

TRAFFIC MANAGEMENT PLAN FOR
W.T. WHITE HIGH SCHOOL
DALLAS, TEXAS

DeShazo Project No. 15191

Prepared for:

Masterplan

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Prepared by:

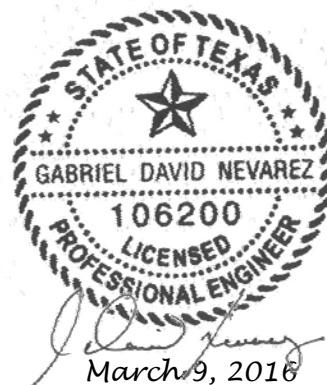


Traffic. Transportation Planning. Parking. Design.

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March 9, 2016



Traffic Management Plan for
W.T. White High School

~ DeShazo Project No. 15191 ~

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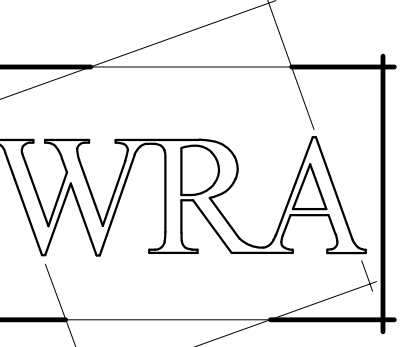
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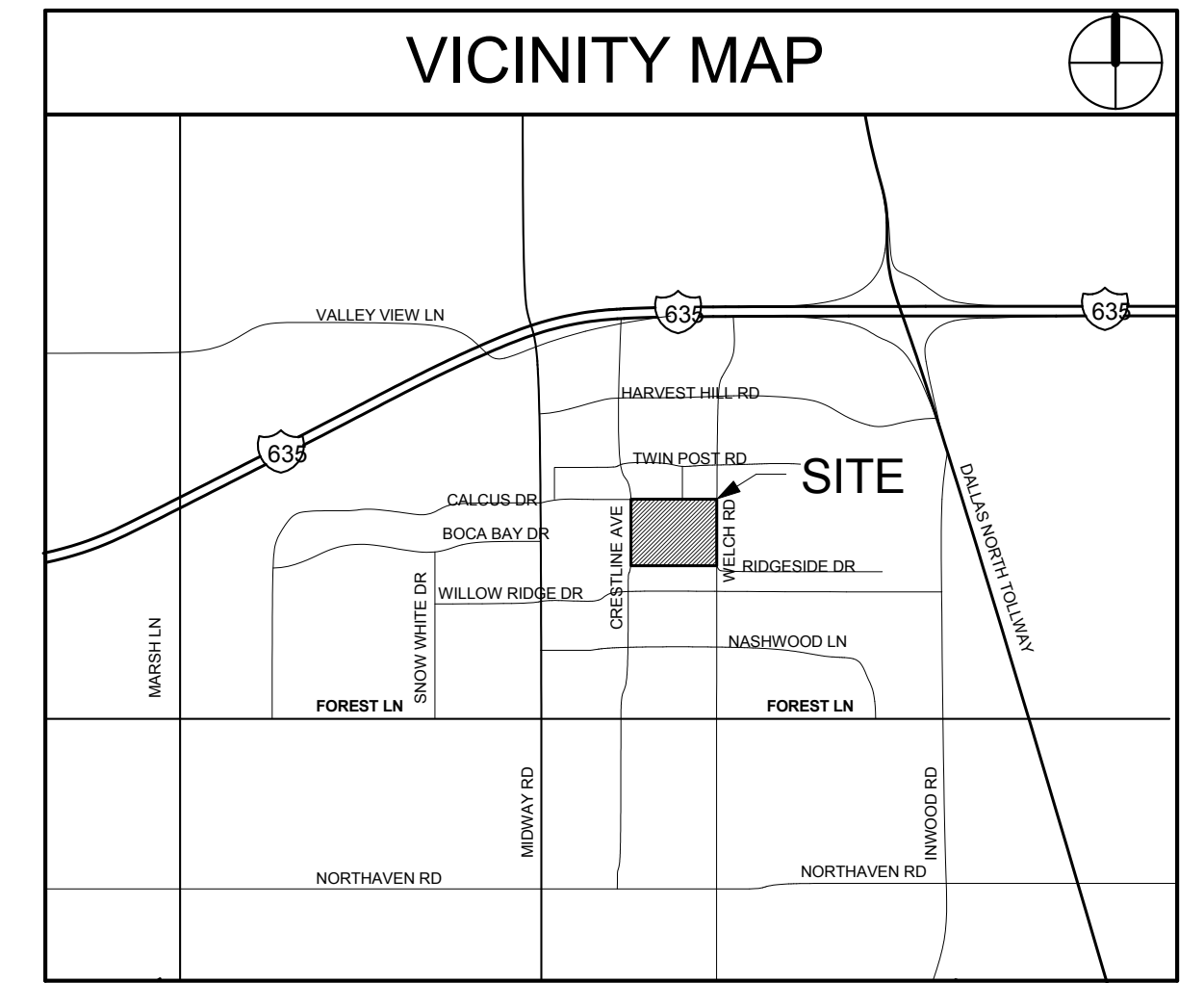
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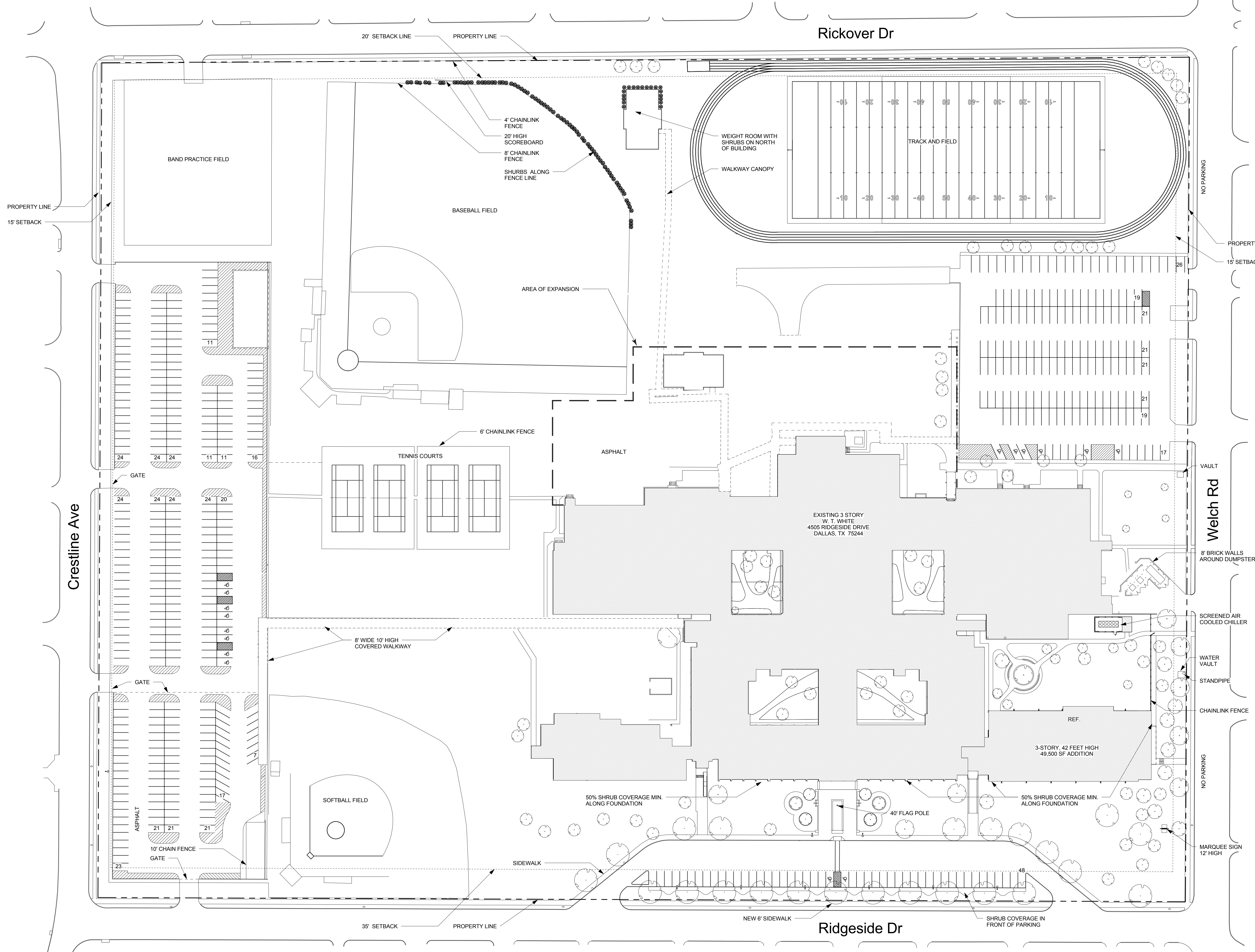
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W.T. WHITE HIGH SCHOOL
 LOCATED IN THE CITY BLOCK 7680
 AND BEING OUT OF THE
 A.M. HARDWOOD SURVEY, ABSTRACT NO 581
 CITY OF DALLAS, DALLAS COUNTY, TEXAS



