

**Northway Christian Church – The Compass School of Texas
Traffic Assessment and TMP
Dallas, Texas**

Zoning Case Number: Z-26-000036

Prepared for

Northway Christian Church



Prepared by

**Elizabeth Crowe Engineering Associates, PLLC
TBPE Firm Registration No. 20105**

June 2026

Table of Contents

Project Description - Background.....	1
Site Plan	2
Site Access and Roadway Conditions.....	3
Northway Christian Church Outreach Ministry Activities.....	6
Trip Generation	7
Parking Evaluation	7
Data Collection.....	7
Observations.....	9
Northway Christian Day School Operations.....	20
The Compass School of Texas Observations	22
Boone Elementary School.....	22
Summary/Conclusions of Observations.....	25
Proposed Site Plan.....	26
Traffic Management Plan.....	27
Conclusion	33

List of Tables

Table 1: Trip Generation, Vehicle Trips	7
Table 2: Data Collection Efforts for Northway Christian Church School	8
Table 3: Pedestrian and Bicyclist Summary.....	12
Table 4: Vehicle, Pedestrian and Bicyclist Comparison – May 21, 2026 (+/- 7-8 AM).....	12
Table 5: The Compass School of Texas Proposed Operations with Boone	27

List of Figures

Figure 1: Site Location Dallas, Texas	1
Figure 2: Northway Christian Church Existing Site Plan	2
Figure 3: Northwest Parkway - Eastbound	3
Figure 4: Wentwood Drive at Northway Christian Church	3
Figure 5: Wentwood Drive 3200 Block University Park, Texas	4
Figure 6: Durham Street at Northwest Parkway	4
Figure 7: Durham at Northwest Parkway Signs.....	5
Figure 8: Durham Street at Wentwood	5
Figure 9: Southbound Durham at Marquette.....	5
Figure 10: Peak Hour Traffic Summary May 4, 5	10
Figure 11: Peak Hour Traffic Summary May 20, 21	11
Figure 12: Wentwood at Airline, AM Traffic Volumes.....	13
Figure 13: Wentwood at Airline, PM Traffic Volumes	14

Figure 14: Northway South Lot, May 4, 7:39 AM.....	15
Figure 15: Northway South Lot Traffic After 8:30 AM	16
Figure 16: Northway South Lot Traffic May 20 PM	17
Figure 17: Durham at Wentwood, May 21, 2026 AM Traffic	19
Figure 18: Northway South Lot Traffic 8:00 - 8:50 AM	21
Figure 19: Boone Carpool Procedures	22
Figure 20: Boone School Parking Policy	23
Figure 21: Boone Elementary School Biker and Walker Procedures	23
Figure 22: Boone Pedestrian and Crossing Guard Procedures.....	23
Figure 23: Boone Pedestrian and Bicyclist Recommendations.....	24
Figure 24: Northway Christian Church Proposed Site Plan.....	26
Figure 25: The Compass School of Texas – North TMP	29
Figure 26: The Compass School of Texas - North TMP Additional Queue	30
Figure 27: The Compass School of Texas - South Parking Lot TMP.....	31

EXECUTIVE SUMMARY

The purpose of this study is to evaluate existing traffic conditions at the Northway Christian Church site, including Boone Elementary, and determine whether additional traffic generated by The Compass School of Texas may be accommodated. The study is part of the application for a Specific Use Permit (SUP). The study comprises two elements: a traffic assessment and a Traffic Management Plan. The Traffic Management Plan (TMP) provides a plan that would permit safe and efficient traffic operations for the Compass School of Texas to operate at the Northway Christian Church site while considering the characteristics and constraints of the adjacent elementary school and the surrounding neighborhood.

Traffic data was collected and observed over multiple days at and around Northway Christian Church, Northway Christian Day School, Boone Elementary School, and The Compass School of Texas. These observations, supported in many cases by drone footage, provide empirical data regarding real-world vehicular, pedestrian, and bicyclist activity in the surrounding area.

At Airline Road at Wentwood Drive the total number of vehicles going through the intersection ranged from 201 to 297 during each of the peak hours observed. During the AM peak hour, the intersection of Durham at Wentwood recorded 272 vehicles. Both intersections are all-way stop controlled and have traffic control personnel (crossing guards) during the school hours of student drop-off and pick-up.

To put this into perspective, an all-way stop controlled intersection with single lane approaches can accommodate up to 1,400 vehicles per hour (vph). Factors contributing to limiting this volume include traffic distribution, pedestrian and bicyclist volumes, and the number of turning vehicles.

The number of vehicles, pedestrians and bicyclists were manually transcribed from the drone footage. The intersection at Airline Road and Wentwood Drive operates with minimal vehicular or pedestrian delay during peak school arrival and dismissal periods. Parents of Boone students are driving northbound on Airline at the same time that Boone students and parents are crossing Airline at Wentwood on foot or bicycle. Traffic safety personnel at this intersection help alert motorists to pedestrians and bicyclists in the area.

The Northway Christian Church site has two parking lots; one with access from Northwest Parkway on the north side of the campus and the other on the south side of the campus with access at Wentwood.

Northway Christian Day School (NCDS) has operated on this site for decades and has been adjacent to Boone Elementary since Boone opened. All NCDS-related traffic for staff and parents dropping off and picking up the students has occurred utilizing the Northway south parking lot with access solely at Wentwood. A partial summary of the data from AM arrival on May 4th and PM dismissal on March 30th included over 300 vehicle trips on Wentwood Drive. NCDS will no longer be operating on the Northway Christian Church site after the 2026 – 2027 school year. Therefore, vehicle trips associated with NCDS, specifically on Wentwood and other streets in the adjacent neighborhood, will no longer occur.

The City of Dallas Director of Transportation and Public Works alerted City of Dallas staff that there have been recorded concerns about traffic approaching Northwest Highway from northbound Airline related to limited sight distance. The City of Dallas requested that attempts be made within the development of the TMP to send vehicles away from northbound Airline.

The TMP accompanying this traffic assessment has been designed to accommodate peak queuing conditions which typically occur during the afternoon student pick-up operations. Specific circulation routes and traffic management procedures have been developed and are illustrated graphically within the TMP. Operational procedures will be communicated to the parents and staff prior to the school's opening to ensure efficient and safe traffic flow. A user friendly short TMP will accompany the SUP application.

The Compass School of Texas administration and leadership team have expressed a preference to maintain all, or the majority, of drop-off and pick-up operations within the north parking lot. A secondary TMP was developed to also include traffic operations within the south parking lot with access from adjacent public roadways.

The Compass School of Texas currently operates with a staggered dismissal schedule and is prepared to continue this practice as necessary. With implementation of the proposed TMP, which would utilize the north parking lot with access from Airline Road and a new internal roadway connection, the resulting increase in vehicle trips on Wentwood associated with The Compass School of Texas is anticipated to be minimal and generally comparable to existing traffic volumes generated from NCDS. The adjacent roadway network has ample capacity to accommodate operations associated with The Compass School of Texas on the Northway Christian Church property. In addition, several safety-focused measures are recommended as part of the TMP. Adhering to the TMP guidelines, is critical for the safety of pedestrians and bicyclists in the Boone Elementary and neighboring communities.

Recommended instructions for all Compass parents for Year 2027 – 2028 include:

- All morning student drop-off activities occur on the north side of the campus.
- Do not arrive on campus before 7:55 AM. Exceptions will be evaluated on a case-by-case basis.
- Arrive no earlier than 10–15 minutes prior to release time in the afternoon.
- Do not exit the campus and use Airline Road to Northwest Highway.
- No left turn onto Wentwood from southbound Airline prior to 8:00 AM during morning operations or prior to 3:30 PM during the afternoon.

Recommendations for the 2026 – 2027 school year with Boone Elementary School:

Conflicts between Boone Elementary-related vehicles using the Northway driveways and Boone-related pedestrians and bicyclists crossing the north sidewalk on Wentwood present a significant safety concern. The practice of parking nearby or along nearby streets and walking to pick up students is part of the neighborhood school dynamic. To further enhance safety for students, parents, motorists, bicyclists, and nearby residents, the following recommendations are proposed for discussion with Boone Elementary and HPISD administrators. These measures are intended to help improve awareness, reduce potential conflicts, and support a safe and orderly environment for all users of the area.

- Consider reviewing the existing Boone Elementary pedestrian and bicyclist route map to identify opportunities to encourage use of the Centenary corridor. Crossing guards could assist by guiding pedestrians and bicyclists toward the designated route, which may help reduce activity along Wentwood and promote safer travel patterns.
- Restrict vehicle access to the driveway on the east side of the Northway south parking lot (DW 4) during the morning and afternoon hours of Boone Elementary School activity.
- Secure traffic safety personnel posted at the Northway south parking lot Driveway 3 during both morning arrival and afternoon dismissal times.

Recommendation for restriction of DW 4 access on school days has been discussed with Northway leadership. Recommendations for posting traffic safety personnel at DW 3 will be discussed with HPISD and Northway.

Additional Recommendations

Meet with the crossing guard(s) posted at Airline and Wentwood to go over the TMP routing and request to enforce the plan, especially “No Left Turn on Wentwood” from southbound Airline prior to 8:00 AM in the morning or prior to 3:30 PM in the afternoon.

Remove the “End School Zone” and “Speed Limit 30 MPH” signs posted adjacent to the Church property and replace with a School Zone sign to alert motorists that the school zone continues west of Airline.

In the spirit of being a cooperative neighbor, Northway Christian Church has historically accommodated families that have students enrolled in both NCDS and Boone including allowing them to park in its south lot at the

afternoon dismissal time. The Compass School of Texas is also committed to being a “good neighbor” as indicated by the initial step of prioritizing all student drop-off and pick-up on the north side of the campus for the first year. Northway Christian Church and Compass will continue to work with administration at the neighboring Boone Elementary to share school calendars and plan for special events to minimize conflicts between the two campus operations for all roadway users.

With the proposed TMP commitments in place, operations associated with The Compass School of Texas are expected to function in a safe, orderly and efficient manner. The TMP will provide a structured framework for managing school-related traffic and is anticipated to result in a more organized traffic pattern than the existing unmanaged use of portions of the site by adjacent-school traffic. The two elementary schools can operate side-by-side with a collaborative commitment. Each school’s plan is separated by access points and direction of arrival, queuing locations, and staff management. Routine TMP reviews for both campuses may identify operational conditions that warrant adjustments. Compass is committed to conducting annual TMP reviews until Grade 8 is added to address any evolving conditions. After Grade 8 is added, Compass will conduct TMP reviews every two years.

TECHNICAL MEMORANDUM

DATE: June 24, 2026

TO: David Nevarez, PE, PTOE - City of Dallas
Northway Christian Church – The Compass School of Texas

FROM: Elizabeth Crowe, PE
Elizabeth Crowe Engineering Associates, PLLC
TBPE Firm Registration Number F - 20105



RE: Northway Christian Church – The Compass School of Texas Traffic Assessment and TMP

Project Description - Background

The following traffic assessment and Traffic Management Plan (TMP) is being provided to the City of Dallas with the application for a Specific Use Permit (SUP) for school use on the 7.732-acre Northway Christian Church property. The existing zoning on the site is R-7.5(A). The Northway Christian Day School (NCDS) has operated onsite for nearly 40 years. The NCDS will no longer operate onsite after the school year 2026–2027. The Compass School of Texas, which currently owns and operates out of the campus at 5414 W Northwest Highway in Dallas, Texas, is seeking a location to hold classes with potential for a ten-year lease on this campus.

The Compass School of Texas will have students in grades Pre-Kindergarten through sixth grade for the school year beginning Fall 2027. Adding a grade each year, Compass plans to grow to a Pre-K through eighth grade school by the year 2029 with full enrollment by the 2030 – 2031 school year.

After the initial memorandum for this project was submitted (February 25, 2026), several neighboring parties have shown interest in the project. This traffic memorandum considers and addresses many of the traffic-related concerns expressed by nearby residents, neighborhood representatives, and other stakeholders. An email dated April 24, 2026, was sent to City Plan Commissioner Larry Hall and Lori Levy, city planner, with a peer review of the initially prepared report. The responses to points raised, traffic concerns, and comments were addressed in the attached response, dated Tuesday, April 28, 2026.

A technical traffic meeting was held on Monday, May 18, 2026, with representation from the City of Dallas Transportation Department and the Planning and Zoning Commission. Meeting minutes are also provided as an attachment. Response to feedback from that meeting and subsequent input from the City of Dallas, resulted in this revised traffic memorandum.

Northway Christian Church is located less than ¼ mile east of Hillcrest Avenue and south of Northwest Parkway. The Boone Elementary School, part of the Highland Park Independent School District (HPISD), is located adjacent to the Northway Christian Church campus to the east. The aerial image in **Figure 1** from Google Earth provides the adjacent street system providing access to the two campuses.

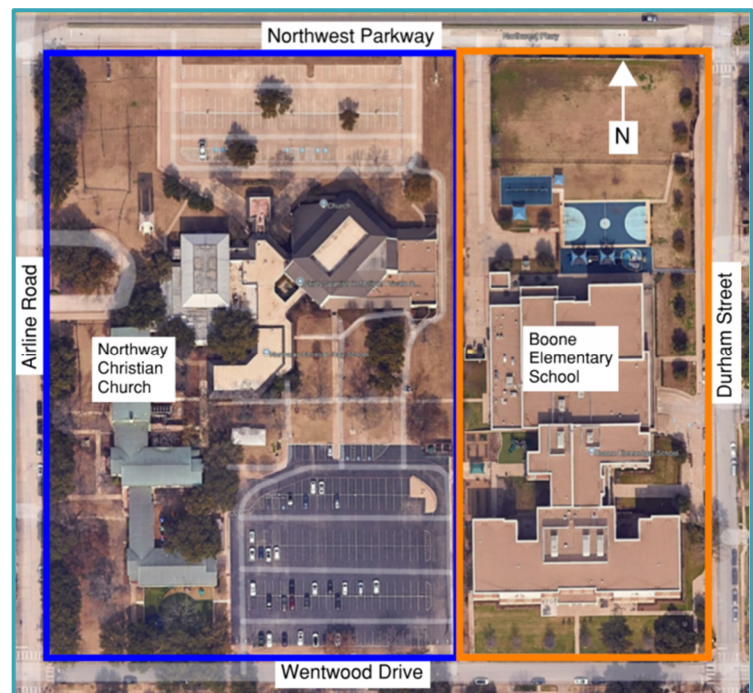


Figure 1: Site Location Dallas, Texas

Site Plan

The existing site plan for the Northway Christian Church is provided. The church site has two driveways on the north portion of the campus at Northwest Parkway which serve a parking lot with 105 spaces, two driveways on Wentwood Drive on the south side of the campus that serve a parking lot with 164 spaces, and two driveway openings at Airline Road providing a short, half-circle drive with no parking.

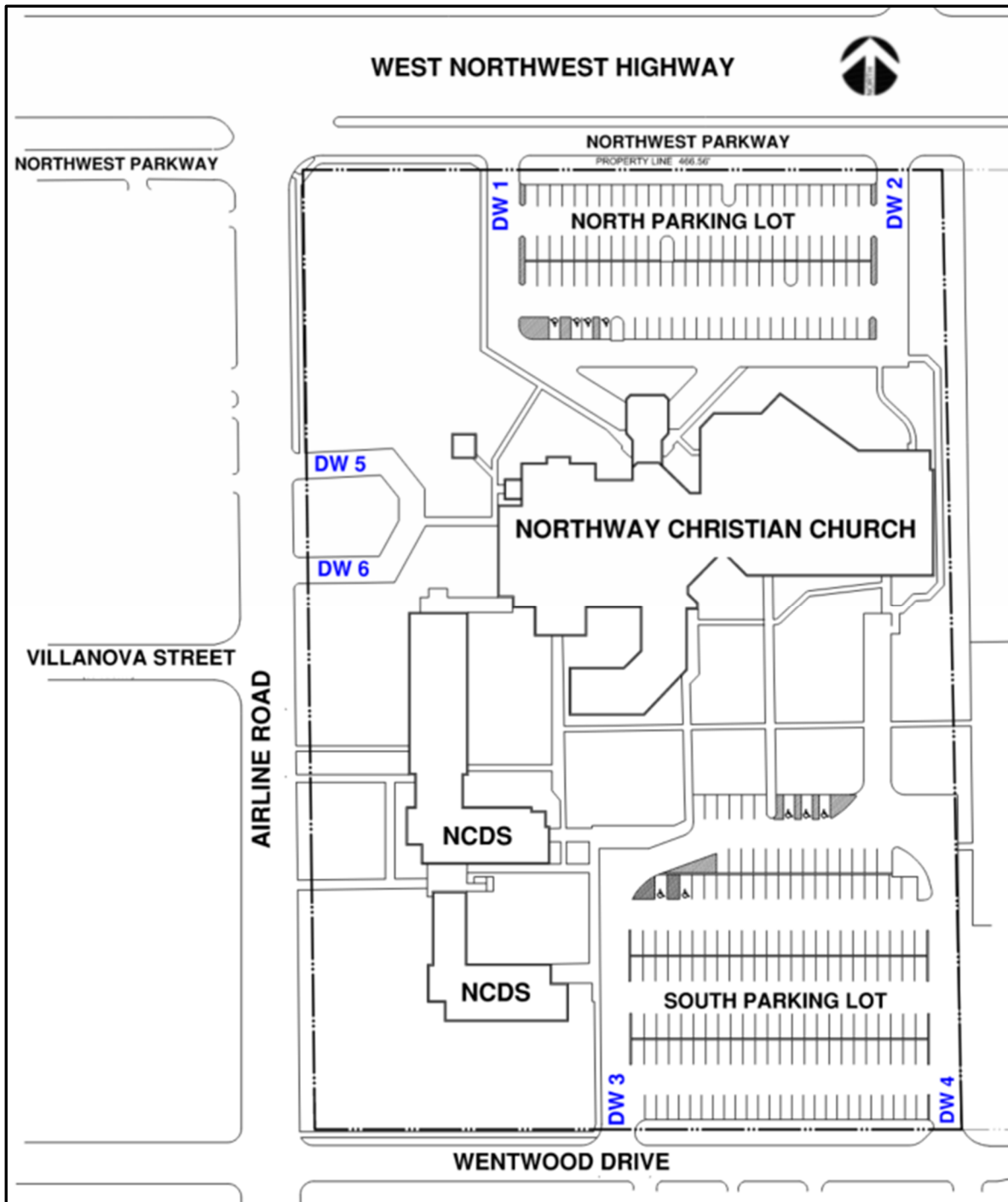
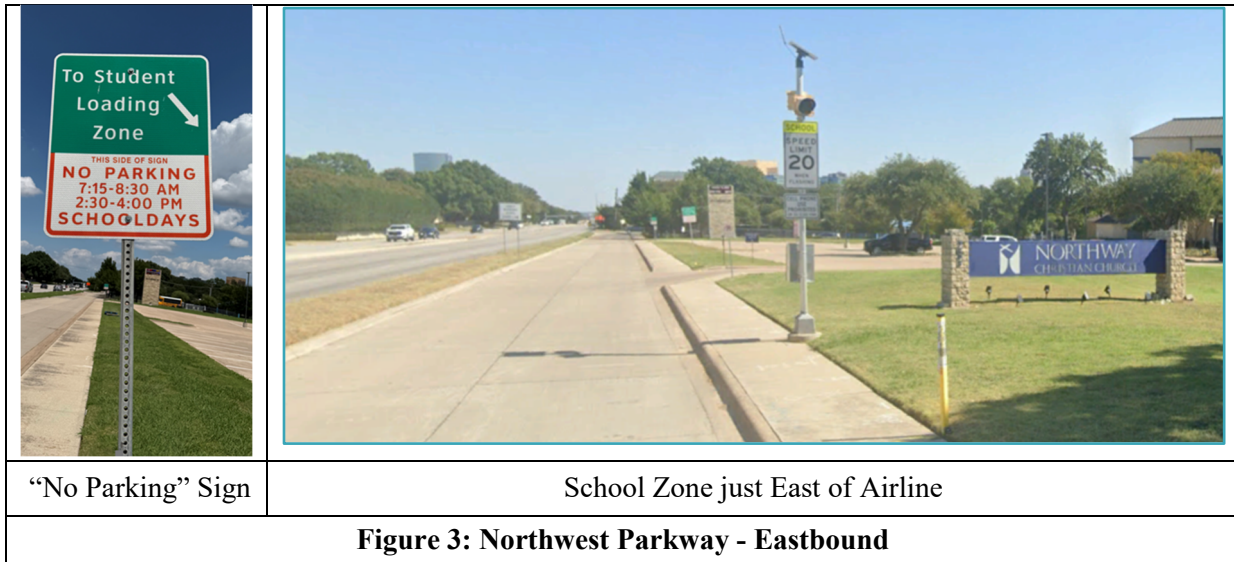


