

TRAFFIC MANAGEMENT PLAN FOR CORAM DEO ACADEMY

Dallas, Texas

Final: March 2016

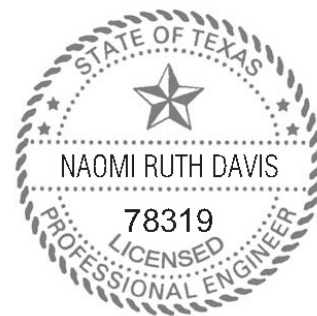
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Prepared for
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This Traffic Management Plan has been prepared under the direction of N. Ruth Davis. N. Ruth Davis attests to the technical information contained therein and has judged the qualifications of recommendations, conclusions, and decisions are based on City of Dallas comments, general engineering standards, and Texas/Federal laws.

In Association With

Erin Bishop, Draftsperson/Graphics

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TRAFFIC MANAGEMENT PLAN FOR CORAM DEO ACADEMY

EXECUTIVE SUMMARY/INTRODUCTION

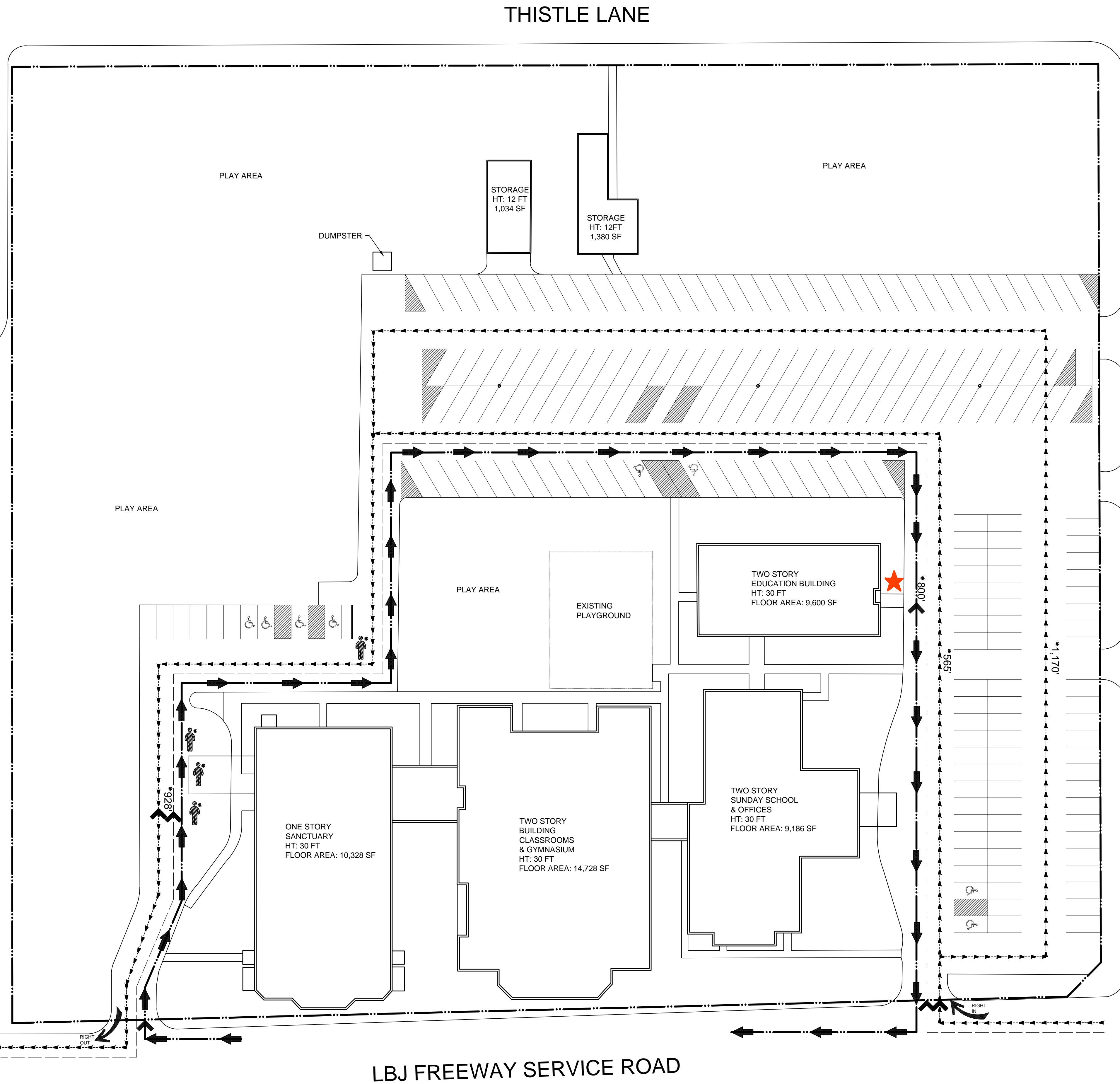
This Traffic Management Plan (TMP) was prepared to provide the following information for the proposed Coram Deo Academy (CDA), which will be located on the Park Central Baptist Church campus, 7777 LBJ Freeway, Dallas, Texas:

- School Characteristics
- Hours of operation;
- Parking
- Drop-off and pickup hours;
- Parent route assignments
- Circulation Plan;
- Ingress and egress locations;
- Location of student drop-off and pickup;
- Number and location of personnel assisting with loading and unloading of students;
- Available queue storage;
- Number of vehicles and queue length for the proposed number of students/families; and,
- Neighborhood impact evaluation.

