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200296

November 26, 2019

PK# 2592-19.162

Z189-354

TRAFFIC MANAGEMENT PLAN

Project:

DISD North Dallas High School

In Dallas, Texas


Prepared for:

City of Dallas

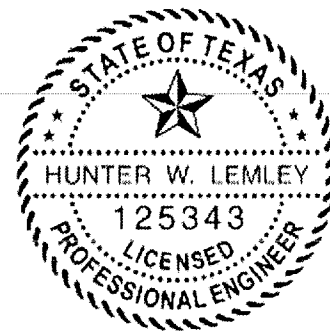
On behalf of:

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
TX.REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

Exhibit S-153B

Planned Development
Subdistrict No. 153

November 26, 2019



**TRAFFIC MANAGEMENT PLAN
DISD North Dallas High School**

Dallas, Texas

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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 North Dallas High School (the "School") located at 3120 N Haskell Ave 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 4:20 PM. Calculations for vehicle accumulation and parking numbers are based upon engineer recommended ratios and validated by on-site dismissal observations conducted on Thursday, April 25th, 2019. Pacheco Koch performed two on-site observations each for the morning and afternoon periods.

Table 1. Current Enrollment

LEVEL	STUDENTS ENROLLED
9th Grade	300
10th Grade	275
11th Grade	250
12th Grade	225
TOTAL	1,050

*Enrollment Data provided by DISD

The school building is located on N Haskell Avenue. Access to the campus is via McKinney Avenue and Cole Avenue, two three-lane, one-way, major thoroughfares. The school is located in a predominately urbanized 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:

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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.

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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.

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TRAFFIC MANAGEMENT PLAN

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 existing conditions is provided below:

- Parent pick-up activity currently occurs on the eastern curbside of Cole Avenue, the western curbside of McKinney Avenue, and within the visitor parking lot located on the western side of the school building.
- Currently, the bus loading area is located at the northern parking lot of the school building.
- Proper pedestrian amenities are available in the vicinity of the school, such as, sidewalks, crosswalks, ADA compliant barrier-free ramps, appropriate signage, etc.

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

1. **Relocate School Bus Loading to New Bus Loading Area Located on Haskell Avenue** – As a result of the northern parking lot being removed, relocate the school bus loading area from the northern parking lot to the existing bus loading area along both curbsides on Haskell Avenue. Bus Loading Zone signs to be installed on the southern curbside of Haskell Avenue.
2. **Relocate Crosswalk on Cole Avenue to North Leg of Intersection With Appropriate Signage and Installation of ADA Compliant Ramp** – Crosswalk has been evaluated based on NCHRP 562 to recommend relocating the existing crosswalk on Cole Avenue at the intersection of Haskell Avenue to the north leg to minimize walking distance for pedestrians. It was observed that little to no school pedestrian traffic was utilizing the crosswalk, however, it is still necessary to provide access across Cole Avenue.
3. **Remove Crosswalk on Haskell Avenue** – In order to provide safety for students, remove the crosswalk on Haskell Avenue that would cause a hazard of students walking in between school buses.

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- Vehicular traffic is to enter the area via Cole Avenue and McKinney Avenue. To enter the school site, driveways are located along Cole Avenue, McKinney Avenue, and Haskell Avenue. Ingress traffic from the west parking lot shall enter the southern-most driveway and queue starting at the driveway located on Haskell Avenue.
- Bus loading/unloading shall be located along both curbsides on Haskell Avenue at the southern side of the school building and separated from the queuing circulation.
- NOTE: McKinney Avenue is currently a one-way thoroughfare that will be converted to two-way in the immediate future. This plan was developed to take into this transition accordingly and does not need to be updated once McKinney Avenue is converted to two-way operational.

November 11, 2019



Acknowledgement Statement

REVIEW AND COMMITMENT

This school traffic management plan (TMP) for North Dallas 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