Figure 2: Northway Christian Church Existing Site Plan

Site Access and Roadway Conditions

Northwest Parkway is an east-west, two-lane, undivided roadway which parallels Northwest Highway and provides access to the site on the north side with two driveways. A sidewalk currently exists adjacent to the subject property. The posted school zone, 20 MPH speed limit when flashing, is depicted in Figure 3.



The posted “No Parking” during certain times on schooldays and “To Student Loading Zone” sign is posted for the eastbound direction of Northwest Parkway adjacent to the church site.

Wentwood Drive is an east-west, two-lane, undivided residential street. The posted speed limit is 30 mph. Sidewalks are provided on both sides of the street. The following two images provide where the School Zone signage for Boone Elementary School is located, adjacent to the church property.

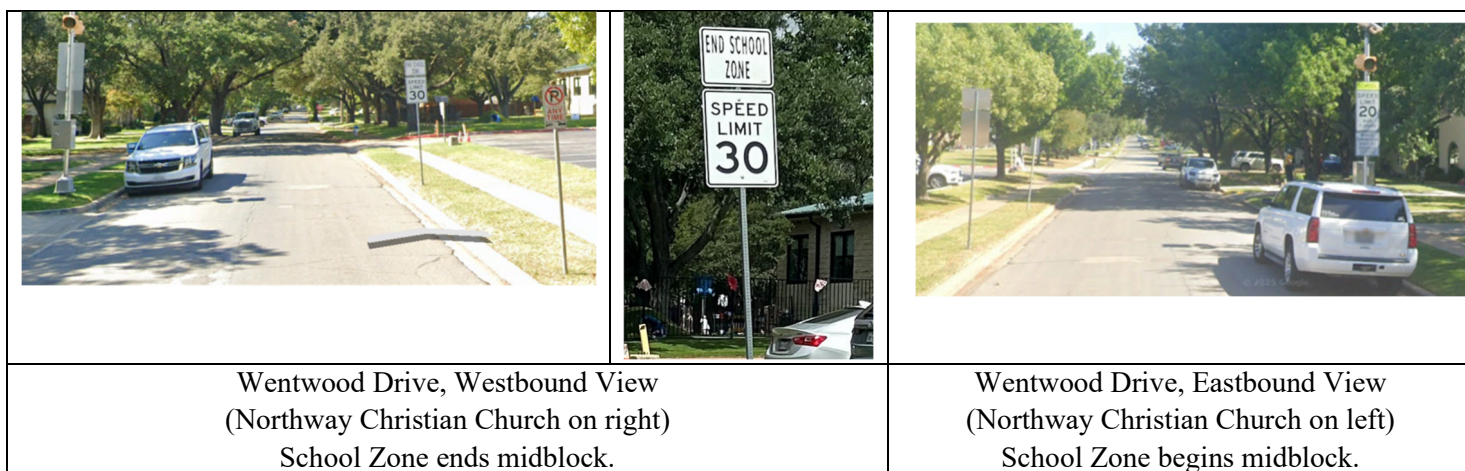


Figure 4: Wentwood Drive at Northway Christian Church

In this 7200–7300 block of Wentwood adjacent to the Northway Christian Church campus and Boone Elementary, “No Parking Any Time” signs are posted on the north side (westbound direction) of Wentwood Drive. Parking on the south side of Wentwood is not restricted.

Although the school zone signage in the 7200–7300 block of Wentwood indicates that the school zone limits begin/end mid-block, additional school zone signs are posted in the 3200 block of Wentwood west of Airline, as provided in the photos. Airline is the city boundary between the City of Dallas and the City of University Park. The 3200 block of Wentwood is in the City of University Park.

Recommendation is to remove the “End School Zone” and “Speed Limit 30 MPH” signs posted adjacent to the church property and replace with school zone signs to alert motorists that the school zone continues west of Airline.

Airline Road is a two-lane, north-south roadway bordering the west side of the Northway Christian Church property. Sidewalks exist on both sides of the road, however, the sidewalks are not continuous on the east side of Airline south of the alley behind Wentwood. School zone “Speed Limit 20 mph when Flashing” signs are posted in the block adjacent to the church property. No signage restricting parking is posted.

Durham Street is a two-way, northbound-southbound roadway bordering the east side of Boone Elementary School. The school zone begins at Northwest Parkway, and a sign is also posted midblock. The indentation of the curbline westside of Durham provides for the Boone Carline.

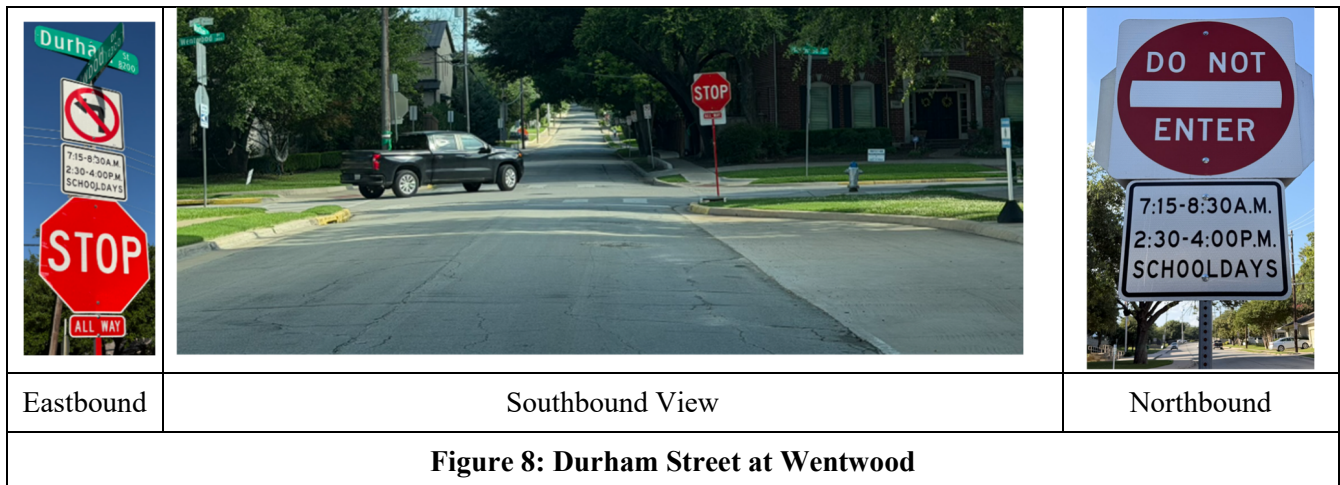


Figure 6: Durham Street at Northwest Parkway

The no left turn sign on school days with specific AM and PM hours is posted for northbound Durham at Northwest Parkway.

The “Do Not Enter” is posted for the westbound direction on Northwest Parkway at Durham for the block adjacent to the Northway Christian Church site. Northwest Parkway remains in two-way operation; only entry from the intersection at Durham is restricted during these school hours.

As Northwest Parkway is close to Northwest Highway, the DO NOT BLOCK intersection sign is posted at the stop sign.



Similar signage at Wentwood and Durham restricts northbound travel during school AM and PM hours. Two preferential parking spaces near the Wentwood intersection on Durham, where the curb is recessed, are reserved for Boone Elementary families.

“No Parking” signs are posted along both sides of Durham Street from Northwest Parkway to Marquette with times of 7:15 AM to 8:30 AM and 2:30 to 4:00 PM on schooldays.



Northway Christian Church Outreach Ministry Activities

Generally, weekday church activities occur after school has begun, over the lunch hour, and end prior to school release. Church meetings on weeknights are generally at 6:30 PM. Northway Christian Church staff provided the following description of activities.

Church Events – Northway uses an event scheduling system to coordinate facility and parking lot usage and to minimize potential conflicts between on-site activities. The church's largest events are typically associated with religious holidays and generally occur outside school operating hours, including evenings and weekends. Northway also occasionally hosts concerts or other special events that may utilize a substantial portion of available parking supply; however, these events are likewise generally outside of school hours. Funeral services are inherently less predictable. Northway Christian Church will prioritize The Compass School of Texas carline windows of operations. Event scheduling and advance coordination will avoid school arrival and dismissal periods where feasible. In situations where scheduling overlaps cannot be avoided, temporary traffic staff will be utilized to help support traffic operations and maintain orderly circulation.

Boone Events – It is anticipated that Northway Christian Church will continue to permit Boone Elementary School to utilize its parking facilities for periodic school-related activities, such as bicycle safety events/rodeos, end-of-year celebrations, vehicle decorating activities, and student parades. These events are infrequent, planned in advance, and have historically been accommodated through coordination between the church and the elementary school. Similar coordination practices can continue to ensure that such activities occur without adversely affecting school operations, site access, or traffic circulation.

Additionally, as has been done for previous community and school events, Northway Christian Church can modify on-site traffic circulation patterns to accommodate Boone Elementary School activities at its request. For example, during the school's 2026 bicycle rodeo event, traffic operations were successfully adjusted to accommodate the temporary closure of Wentwood Drive between Durham Street and Boedeker Street. Similar coordination and traffic management measures can be implemented for future events to maintain safe and efficient access while supporting community activities.

Two signs for Boone Family 24/7 reserved parking are placed in the southeast corner of the Northway Christian Church south parking lot. Church representatives have confirmed that both the Boone Elementary incoming PTO president and the incoming President Elect are aware that these parking spaces are not guaranteed for the 2027–2028 school year. Before auctioning spaces for anything beyond the 2026 school year, Northway will need to confirm any availability.



Dallas County Polling – Neighborhood residents have expressed appreciation for having a convenient local voting location. Voters are directed to park in the north parking lot. Northway has not received complaints from Northway Christian Day School parents related to drop-off or pick-up activity; however, some voters have called ahead to ask about school pick-up times so they can avoid those periods. Church leadership will evaluate future election use of the campus as needed.

Meals on Wheels – This is a daily (Monday – Friday) event which takes place in the circle drive area off Airline. It is not a large event; minimal volunteers drop by to pick up the coolers daily. This event could easily be moved elsewhere on the campus, and it is possible that times could be adjusted. There has never been a conflict with traffic flow or school drop/pick up.

Food Distribution – Northway participates in food distribution with Catholic Charities’ food bank on Tuesdays from 11 AM to 1 PM. It operates through the north parking lot, with cars entering from Northwest Parkway. The line of cars arrives from northbound Airline, moving up to Northwest Parkway to make a right turn.

Senior Luncheons and Monday Tai Chi – These are occasional events with fewer participants.

YMCA/YWCA – There are no current or planned YMCA or YWCA activities at Northway.

Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, was utilized to estimate the vehicle volumes, applying rates for Private School K-8 Land Use. The following table provides calculated results for an enrollment quantity of 340 students. Table 1 provides the estimated vehicle trip generation for the adjacent street on weekdays during the AM peak hour. The PM peak hour results for the Generator (the school) are also provided, however as The Compass School of Texas has a significant portion of the students who stay after regular dismissal time for enrichment activities, the traffic associated with the generator is spread out over more than an hour in the PM. Compass has several of the existing families who have more than one child enrolled. As the grade levels are added, it is expected that more families will have two or three children enrolled at Compass.

Table 1: Trip Generation, Vehicle Trips

ITE Land Use	Quantity, # of Students	AM Peak Hour of the Adjacent Street			PM Peak Hour of Generator		
		Total	Enter	Exit	Total	Enter	Exit
#530 Private School K-8	340	336	188	148	207	97	110

The calculated results for both the AM peak hour of the adjacent street and the PM peak hour of the generator (school) indicate greater than 100 vehicles per hour. The City of Dallas traffic study requirements for schools indicate that a Transportation Management Plan (TMP) is the most crucial element to create safe and efficient practices and reduce off-site vehicle queuing activity.

Parking Evaluation

The City of Dallas off-street parking regulations were reformed in 2025. The Parking Reform Development Code Amendment provides no minimum parking ratio regulations for any schools except senior high schools. The amendment also provides no minimums for places of worship under 20,000 square feet.

The site plan shows an existing parking supply of 105 spaces on the north side and 164 on the south side for a total of 269 spaces.

Data Collection

The initially submitted report dated February 25, 2026, cited observations of onsite operations between 2:45 and 3:45 PM on January 16 and January 30, 2026. The date provided of January 16 was in error; observations were conducted on Thursday afternoon, January 15, 2026.

Surrounding traffic operations at the Northway site have been observed, and data was collected on six days, many of which are supported by drone video footage. Also, afternoon observations were conducted at The Compass School of Texas existing campus and at the Northway Christian Day School (NCDS). **Table 2** provides the specific dates and other pertinent information related to the data collection efforts.

Table 2: Data Collection Efforts for Northway Christian Church School

Date	Day of the Week	Time of Observation	Weather, degrees	Location	Boone Attendance	Type of Collection
					%	
January 15, 2026*	Thursday	Afternoon	Mild, 57	Northway	423	Drone
					91.6%	
January 15, 2026	Thursday	Afternoon	Mild, 57	Compass	n/a	Physically present and camera
January 30, 2026	Friday	Afternoon	Sunny, mid 40s	Northway	429	Physically present and camera
					92.9%	
March 30, 2026	Monday	Afternoon	Glorious, mid 80s	NCDS	n/a	Physically present and drone
May 4, 2026	Monday	Morning	Mild, near 71	Northway	415	Drone
					89.8%	
May 5, 2026	Tuesday	Afternoon	Warm, near 90	Northway	437	Drone
					94.6%	
May 20, 2026	Wednesday	Afternoon	Mild, high 70s	Northway	435	Drone
Boone Volunteer Breakfast		94.2%				
May 21, 2026	Thursday	Morning	Cloudy, low 70s	Northway	430	Drone
Bulldog Breakfast and 4 th Grade Caravan		93.1%				

* February 25, 2026 TMP Report had incorrect date of January 16, 2026.

HPISD reported that Boone Elementary’s official enrollment for the 2025–2026 school year was 462 students, with an average daily attendance rate of 96.17%. Two special events occurred on days of observation.

Dallas weather reports are provided for each day of data collection:

Thursday, January 15, 2026 (afternoon dismissal) – The weather in Dallas was cool and dry, featuring partly cloudy skies. The city recorded a high temperature of roughly 57 degrees in the afternoon, dropping to an overnight low around 34 degrees. Skies were generally clear-to-partly cloudy with calm-to-light breezy conditions, and no precipitation was recorded.

Friday, January 30, 2026 (PM dismissal) – Boone Elementary was back in school after inclement weather days due to Winter Storm Fern. Dallas experienced a cold and dry day with plenty of sunshine. The area was under a cold weather advisory heading into the weekend, with observed daily highs reaching the mid-40s to 48 degrees.

Monday, March 30, 2026, (NCDS afternoon dismissal) – Dallas experienced warm, spring-like weather with a high temperature in the mid-80s to 86 degrees and morning lows in the upper 60s. The day was characterized by partly cloudy skies, southerly breezes, and a slight increase in humidity as warmer air pushed through the region. The observations on March 30 were performed to focus on the Northway Christian Day School (NCDS) afternoon

operations. The spring-like day allowed several parents of NCDS students to stay and play at the campus after the 2:40 PM dismissal.

Monday, May 4, 2026 (morning arrival) – The weather on the morning of May 4, 2026, was mild and cloudy, featuring temperatures near 71 degrees at 7:00 AM.

Tuesday, May 5, 2026 (afternoon dismissal) – Dallas experienced a warm, breezy day with high temperatures peaking near 90 degrees and southwest winds blowing at 10–20 mph.