Figure 1 shows the Project location and the proposed circulation plans for the 2016-2017 school year/build out condition.

Conclusion

Based on the results of the queuing analysis, there is sufficient storage length on the Park Central Baptist Church campus to accommodate the planned maximum number of students with no queuing on City of Dallas right-of-way (ROW). As shown in this document, the PM pickup scenario is the worst case so all queue assessments are based on this scenario. The proposed circulation plan for the 2016-2017 school year PM pickup condition has a storage length of approximately 928 feet that could store approximately 37 vehicles assuming a conservative vehicle storage length of 25 feet. The forecasted 2016-2017 school year PM pickup condition queue length is 800 feet, which was calculated using the forecasted queue of 32 vehicles and the conservative vehicle storage length of 25 feet. The proposed circulation plan at build out of the school PM pickup condition has a storage length of approximately 1,735 feet that could store approximately 69 vehicles assuming a conservative vehicle storage length of 25 feet. The forecasted build out PM pickup queue length is 1,550 feet, which was calculated using the forecasted queue of 62 vehicles and the conservative vehicle storage length of 25 feet. As the student body increases from its current 54 families to the proposed build out condition of approximately 133 families, the CDA Dallas staff will monitor the length of queue and vehicle occupancy rate (VOR), and will make adjustments to the circulation plan as needed to ensure that no queuing occurs on City of Dallas ROW. The CDA Dallas staff as well as the CDA Administrative staff will work with the City of Dallas to ensure that no queuing will occur on City of Dallas ROW and will incorporate corrections that are deemed necessary by City of Dallas staff. Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.



THISTLE LANE

LBJ FREEWAY SERVICE ROAD

BLOSSOMHEATH LN

* ALL MEASUREMENTS AND LOCATIONS OF PICKUP PERSONNEL ARE APPROXIMATE

NOTES

* Traffic cones will be provided at each driveway along Blossomheath prohibiting access during student drop-off and pick-up times and school special events.

DROP OFF:

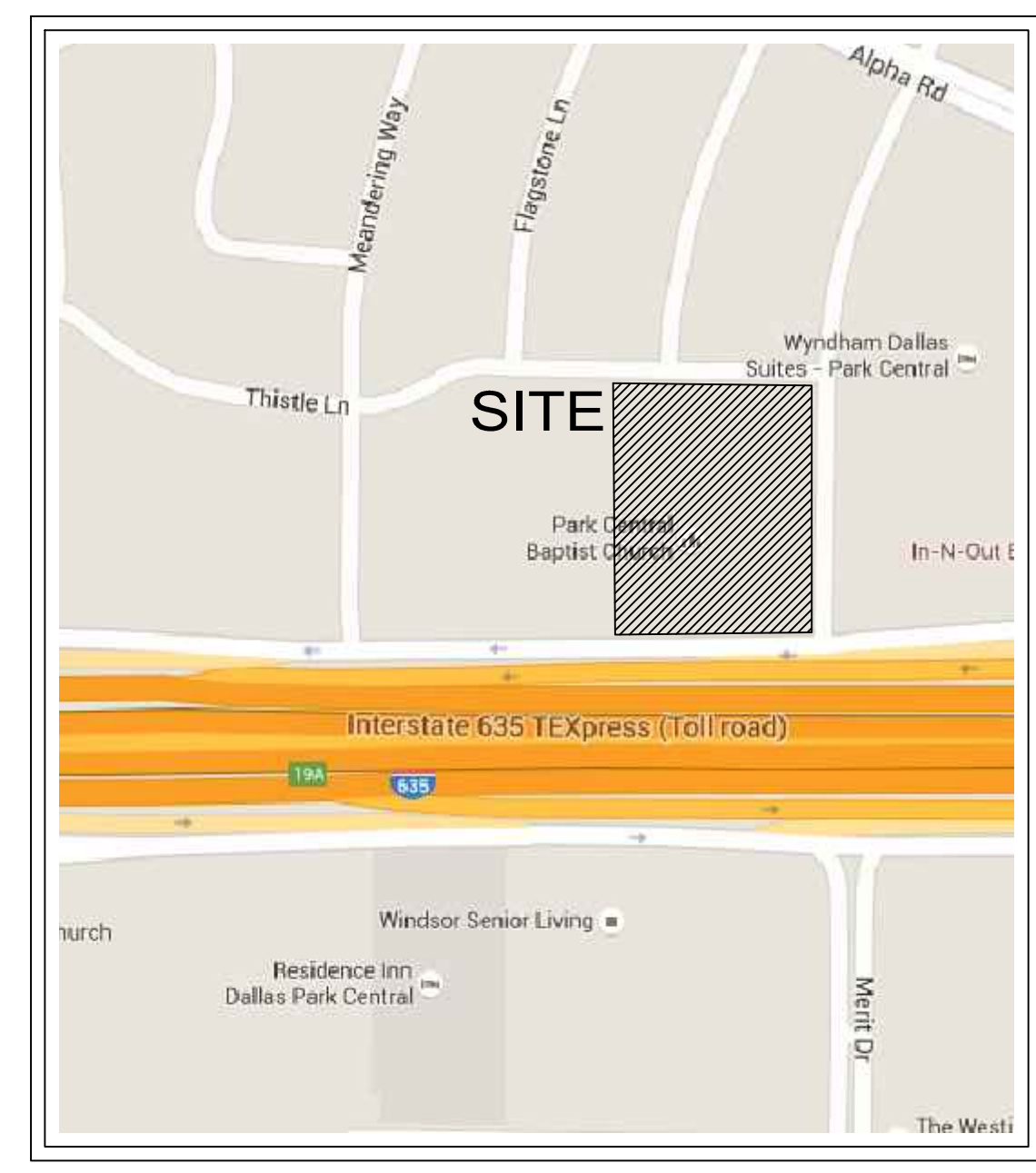
2016-2017 School Year
 Operation Time: 8:45 to 3:15 PM
 Drop Off: 8:15 to 8:45 AM
 Grades: Pre-K through 8th
 Estimated No. of Students: 102
 Estimated Queue Pre-K through 8th: 8 vehicles; 200 feet at 25 ft per vehicle
 Storage Provided: 32 vehicles; 800 feet at 25 ft per vehicle