SITE SUMMARY

OWNER: DALLAS INDEPENDENT SCHOOL DISTRICT 3700 ROSS AVENUE DALLAS, TX 75204	
LOT 1, BLOCK E77680	28.77 ACRES
AREA:	75 FEET
MAXIMUM BUILDING HEIGHT:	75 FEET
BUILDING AREA	
EXISTING:	278,802 SF
NEW ADDITION:	49,500 SF
TOTAL:	328,302 SF
CLASSROOMS	
EXISTING:	54
PROPOSED:	30
TOTAL:	84
PARKING	
EXISTING:	512
NEW:	48
TOTAL:	560

W.T. WHITE ADDITIONS AND RENOVATIONS
 4505 Ridgeside Dr Dallas, TX 75244

REVISIONS:
 No. Date

JOB NO. 1510
 DATE: 10/28/2015

Development Plan

Z100



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Technical Memorandum

To: Mr. Karl Crawley — Masterplan
From: David Nevarez, P.E. — DeShazo Group, Inc.
Date: March 9, 2016
Re: Traffic Management Plan for DISD W.T. White High School in Dallas, Texas
*DeShazo Project Number 15191 **Z156-137***

INTRODUCTION

DeShazo Group, Inc. (DeShazo) is an engineering consulting firm based in Dallas, Texas, providing licensed engineers skilled in the field of traffic/transportation engineering. The services of DeShazo were retained by Masterplan on behalf of the Dallas Independent School District to provide a requisite traffic management plan (TMP) for the W.T. White High School campus located at 4505 Ridgeside Drive in Dallas, Texas. The school is currently in operation at the subject site with grades 9 through 12. The school proposes to expand the current facilities with floor area for 30 additional classrooms. However, the expansion is attributed to a remodeling of the existing modular and didactic floor areas. The school capacity will remain within the most recent trends. The school has an existing enrollment of 2,310 students. Based upon recent growth trends evident from middle schools in the district, school officials anticipate a student enrollment of 2,372. The attached site plan, prepared by Masterplan, shows the proposed modifications.

The school property is currently Plan Development (PD) District 696. In order to gain entitlements for the proposed improvements, DISD is seeking approval of a change to the development plan. If approved, the implementation of the proposed site and operational modifications are anticipated to take place before the start of the 2017-2018 school year.

As part of the approval process for changes to the PD, submittal of a TMP to the City of Dallas is required as a record of the preferred strategies to be used by the school to ensure overall traffic safety and efficiency. A TMP is intended to assess the existing and/or anticipated traffic conditions at the school during the morning drop-off and afternoon pick-up peak periods on the basis of satisfying these objectives. By consent of the TMP submittal, the school is agreeing to the strategies presented herein for which the school will be held self-accountable until and unless the City of Dallas deems further measures are appropriate.

NOTE: In this report, the term "parent" refers to any parent, family member, legal guardian, or other individual who is involved in the pick-up or drop-off of one or more students at the school.

TRAFFIC MANAGEMENT PLAN

A traffic management plan (TMP) is important to safely achieve an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up. By properly managing the vehicular traffic generated during these critical periods, the safety and efficiency of other modes of travel – including walking – will also inherently improve, and the operational impact on the public street system should also be minimized. The TMP should not be considered a comprehensive set of instructions to ensure adequate safety; however, it should be used as a tool to facilitate a safer and more efficient environment.

This analysis utilizes the proposed school site plan to evaluate aspects such as passenger loading/unloading and vehicle queuing (i.e., stacking) that occur at the school in order to accommodate the observed peak demands within the site. A concerted effort and full participation by the school administration, staff, students, and parents are encouraged to provide and maintain safe and efficient traffic operations.