Wednesday, May 20, 2026 (afternoon dismissal) – On Wednesday, May 20, 2026, Dallas experienced mild and mostly cloudy conditions. High temperatures reached the mid-to-upper 70s to low 80s, while nighttime temperatures dipped into the mid-60s. Winds were mostly light, and precipitation was low, with only isolated showers south of the metroplex.

Thursday, May 21, 2026 (morning arrival) – In Dallas, TX, at 7 AM on May 21, the weather was gloomy and mostly cloudy with temperatures around the upper 60s to low 70s. The drone footage began at 7:00 AM and included the intersection of Durham at Wentwood to capture all school pedestrian, bicyclist, and vehicle-related activity Thursday morning.

The data collection includes days from January, March, and May 2026. Some days were chilly, others were warm. There was not a day with rain for observation of pedestrian activity or the queuing of vehicles for the Boone carline that has been described to, at times, extend on Airline to near Centenary.

Observations

Observations performed after the initial report provided insight to the utilization of the parking lot on the south side of the Northway Christian Church campus by Boone Elementary parents.

Figures 10 and 11 detail data collected via aerial drones on four separate days of observations. Vehicle movements as well as pedestrian and bicyclist movements are illustrated, as manually recorded from the drone footage. The data was taken on different days for the morning and afternoon observations to obtain four samples of the pedestrian and bicyclist activity related to Boone Elementary School as well as motorized vehicles.

Not all intersections started filming at the exact time but did include the peak pedestrian, bicyclist, and motorized vehicle activity from the Boone Elementary-related activity. The volumes presented are total occurring generally within one hour of film footage. For example, at the intersection of Airline at Wentwood on May 4, 2026, between 7:08 AM and 8:10 AM and on May 5, 2026, between 2:39 PM and 3:35 PM. The cameras typically had battery changes after 30 minutes of filming. The times of the data summary are included on Figures 10 and 11.

Observations conducted the morning of Thursday, May 21, 2026, included viewing of the intersection of Durham at Wentwood but did not include Airline at Northwest Parkway, Durham at Northwest Parkway, or the driveways on Wentwood at the Northway Christian Church campus due to limited camera availability.

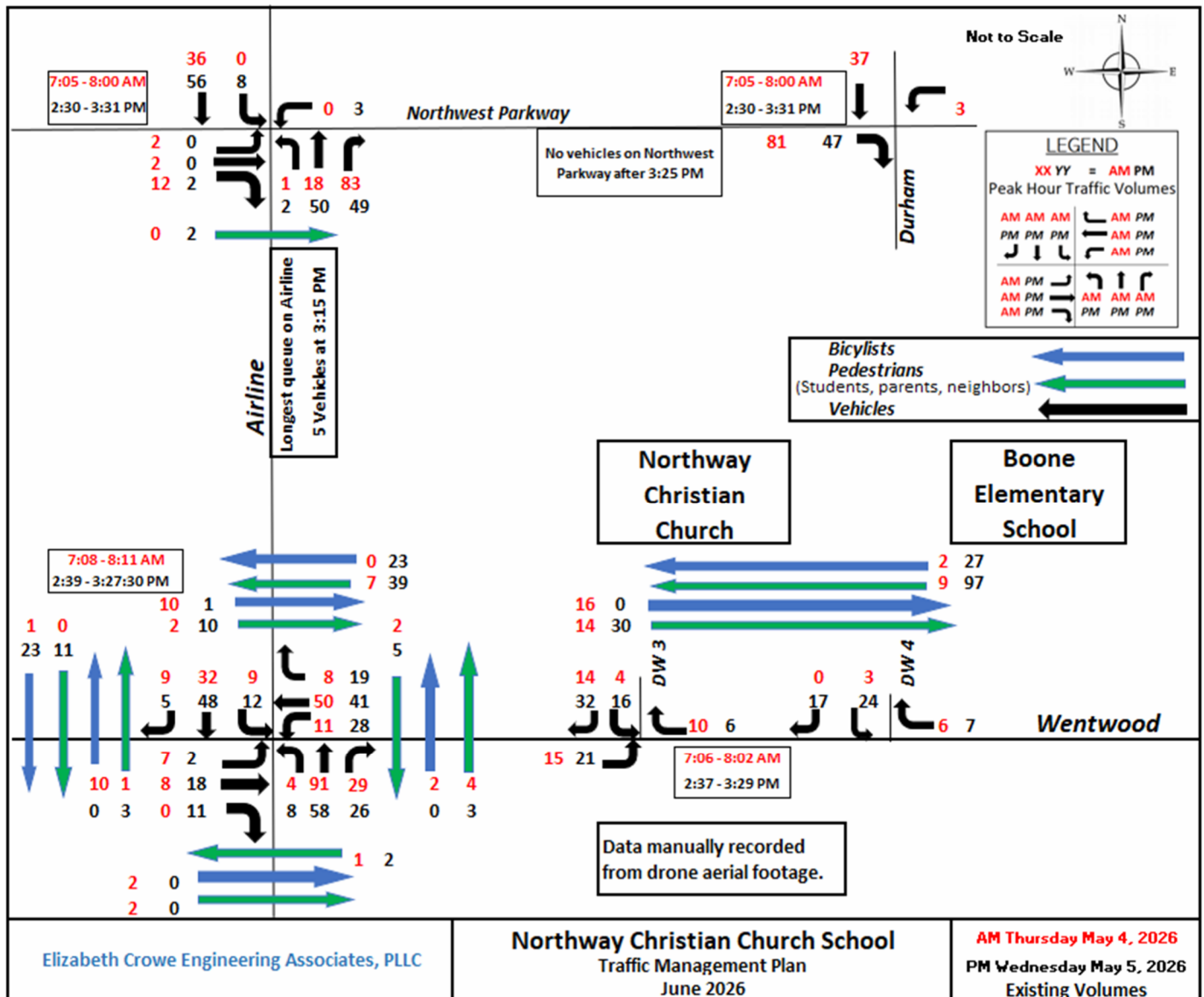
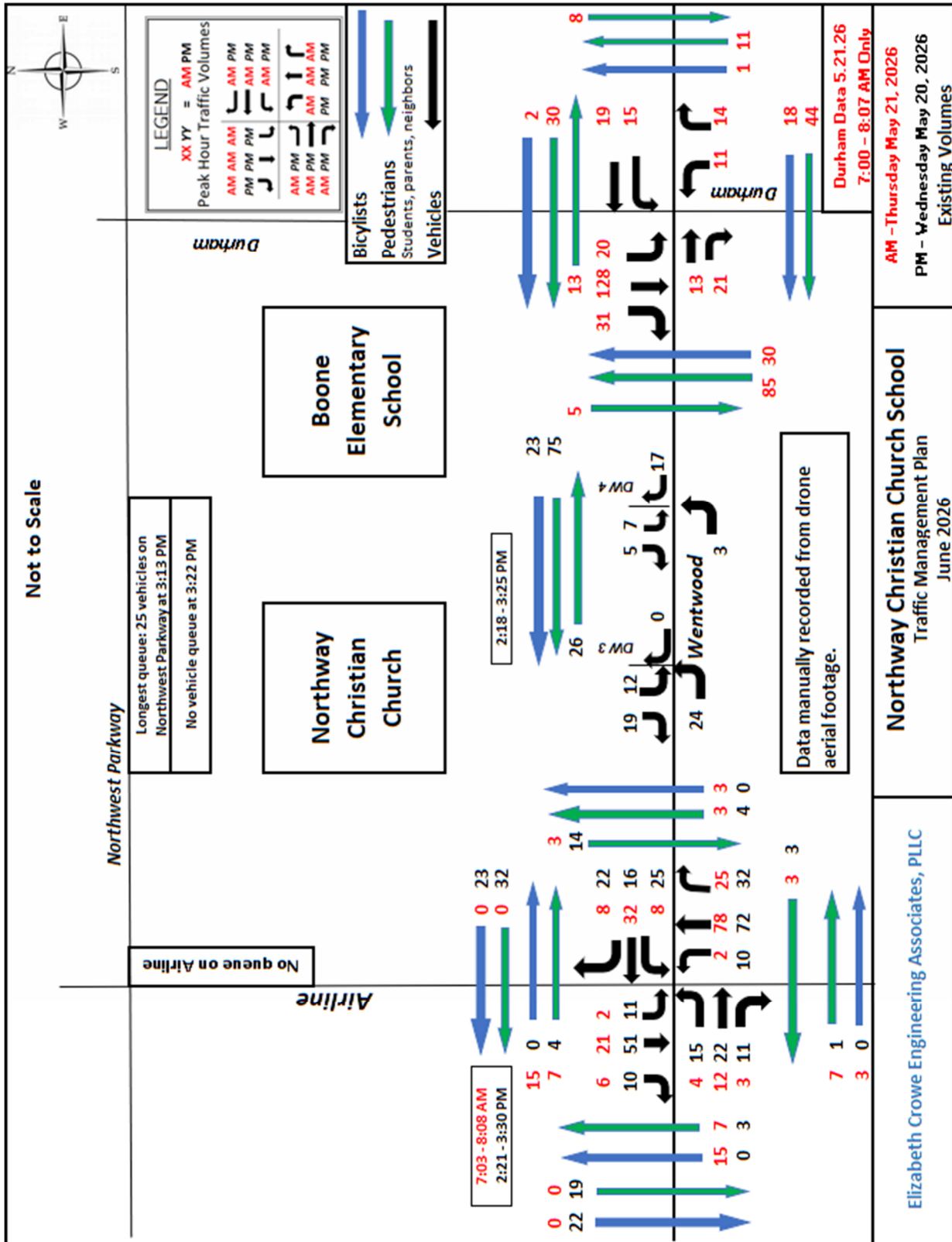


Figure 10: Peak Hour Traffic Summary May 4, 5

At the intersection of Airline at Wentwood, the total number of vehicles ranged from a low of 201 on the morning of May 21st to a high of 297 during the PM of May 20th. The AM peak hour of May 21st at the intersection of Durham at Wentwood recorded 272 vehicles. Both intersections are all-way stop controlled and have traffic control personnel during the school hours of student drop-off and pick-up.

To put this into perspective, an all-way stop controlled intersection with single lane approaches has a maximum total capability to accommodate up to 1,400 vehicles per hour (vph). Factors contributing to limiting this volume include traffic distribution, pedestrian volume, and the number of turning vehicles.

The number of vehicles, pedestrians and bicyclists were manually transcribed from the drone footage as detailed in the figures. Pedestrian and bicyclist activity occurred on each day; the northbound movement was the highest approach and the through movements comprised the majority of vehicle movements.



From viewing the peak times of school activity and reviewing the traffic volumes, the intersection at Airline and Wentwood during peak school arrival and dismissal periods operates with minimal delay per vehicle or pedestrian. Addition of vehicles to the southbound movement during any overlap in time with Boone motorists traveling northbound will contribute to “balance” out the intersection traffic distribution.

To better understand the data illustrated in Figures 10 and 11, **Table 3** provides a summary of pedestrians and bicyclists on each day of data. Pedestrians include not just students associated with Boone Elementary but also the adults who may be accompanying them as well as neighbors jogging or walking their dog.

Table 3: Pedestrian and Bicyclist Summary

Date	Peak	Intersection			
		Airline at Wentwood		Durham at Wentwood	
		# Persons	# Crossings	# Persons	# Crossings
May 4, 2026	AM	27	44		
May 5, 2026	PM	81	120		
May 20, 2026	PM	77	125		
May 21, 2026 Bulldog Breakfast	AM	35	66	165	247
		Both Intersections			
		# Pedestrians and Bicyclists		# Crossings	
		200		313	

The columns specifying # Persons and # Crossings distinguish between the number of people versus how many street crossings they made. For example, a bicyclist or pedestrian traveling northbound from Centenary on Airline may cross Wentwood and then cross Airline to continue eastbound toward the elementary school. Therefore, this one person has made two crossings.

The data at Airline at Wentwood on these four days indicates pedestrian/bicyclist activity in the morning is significantly less than during the afternoon. For example, pedestrian and bicyclist volumes increased from 27 (May 4th AM) to 81 (May 5th PM) persons and from 35 (May 21st AM) to 77 (May 20th PM) persons.

On May 21st, Boone Elementary celebrated in the morning with Bulldog Breakfast. The data shows that the magnitude of people at Durham and Wentwood was nearly 5 times greater than at Airline and Wentwood during the AM peak hour. Table 4 provides the comparison of total vehicles traveling through each intersection and the conflicting number of pedestrian/bicyclist crossings.

Table 4: Vehicle, Pedestrian and Bicyclist Comparison – May 21, 2026 (+/- 7-8 AM)

Intersection					
Airline at Wentwood			Durham at Wentwood		
Approach	# Vehicles	# Crossings	Approach	# Vehicles	# Crossings
NB	105	13	NB	25	62
SB	29	22	SB	179	45
EB	19	22	EB	24	120
WB	48	9	WB	34	20
Total	201	66	Total	262	247

At Airline, the highest observed approach volume was northbound, with 105 vehicles, which may be associated with Boone-related traffic following the established carline plan. The next highest approach was westbound, with 48 vehicles; up to 31 of these may be Boone-related vehicles turning right from Durham onto Wentwood. Several

additional Boone-related motorists may have exited the Northway parking lot and traveled westbound toward Airline.

Similarly, the 179 vehicles observed on the southbound Durham approach to Wentwood appear to reflect carline-related traffic.

The comparison in Table 4 is based on one day of data collection at both intersections and coincided with Bulldog Breakfast, a special event. Even so, the combined vehicle volumes and pedestrian/bicyclist crossings at Airline and Wentwood were substantially lower than those accommodated at Durham and Wentwood. Accordingly, the Airline and Wentwood intersection can absorb additional vehicles while continuing to operate effectively.

Airline at Wentwood

The traffic data was further broken down into 15-minute+/- increments. For the intersection of Wentwood at Airline, the northbound and the westbound approaches exhibited higher volumes during the 30 minutes between 7:23 and 7:55 AM. Specifically, the northbound through volume grew from 2 vehicles in the first 15-minutes to 25 vehicles between 7:23 and 7:39 and then the highest 15-minute volume of 53 vehicles from 7:41–7:55 AM as shown on Figure 12.

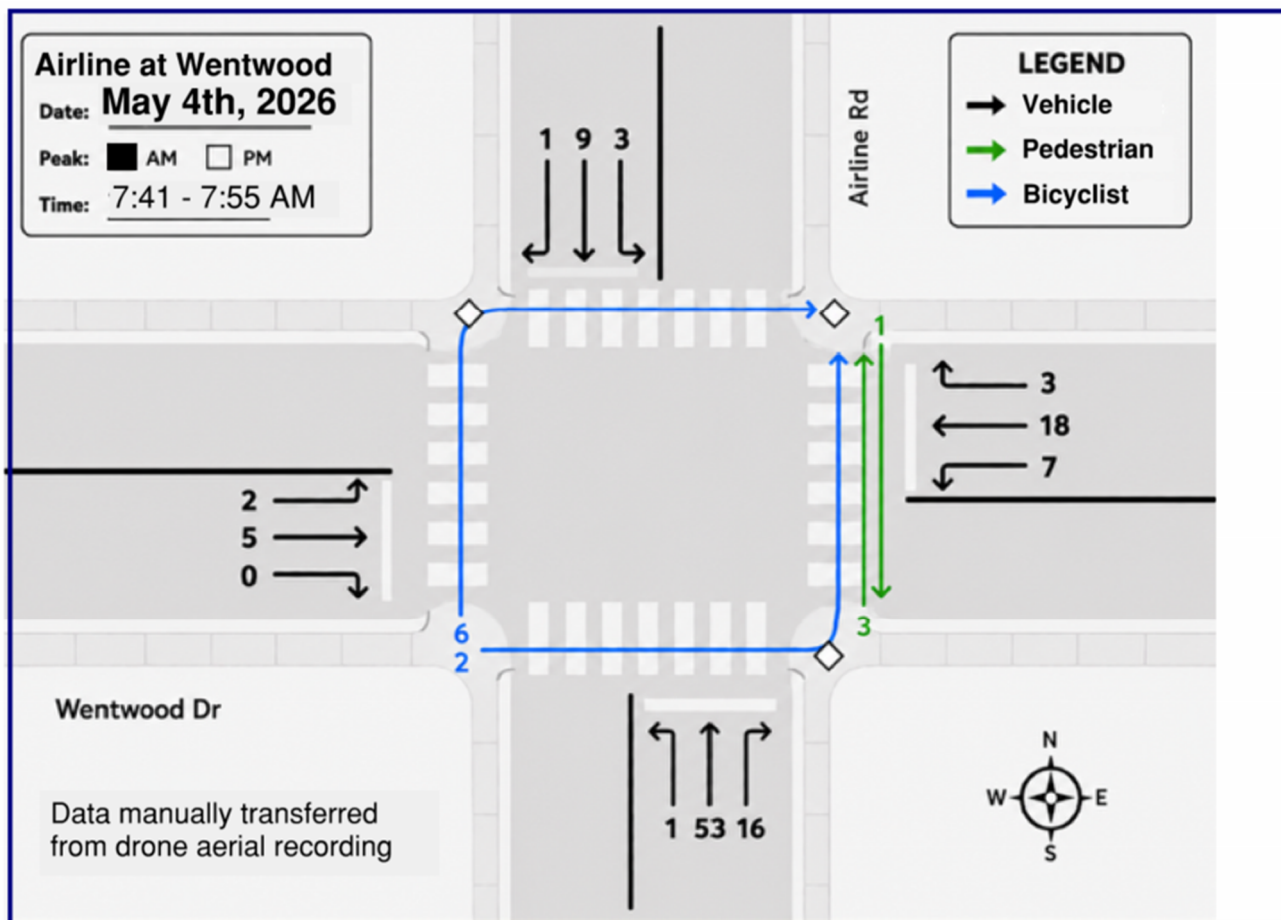


Figure 12: Wentwood at Airline, AM Traffic Volumes

Parents of Boone students are driving northbound on Airline at the same time that Boone students and parents are crossing Airline at Wentwood on foot or bicycle. Therefore, some of the northbound Airline traffic is attributed to parents following the Boone carline path of northbound on Airline to Northwest Parkway. Some of the traffic may be attributed to background traffic during the AM peak hour of the adjacent street.