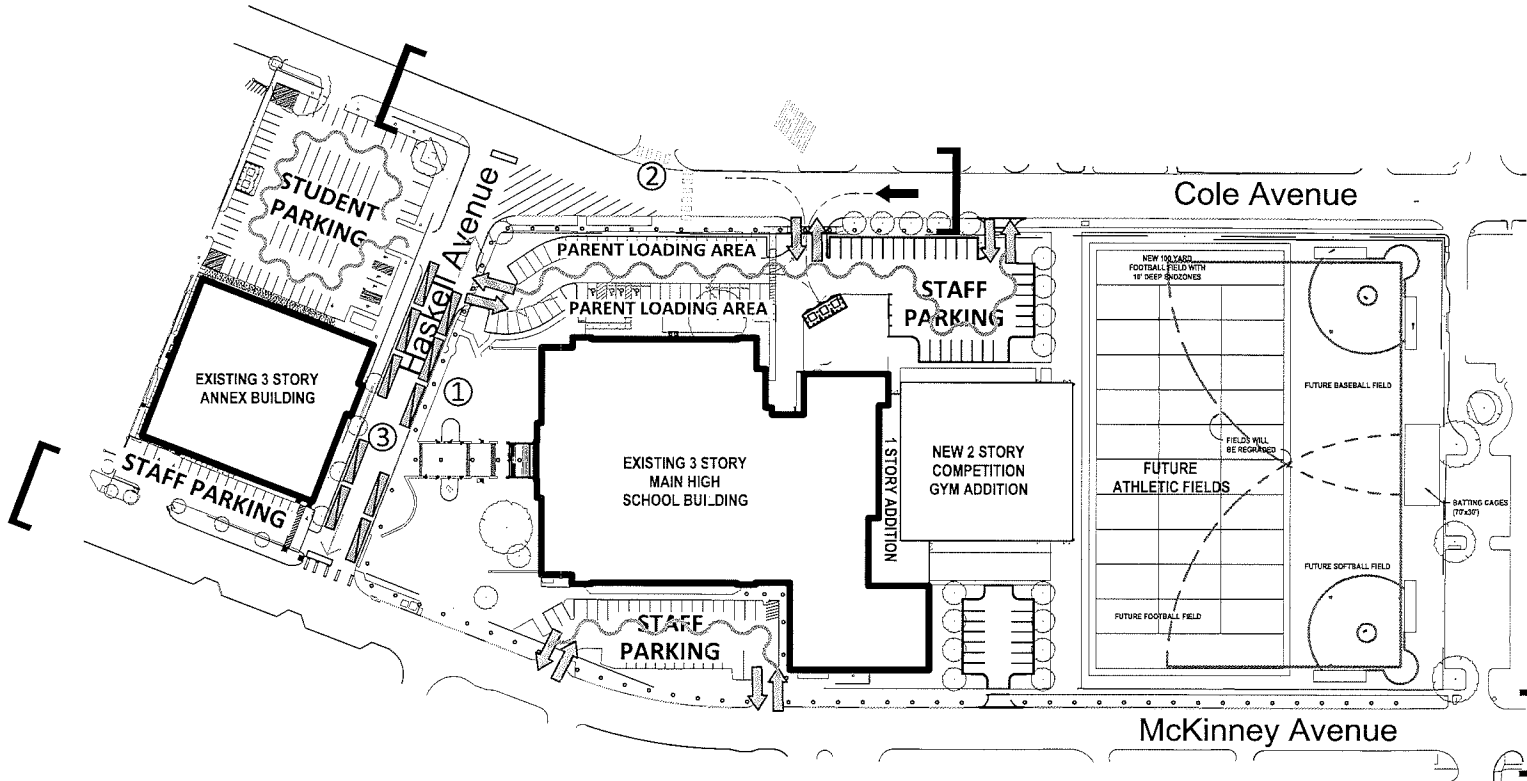
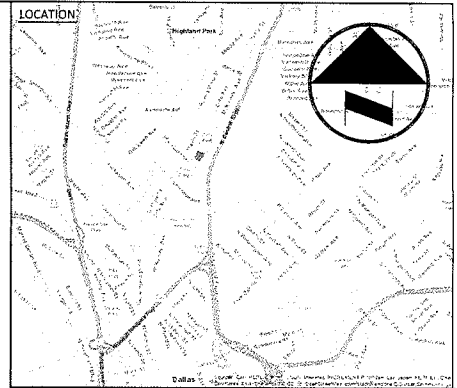
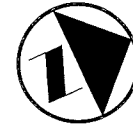
11/26/2019
Date

Name: F. Wansensei

Title: Principal

END OF MEMO

GENERAL NOTE: 1. The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.
 2. The Traffic Management Plan is intended to function when McKinney Avenue is one-way operational AND two-way operational.



- Parking**
- No On-Street Parking Allowed (Existing)
 - - - On-Street Parking Allowed (Existing)
 - ◀ Access Point
- Queuing/Loading**
- ~ Queue Area (Conventional Loading)
 - ↔ Circulation/Flow
 - ▨ School Bus Loading/Unloading
- Pedestrian/Other**
- □ □ Crosswalk
 - [] School Zone
 - Stop Line
 - o o o o Trail/Path

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Vehicle Accumulation/Capacity	Notes	
Projected Enrollment	1,050	Students
Deductions:		
By School Bus (20%)	210	Students (DISD Estimated)
By Walking (55%)	578	Students (DISD Estimated)
Other (5%)	53	Students (DISD Estimated)
Students by Pick-up/Drop-off	210	Students
Engineer Recommended Rate:	5.12	If of max. queue per student
Average Length of Vehicle:	23.5	If/veh (Pacheco Koch Observed)
"Projected Maximum Vehicle Accumulation":	46	Vehicles (1,075 If)
Off-Street Projected Capacity:	47	Vehicles (1,098 If)
	SURPLUS	+1

* Percentage assumptions are based on professional judgment; however, they may not depict actual school drop-off/pick-up characteristics.