School Operational Characteristics

Table 1 summarizes the operational characteristics for W.T. White High School assumed in this analysis.

Table 1. School Operational Characteristics

	Existing Conditions	Proposed Conditions
Enrollment:	<i>Total (all grades): approximately 2,310 students in 9th through 12th grade.</i>	<i>Total (All grades): approximately 2,372 students in 9th through 12th grade.</i>
Daily Start/End Schedule	Grades 9-12th: > 9:15 AM – 4:15 PM	Grades 9-12th: > 9:15 AM – 4:15 PM(<i>no change</i>)
Student Pick-Up Modes of Transportation <i>(shown as a percent of student population):</i>	By School Bus: > 30% <i>(22 buses with approx. 720 students total)</i> By Walking: < 5% Student Drivers: < 10% <i>(based on field observations of up to 214 parked vehicles; 176 parking permits)</i> Parent Pick-Up: > 55% Student Population: 100%	By School Bus: > 30% (<i>no change</i>) By Walking: <5% (<i>no change</i>) Student Drivers: <10% (<i>no change</i>) Parent Pick-Up: >55% (<i>no change</i>) Student Population: 100%

NOTE #1: To the highest degree practical, the accounts of existing conditions presented in this report were based upon actual on-site observations conducted by DeShazo during typical school day(s) conditions and from personal interviews of school representatives. The analyses and recommendations presented in this report for proposed conditions were based upon evaluations of existing conditions and may be supplemented by DeShazo’s professional judgment and experience. Proposed conditions are intended to reflect the anticipated day-to-day conditions at full occupancy.

Site Access and Circulation

The School provides assigned parking lots for faculty and staff on Welch Road; students, visitor, and staff park on Crestline Avenue. DISD buses load students in front of the school building along Ridgeside Drive. The School does not currently provide a dedicated area for student drop-off or pick-up operations on site—most loading/unloading takes place within public rights-of-way. Some parents park on available spaces in the student parking lot during the afternoon pick-up period. Parents park or stand on public streets surrounding the School during the peak dismissal period—primarily on Crestline Avenue and Welch Road. All adjacent streets are two-lane, two-way, undivided roadways.

Afternoon School traffic starts around 3:30 with a couple of parents arriving early for student pick-up and continues through student dismissal for approximately one hour. Based upon field observations during typical school-day conditions, traffic operations present an evident obstruction to background (through) traffic on Crestline Avenue for no more than 13-15 minutes.

Passenger Unloading/Loading and Vehicle Queuing

DeShazo conducted qualitative observations of traffic during typical school-day conditions in the *Fall 2015* and *Spring 2016* school semester. Observations of peak traffic associated with student pick-up activities indicate a maximum of approximately 117 vehicles. The vast majority of students are transported by parents who drop-off/pick-up their children.

These observations also indicate that inbound vehicles circulate around the perimeter of the school property. However, student pick-up traffic is concentrated on Crestline Avenue. Parents approach the School from different directions and park on both sides of Crestline Avenue and Welch Road. Once dismissed, students proceed to exit the school property through one of several access points toward Welch Road or Crestline Avenue. A small number of parents use the alleys on Crestline Avenue as alternative egress routes.

Recommendations

The following recommendations are provided to W.T. White High School for the management of vehicular traffic generated by the school during peak traffic conditions. Generally, traffic delays and congestion that occurs during the afternoon pick-up period is notably greater than the traffic generated during the morning drop-off period due to the timing and concentration characteristics. In most instances, achieving efficiency during the afternoon period is more critical, while the morning traffic operations require nominal active management. Therefore, except where stated otherwise, the recommendations provided herein pertain specifically to the afternoon period operations.

Current traffic conditions are generally acceptable and do not show any indications of unsafe operations. The following recommendations are presented to better organize school traffic during peak periods.

1. Upon approval of the City of Dallas, implement temporary one-way operations on Crestline Avenue northbound from Ridgeside Drive to Rickover Drive during the afternoon student dismissal period (e.g., 3:15 PM to 4:45 PM). The time period should include and address the neighbors' perceived length of traffic concerns. Permanent traffic signs should be placed at the Crestline Avenue/Rickover Drive intersection to restrict southbound access onto Crestline Avenue. As a result, southbound traffic on Crestline Avenue (north of Rickover Drive) will be forced to turn left onto Rickover Drive, effectively creating a clockwise route around the perimeter of the school.