The PM peak 15 minutes of activity for Wentwood at Airline on May 5th, 2026 is provided in Figure 13.

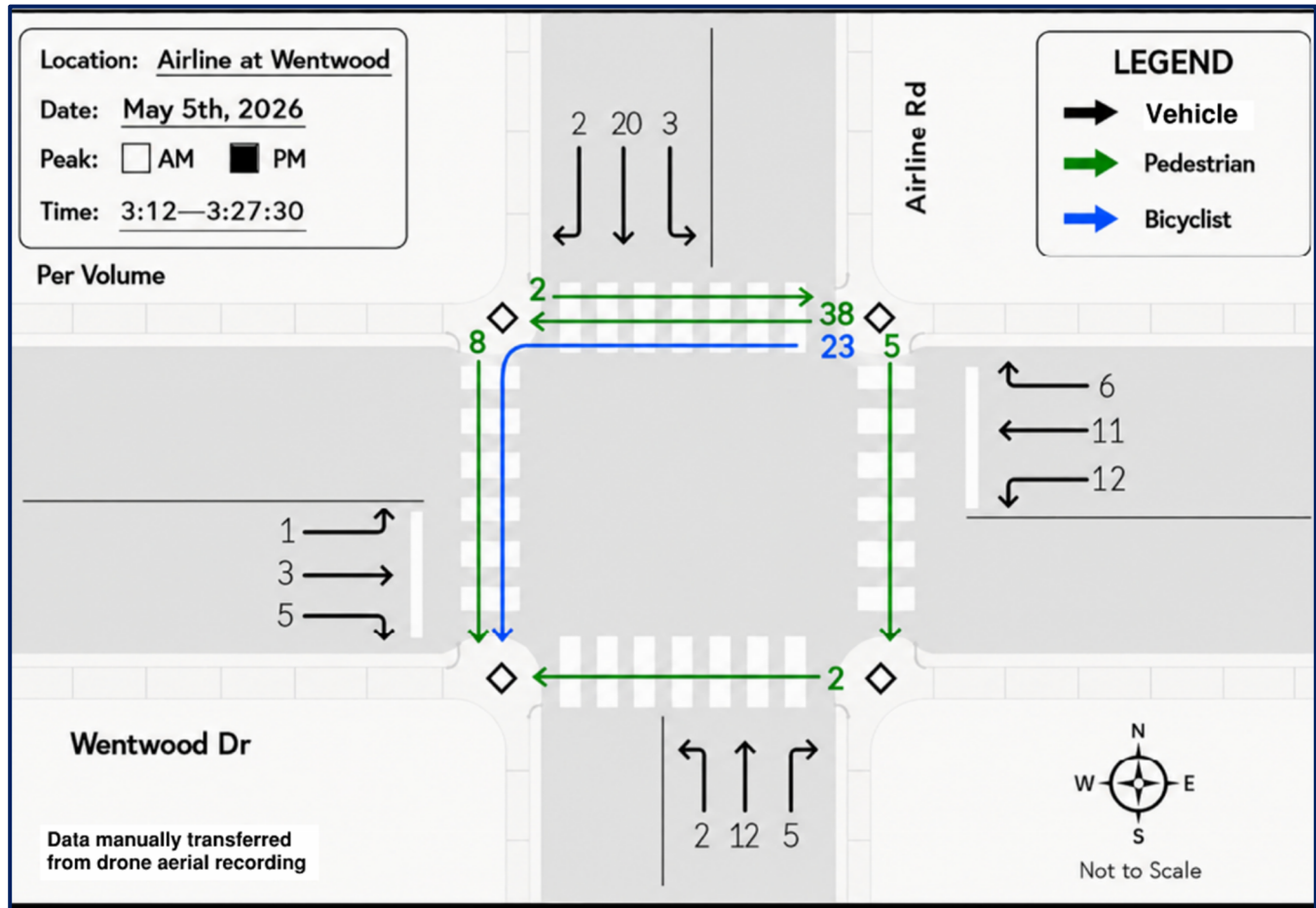


Figure 13: Wentwood at Airline, PM Traffic Volumes

The pedestrian and bicyclist activity was more concentrated to 15-minute windows, i.e., 7:41–7:55 AM and 3:12–3:27 PM.

It is a refreshing observation that Boone Elementary is a neighborhood school where some students walk or ride their bicycles to and from school. On all four days of data collection, bicyclists crossed the intersection at Airline and Wentwood, with total hourly volumes ranging from 12 to 23 student cyclists.

The pedestrian data at Airline at Wentwood reflects substantially fewer pedestrians in the morning than in the afternoon. Instances of parents parking vehicles along Wentwood and Airline and walking to the elementary school to pick up their children and walk back to their vehicles could contribute much to the higher number of pedestrians in the afternoon. It is assumed that the children are dropped off in the morning adjacent to the school along Durham via vehicle but are picked up by a “pedestrian” parent in the afternoon.

Wentwood Adjacent to Northway Christian Church South Parking Lot

The observations of Boone Elementary School pedestrian and cyclist activity mixed with the Boone Elementary School vehicular activity in the block of Wentwood between Airline and Durham revealed quite alarming conditions both in the morning and in the afternoon. Multiple parents pulled up and parallel parked on Wentwood and then crossed Wentwood mid-block. There were even instances of students who crossed Wentwood mid-block or crossed the parking lot unaccompanied by a parent/guardian.

One specific Boone Elementary parent-related activity that was discovered in the observations is the use of the south parking lot of the Northway Christian Church for both student drop-off in the morning and pick-up in the afternoon with vehicles. From my understanding, parents who have a child enrolled in the Northway Day School and a child at Boone have the privilege of utilizing the Northway south parking lot to pick up their student at Boone Elementary. This privilege may also be extended for the morning drop-off, as well.

Boone-related motorists using the Northway driveways create a significant safety concern where they interact with Boone-related pedestrians and bicyclists crossing the north sidewalk of Wentwood.

Figure 14 shows 23 pedestrians and 14 bicyclists crossing the driveways, along with 37 vehicles entering and exiting the Northway Christian Church south parking lot, during a 20.5-minute period from 7:39 AM to 8:00 AM on Monday, May 4, 2026.

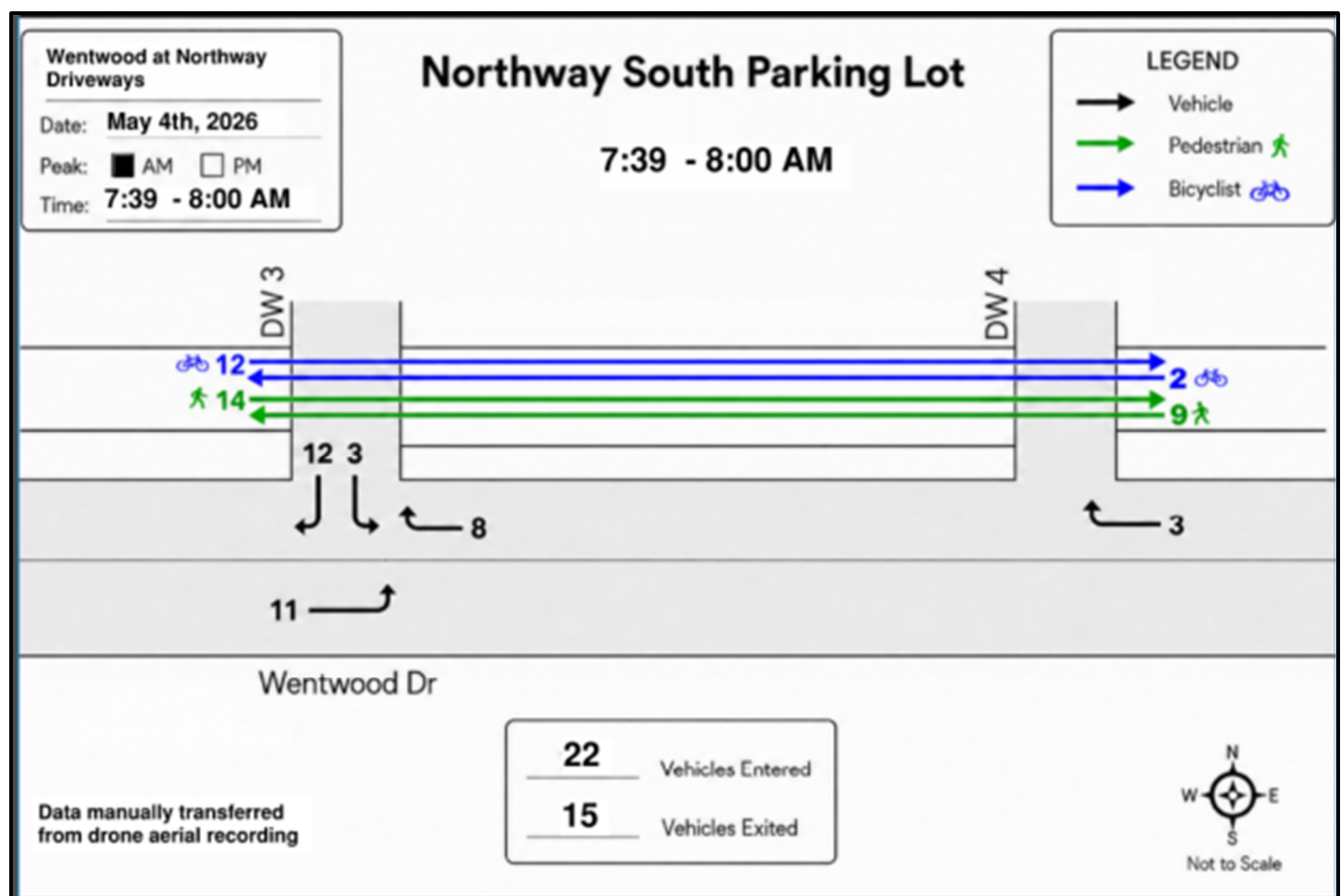


Figure 14: Northway South Lot, May 4, 7:39 AM

Figure 15 summarizes the 14 minutes at this same location from 8:36 AM and 8:50 AM capturing peak arrival of NCDS parents. The 5 pedestrians walking westbound included some Boone parents. Nearly 100 vehicle movements occurred at these driveways at Wentwood in 14 minutes. Five pedestrians (one with a stroller) walked in Driveway 4.

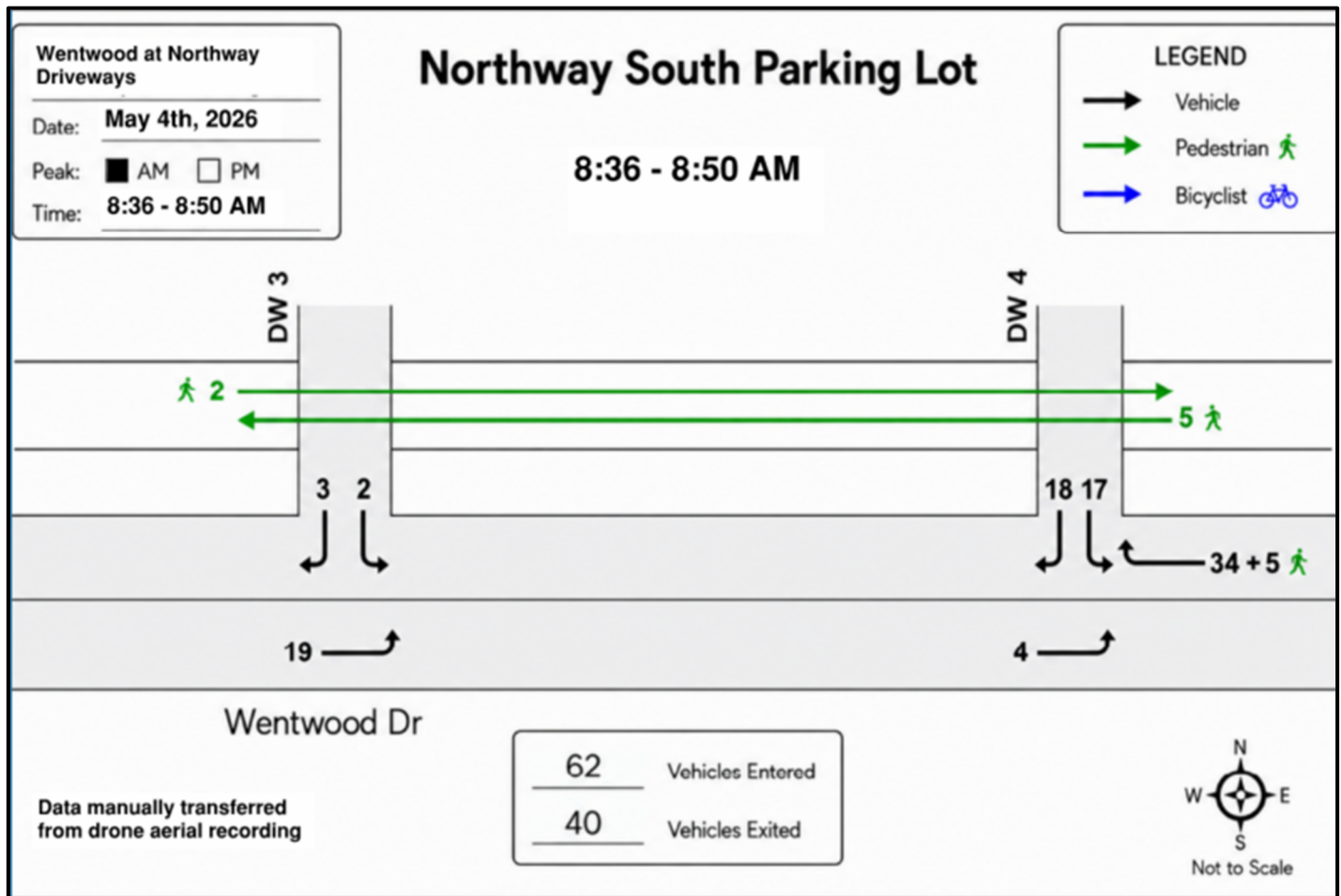


Figure 15: Northway South Lot Traffic After 8:30 AM

Observations on Wednesday afternoon, May 20, 2026, revealed a considerable number of vehicles entering and leaving the Northway south lot. The Northway Christian Day School had ended for the school year; therefore, the majority, if not all, of vehicle activity observed was Boone-related. Figure 16 illustrates the summary of 15 minutes data from 3:10 - 3:25 PM.