Build Out
 Operation Time: 8:45 to 3:15 PM
 Drop Off Time: 8:15 to 8:45 AM
 Grades: Pre-K through 12th
 Maximum No. of Students: 250
 Estimated Queue Pre-K through 12th: 16 vehicles; 400 feet at 25 ft per vehicle
 Storage Provided: 32 vehicles; 800 feet at 25 ft per vehicle

PICK UP:

2016-2017 School Year
 Operation Time: 8:45 to 3:15 PM
 Pick-Up Time: 3:15 to 3:45 PM
 Grades: Pre-K through 8th
 Estimated No. of Students: 102
 Estimated Queue: 32 vehicles; 800 feet at 25 ft per vehicle
 Storage Provided: 37 vehicles; 928 feet at 25 ft per vehicle

Build Out
 Operation Time: 8:45 to 3:15 PM
 Pick-Up Time: 3:15 to 3:45 PM
 Grades: Pre-K through 12th
 Maximum No. of Students: 250
 Estimated Queue: 62 vehicles; 1,550 feet at 25 ft per vehicle
 Storage Provided: 69 vehicles; 1,735 feet at 25 ft per vehicle



VICINITY MAP

NTS



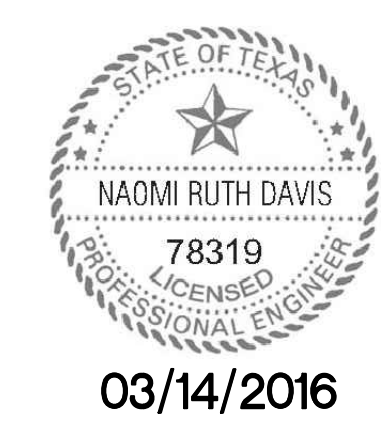
LEGEND

- DROP OFF LOCATION
- DIRECTION OF TRAVEL - DROP OFF
- DIRECTION OF TRAVEL - PICK UP (2016-2017)
- DIRECTION OF TRAVEL - PICK UP (BUILD OUT)
- PICKUP PERSONNEL
- SEGMENT DISTANCE

Storage Provided: 69 vehicles; 1,735 feet at 25 ft per vehicle

Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, N. Ruth Davis, P.E. 78319, certify that the results indicate that no queuing of vehicles dropping off or picking up students at Coram Deo Academy will extend onto City of Dallas rights-of-way as a result of internal queuing constraints.

In order to ensure that all queuing of vehicles is completely accommodated on school property, Coram Deo Academy administrative officials should implement the proposed Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

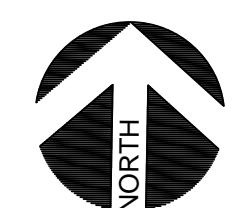


DATE	12/23/2016
REVISION DATE	03/15/2016
CASE NUMBER	Z156-174

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7777 LBJ FREEWAY
 CITY OF DALLAS, TEXAS



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CORAM DEO COMBINED TRAFFIC MANAGEMENT PLAN

SCALE: 1" = 30'-0"



CASE #Z156-174

SCHOOL CHARACTERISTICS

CDA is a Classical Christian private school. Core classes are taught on either a Monday/Wednesday or Tuesday/Thursday rotation with electives and high school labs taught on Friday. The students are homeschooled on the remaining days depending on the rotation. The CDA Dallas campus will have classes on Tuesday/Thursday with electives on Friday during the 2016-2017 school year. Grade levels planned for the 2016 – 2017 school year for the Dallas campus will be prekindergarten (Pre-K) through 8th grade. At build out of the CDA Dallas campus, classes will be taught on both the Monday/Wednesday and Tuesday/Thursday rotations with electives and high school labs taught on Friday. Grade levels planned for the build out condition for the Dallas campus will be Pre-K through 12th grade.

There are currently 102 students/54 families enrolled for the Tuesday/Thursday core classes, and 28 students/21 families enrolled for Friday electives. With proposed build out there would be 250 students/133 (approximate) families enrolled for both the Monday/Wednesday and Tuesday/Thursday core classes. It is anticipated that with build out there would also be approximately 250 students/133 families enrolled for Friday electives and high school labs. Currently, several families carpool which results in a VOR of 2.5 students per vehicle.

CDA typically “grows” the next grade by students moving up from lower classes to upper classes as opposed to students applying for acceptance into the school in the upper grades. With the current enrollment of 102 students with grades Pre-K through 8th grade and assuming an average class size of 15 students, it will take approximately eight (8) to nine (9) years to reach the currently planned maximum enrollment of 250 students. At build out, it is anticipated that there will be two (2) classes each of Pre-K, kindergarten, and 1st grade and one class each for all remaining grades through 12th.

