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## Technical Memorandum

**To:** Providence Christian School  
c/o Mr. Robert D. Richardson — Regent Living, L.P.

**From:** DeShazo, Tang & Associates, Inc.

**Date:** October 24, 2007

**Re:** **Traffic Management Plan for Providence Christian School in Dallas, Texas** (DT&A No. 07138)

### INTRODUCTION

The services of DeShazo, Tang & Associates, Inc. (DT&A) were retained by Providence Christian School (PCS) to update their traffic management plan (TMP). PCS is located on the south side of Lovers Lane, east of Linwood Avenue in Dallas, Texas. The purpose of this report is to recommend a TMP for use by PCS in a request for a zoning change to a Planned Development District. This TMP was conducted to analyze the existing and projected traffic conditions and school-related queues, and to specifically address issues related to neighborhood concerns.

PCS currently serves approximately 450 enrichment through 8<sup>th</sup>-grade students. Upon completion of the proposed expansion, there will be capacity to serve approximately 560 enrichment through 8<sup>th</sup>-grade students. The proposed site plan is attached.

First through 8<sup>th</sup>-grade classes currently begin at 8:15 AM and students are released at 2:45 PM. A detailed drop-off/pick-up schedule is provided below in Table 1.

**Table 1. Drop-Off/Pick-Up Schedule**

Grade	Monday/Wednesday/Friday		Tuesday/Thursday	
	Drop-Off	Pick-Up	Drop-Off	Pick-Up
Enrichment & Pre-K	9:15 - 9:30 AM	12:00 Noon	9:15 - 9:30 AM	2:45 PM
1 <sup>st</sup> - 2 <sup>nd</sup> Grades	7:40 - 8:05 AM	12:00 Noon	7:40 - 8:05 AM	2:45 PM
3 <sup>rd</sup> - 8 <sup>th</sup> Grades	7:40 - 8:05 AM	2:45 PM	7:40 - 8:05 AM	2:45 PM

## TRAFFIC MANAGEMENT PLAN

Traffic management plans are crucial for the PCS—especially during the afternoon period when parents are picking up their children. Recommended pick-up and drop-off procedures are described below. It is important to help facilitate traffic flow and circulation so that drivers are confident of their routes and do not become frustrated, and to maintain efficiency, which will alleviate the queue from backing onto the street.

The recommended TMP considers two phases - *Phase 1* accounts for the new queue lanes around the athletic field while *Phase 2* also accounts for the classroom and gym expansion.

### **Phase 1**

*Phase 1* considers the new queue lanes constructed around the athletic fields. During *Phase 1* parents of the 1<sup>st</sup>- through 6<sup>th</sup>-grade will continue to drop off and pick up students using the west drop-off/pick-up area. The parents of students who attend classes in the building on the east side of Calliet Street (7<sup>th</sup>- and 8<sup>th</sup>-grades) will drop off and pick up students in the parking lot on the east side of Calliet Street. As shown on the attached TMP exhibit, signs directing vehicles to turn north onto Calliet Street when leaving PCS will be placed at driveways on Calliet Street.

### **West Drop-Off Area (Internal Roadway)**

#### **Morning Drop-Off Procedures**

Parents will enter Drive A, the new internal roadway, via Lovers Lane and drop off their students at the existing unloading area. Teachers should continue to assist students from the vehicles.

#### **Afternoon Pick-Up Procedures**

Parents will enter Drive A. There will be one queue lane on the west side of the field and five queue lanes on the south side of the field. On the east side of the field, the internal roadway will taper down to one loading lane as illustrated in the attached TMP exhibit. Parents will exit by turning right onto Lovers Lane.

The following recommendations are included as part of the traffic management plan.

- A teacher/administrator should be stationed at the intersecting point where the five queue lanes taper down to one loading lane to facilitate traffic flow into the loading lane to pick-up students.
- Teachers should continue assisting students into their vehicles.
- A traffic administrator should continue to direct vehicles to turn right onto Lovers Lane.

It is important to note that the left-turning westbound vehicles from Lovers Lane into the new ingress Drive A are not expected to hinder the westbound through movements on Lovers Lane.

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In addition, there is sufficient queue space on site to accommodate all vehicles; therefore, the queue is not expected to extend onto Lovers Lane.

### **East Drop-Off/Pick-Up Area (Caillet Street)**

#### **Morning Drop-Off Procedures**

Parents of students attending classes in the building on the east side of Calliet Street (7<sup>th</sup>- and 8<sup>th</sup>-grades) will enter the parking lot on the east side of Calliet Street via the south driveway on Caillet Street, circulate via the parking lot, drop off their student(s), and exit via the north, right-turn-only driveway onto Caillet Street.

#### **Afternoon Pick-Up Procedures**

Parents of students who attend classes in the building on the east side of Calliet Street (7<sup>th</sup>- and 8<sup>th</sup>-grades) will enter the east parking lot via the south driveway and form a queue in the parking lot. The parents will pick up their students along the northern east/west aisle and then exit via a right-turn-only driveway onto Caillet Street.