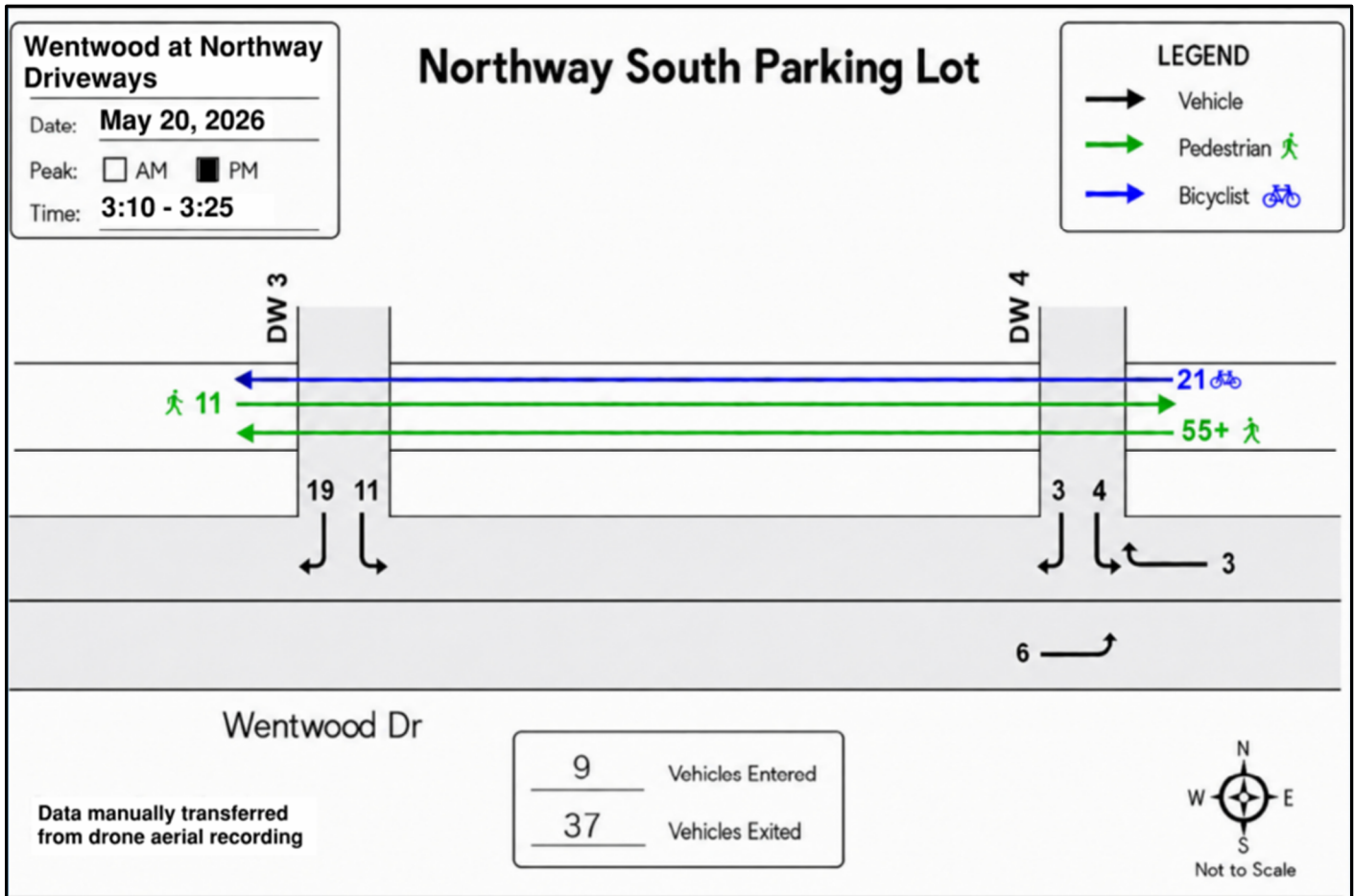
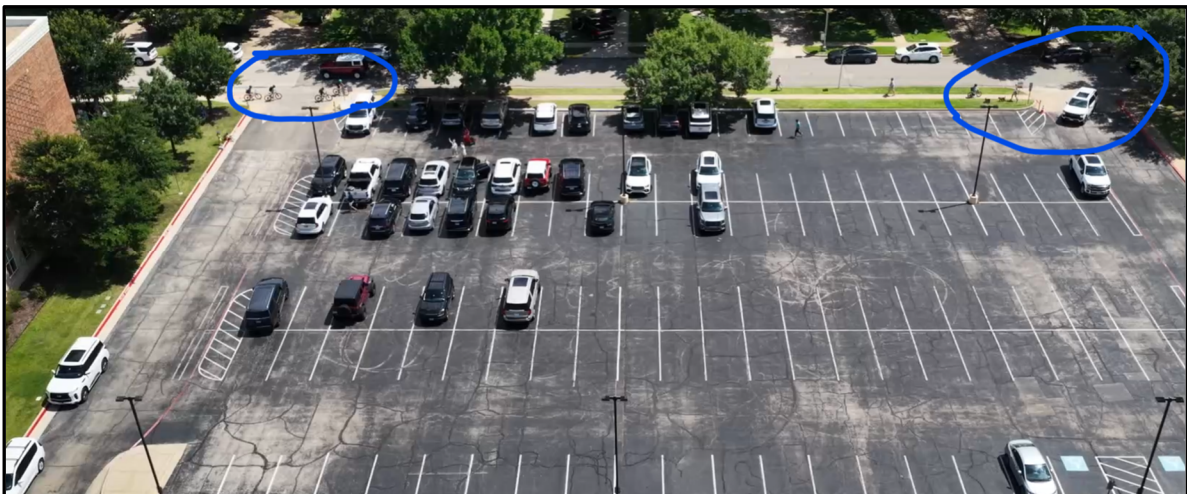
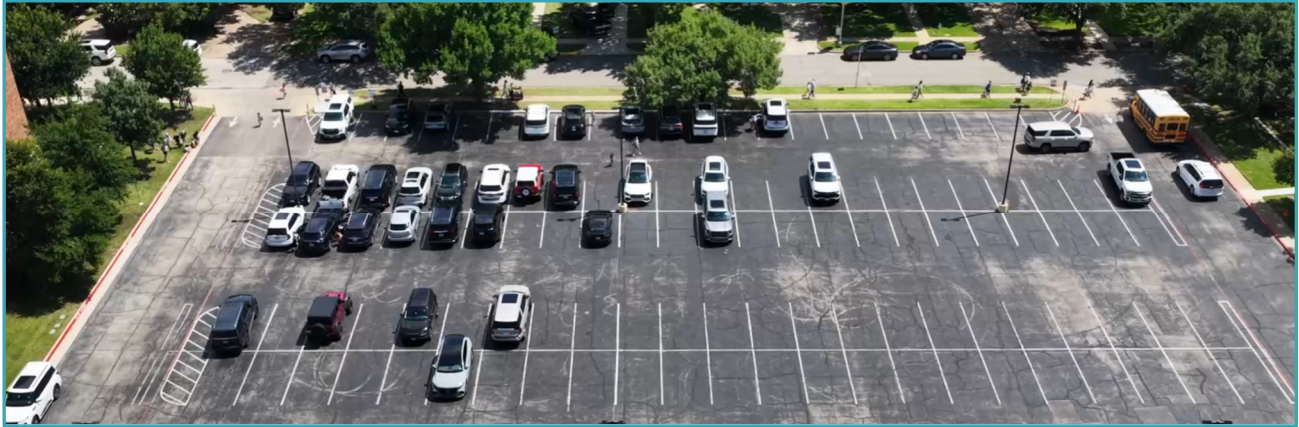


Figure 16: Northway South Lot Traffic May 20 PM

The photo below was taken at 3:11:34 PM on Wednesday, May 20, 2026, at the Northway Christian Church south parking lot driveways on Wentwood. Bicyclists are traveling westbound on the sidewalk while vehicles enter the parking lot at Driveway 3. There is no barrier at Driveway 4 and vehicles have entered at that location also.



The following image is also from May 20, 2026 at 3:14:50 PM. A school bus and two other vehicles are trying to exit the parking lot at Driveway 3 while several pedestrians are crossing the driveway.



Recommendations are to restrict vehicle access to the driveway on the east side of the parking lot (DW 4) in the morning until 8:00 AM and from a minimum of 3:00 PM until 3:25 PM in the afternoon. Traffic safety personnel posted at the western driveway (DW 3) is also recommended to improve the safety of these conflicting movements. These recommendations are made for the 2026 – 2027 school year. Recommendations for restriction of DW 4 access and posting of traffic safety personnel for 2027 school year depending on if the Boone parents are allowed to continue utilizing the Northway south parking lot.

Durham at Wentwood

One morning of data was observed at the intersection of Durham at Wentwood. The AM data for Thursday, May 21 noted 32 bicyclists at this intersection. Worthy of note is, although the school instructions state, “NO right turn on Wentwood” from southbound Durham, 31 vehicles were observed to make this turning movement on the morning of Thursday, May 21, 2026. The following is an excerpt from the Boone Carline instructions.

- **Continue south on Durham. NO right turn onto Wentwood.**

Two 16-minute summaries of observation at Durham and Wentwood are illustrated in the following figures for the time between 7:15 – 7:34 AM and 7:36 – 7:52 AM. HPISD noted that May 21, 2026 was Bulldog Breakfast and 4th Grade Caravan which would explain the earlier arrival of pedestrians before 7:36 AM. The diagonal arrows indicate pedestrians and bicyclists who crossed in the middle of the intersection.

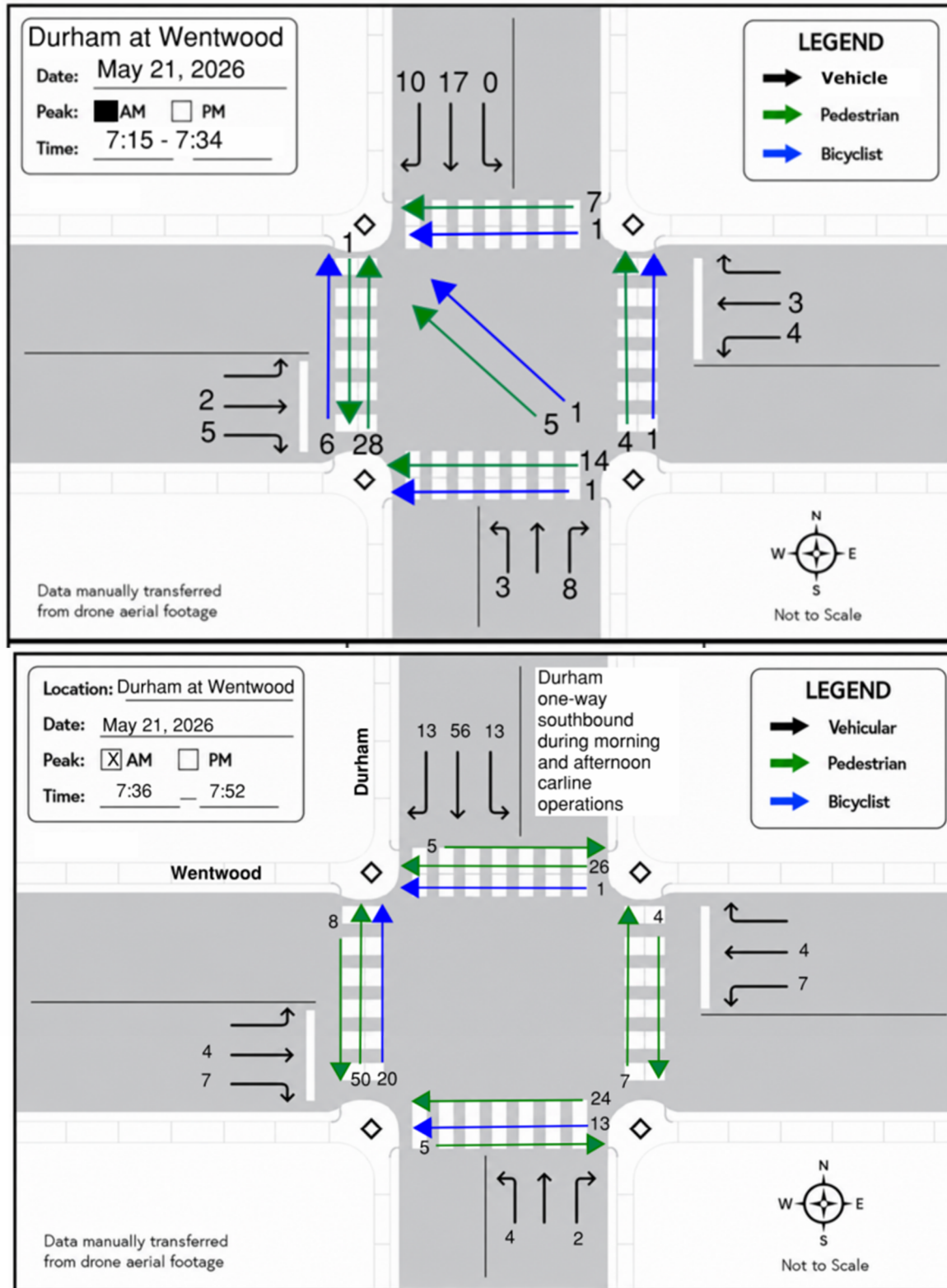


Figure 17: Durham at Wentwood, May 21, 2026 AM Traffic

Airline Road at Northwest Parkway

The traffic volumes from May 4th and May 5th total less than 200 vehicles for the intersection in both the AM and PM peak hours of data collection. The 31 and 56 southbound through volumes are the sum of both left turns and right turns from Northwest Highway.

Film footage of Northwest Highway at Airline including Northwest Parkway shows how the vehicle queues for the Boone car line develop in the afternoon and when the maximum queue lengths occur.

On Thursday, January 15, the longest observed queue of 22 vehicles on Northwest Parkway occurred at 3:15 PM and did not reach the intersection with Airline Road. No queue remained on Northwest Parkway after 3:21 PM. The carline on Durham had completed by 3:25 PM.

On Tuesday, May 5, the queue of vehicles extended through Northwest Parkway and wrapped around to Airline Road. The maximum number of Boone-related vehicles was five on Airline. At one point, two vehicles that were not Boone-related were also in the queue; they moved out of the line of vehicles and turned right onto Northwest Highway. No more vehicles queued on Northwest Parkway after 3:25 PM on May 5, 2026. The queue is detailed on Figure 10.

The maximum observed queue for the Boone Elementary carline on Northwest Parkway on Wednesday, May 20, occurred at 3:13 PM. The maximum queue did not reach Airline, and no vehicles were queued on Northwest Parkway at 3:22 PM. This queue is also provided on Figure 11.

Northwest Parkway at Durham

The AM data from May 4, 2026, revealed 81 vehicles turning right onto Durham from Northwest Parkway. An additional 37 vehicles arrived at southbound Durham via Northwest Highway.

The PM film footage from May 5, 2026, only revealed 47 vehicles turning right onto Durham from Northwest Parkway. This lower number of vehicles in the PM versus the morning, coupled with the observations of parents parking on Wentwood and Airline and walking to pick their child in the afternoon, indicates that a greater number of parents may choose to drop off their child in the morning via the car line than use the car line to pick up their child in the afternoon.

Northway Christian Day School Operations

The Northway Christian Day School (NCDS) operates on the church property on all five weekdays during the school year. The classes are conducted from 8:40 AM to 11:50 AM with some children staying until 2:40 PM for extended “Stay and Play.” Student pick up time in the afternoon is 2:40 PM. NCDS had 220 total students this past year. Not all students attended every day; the highest student count on any one day was 181.

Previous data summary shown in Figure 15 summarizes the 14 minutes at the Northway south parking lot at Wentwood from 8:36 AM and 8:50 AM capturing peak arrival of NCDS parents. Nearly 100 vehicle movements occurred at these driveways at Wentwood in 14 minutes.

Figure 18 provides summary of data from 8:00 – 8:50 AM on Monday May 4th, 2026. The data shows 99 vehicles entering and 46 exiting the parking lot, for a total of 145 vehicle trips. Because recording ended at 8:50 AM, it did not capture the full extent of NCDS-related vehicle activity. It is reasonable to assume that some students had not arrived yet and that several drivers who entered the lot also exited after dropping off their child.

A conservative estimate of total vehicle trips associated with NCDS morning drop-off on Monday May 4th is 190 vehicle trips; all arriving from and leaving to Wentwood.

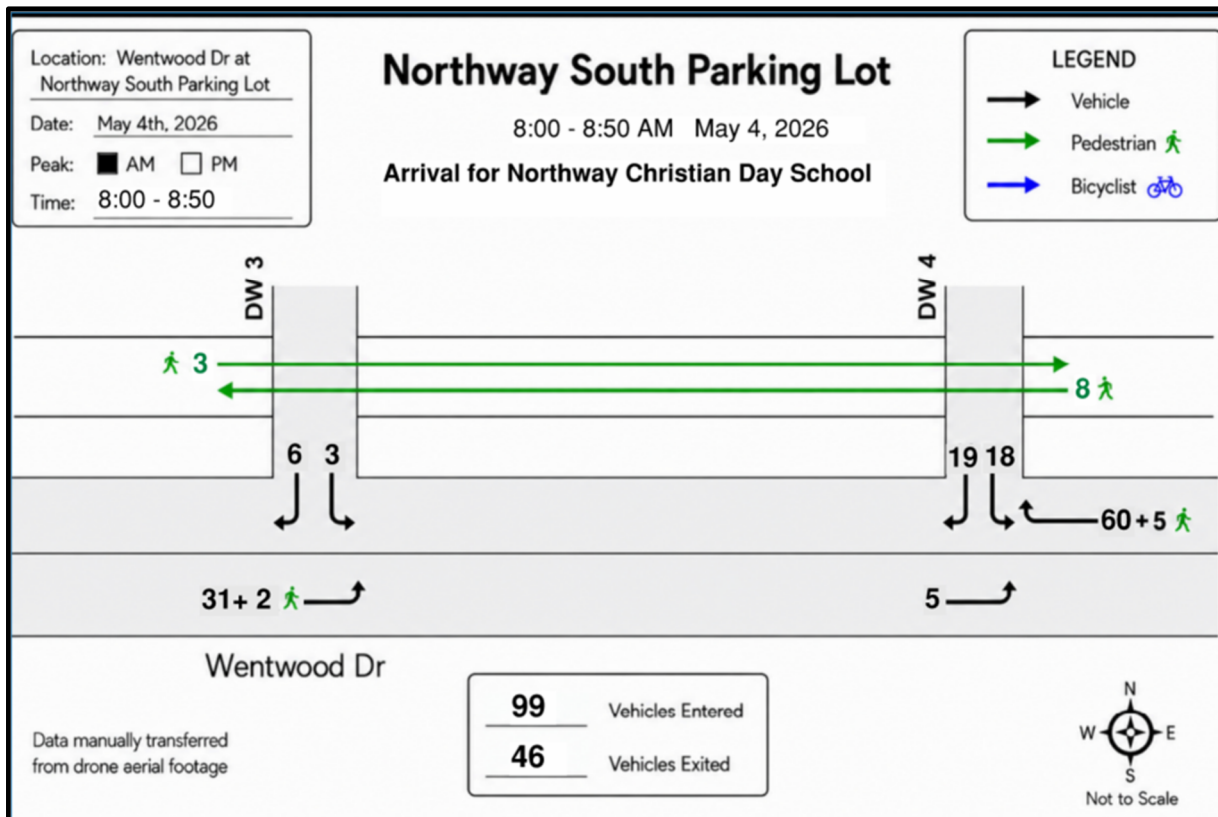


Figure 18: Northway South Lot Traffic 8:00 - 8:50 AM

Campus observations specifically for Northway Christian Day School were performed from 2:00 to 3:00 PM on Monday, March 30, 2026. The dismissal at 2:40 PM was for over 130 enrolled students. As provided earlier, the weather on March 30 exhibited a “Chamber of Commerce” spring day in Dallas.

NCDS has a very orderly student pick-up system. On the day of observation, all of the students were outside with their teacher(s) in specific areas with signs indicating the age or classroom. Parents would drive into the south parking lot and park and then walk to pick up their child.

During the 29 minutes of recorded data from 2:25 to 2:54 PM, 58 vehicles entered from Wentwood and 82 vehicles exited to Wentwood for a total of 140 vehicle trips on Wentwood. It is estimated that 20 vehicles entered prior to the data collection beginning. Thirty-four vehicles remained in the parking lot after the filming stopped. It is assumed that up to ten vehicles may have been church staff and that the remaining 24 were associated with NCDS. A conservative estimate associated with NCDS afternoon pick up activities on March 30, 2026 is 184 vehicle trips; conservative because dismissal was for 130 students. Several parents may have picked up their child earlier than the data collection recorded.

The “Peak 15 minutes” of vehicle activity entering and departing occurred around 2:35–2:50 PM.

- 36 vehicles entered + 2 parents walked in with strollers.
- 56 vehicles + the 2 parents with strollers exited the parking lot.
- 3 vehicles “reparked” closer to Wentwood (assumed to wait for their older children).

Longest “queue” of vehicles to leave the parking lot observed was two vehicles at each of the driveways.

The observations did not capture the full extent of NCDS vehicular activity during the morning arrival or afternoon pick-up operations. An estimate of vehicles associated with Mid-day or early pick up of NCDS students is 40 entering and 40 exiting. A conservative estimate of vehicle activity associated with NCDS on one day is 454 vehicle trips all entering and exiting and the south parking lot at Wentwood.