CDA Dallas campus staff currently consists of 10 faculties, one (1) PE teacher, one (1) lunch proctor, one (1) administrative assistant, and one (1) director. With maximum student enrollment the staff will increase to 28 faculties and will maintain the one (1) PE teacher, one (1) lunch proctor, one (1) administrative assistant, and one (1) director.

HOURS OF OPERATION

CDA Dallas campus faculty and staff typically arrive by 7:45 AM with doors opening to student arrivals around 8:15 AM. School will start around 8:45 AM with classes lasting to approximately 3:05 PM. Student pickup will begin at 3:15 PM and all students be gone from the campus by 3:45 PM. Faculty and staff typically exit the campus by 4:15 PM unless there is a staff meeting. Staff meetings typically occur once per month and are usually over and all staff has departed by 4:45 PM.

PARKING

The Park Central Dallas Church campus has 204 regular parking spaces of which eight (8) are handicap spaces. The parking areas are located to the east of and behind the church buildings. Per City of Dallas Code Section 51A-4.204(17)(C), a private school should have the following number of parking spaces:

- (i) One and one-half spaces for each kindergarten/elementary school classroom;
- (ii) Three and one-half spaces for each junior high/middle school classroom; and
- (iii) Nine and one-half spaces for each senior high school classroom.

Based on these code requirements, the 2016-2017 school year would require a total of 19 spaces:

- 12 for Pre-K/kindergarten/elementary school classes, and
- Seven (7) for junior high/middle school classes.

This assumes that Pre-K through 6th grade is equivalent to the kindergarten/elementary classification and that 7th through 8th grade is equivalent to the junior high/middle school classification.

With buildout of the school to include 9th through 12th grades, the school would require a total of 57 spaces:

- 17 for Pre-K/kindergarten/elementary school classes,
- 11 for junior high/middle school classes, and
- 29 for senior high school classes.

This assumes that Pre-K through 6th grade is equivalent to the kindergarten/elementary classification, that 7th through 9th grade is equivalent to the junior high/middle school classification, and that 10th through 12th grade is equivalent to the senior high school classification.

The existing 204 total spaces exceed both the near term and the long range parking code requirements.

DROP-OFF AND PICKUP HOURS

With the current school location and enrollment, the CDA Dallas campus AM drop-off typically occurs between 8:15 AM and 8:45 AM. PM Pickup typically occurs between 3:00 PM and 3:15 PM. With the proposed school location and maximum enrollment, the drop-off times would be 8:15 AM to 8:45 AM and pickup times would be 3:15 PM to 3:45 PM.

