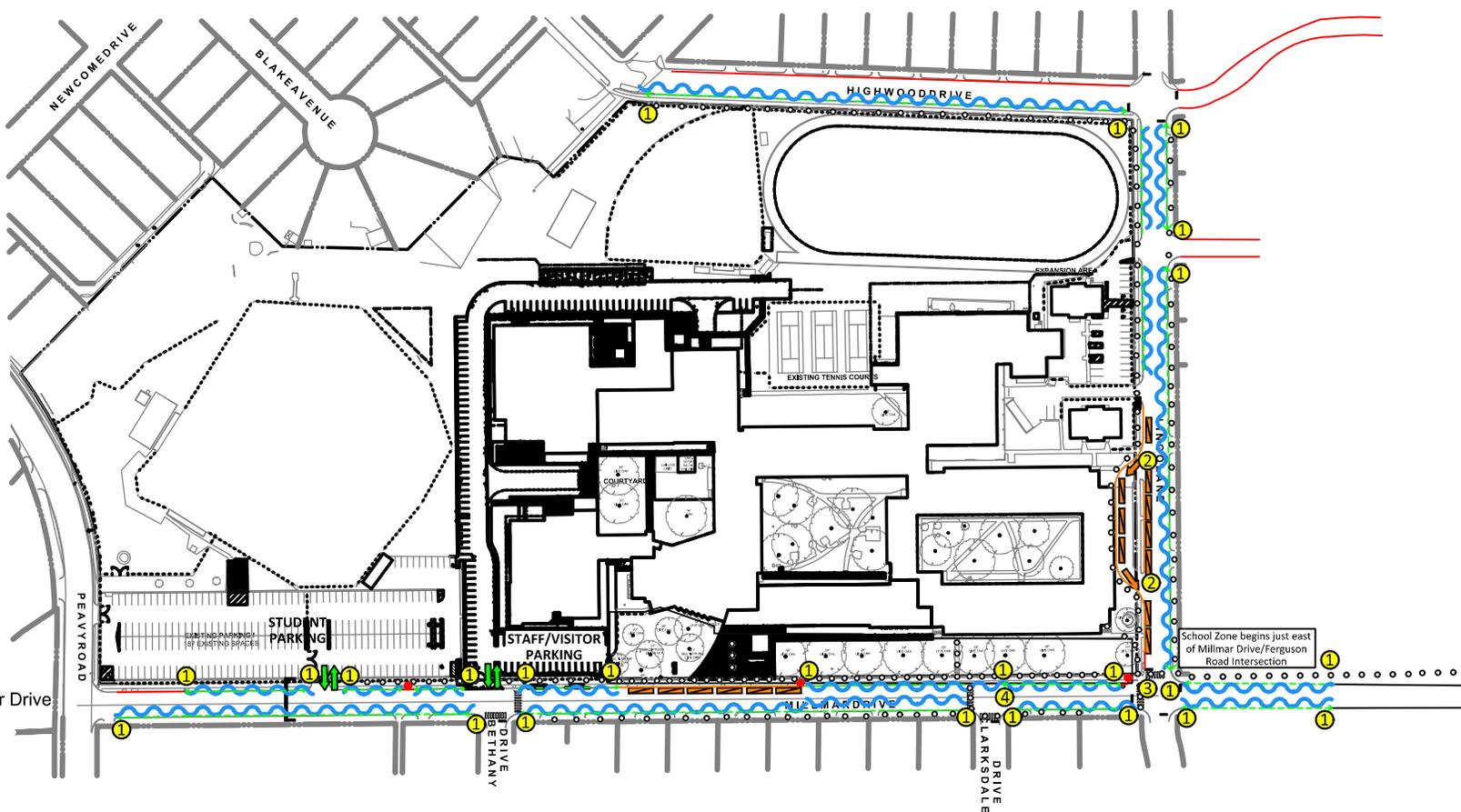
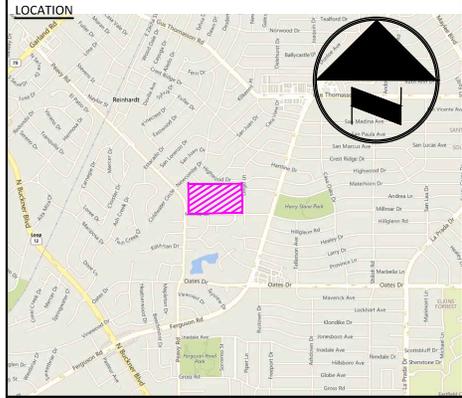
Date

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

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

END OF MEMO

GENERAL NOTE: The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.



- Parking**
- - No On-Street Parking Allowed (Existing)
  - - On-Street Parking Allowed (Existing)
  - - On-Street Parking Allowed (Proposed)
  - - Access Point
- Queuing/Loading**
- - Parent Waiting/Loading Area (Parking)
  - - Queue Area (Conventional Loading)
  - - Circulation/Flow
  - - Access Point
  - - School Bus Loading/Unloading
  - - School Bus Access Point
  - - Bus Circulation/Flow
  - - Bus Lane
- Pedestrian/Other**
- - Trail/Path
  - - Crosswalk
  - - School Zone
  - - Traffic Cone
  - - Stop Line
  - - Traffic Signal
  - - Fire Hydrant

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(AJV: 10/17/19)

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Proposed Parking*	Vehicles
Parking Supply	360
Parking Demand	322
Surplus	+38

\*Observed and Calculated by Pacheco Koch from time representative of the maximum parking accumulation.

Vehicle Accumulation/Capacity	Notes
Projected Enrollment	2,046 Students
Deductions:	
By School Bus (25%)	510 Students (DISD Estimated)
By Walking (15%)	314 Students (DISD Estimated)
Student Driver/After School Activity (15%)	307 Students (DISD Estimated)
Students by Pick-up/Drop-off	915 Students
City-Approved Rate:	5.12 f of max. queue per student
Average Length of Vehicle:	23.5 f/veh (Pacheco Koch Observed)
"Projected Maximum Vehicle Accumulation"	200 Vehicles (4,700 lf)
Projected Capacity:	200 Vehicles (4,700 lf)
	<b>SURPLUS +0</b>

**RECOMMENDATIONS**

- 1 Convert from "No Parking" Area to Queuing/Standing Allowed Area by Installing City Approved Passenger Loading Signs
- 2 Convert from "Parking Allowed" to "Bus Lane Only"
- 3 Evaluate the Need for a Traffic Officer to Assist Exiting Buses from Lingo Drive to Millmar Avenue
- 4 Remove East Leg Crosswalk at the Intersection of Millmar Avenue and Clarksdale Drive

**BACKGROUND:**  
**Event Information**

Approving Agency:	City of Dallas
Event/Type:	Bryan Adams High School
Event Organizer:	DISD Public School
Event Time(s)/Date (s):	Weekday mornings & evenings (seasonal)
Event Frequency:	Recurring
On-Site Contact:	Mr. Bott/Principal/(972) 502-4900

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

**EXHIBIT 1 2189-320**

**Traffic Management Plan Proposed Conditions**

Bryan Adams High School, Dallas, Texas