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Texas Registered Engineering Firm F-3199



Christy Lambeth
April 16, 2018

Traffic Management Plan

Innovation, Design, Entrepreneurship Academy at James W. Fannin, in Dallas, TX

DeShazo Project Number 17140

April 16, 2018

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Introduction

The services of DeShazo Group, Inc. (DeShazo) were retained by Masterplan (Client) to provide a traffic management plan (TMP) for the Innovation, Design, Entrepreneurship Academy at James W. Fannin (DISD Fannin). DISD Fannin is located at 4800 Ross Avenue in Dallas, Texas, and is zoned Planned Development (PD) District 298.

The school has a current enrollment of 258 students in grades 9 through 11. The school is proposing an addition of a 12th grade in 2018. The school's buildout capacity is 420 students.

School Operational Characteristics

This TMP was developed in accordance with the future buildout of 480 students in grades 9 through 12. **Table 1** summarizes the school students and projected queueing data based upon previous observations conducted by DeShazo during the morning drop-off and afternoon pick-up process.

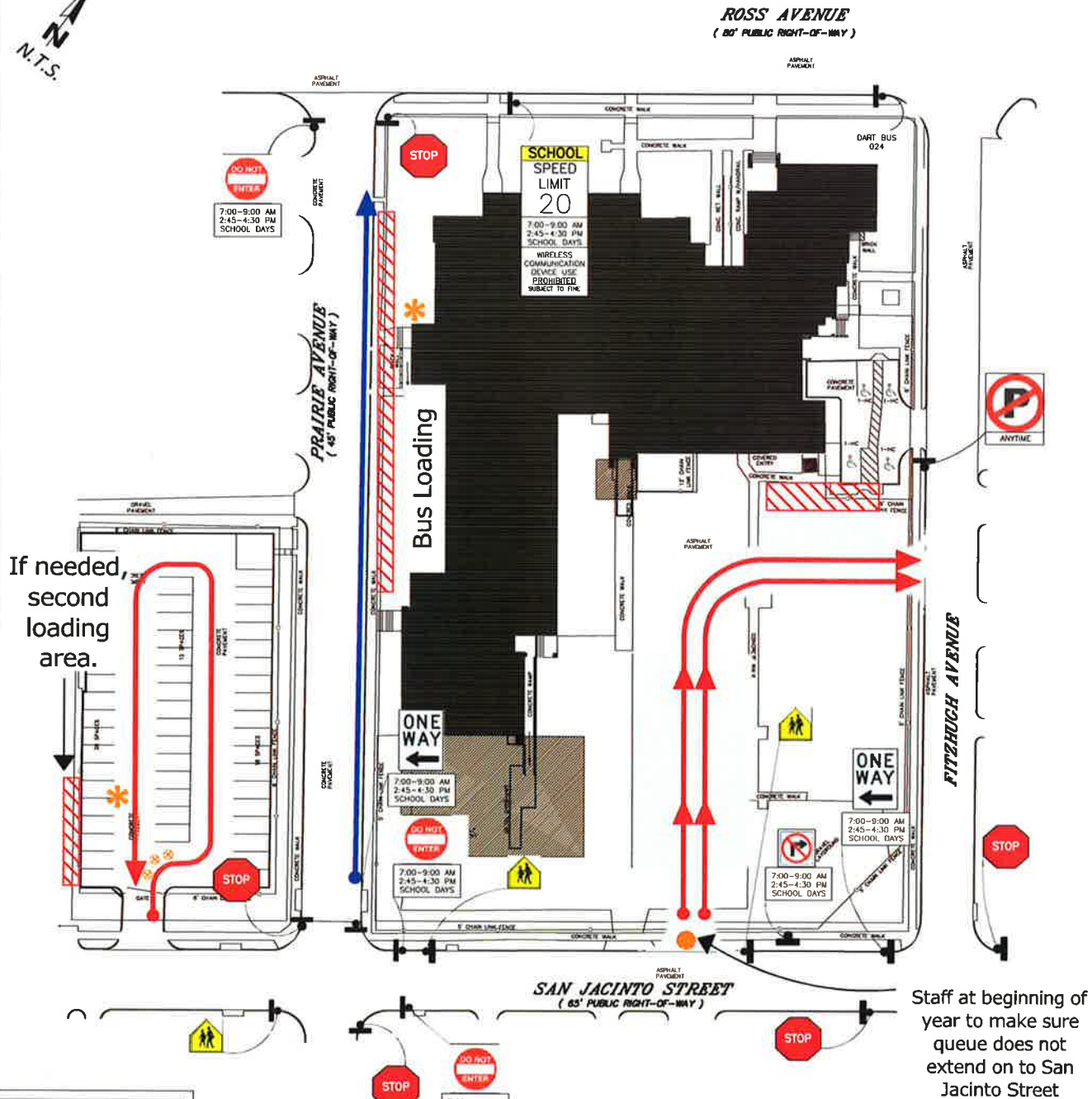
Table 1: School Operational Characteristics

Students	Daily Schedule	Traveling Modes	Queue Lengths
9 th – 12 th Grade: (420 Students)	8:00 AM – 4:00 PM	School Bus: ≅ 74% Walking: ≅ 12% Public Transit ≅ 5% Parent Pick-Up: ≅ 7% Student Drivers: ≅ 2%	Provided: 903 LF (38 vehicles) Required: 611 LF (26 vehicles) Surplus: 292 LF (12 vehicles)

Summary

DeShazo analyzed the projected traffic operations at buildout for morning arrival and afternoon dismissal periods based upon observations and student characteristics provided by the school. The peak queue occurs during the afternoon dismissal period. The site provides ample queuing space for both parent vehicles and school buses. The school staff should manage traffic in accordance with the TMP depicted in **Exhibit 1**.