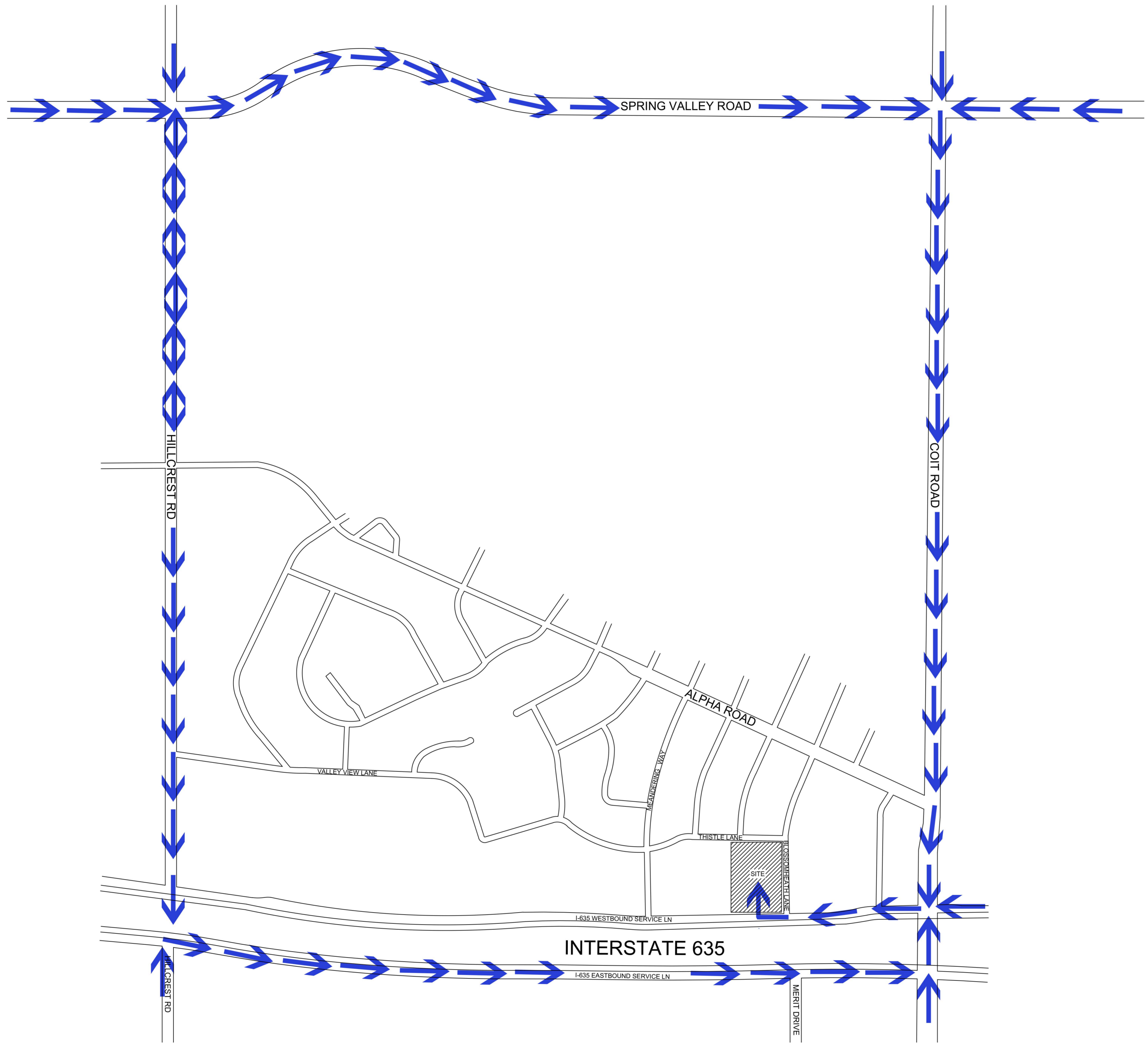
PARENT ROUTE ASSIGNMENTS

In order to avoid impacting the neighborhoods to the north and west of the proposed school, parent route assignments have been developed as shown in Figures 2 (enter) and 3 (exit). These will be disseminated to parents during parent orientation.

CIRCULATION PLAN

AM Drop-Off

All family vehicles would turn right from the Lyndon B. Johnson Freeway [I-635] westbound frontage road (frontage road) into the westernmost Park Central Baptist driveway. All vehicles would proceed clockwise around the back of the campus to the drop-off location on the east side of the education building. Once the students were dropped off, the vehicles would continue clockwise and exit the campus via a right-turn only from the easternmost driveway onto the frontage road. Figure 1 shows the proposed circulation plan and drop-off location for both the 2016-2017 school year and build out.



*MORNING TRAFFIC ENTERS ON WEST SIDE OF SITE AND EXITS ON THE EAST SIDE OF THE SITE
 *AFTERNOON TRAFFIC ENTERS ON EAST SIDE OF SITE AND EXITS ON THE WEST SIDE OF THE SITE

DATE 02/26/2016
 REVISION DATE
 CASE NUMBER Z156-174

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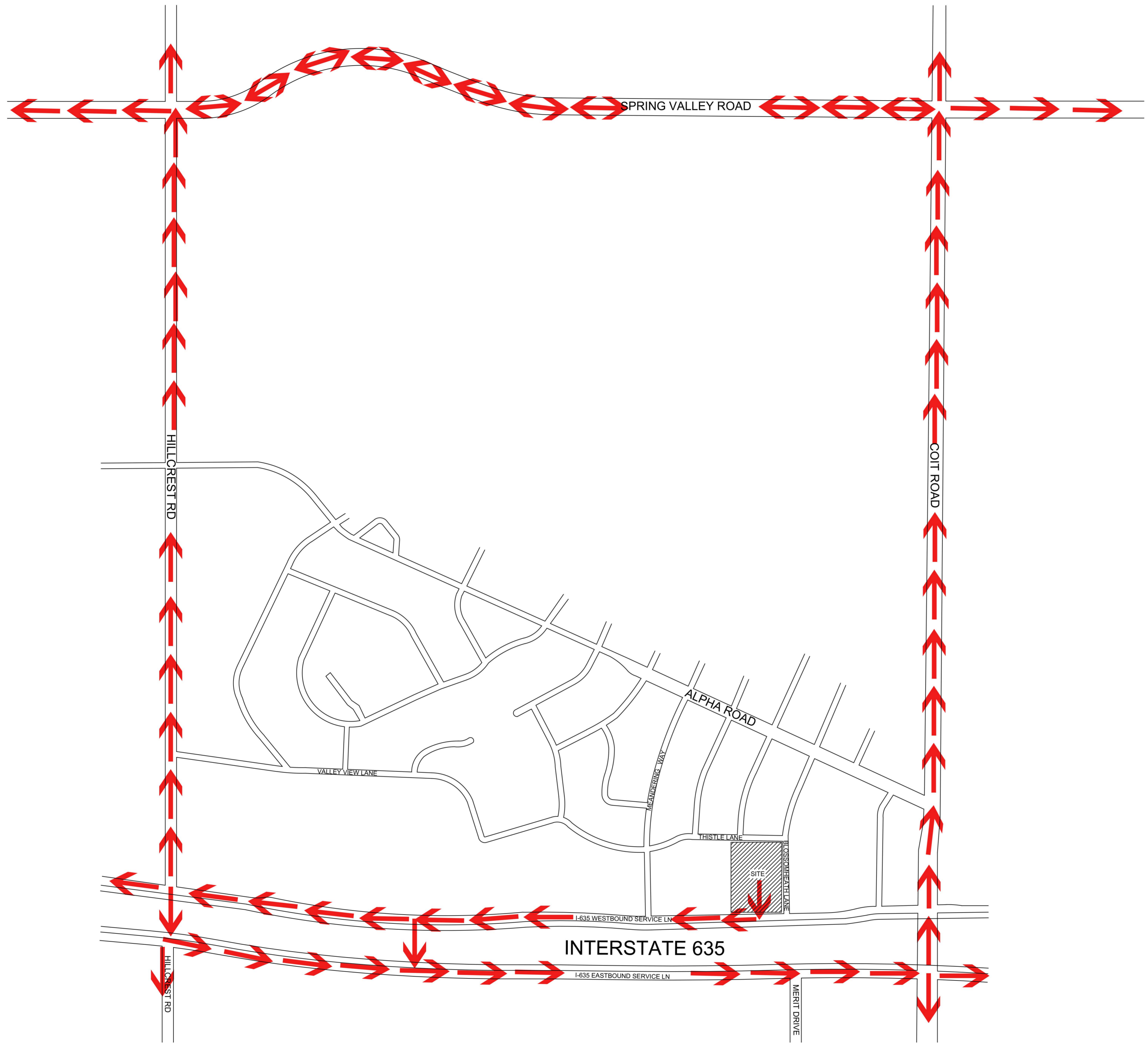