The Compass School of Texas currently operates with a staggered dismissal schedule with the youngest students releasing at 3:00 PM and the older students at 3:20 PM. The Compass School of Texas also provides enrichment activities after school with dismissal at 4:30 PM; 66 of the 105 students participated in enrichment during the 2025–2026 school year.

The longest observed queue at The Compass School of Texas carline consisted of 12 vehicles. According to the uniformed police officer present on campus during student operations, peak queues more typically reach approximately 15 - 20 vehicles.

Figures 19–21 were taken from the published *Boone Elementary School Carpool Procedures*.

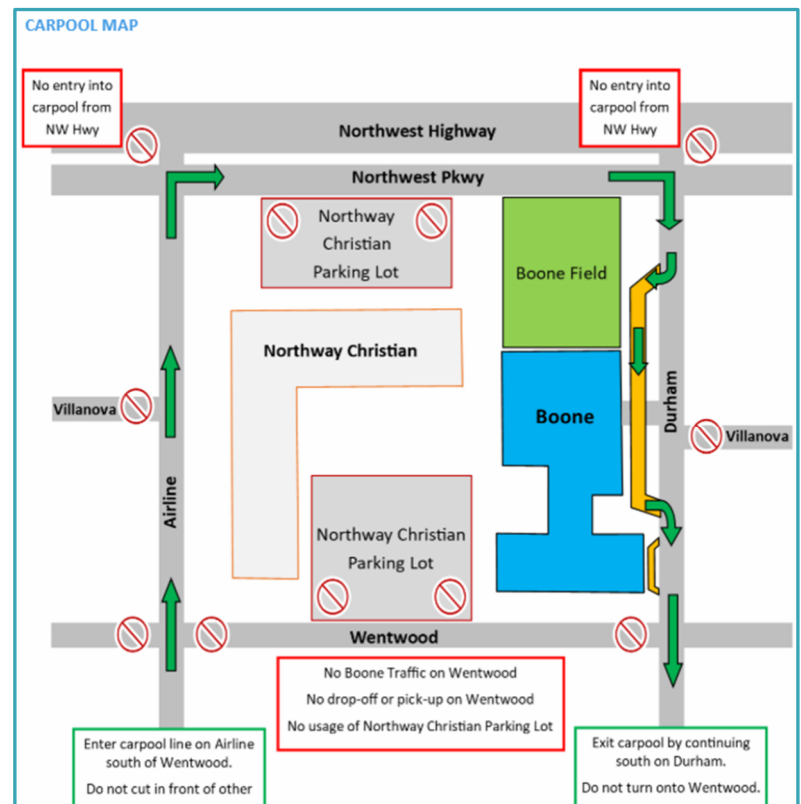


Figure 19: Boone Carpool Procedures

PARKING POLICY

- Parking is NOT allowed in any of the Northway Christian Church parking lots at any time, including drop off and pick up, unless otherwise communicated in The Boone Barker.

Figure 20: Boone School Parking Policy

BIKER AND WALKER PROCEDURES

- Please cross streets at intersections ONLY, preferably intersections attended by crossing guards. Use extreme caution when approaching alleys.
It is imperative for everyone's safety that parents do not wave at their children from across the street to cross over at any other spot than a crosswalk. Note - Wentwood and Northway Christian Church parking lot are NOT pick up locations from your vehicle.
- Upon approaching the school, bikers should dismount and walk their bikes along the sidewalk and through all intersections. Please always have students walk their bikes along sidewalks that are congested with pedestrian traffic.
- Please remind students to stay on sidewalks at all times. It is not safe for a student to be in the street.

Figure 21: Boone Elementary School Biker and Walker Procedures

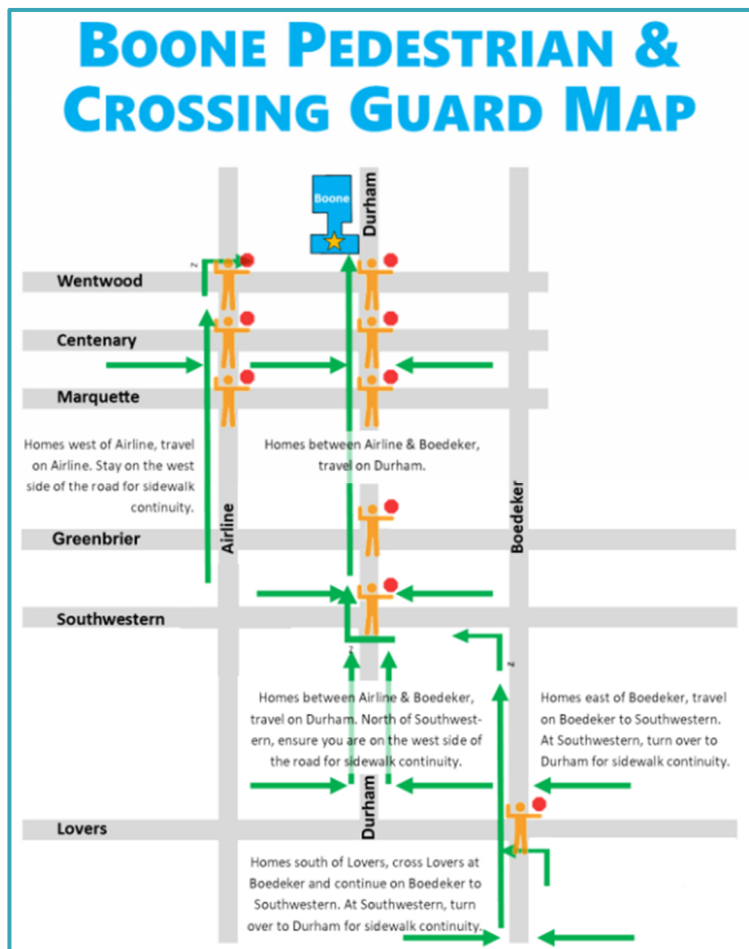


Figure 22: Boone Pedestrian and Crossing Guard Procedures

This portion of the Boone Elementary School Carline Procedures identifies where crossing guards are posted and illustrates pedestrian routes, including an eastbound path along the north side of Wentwood from Airline.

The traffic assistant at the corner of Wentwood and Airline commented that at times, vehicles will be parked on Wentwood nearest the corner at Airline, and this creates difficulty for other vehicles to access Wentwood from Airline.

HPISD indicated that Boone Elementary has eight crossing guards assigned to the school area. It appears that there may no longer be a crossing guard posted at Lovers Lane and Boedeker as indicated on the Crossing Guard Map. The funding for the crossing guards is as follows:

Paid for by the City of Dallas:

Durham and Wentwood
Durham and Centenary
Durham and Marquette
Durham and Greenbrier
Airline and Wentwood

Paid for by City of University Park:

Airline and Centenary
Airline and Marquette
Southwestern and Durham

Recommendation

Based on observed pedestrian and bicyclist travel patterns, consideration may be given to encouraging students and families walking from homes west of Airline to utilize the Centenary-to-Durham route where practical. Alternatively, those using Wentwood may benefit from crossing Airline on the south side of the intersection and continuing along the south-side sidewalk. This route may reduce the number of driveway crossings near the Northway Christian Church property, thus improving safety. Figure 23 provides suggestions to the Pedestrian and Bicyclist route.

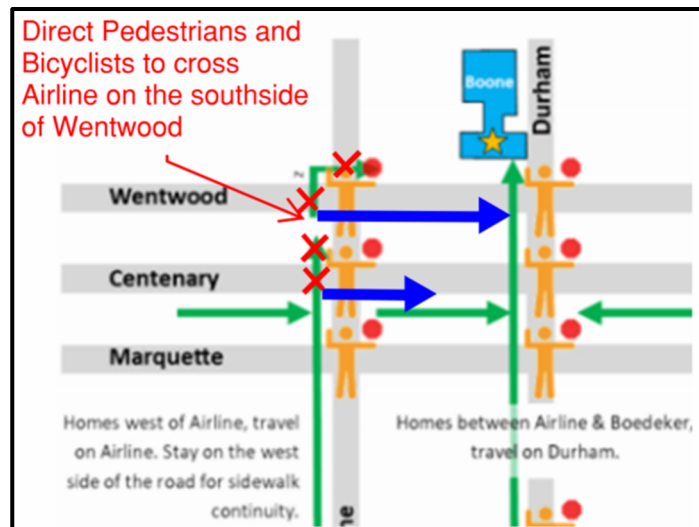


Figure 23: Boone Pedestrian and Bicyclist Recommendations

Summary/Conclusions of Observations

A summary of observations:

- The observations at The Compass School of Texas carline revealed very little queuing, and fluid operations.
- All observed traffic associated with Northway Christian Day School (NCDS) utilized the south parking lot access from Wentwood. A conservative approach to estimate of all NCDS trips netted 454 vehicle movements.
- On both mornings of AM observations, pedestrian/bicyclist activity associated with Boone Elementary at the Wentwood at Airline intersection ended by 7:55 AM coinciding with the beginning of the school day.
- Afternoon pedestrian and bicyclist activity associated with Boone Elementary ended prior to 3:30 PM at Wentwood and Airline on both days of data collection.
- On Thursday, May 21, 2026, the second-to-last day of the school year, student drop-offs on Durham continued until 8:06 AM. The crossing guard at Durham and Wentwood continued to assist with traffic control providing support for pedestrians (parents) leaving the school.
- Pedestrian and bicyclist activity associated with Boone Elementary appeared to be substantially higher at the Durham and Wentwood intersection than at Airline at Wentwood, potentially by a factor up to five.
- The combined vehicle volumes and pedestrian/bicyclist crossings at Airline and Wentwood were substantially lower than those accommodated at Durham and Wentwood. Accordingly, the Airline and Wentwood intersection can absorb additional vehicles while continuing to operate effectively.
- Afternoon vehicle queues on Northwest Parkway associated with Boone Elementary were monitored on three separate days. The longest queue occurred with 5 vehicles on Airline Road wrapping around Northwest Parkway from Durham. The longest queue on the other two days did not reach Airline Road.
- The Boone related queues were fully cleared from Northwest Parkway by 3:21 PM, 3:25 PM, and 3:22 PM on the three observation days.
- Most student bicyclists observed did not dismount and walk their bicycles through the crosswalks at Airline and Wentwood or at Durham and Wentwood, despite school guidance recommending this practice.
- During afternoon dismissal, many Boone Elementary parents parked in the surrounding area and walked to the school to pick up their children.
- Interactions between vehicles using the Northway south parking lot driveways and pedestrians and bicyclists crossing these driveways on the north side of Wentwood create situations that warrant continued attention from a safety perspective.
- Observations indicated that some parents did not consistently follow the school's written traffic and circulation guidelines, including:
 - Restricting Boone-related traffic on Wentwood
 - Avoiding student drop-off and pick-up on Wentwood
 - Refraining from using the Northway Christian Church parking lot
 - Not turning right onto Wentwood from Durham after exiting the car line

A number of instances were observed where adherence to these guidelines may have reduced potential conflicts, particularly near the Northway Christian Church driveways along Wentwood. Continued communication and reinforcement of the established procedures may help improve overall traffic operations and pedestrian safety in the area.

Proposed Site Plan

Minor proposed changes to the site plan include an internal roadway connection from the north parking lot to the Airline Road half-circle drive and a new building for a storm shelter.

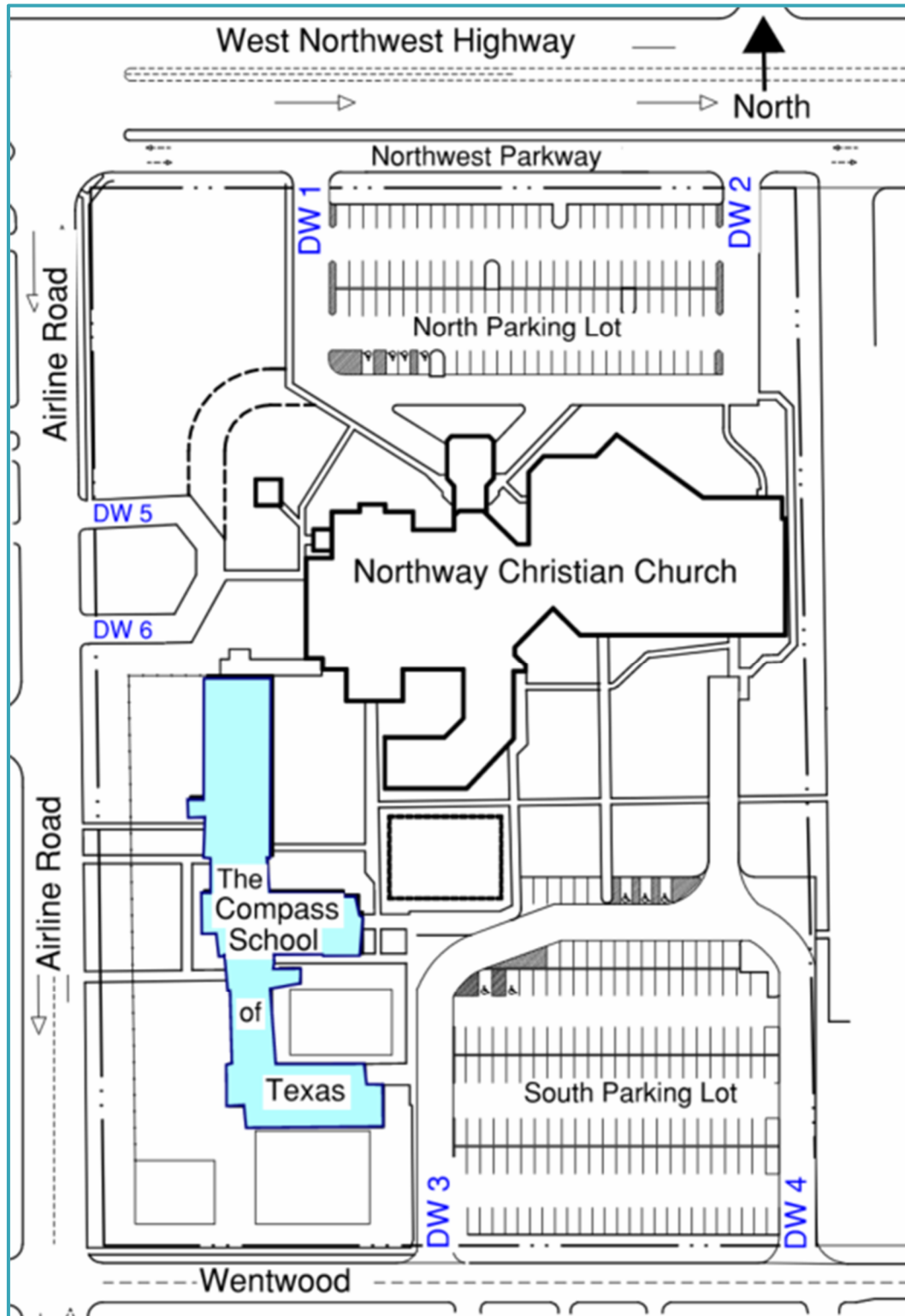


Figure 24: Northway Christian Church Proposed Site Plan

Traffic Management Plan

The Traffic Management Plan (TMP) was developed for The Compass School of Texas growing to a maximum enrollment of 340 students adjacent to the Boone Elementary School with a capacity of 770 students.

The TMP is being provided for evaluation by the Northway Christian Church, The Compass School of Texas, and the City of Dallas. Management of student arrival and dismissal times have been evaluated to provide coordination with the Boone Elementary School arrival and dismissal operations. Table 5 and the following recommended instructions are provided as guidelines for operations for the first year of operations, 2027–2028 school year in coordination with Boone Elementary. The projected enrollment is 220 students for this first year.

**Table 5: The Compass School of Texas Proposed Operations with Boone
 Year 2027–2028**

School/Grade Levels	Number of Students*	Morning Arrival	Start Time	Number of Students*	Arrival Time for Pick-Up	Dismissal Time
Boone Elementary Pre-Kindergarten–Grade 4	462*	7:30 AM	7:55 AM	462*	2:55 PM	3:15 PM
Compass Pre-Kindergarten, Kindergarten, and Primer	80	7:55 AM	8:25 AM	50	2:45 PM	3:00 PM
Aftercare Enrichment				30	4:15 PM	4:30 PM
Grade 1– Grade 8	140	7:55 AM	8:25 AM	94	3:15 PM	3:30 PM
Aftercare Enrichment				46	4:15 PM	4:30 PM
Compass Total	220*					
Total enrollment of both schools	682*					

*Assumed and Projected Enrollments

While Boone Elementary’s enrollment for the 2025–2026 year was 462, Boone Elementary has a maximum enrollment capacity of 770 students. HPISD reported that they are not projecting significant changes to the Boone student enrollment in the coming years.

The Compass School of Texas has projected growth to reach its maximum enrollment by the 2030–2031 school year and the TMP has been designed to fully contain all queuing of vehicles on site. In the event that Boone Elementary enrollment grows to 770 students, the school may elect to have staggered dismissal times of operation as planned with the initial TMP. Routine TMP reviews of both schools may reveal conditions to influence actions regarding the times of operation and determine what, if any, modifications to protocol would be necessary.

Both campuses should file routine TMP review reports with the City of Dallas and foster coordination. The adjacent roadway system has ample capacity to accommodate full enrollment at both schools; management of the traffic via adherence to proposed TMP operations is key.

While there are two parking areas on the Northway site providing two areas for parents to queue, the existing layout of the church property does not allow for internal circulation between Northwest Parkway and Wentwood Drive access points. The Compass School of Texas will initially operate carline out of the north parking lot with access to and from Airline Road. A secondary carline plan with access to the south lot from Wentwood has been prepared to illustrate the public access and on-site queuing capacity.

The City of Dallas Director of Transportation and Public Works alerted City of Dallas staff that there have been recorded concerns about traffic approaching Northwest Highway from northbound Airline related to limited sight distance. The City of Dallas requested that attempts be made during development of the traffic management plan (TMP) to send vehicles away from northbound Airline.

North Parking Lot TMP

To minimize traffic volumes on neighborhood streets, The Compass School of Texas has selected to utilize the north parking lot as the main location for carline operations. All morning student drop-off will occur on the north side of the campus. The afternoon pick-up operations will also be located at the north side of the campus.