NOTE: These operations may unintentionally encourage parents to pick up students on Rickover Drive. The School will need to address pedestrian walkways to avoid the potential for students to walk through the athletic fields.

2. In order to facilitate access to the parking lot on Crestline Avenue for student pick-up operations, it is necessary to relocate ALL visitor and staff parking from the current Visitor/Staff Lot on Crestline Avenue to the proposed new lot on Ridgeside Drive and/or the Faculty Lot on Welch Road. Based upon a parking study performed by DeShazo Group on January 26, 2016, there are approximately 10-15 spaces currently available in the Faculty Lot. As needed, the School should assign additional spaces along the northeastern-most parking bays of the Student Lot. Furthermore, the School should remove the recently erected wire fence between the current Visitor/Staff Lot and Student Lot to combine both lots.

3. Access to the Student Lot should be restricted to the two northernmost driveways on Crestline Avenue. In lieu of an actual gate, the School should use traffic cones to temporarily restrict access to other driveways during school peak hours as shown on Exhibit 1—Traffic Management Plan.
4. The School should temporarily reserve up to 100 spaces conveniently located around the perimeter of the parking lot for parents' use during the student dismissal period. Signs should also indicate the specific time reserved parking is in effect. The number of spaces and time should be continuously assessed by the School throughout the school semester.
5. Re-stripe pavement markings on all parking facilities. Pavement markings should also route parents picking up students in a systematic queue leading toward the proposed student loading zone adjacent to the proposed covered walkway.
6. Install temporary "right-turn only" signs in effect during the same one-way traffic operations on Crestline Avenue (see Item 1).
7. Restrict all school bus operation on Crestline Avenue before 4:30 PM.
8. Upon approval of the City of Dallas, install additional temporary signs to give emphasis to the existing parking, standing or student pick-up restrictions on Welch Road. As needed, invite the Dallas Police Department to render citations from time-to-time to enforce existing restrictions.

The following additional recommendations will further accommodate the traffic needs of the school and facilitate an enforceable and safe management plan.

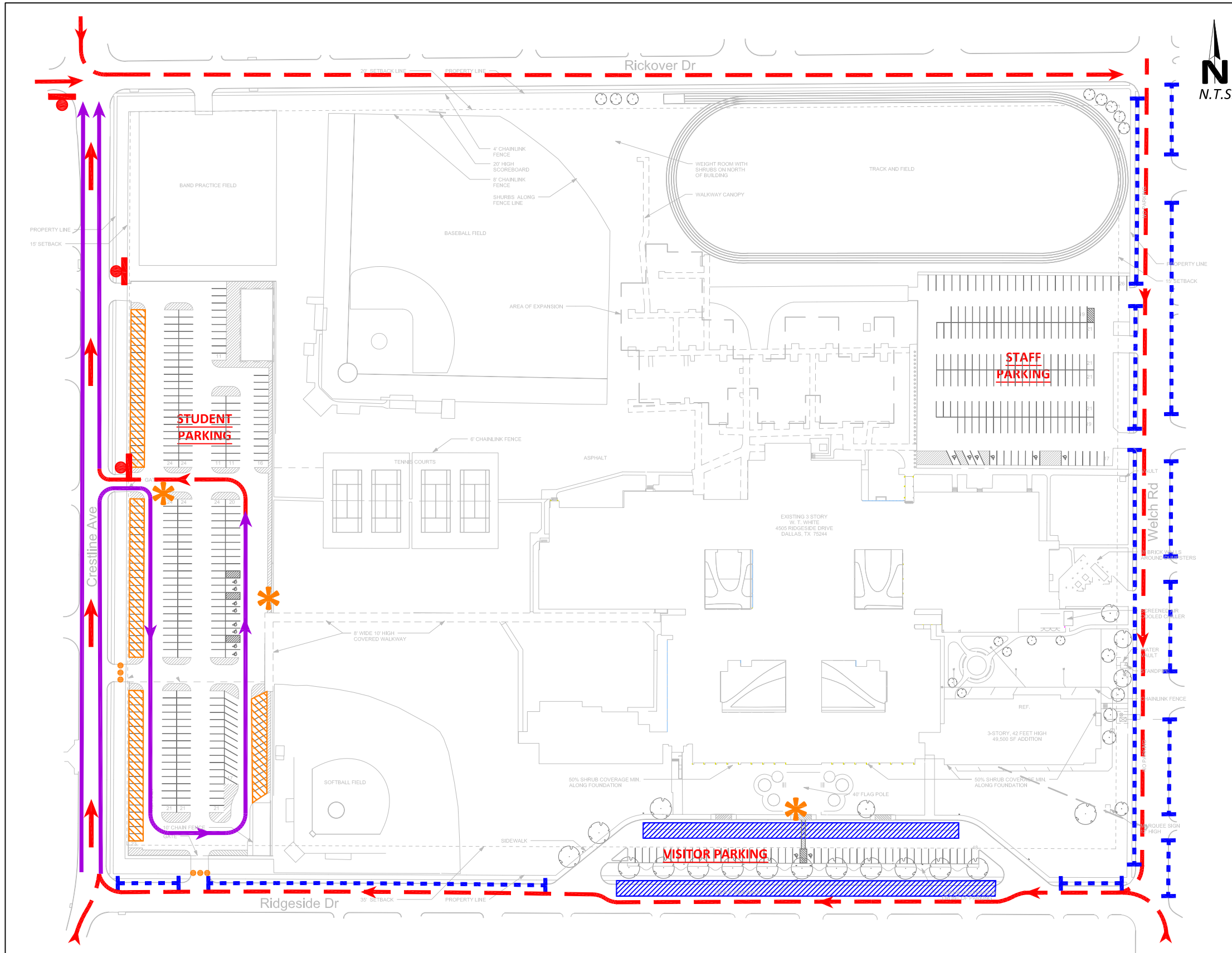
- Passenger loading/unloading within the public right-of-way should strive to occur only in areas designated by the City of Dallas to maximize personal safety.
- No persons other than deputized officers of the law (including crossing guards) should engage or attempt to influence traffic operations in public right-of-way to minimize liabilities.
- The full cooperation of staff, students, and parents is crucial for the success of a traffic management plan. Proper training of staff on the duties and expectations pertaining to the TMP is recommended. Sufficient communications at the beginning of each school term (and otherwise, as needed) with students and parents on their duties and expectations is also recommended.