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CORAM DEO ACADEMY PARENT ROUTE ASSIGNMENTS - ENTER

Not to Scale

CASE #Z156-174



*MORNING TRAFFIC ENTERS ON WEST SIDE OF SITE AND EXITS ON THE EAST SIDE OF THE SITE
 *AFTERNOON TRAFFIC ENTERS ON EAST SIDE OF SITE AND EXITS ON THE WEST SIDE OF THE SITE

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CORAM DEO ACADEMY PARENT ROUTE ASSIGNMENTS - EXIT

Not to Scale

PM Pickup

In the afternoon, all vehicles would turn right from the frontage road into the easternmost Park Central Baptist driveway and proceed counterclockwise around the back of the campus to the pick-up location on the west side of the Sanctuary at the portico. Once the students were picked up, the vehicles would continue counterclockwise and exit the campus via a right-turn only from the westernmost driveway onto the frontage road. Figure 1 shows the proposed circulation plan and pickup locations for the 2016-2017 school year/build out conditions. Please note that the circulation plan for the proposed build out pickup condition has a double path which allows for storage of all vehicles on site.

INGRESS AND EGRESS LOCATIONS

Ingress to the Park Central Baptist Church campus would be via a right turn only from the frontage road into either the westernmost driveway (AM Drop Off) or the easternmost driveway (PM Pick Up). Egress from the campus would be via a right-turn only from either the easternmost driveway (AM Drop Off) or the westernmost driveway (PM Pick Up) onto the frontage road. Both ingress and egress points are shown on Figure 1.

LOCATION OF STUDENT DROP-OFF AND PICKUP

The proposed location for student drop-off would be at the east end of the education school building. Pickup for all students would be at the portico on the west side of the Sanctuary. Figure 1 shows the proposed drop-off/pickup locations for both the 2016-2017 school year and the build out condition.

PERSONNEL ASSISTING WITH DROP-OFF AND PICKUP

The administrative assistant would typically handle drop-off in the morning. They would hold the facility doors open so when students exit the vehicles they easily walk into the building.

Faculty, staff and upper class students all assist with student pickup in the afternoon. Starting around 3:05 PM all students would gather by class in a large area just inside the doors that lead to the pickup location. Three (3) staff equipped with a walky-talky stay with the students. One (1) staff person would be located approximately six (6) vehicle lengths upstream from the initial pickup vehicle location and also equipped with a walky-talky. Three (3) additional staff are stationed at the three (3) vehicle pick-up stations. All families are provided a name placard that is to be visible to the staff person located approximately six (6) vehicle lengths upstream. This person calls the students names back to the staff staying with the students and designates which vehicle pick-up station the student(s) should be sent to. The upper class students assist the younger students by either just directing where they should go or by helping to carry student backpacks/supplies. Once a student and the student's vehicle arrive at the designated pickup station, the staff member that is located at that station opens the car door for the student and assists the student with entering the vehicle with their backpacks/supplies. The staff person then shuts the vehicle door and the vehicle pulls away from the pickup station. Figure 1 shows the locations of all personnel assisting with drop-off and pickup.

AVAILABLE QUEUE STORAGE

AM Drop-Off

Using both Google Earth and the Park Central Baptist Church site plan, the proposed circulation plan for drop-off has approximately 800 feet of queue storage on the Park Central Baptist Church campus. The 800 feet is measured from the property boundary at the westernmost driveway entrance to the entrance of the education building and is shown on Figure 1. Using a conservative 25 feet per vehicle length this 800 feet would allow approximately 32 vehicles to store in the 800 feet.

PM Pickup

Using both Google Earth and the Park Central Baptist Church site plan, the proposed circulation plan for pickup of Pre-K through 8th grade in the 2016-2017 school year condition has approximately 928 feet of queue storage on the Park Central Baptist Church campus. The 928 feet is measured from the property boundary at the easternmost driveway entrance to the farthest point of the vehicle pickup location near the sanctuary portico on the west side of the campus and is shown on Figure 1. Using a conservative 25 feet per vehicle length this 928 feet would allow approximately 37 vehicles to store in the 928 feet.

Using the same sources, the proposed circulation plan for pickup of Pre-K through 12th grade in the build out condition has approximately 1,735 feet of queue storage on the Park Central Baptist Church campus. The 1,735 feet is measured from the property boundary at the easternmost driveway entrance to the farthest point of the vehicle pickup location near the sanctuary portico on the west side of the campus and is shown on Figure 1. Using a conservative 25 feet per vehicle length this 1,735 feet would allow approximately 69 vehicles to store in the 1,735 feet. Please note that the circulation plan for the proposed build out pickup condition has a double path which allows for storage of all vehicles on site.

QUEUE LENGTH AND NUMBER OF VEHICLES

In order to correctly estimate forecasted queue lengths, existing data for similar facility types should be used. CDA operates differently than most other private schools in that it is part regular school part home school. Therefore it was determined that queuing information for CDA facilities would be unique to this type of use. Since the CDA Dallas campus currently exists at another location, queuing data at the existing CDA Dallas campus was collected on Thursday, December 3, 2015 for both drop-off and pickup and Tuesday, December 8, 2015 for pickup. These were typical school days with no special events happening. One family was absent during drop-off and two families were absent during pickup so a worst case adjustment of one (1) additional vehicle length was added to the drop-off and two (2) additional vehicle lengths were added to the pickup queue calculations. Friday queuing data was not collected since the number of students/families attending Friday classes is significantly less than those attending the Tuesday/Thursday core classes. Table 1 shows the existing AM drop-off and PM pick up queues.