Viewing of the aerial footage at the intersection of Northwest Highway at Airline Road illustrated that traffic from Northwest Highway attempting to reach the Northway Christian Church north parking lot from Northwest Parkway could face challenges of vehicles blocking the path.

A planned internal roadway connection from the north parking lot to the horseshoe drive with access to Airline Road is shown on the site plan. This connection will enable access to and from the north parking lot from Airline Road.

The north parking lot TMP (Figure 25) illustrates the recommended instructions to only make a right turn to Airline Road from Northwest Highway and not to cross over to Northwest Parkway. Parents would be instructed to enter the campus from Airline Road at the driveway opening closest to Northwest Parkway (DW 5) and drive “English Style” to reach the north parking lot.

The first release time of 3:00 PM will be for the youngest students in Grades Pre-Kindergarten, Kindergarten and Primer. A left turn only movement would be allowed leaving campus at Driveway 6 to Airline Road. No left turn on Wentwood from southbound Airline would be permitted for those early release students. The crossing guard posted at Airline and Wentwood will be apprised of the TMP routing and requested to enforce the plan. It is recommended to staff a second traffic safety person near the driveways at Airline for the first week of school and evaluate the necessity of continued traffic personnel.

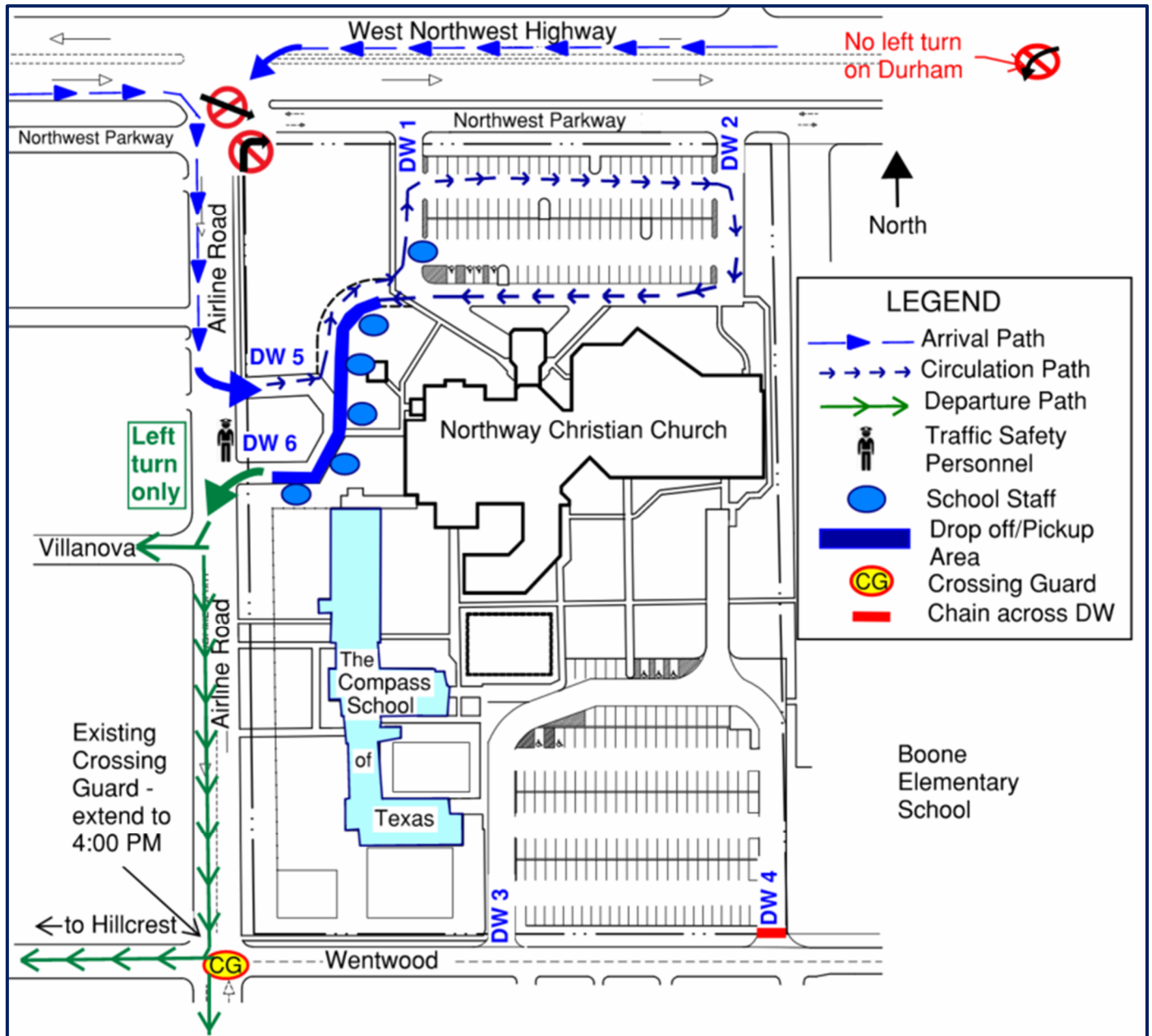


Figure 25: The Compass School of Texas – North TMP

An additional TMP exhibit for the north lot was prepared to illustrate additional available on-site queuing space on the north side of the campus. Circulation as shown in Figure 26 includes the pink, arrowed path indicated as “First in Line.” These motorists would be those who entered the campus first and circulated through to the pick-up area. The blue, arrowed circulation path would be those motorists who entered after the pink line is full. After the pink line has moved up, the staff person would remove the traffic cone(s), and vehicles in the blue circulation path would proceed toward the pick-up area. The circulation path illustrated measures over 1,400 linear feet, providing approximately 60 vehicles of internal queuing space.

The additional exit direction of travel on Airline at Wentwood (eastbound) would be available to parents picking up at the later time. Only the parents picking up students at the 3:00 PM dismissal would be restricted of this southbound left turn movement at Wentwood.

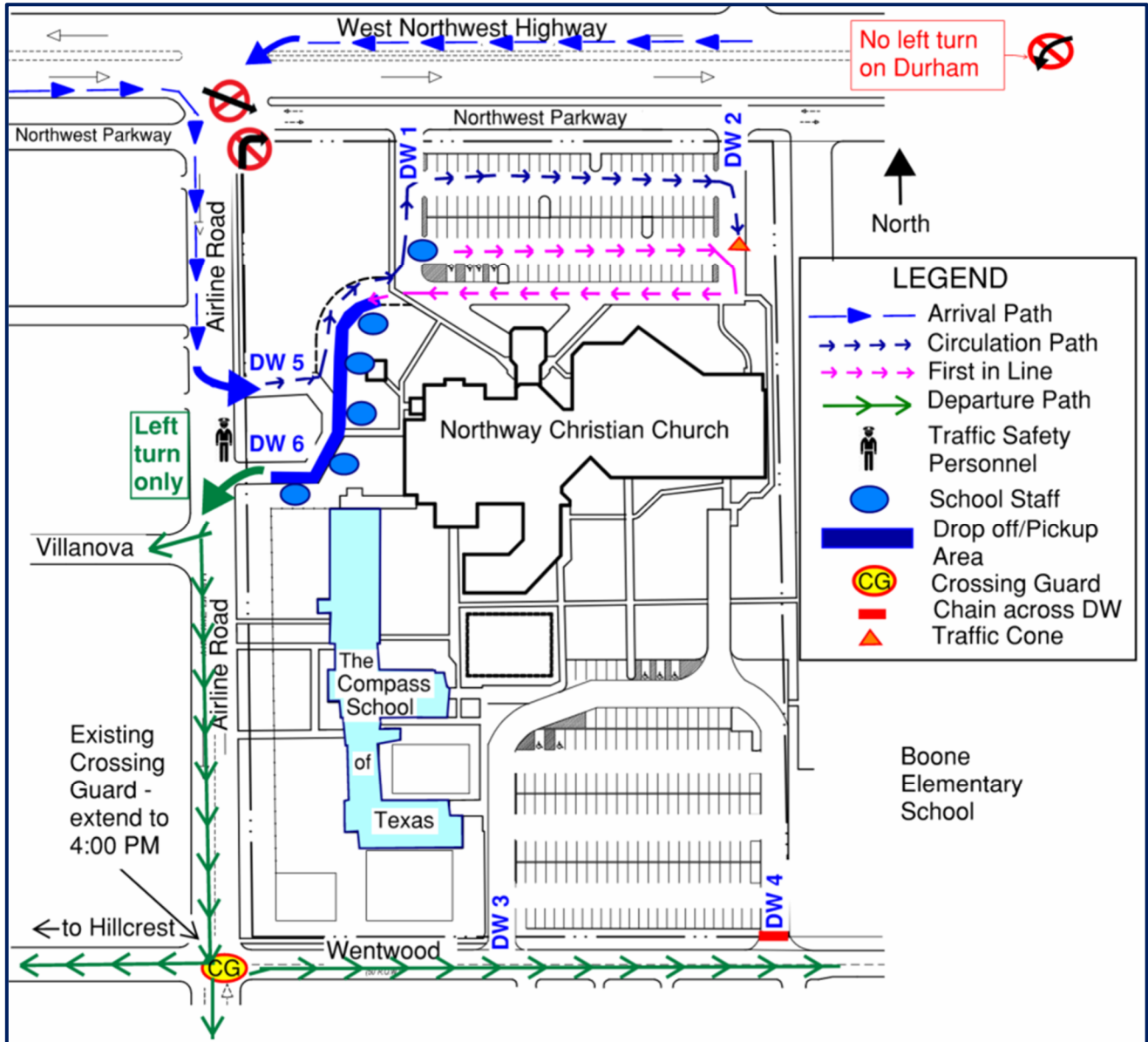


Figure 26: The Compass School of Texas - North TMP Additional Queue

The additional exit direction of travel on Airline at Wentwood (eastbound) would be available to parents picking up at the later time. Only the parents picking up students at the 3:00 PM dismissal would be restricted of this southbound left turn movement at Wentwood.

Recommended instructions for parents who will utilize the north parking lot:

- No vehicular queuing is to occur on Airline Road.
- Enter the campus from Airline Road at DW 5 and follow the illustrated circulation path.
- Depart the campus onto Airline Road with a left-turn movement.
- No left turn on Wentwood from southbound Airline prior to 8:00 AM for morning operations or prior to 3:30 PM during afternoon operations.

The Compass School of Texas administration and leadership team have expressed desires to maintain all, or the majority of, carline operations to the north parking lot. An additional TMP was developed for the south parking lot to demonstrate that the campus has an alternate access point from adjacent public streets and on-site queuing space. This option could shorten the overall duration of pick-up operations and reduce the amount of time school-related vehicles remain in the surrounding neighborhood.

South Parking Lot TMP

Current Boone-related vehicle activity occurs on the northeast portion of the south parking lot and any plans to utilize the south parking lot for Compass vehicle queuing will be vetted through Northway Christian Church, Compass and Boone administrations.

The south parking lot TMP is illustrated on Figure 27. Access to the site for student drop-off and pick-up are proposed to be contained to the west driveway (DW 3) at Wentwood Drive.

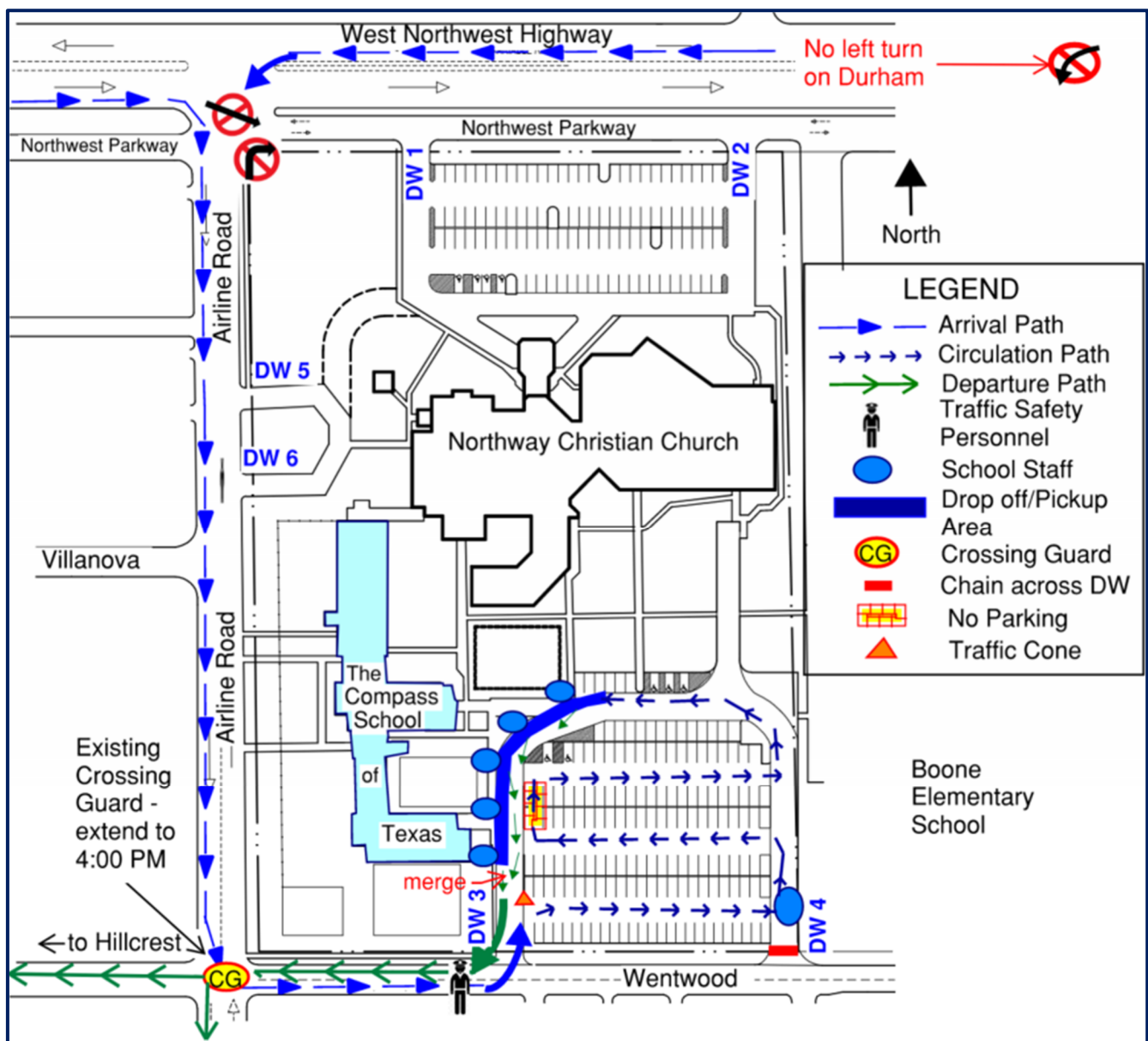


Figure 27: The Compass School of Texas - South Parking Lot TMP

Recommended restriction of four parking spaces during the school day drop-off and pick-up operations is illustrated with red crosshatched areas. With the recommended circulation, elimination of these parking spaces would provide for smoother circulation and reduce conflict with vehicles traveling in opposing directions.

Recommended instructions for users of the south parking lot:

- No vehicular queuing is to occur on Wentwood.
- Enter the western driveway (DW 3) from Wentwood with a left turn (timing for access to/from the east to coordinate with Boone).
- Depart the campus onto Wentwood with a right turn. (timing for access to/from the east to coordinate with Boone).

The illustrated path from the entry to the beginning of the student loading zone is approximately 1,225 linear feet. With an assumed vehicle queue length of 22–25 feet, the illustrated path provides for up to 52 vehicles queuing within the property. The plan also includes an escape lane adjacent to the loading zone, shown by the small green arrows leaving the loading area. This lane helps improve loading efficiency by allowing vehicles with students already loaded to depart even if a vehicle ahead has not yet moved.

Recommended instructions for all parents include:

- All student drop-off occur on the north side of the campus.
- Do not arrive on campus before 7:55 AM. Exceptions will be evaluated on a case-by-case basis.
- Do not exit the campus and use Airline Road to Northwest Highway.
- No left turn on Wentwood from southbound Airline prior to 8:00 AM in the morning or prior to 3:30 PM in the afternoon.
- Follow directions and respect staff and other appointed traffic management personnel.
- Arrive no earlier than 10–15 minutes prior to release time in the afternoon to minimize overlap with Boone Elementary School and reduce the accumulation of vehicle waiting in the queue.
- Minimize the distance between vehicles once in a queue (move up very near the vehicle ahead of you).
- Display family name or carline number for staff to see.
- Refrain from handheld cell phone use on school property.
- Remain alert and aware of staff, other vehicles, and potential pedestrians and bicyclists.
- If your child is not present to load into your vehicle, you may be waved on to exit the campus and circulate back through the line. Go over the procedures with your child.
- Depart from the loading area once your child is safely inside.

Recommendations for The Compass School of Texas

- Coordinate with the City of Dallas to extend the services of the Crossing Guard at Airline at Wentwood until 4:00 PM.
- Secure traffic control personnel for the exit driveway (DW 6).
- For a minimum of the first week of school, secure an additional traffic safety person for DW 5. Evaluation of the conditions at these driveways on Airline and opposing traffic will dictate the necessity of continued presence.
- Meet with the crossing guard(s) posted at Airline and Wentwood to go over the TMP routing and request to enforce the plan, especially “No Left Turn on Wentwood” from southbound Airline prior to 8:00 AM in the morning or prior to 3:30 PM in the afternoon.
- Conduct TMP reviews annually until Grade 8 is added. After Grade 8 is added, conduct TMP reviews every two years.

Recommendations for Northway Christian Church

Restrict vehicle access to the driveway on the east side of the south parking lot (DW 4) during the morning and afternoon hours of Boone Elementary School activity.

Recommendation for City of Dallas

Remove the “End School Zone” and “Speed Limit 30 MPH” signs posted adjacent to the Church property and replace with School Zone sign to alert motorists that the school zone continues west of Airline.