Although traffic congestion is currently appreciable, there is no known history of traffic accidents. Based upon DeShazo's review of the proposed site conditions and the anticipated needs of traffic during peak conditions, it is recommended that the proposed circulation plan and traffic operations be implemented and maintained. Given that no additional resources or space for expansion options are available, the status quo is considered adequate to provide the best alternatives and has the advantage of familiarity. **Exhibit 1** provides a graphical summary of the recommended circulation plan.

SUMMARY

This TMP is to be used by W.T. White High School to provide safe and efficient transportation of students, staff, and faculty to and from the site. The TMP was developed with the intent of optimizing safety and efficiency and the goal of accommodating vehicular traffic generated by the school at peak traffic periods within the site. The details of the TMP shall be reviewed by the School on a regular basis to confirm its effectiveness.

END OF MEMO



Queuing Summary

Student Group	Dismissal Times & Number of Students	Vehicular Traffic Demand	
		Provided:	Queue
Grades 9-12	4:15 PM (2,372 Students)	2,867 LF (122 Cars)	2,820 (120 Cars)
		Required*:	47 LF (2 Cars)
		Surplus:	

*Based on field observations of existing traffic (approx. 117 vehicles for 2,310 students).

Legend

- School Staff
- Reserved parking for student pick-up (approx. 100 spaces; actual location TBD by School)
- Vehicle Queue
- Inbound Traffic Route
- No Parking (AT ALL TIMES)
- Designated Bus Loading Area

The purpose of this Traffic Management Plan (TMP) is to evaluate traffic operations that promote safety and efficient vehicle circulation. This TMP was developed to prevent queuing of drop-off/pick-up related vehicles within the city rights-of-way. The school administration should adhere to this TMP. Any deficiency due to spillover of queuing into undesignated areas of the city rights-of-way, including roadway travel lanes, should be corrected by the school immediately.

I, David Nevarez, P.E. #106200, certify that site constraints preclude the school's ability to accommodate vehicular queue on-site. While it may not be feasible to eliminate queuing in public right-of-way, establishing a designated school route will lessen impact to neighborhood /through traffic. This option is subject to approval from the City of Dallas Street Services Department.