### **Phase 2**

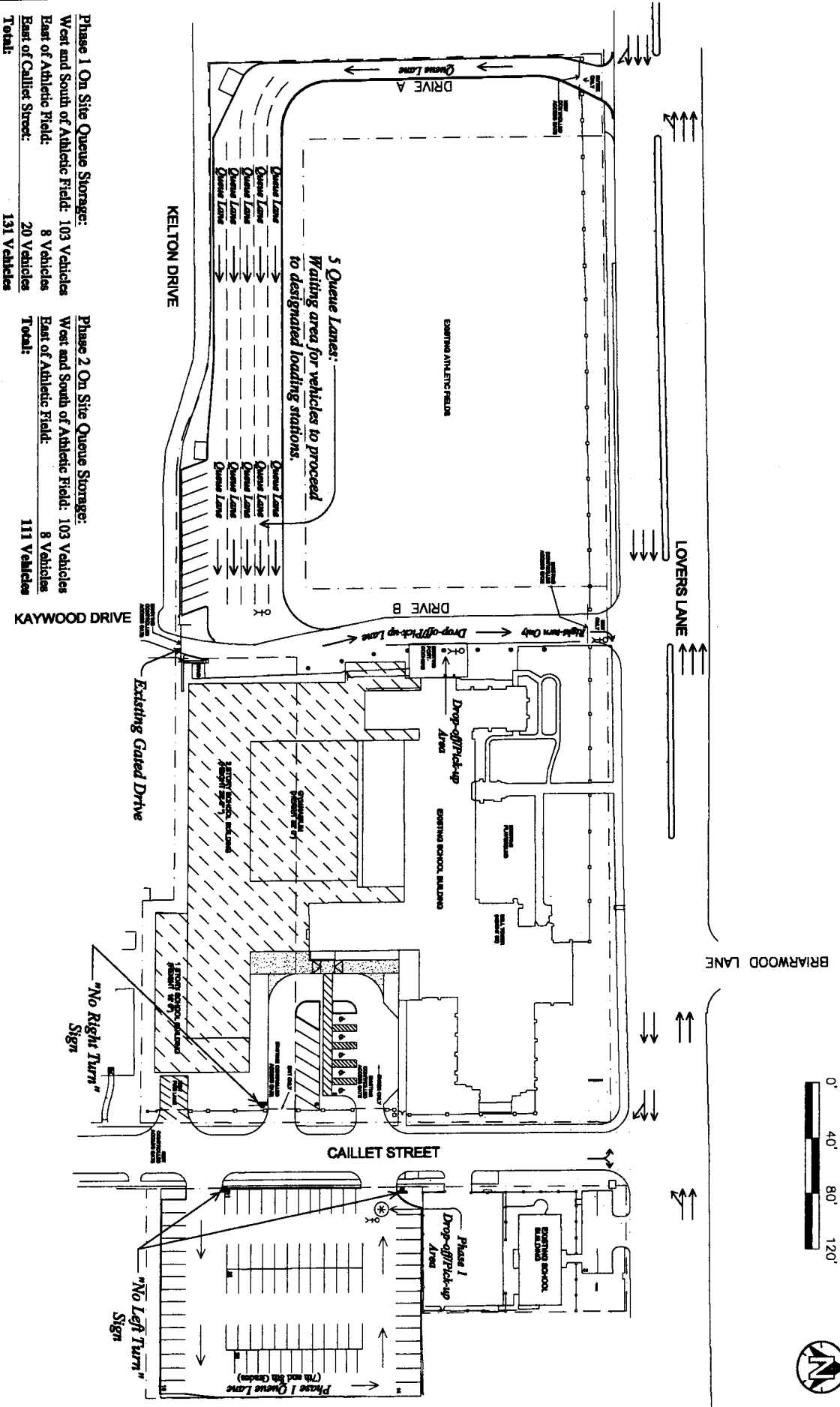
*Phase 2* considers the new queue lanes constructed around the athletic fields and also the new classrooms and gym constructed on the west side of Calliet Street. When *Phase 2* is completed, all students will be located on the west side of Calliet Street and will be dropped-off/picked-up in the west drop-off/pick-up area using the same methods as previously described in *Phase 1*. When *Phase 2* is completed, there will be no drop-off/pick-up located east of Caillet Street.

## **CONCLUSIONS**

The queue analysis indicates that there will be sufficient queue space available to accommodate the projected ultimate planned school buildout queue on-site. When considering the recommended plan, parents will approach the west pick-up area by turning into the site directly from Lovers Lane and use the new internal roadway. The proposed plan also indicates RIGHT TURN ONLY movements onto Caillet Street from the east parking lot. Therefore, with these two revised revisions to the traffic flow patterns, school-related traffic flow should not enter the neighborhood area south of the school.

Relative to this traffic and transportation evaluation, approval of the requested zoning change is recommended.

**END**



**Phase 1 On Site Queue Storage:**  
 West and South of Athletic Field: 103 Vehicles  
 East of Athletic Field: 8 Vehicles  
 East of Caillet Street: 20 Vehicles  
**Total: 131 Vehicles**

**Phase 2 On Site Queue Storage:**  
 West and South of Athletic Field: 103 Vehicles  
 East of Athletic Field: 8 Vehicles  
**Total: 111 Vehicles**



**Traffic Management Plan**  
*Providence Christian School in Dallas, Texas*

**Planned Development**  
 District No. 771

**Legend:**

- = Traffic Cones for Loading Stations along Drive B
  - ⊗ = Traffic Administrator
  - ⊕ = Unloading / Loading Area in Parking Lot
- Site plan received from F&S Partners October 17, 2007