DeShazo Group, Inc. Job No. 17140 Exhibit Created on 12-22-2017; Revised 04-10-2018



Staff at beginning of year to make sure queue does not extend on to San Jacinto Street

- Legend**
- School Staff
 - Traffic Cones
 - Loading Area
 - Queue
 - Bus Queue
 - Traffic Sign

Students	Daily Schedule	Travel Modes	Queue Lengths
9th - 12 Grade (420 Students)	8:00 AM - 4:00 PM	School Bus: ~98%	Provided: 903 (38 veh.) Required: 611 (26 veh.) Surplus: 292 (12 veh.)
		Walking: ~12%	
		Public Transit: ~5%	
		Parent Pick-Up: ~7%	
		Student Drivers: ~2%	

The purpose of this Traffic Management Plan (TMP) is to evaluate traffic operations that promote safety and efficient vehicle circulation. 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, Christy Lambeth, P.E. #91096, certify that based upon the information provided by DISD and our current observations that vehicles should not queue in public right-of-way.

Site Access

The school is located at the southwest corner of Ross Avenue and N. Fitzhugh Avenue with San Jacinto Street to the south and N. Prairie Avenue to the west. San Jacinto Street operates as a one-way street (westbound) from N. Fitzhugh Avenue to N. Prairie Avenue during the school's morning and afternoon peak hours. N. Prairie Avenue also operates as a one-way street (northbound) from San Jacinto Street to Ross Avenue during the school's morning and afternoon peak hours. This operation allows buses and parents picking up students to queue in a clockwise direction upon arriving at the school. School buses load students from the curb adjacent to the school on N. Prairie Avenue. Once loaded, the buses proceed north on N. Prairie Avenue toward Ross Avenue.

The site is planned to have a total of three access points upon buildout: one on the east side of the site off of N. Fitzhugh Avenue, one on the south side off of San Jacinto Street, and one off of San Jacinto Street into the parking lot just west of the school, which the school owns. The proposed site plan is shown in **Exhibit 1**.

Passenger Unloading/Loading and Vehicular Queuing

This analysis identifies the projected vehicle demand needed to accommodate projected school traffic demands during peak periods. As required by the City of Dallas, DeShazo observed on-site traffic on four different visits at the following times:

- Monday, November 27, 2017, during student dismissal
- Monday, December 4, 2017, during student dismissal
- Wednesday, December 6, 2017, during student arrival
- Thursday, December 7, 2017, during student arrival

Observations of traffic associated with student pick-up activities indicated that most vehicles approach the school via San Jacinto Street to load/unload students. Some parents also queued on the west side of N. Prairie Avenue adjacent to the buses. Observations indicated that some parents parked in the parking lot on site and waited for their students. A peak queue of approximately 13 vehicles and three parked vehicles was observed during the PM dismissal period for a total of 16 vehicles on site at the same time.

Recommendations to Facilitate Queuing Operations

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. Below is a summary of TMP recommendations.

Traffic Queue Operations

School traffic should be managed in accordance with the TMP depicted in **Exhibit 1**.

- Vehicles should enter the parking lot south of the school building via San Jacinto Street and form a double queue through the parking lot.
- When student enrollment increases, a second loading zone maybe needed so that queued vehicles do not encroach onto San Jacinto Street. A second loading zone is available in the school parking lot directly west of the school on San Jacinto Street. If this second loading area is used, the school should designate where each student is picked up during the dismissal period. This may depend on the student's last class location, last name, or the student's grade. Approximately 58% (22 vehicles) of the site's queuing space is on the south side of the school and approximately 42% (16 vehicles) is in the parking lot directly west of the school on San Jacinto Street.

- School officials should communicate with neighborhood representatives as needed to address any problems concerning school traffic and identify solutions in the best interest of all involved parties.
- The full cooperation of staff, students and parents is crucial for the success of the TMP. Proper training of staff on their duties and the School's expectations pertaining to the TMP is recommended. Proper communications at the beginning of each school term (and as needed) with students and parents on their duties and expectation is also recommended, including a reminder of the risks associated with speeding in school zones and the use of handheld phones while driving.
- Parents should be discouraged from: arriving too early before dismissal, queuing over 30 minutes and arriving all at once. The queue lanes are intended for parents to rotate through the site.

Student Safety

- Student safety should remain paramount at all times. The school administration should remind students, parents and staff continually of their expectations relative to this traffic management plan throughout the school year.

Enforcement

This TMP is to be used by DISD Fannin to provide safe and efficient transportation of students, staff, and faculty to and from the site. The plan was developed with the intent of optimizing safety and efficiency, and the goal of accommodating vehicular traffic generated by the school on site during peak traffic periods. The School should review details of this TMP on a regular basis to confirm its effectiveness.

[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.]

END OF MEMO

SCHOOL REVIEW AND COMMITMENT

The Traffic Management Plan for Innovation, Design, Entrepreneurship Academy at James W. Fannin (DISD Fannin) was developed with the intent of optimizing safety and accommodating vehicular traffic queues generated by the school within the property. A concerted effort and full participation by the school administration, staff, students and parents are essential to maintain safe and efficient traffic operations.

By consent of this TMP submittal, the School is agreeing to the strategies presented herein for which the School will be held accountable unless the City deems further measures are appropriate.

The School is committed to continually reviewing and assessing the effectiveness of the TMP and if warranted, will implement changes in the interest of increasing safety and minimizing impacts on the surrounding community.


Personalized Learning Manager

4/16/18
Date

Innovation, Design, Entrepreneurship Academy at James W. Fannin