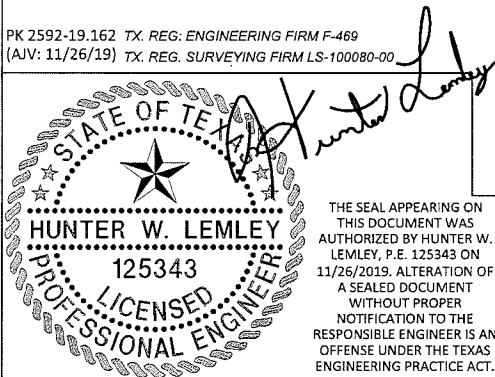
Proposed Parking*	Vehicles
Parking Supply	234
Parking Demand	174
Surplus	+60

* Observed and Calculated by Pacheco Koch

RECOMMENDATIONS

- ① Relocate School Bus Loading to New Bus Loading Area Located on Haskell Avenue
- ② Relocate Crosswalk on Cole Avenue to North Leg of Intersection With Appropriate Signage and Installaton of ADA Compliant Ramp
- ② Remove Crosswalk on Haskell Avenue

PK 2592-19.162 TX. REG. ENGINEERING FIRM F-469
 (AJV: 11/26/19) TX. REG. SURVEYING FIRM LS-100080-00



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BACKGROUND:
Event Information
 Approving Agency: City of Dallas
 Event/Type: Public School (High School)
 Event Organizer: DISD Public School
 Event Time(s)/Date (s): Weekday mornings & evenings (seasonal)
 Event Frequency: Recurring

NOTE: This drawing is conceptual only and does not reflect a detailed design. Site plan designed and provided by others.

EXHIBIT 1 Z189-354
Traffic Management Plan
Proposed Conditions

DISD North Dallas High School
 Dallas, Texas



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 **Pacheco Koch** —

APPENDIX

DEFINITIONS:

Terms are used in this report:

"Event" – a planned event(s), recurring or non-recurring, for which this TMP is being prepared (i.e., "school day")

"School" (a.k.a., "Event Organizer") – the person, group, or organization responsible for the Event

"TMP Manager" – a person or persons designated by the School to implement the TMP (also see additional tasks in the *Expectations* section)

"Users" – guests/patrons attending the Event

"Analyst" – the person(s) preparing the TMP for the School

"Approving Agency" – the municipality or government agency requiring the Traffic Management Plan

"Traffic Department" – the department of the public agency responsible for traffic operations for a given right-of-way

"Site" – the property at which the Event is located (generally assumed to be occupied by the School)

"TMP Strategies" – actions recommended by the Analyst to be undertaken before, during, or after the Event in order to manage traffic on or off site

"Queue Area" – the area for parent/guardian of a student to wait and load their student into the vehicle. (For a conventional loading protocol, the parent/guardian may wait curbside to load their student into the vehicle or may walk up to the school building to pick up their student. A conventional loading protocol does not require hang-tags, etc. however a by-pass lane is necessary in order to facilitate traffic.)

DISCLAIMERS:

A TMP should be developed by, or in concert with, an individual familiar with the general characteristics of the Event and the associated traffic/transportation needs. For this study, PK worked with School representatives to develop the proposed recommendations.

Recommended TMP Strategies should be based upon applicable engineering principles of traffic safety and traffic operations.

Any recommended TMP Strategies involving traffic control devices in the public right-of-way (including installation or removal of signs, pavement markings, etc.) are subject to the approval of, and must be implemented under direction of, the Traffic Department.

No private individual should perform, or attempt to perform, any act of traffic control within public right-of-way; only deputized officers of the law or other authorized representatives of the Traffic Department may manipulate traffic conditions within the public right-of-way.

The recommendations presented in this report reflect Pacheco Koch's assessment of current and projected traffic needs based on observations and professional judgment and incorporate feedback from DISD representatives. Pacheco Koch is not responsible for operations at the school; however, the recommendations have been presented to on-site school personnel with authority over implementation of the Plan (see **Exhibit 1** for on-site contact information). Pacheco Koch was not involved with site selection, site design, or the current operations for this project.