TABLE 1: EXISTING QUEUES		
Time	No. of Vehicles	Length¹ (ft)
AM Drop-off	8	200
PM Pick Up	32	800

¹ Based on a conservative vehicle length of 25 feet multiplied by number of vehicles in queue

As shown in Table 1, with the current enrollment of 102 students/54 families and the current VOR, the maximum queue length during drop-off is approximately 200 feet with eight (8) vehicles and during pickup is approximately 800 feet with 32 vehicles. These queue lengths were calculated based on a conservative vehicle length of 25 feet multiplied by the number of vehicles in the queue. Please note that during drop-off several families park their vehicles and walk their children into the school as opposed to dropping them off in the car line, therefore the pickup queue represents the worst case queuing condition. Existing and forecasted queuing data used in this report is provided in Attachment 1.

Transportation and Land Development, 2nd Edition, states that in regards to queuing unless a major restructuring of the hours of operation or service occurs, existing drop-offs/pickups can be used along with total proposed drop-offs/pickups to determine the projected size of queue and size of facilities needed. Since the existing pickup queue is significantly greater than the existing drop-off queue, the forecasted pickup queue was used to determine if there is sufficient on-site storage for the forecasted maximum number of students. A ratio of number of existing families to number of existing students was developed to determine the number of forecasted families based on the proposed maximum student enrollment. With the proposed maximum enrollment of 250 students it is estimated that there will be approximately 133 families. Of this forecasted 250 students, it was estimated that 30 students in the upper grades would drive to school and park. Likewise a ratio of number of existing families to number of forecasted families was developed to use in generating the forecasted number of queue vehicles and needed storage. This ratio showed an approximately 90% increase in number of queue vehicles and needed storage. Table 2 shows the forecasted drop-off and pick up queues.

TABLE 2: FORECASTED QUEUES (WITH MAXIMUM 250 STUDENTS)		
Time	No. of Vehicles	Length¹ (ft)
AM Drop-off Pre-K through 12 th grade	16	400
PM Pickup Pre-K through 12 th grade	62	1,550

¹ Based on a conservative vehicle length of 25 feet multiplied by number of vehicles in queue

As shown in Table 2, using the existing family to forecasted family ratio, which maintains the current VOR, the maximum AM drop-off queue length for Pre-K through 12th grade is estimated to be 400 feet with 16 vehicles. The maximum PM pickup queue length is estimated to be 1,550 feet with 62 vehicles. Again the queue length was developed using a conservative vehicle length of 25 feet per vehicle multiplied by the forecasted number of vehicles.

As stated previously, the CDA Dallas staff will monitor the length of queue and the VOR and will make adjustments as needed to ensure that no vehicles queue in the City of Dallas ROW.

NEIGHBORHOOD IMPACT EVALUATION

Traffic counts will be taken for the following intersections both pre-school and during school:

- I635 Westbound Frontage Road at Meandering Way
- Blossomheath Lane at Thistle Lane
- Thistle Lane and Meandering Way

Pre-school counts will be taken on either a T/W/Th when school is not in session during a typical fall/winter/spring time period to determine pre-school conditions. These will be one (1) hour counts taken from 8:00 AM to 9:00 AM and 3:00 PM to 4:00 PM. Counts will then be taken during the same time

periods on a T/Th when school is in session as part of the annual traffic study. The pre-school and school day counts will then be compared to determine if there are any significant changes (>10%) in traffic entering or exiting the neighborhood north and west of the proposed school. Specifically these changes would be looked for in the following movements:

- I635 Westbound Frontage Road at Meandering Way – westbound right-turn
- Blossomheath Lane at Thistle Lane – eastbound right-turn and southbound through
- Thistle Lane and Meandering Way - northbound left-turn, northbound through, northbound right-turn, eastbound through, and southbound left-turn.

If there are no significant changes (>10%) in traffic data between the pre-school and school day counts collected for the specific movements identified previously, it will be documented in the annual traffic report. If significant changes (>10%) are identified, an additional set of school counts will be obtained and re-compared to the pre-school data. If significant changes (>10%) are still identified, then personal will be stationed at the three (3) intersections to see if any CDA parents are entering or exiting the neighborhoods to the north and west of the proposed school.

CONCLUSION

Based on the results of the queuing analysis, there is sufficient storage length on the Park Central Baptist Church campus to accommodate the planned maximum number of students with no queuing on City of Dallas right-of-way (ROW). As shown in this document, the PM pickup scenario is the worst case so all queue assessments are based on this scenario. The proposed circulation plan for the 2016-2017 school year PM pickup condition has a storage length of approximately 928 feet that could store approximately 37 vehicles assuming a conservative vehicle storage length of 25 feet. The forecasted 2016-2017 school year PM pickup condition queue length is 800 feet, which was calculated using the forecasted queue of 32 vehicles and the conservative vehicle storage length of 25 feet. The proposed circulation plan at build out of the school PM pickup condition has a storage length of approximately 1,735 feet that could store approximately 69 vehicles assuming a conservative vehicle storage length of 25 feet. The forecasted build out PM pickup queue length is 1,550 feet, which was calculated using the forecasted queue of 62 vehicles and the conservative vehicle storage length of 25 feet. As the student body increases from its current 54 families to the proposed build out condition of approximately 133 families, the CDA Dallas staff will monitor the length of queue and vehicle occupancy rate (VOR), and will make adjustments to the circulation plan as needed to ensure that no queuing occurs on City of Dallas ROW. The CDA Dallas staff as well as the CDA Administrative staff will work with the City of Dallas to ensure that no queuing will occur on City of Dallas ROW and will incorporate corrections that are deemed necessary by City of Dallas staff. Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

AM Queue Data
Existing and Forecasted

		Existing	Ex Q	Ex Q	Storage	Stor Len	Stor Len	Forecasted	For Q	For Q	Storage	Stor Len	Stor Len
	Vehicle	Queue	Lower	Upper	Length	Lower	Upper	Queue	Lower	Upper	Length	Lower	Upper
Time	Arrivals	(# of Veh)	(# of Veh)	(# of Veh)	(ft)	(ft)	(ft)	(# of Veh)	(# of Veh)	(# of Veh)	(ft)	(ft)	(ft)
8:02	2	2	1	1	50	25	25	4	2	2	100	75	50
8:03	0	2	1	1	50	25	25	4	2	2	100	75	50
8:04	0	2	1	1	50	25	25	4	2	2	100	75	50
8:05	1	3	2	1	75	50	25	6	4	2	150	100	100
8:06	0	3	2	1	75	50	25	6	4	2	150	100	100
8:07	1	4	3	1	100	75	25	8	5	3	200	125	125
8:08	0	4	3	1	100	75	25	8	5	3	200	125	125
8:09	0	4	3	1	100	75	25	8	5	3	200	125	125
8:10	0	4	3	1	100	75	25	8	5	3	200	125	125
8:11	0	4	3	1	100	75	25	8	5	3	200	125	125
8:12	1	5	3	2	125	75	50	10	6	4	250	175	150
8:13	0	5	3	2	125	75	50	10	6	4	250	175	150
8:14	2	7	5	2	175	125	50	14	8	6	350	225	225
8:15	3	8	6	2	200	150	50	16	9	7	400	225	175
8:16	1	3	2	1	75	50	25	6	4	2	150	100	100
8:17	0	0	0	0	0	0	0	0	0	0	0	0	0
8:18	2	2	1	1	50	25	25	4	2	2	100	75	50
8:19	1	1	1	0	25	25	0	2	1	1	50	50	25
8:20	4	3	2	1	75	50	25	6	4	2	150	100	100
8:21	1	2	1	1	50	25	25	4	2	2	100	75	50
8:22	2	3	2	1	75	50	25	6	4	2	150	100	100
8:23	3	3	2	1	75	50	25	6	4	2	150	100	100
8:24	1	1	1	0	25	25	0	2	1	1	50	50	25
8:25	3	4	3	1	100	75	25	8	5	3	200	125	125
8:26	1	1	1	0	25	25	0	2	1	1	50	50	25
8:27	1	1	1	0	25	25	0	2	1	1	50	50	25
8:28	1	1	1	0	25	25	0	2	1	1	50	50	25
8:29	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:31	0	0	0	0	0	0	0	0	0	0	0	0	0
8:32	0	0	0	0	0	0	0	0	0	0	0	0	0
8:33	0	0	0	0	0	0	0	0	0	0	0	0	0
8:34	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35	0	0	0	0	0	0	0	0	0	0	0	0	0
8:36	0	0	0	0	0	0	0	0	0	0	0	0	0
Notes:													
Existing queue data collected on Thursday, Dec 3, 2015													
Forecasted queue data based on 250 student maximum													
Storage length assumes a conservative 25 ft per vehicle													

PM Queue Data
Existing and Forecasted

		Existing	Storage	Forecasted	Storage
	Vehicles	Queue	Length	Queue	Length
Time	Arrivals	(# of Veh)	(ft)	(# of Veh)	(ft)
2:36	0	0	0	0	0
2:37	2	2	50	4	100
2:38	1	3	75	6	150
2:39	0	3	75	6	150
2:40	0	3	75	6	150
2:41	1	4	100	8	200
2:42	2	6	150	12	300
2:43	0	6	150	12	300
2:44	0	6	150	12	300
2:45	0	6	150	12	300
2:46	0	6	150	12	300
2:47	2	8	200	16	400
2:48	3	11	275	21	525
2:49	1	12	300	23	575
2:50	0	12	300	23	575
2:51	2	14	350	27	675
2:52	1	15	375	29	725
2:53	1	16	400	31	775
2:54	2	18	450	35	875
2:55	1	19	475	37	925
2:56	1	20	500	39	975
2:57	0	20	500	39	975
2:58	3	23	575	44	1100
2:59	0	23	575	44	1100
3:00	3	26	650	50	1250
3:01	3	29	725	56	1400
3:02	2	31	775	60	1500
3:03	1	32	800	62	1550
3:04	0	20	500	39	975
3:05	1	17	425	33	825
3:06	1	17	425	33	825
3:07	3	17	425	33	825
3:08	0	15	375	29	725
3:09	1	13	325	25	625
3:10	0	12	300	23	575
3:11	0	9	225	18	450
3:12	1	7	175	14	350
3:13	1	5	125	10	250
3:14	0	4	100	8	200
3:15	0	3	75	6	150
3:16	0	0	0	0	0
Notes:					
Existing queue data collected on Thursday, Dec 3, 2015 and Tuesday, Dec 8, 2015					
Forecasted queue data based on 250 student maximum					
Storage length assumes a conservative 25 ft per vehicle					