Recommendations to discuss with Boone Elementary School and HPISD

These measures are intended to help improve awareness, reduce potential conflicts, and support a safe and orderly environment for all users of the area.

- Consider reviewing the existing Boone Elementary pedestrian and bicyclist route map to identify opportunities to encourage use of the Centenary corridor. Crossing guards could assist by guiding pedestrians and bicyclists toward the designated route, which may help reduce activity along Wentwood and promote safer travel patterns.
- Restrict vehicle access to the driveway on the east side of the south parking lot (DW 4) during the morning and afternoon hours of Boone Elementary School activity.
- Secure traffic safety personnel posted at the Northway south parking lot Driveway 3 during both morning arrival and afternoon dismissal times.

Conclusion

An institutional use, including significant educational activities, has operated on this site since 1948. Since 2020, these institutional uses have operated alongside Boone Elementary School when it opened, with both facilities functioning with minimal impact to the surrounding neighborhood. Importantly, all Northway Christian Day School (NCDS)-related traffic for staff and parents dropping off and picking up the students has occurred utilizing the Northway South parking lot with access solely at Wentwood.

With the proposed TMP utilizing the north parking lot with access at Airline, there should be minimal interaction between Boone students and Compass traffic. Further, the increase in vehicle trips on Wentwood with The Compass School of Texas is predicted to be minimal from current NCDS traffic volumes. The adjacent roadway network has ample capacity to accommodate additional traffic associated with The Compass School of Texas operations on the Northway Christian Church property. Adhering to the TMP guidelines is critical for the safety of pedestrians and bicyclists in the Boone Elementary and neighboring communities.

The Compass School of Texas currently operates with a staggered dismissal schedule and is prepared to continue this practice as necessary. The Compass School of Texas is committed to being a “good neighbor” as reflected in its operational approach of prioritizing all student drop-off and pick-up on the north side of the campus. Compass will continue to work with administration at the neighboring Boone Elementary to share school calendars and plan for special events to minimize conflicts between the two campus operations for all roadway users.

The TMP would provide a structured framework for managing school-related traffic and is anticipated to result in a more organized traffic pattern than the existing unmanaged use of portions of the site by adjacent-school traffic. The two elementary schools can operate side-by-side with collaborative commitment.

Based on observed traffic conditions, available on-site queue storage, staggered arrival and dismissal periods, and the operational commitments included in this TMP, The Compass School of Texas is expected to operate on the Northway Christian Church campus while supporting safe and efficient traffic operations in the vicinity of Boone Elementary School.

The proximity of the two schools is manageable because the operations are separated by access points, time windows, queue locations, and staff-managed controls. TMP reviews of both campuses may identify evolving conditions that could inform adjustments to operational timing or site access, as appropriate. The SUP and TMP review process provides an enforceable mechanism to monitor operations and implement additional measures if field conditions warrant.

SCHOOL TMP REVIEW AND COMMITMENT

The school traffic management plan (TMP) for The Compass School of Texas 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. A concerted effort and full participation of the school administration are essential to maintain safe and efficient traffic operations.

By consent of this submittal, 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 through a minor amendment.



Signature

June 24, 2026

Date

Name: Shelly Sender

Title: Head of School, The Compass School of Texas

Certification Statement

I, Elizabeth Crowe, P.E., hereby certify that the information provided in this report is complete and accurate to the best of my knowledge.

Attachments:

April 28, 2026 Response to Peer Review

May 18, 2026 Technical Traffic Meeting Minutes

Elizabeth Crowe Engineering Associates, PLLC

Post Office Box 1776, Athens, Texas 75751 | 214-683-6252 | elizabeth@eccengineers.com

April 28, 2026

Gay Donnell Willis - Deputy Mayor Pro Tem

City of Dallas

Via e-mail: gay.willis@dallas.gov
larry.hall@dallas.gov
lori.levy@dallas.gov
david.nevarez@dallas.gov
rob@baldwinplanning.com
margot@baldwinplanning.com



Re: Response to Concerns with Case Z-26-000036

Dear Deputy Mayor Pro Tem Willis:

I am providing response to stated concerns regarding the Traffic Assessment I performed for the Northway Christian Church. Several of the concerns are valid and the February 2026 submitted report did not include many of the other findings discovered while researching and evaluating the use of this site for a proposed school. I have attempted to include relative information to address stated concerns.

1. Conflict of Interest

The study was commissioned by and addressed to the applicant — Northway Christian Church c/o Baldwin Associates. A study paid for by the party seeking approval cannot be considered a neutral or independent assessment.

Response: True, however my firm and I are registered with the Texas Board of Professional Engineers and Land Surveyors whose *"mission is to protect the health, safety, and welfare of the people in Texas by regulating the practice of engineering and surveying through licensure of qualified individuals and compliance with the laws and rules"*. Additionally, the Boone Elementary TMP report from 2024 was reviewed to gain background traffic knowledge in the area. This report was performed by another traffic engineering firm.

2. Boone Elementary Traffic Is Not Counted

Despite Boone Elementary being directly adjacent to the site, the study never quantifies Boone's vehicle trip impact. There is no analysis of how the two carlines interact on Wentwood Drive, nor any evaluation of what happens when both schools are dismissing simultaneously. The study itself acknowledges that coordination with Boone is "highly encouraged" — yet never actually studies it.

Response: The traffic, both vehicular and pedestrian, associated with Boone Elementary was reviewed and observed on multiple occasions during the afternoon associated with the dismissal of the students. An error was made in the February document siting that the observations were performed on January 16th. They were actually **observed on Thursday January 15th, 2026**.

Site visits during the afternoon carline operations revealed a fair amount of parents park along both sides of Airline, Wentwood on both sides of Airline and walk over to pick up their child(ren).

The Boone Elementary Traffic Management Plan (TMP) April 9, 2024 provided that observations during the morning on two occasions were included in the evaluation. The following is stated in the TMP April 2024 document:

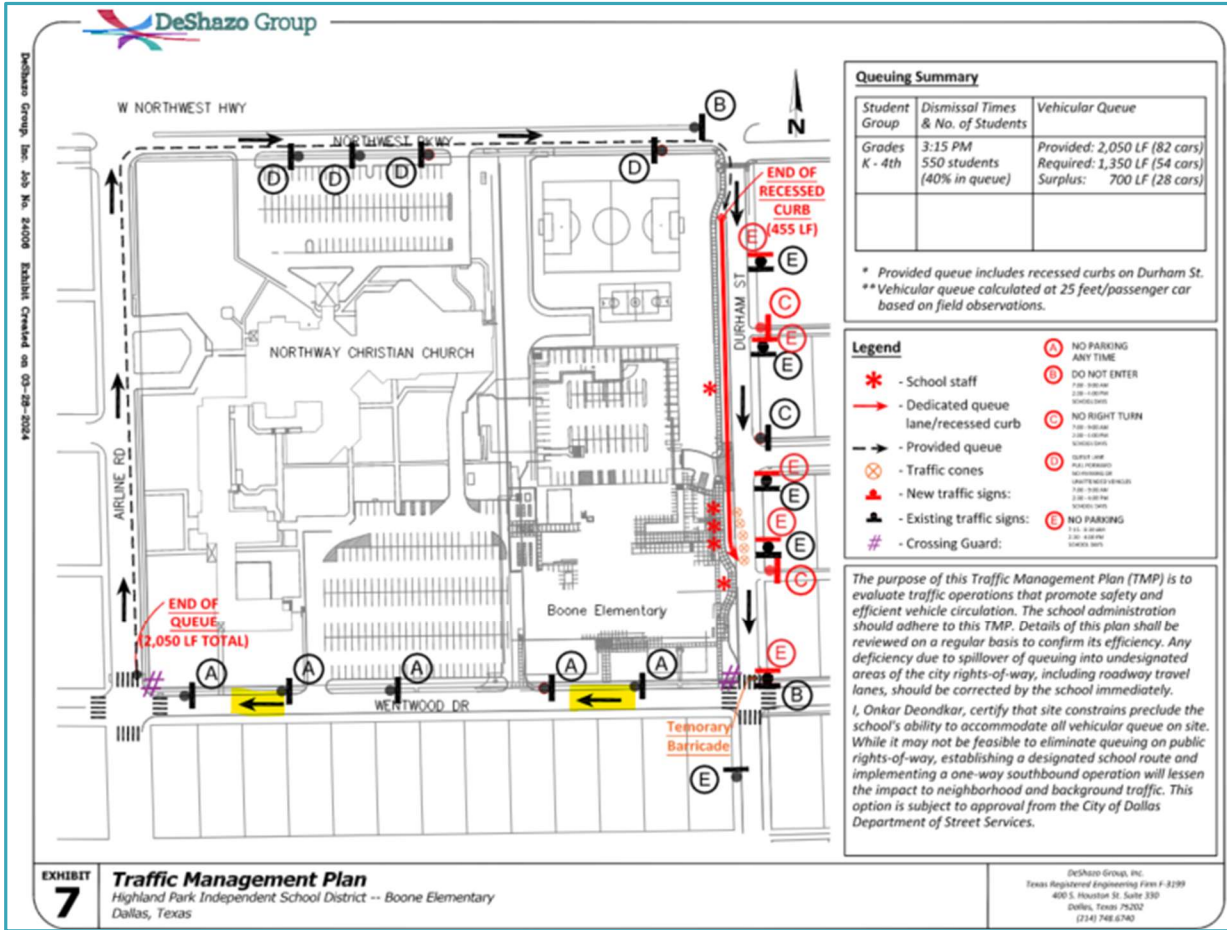
TRAFFIC MANAGEMENT PLAN – METHODOLOGY

As a standard TMP requirement, DeShazo observed the on-site traffic on three separate days at the following times and dates.

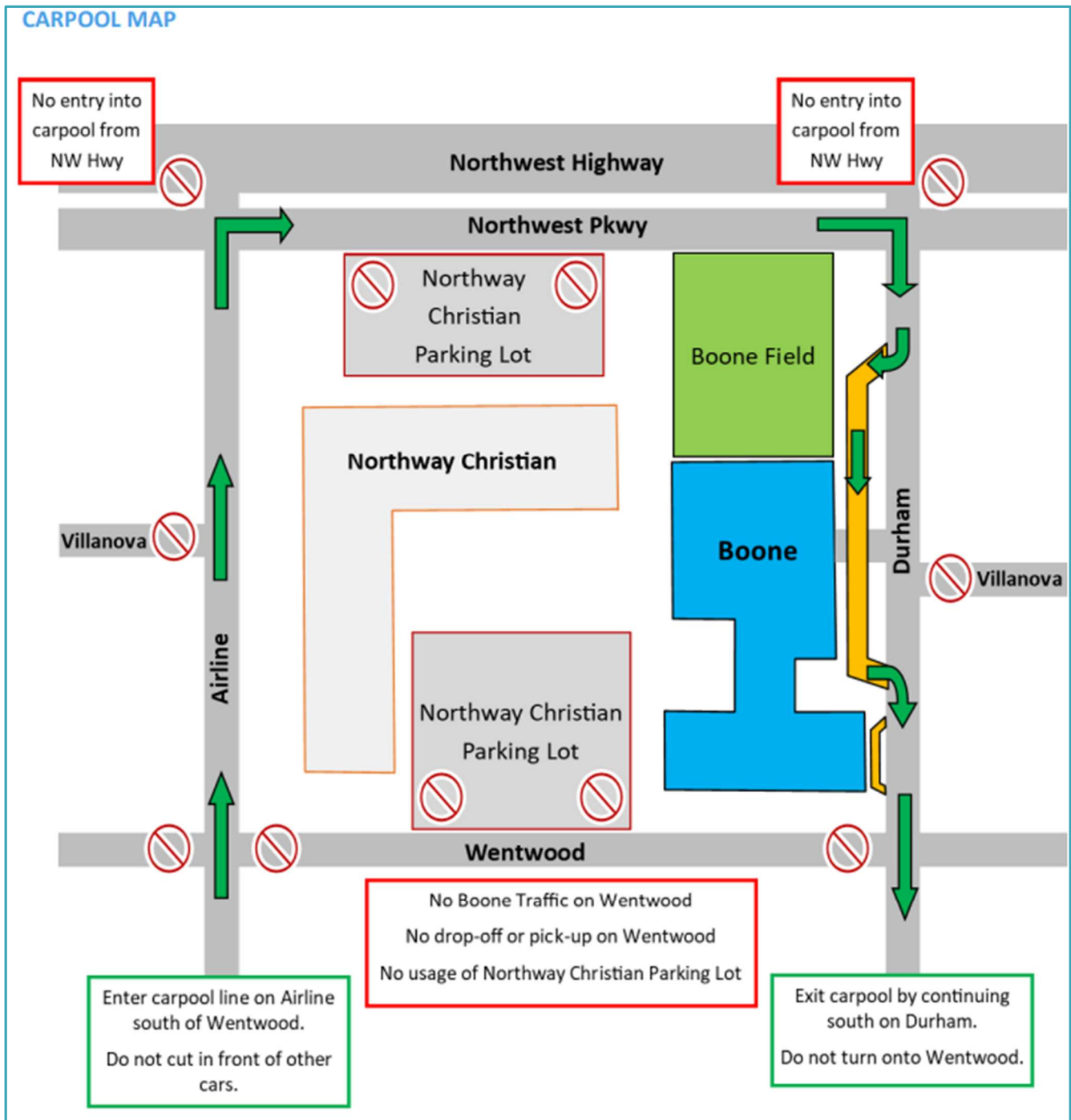
- Wednesday, March 20th – Afternoon dismissal
- Thursday, March 21st – Morning arrival
- Thursday, March 21st – Afternoon dismissal (slightly rainy)
- Friday, March 22nd – Morning arrival

Field observations of Boone Elementary School indicate that the current practices during the morning drop-off and afternoon pick-up periods do not present a significant obstruction to vehicular traffic in the nearby roadway. DeShazo uses these observations in combination with interviews with school personnel, imagery from Google Earth, and information provided by the school to develop a Traffic Management Plan that will result in a traffic demand that can be maintained within the school campus.

The following map from the Boone Elementary TMP illustrates the preferred vehicle path on westbound Wentwood.



The illustrated map from the Boone carline instructions specifically states no Boone traffic on Wentwood.



Observations during January and March 2026 did not reveal any vehicle queuing on westbound Wentwood. Recommendation would be for the TMP to eliminate illustrating the portion of Wentwood adjacent to the Northway Christian Church property as a traffic route lane.

Observations of parked vehicles of parents to pick up their children from Boone Elementary were noted on the eastbound side of the street on all days of observations.

The following is an excerpt from the Boone Elementary carline instructions for parents providing that parking on surrounding street is available.

GENERAL DISMISSAL PROCEDURES

- Dismissal begins at 3:15pm
- Wentwood is NOT the carpool lane. Please refrain from using that lane for arrivals or dismissal. **If you choose to park there, you must use the crosswalk to walk your child to and from school.**
- Prior to the start of the school year, parents will notify their student's teacher of their preference for pick up – either carpool or other (**in-person pick up**/walking/biking).
- Parents are encouraged to use the same plan for pick up every day of the school year. Should there be a change on a particular day, a note or email should be sent to your student's teacher that morning indicating the dismissal change. If a change arises after 12:00 pm, please call the office to notify them of the change. The office will communicate the information with the teacher.
- Students are expected to leave school each afternoon immediately after being dismissed at 3:15pm. Crossing guards are on duty for a reasonable length of time at designated intersections.

PARKING POLICY

- **Parking is NOT allowed in any of the Northway Christian Church parking lots at any time, including drop off and pick up, unless otherwise communicated in The Boone Barker.**
- There should never be any unattended cars parked in the queue lane during arrival/dismissal times.
- **Parking can be found on the streets surrounding the school**, except where prohibited by parking signage or painted yellow "no parking" curbs.
- Please be respectful of our neighbors and do NOT block residential driveways or alleys.

This portion of the Boone Elementary School Carline Procedures illustrates where crossing guards are posted and that pedestrians could make the path eastbound on Wentwood from Airline. The traffic assistant at the corner of Wentwood and Airline commented that at times vehicles will be parked on Wentwood nearest the corner at Airline and this creates difficulty for other vehicles to access Wentwood from Airline.

Recommendations to discuss with Boone could be:

- to have the crossing guards direct the pedestrians to utilize Centenary and not proceed up to Wentwood,
- to restrict any parking on Wentwood, Airline or Villanova (west of Airline) for student drop-off or pick-up procedures, and
- to restrict pedestrians to the sidewalk on the south side of Wentwood (if permitted at all on Wentwood).



The following signs are posted in the parking lot at Northway Christian. A chain was stretched across the driveway closest to the school not permitting vehicles in to or from the parking lot.



As shown in the photo, multiple vehicles were parked in the southeast portion of the Northway Christian parking lot and pedestrian activity occurred in the lot as parents escorted their children to the vehicles.

Conversation with the security person patrolling entry into the church parking lot revealed that parents who have children enrolled at Northway Christian Day School and at Boone Elementary are permitted to enter the parking lot. Some of the vehicles may have entered prior to the patrolman being on duty checking for vehicle identification.

The following photos capture multiple vehicles parked on the block of Wentwood opposite the church with drivers inside at 3:15 PM.



3. Northway Christian Day School Traffic Is Excluded

The existing preschool's vehicle trips are described anecdotally in the observations section but are never included in the trip generation calculations. The traffic model accounts only for the proposed new school in isolation, meaning the true baseline traffic on this site is significantly undercounted from the start.

Response: The Northway Christian Day School currently operates on the church property on all five weekdays. The classes are conducted from 8:40 AM to 11:50 AM with some children staying until 2:40 PM for extended "Stay and Play". The following procedures are provided by the Day School:

ARRIVAL AND DEPARTURE

Drop-Off Time

Instructional time for the PDO and Preschool programs begins at 8:40 a.m. Children may be dropped off starting at, but no earlier than, 8:40 a.m. We ask all parents to respect the time prior to 8:40 a.m. as our teachers are preparing for the day's curriculum and activities. Children should arrive no later than 10:00 a.m. Arrival after this time must be cleared through the teacher prior to the school day.

Pick-Up Time

Preschool pick-up time is 11:40 a.m. for those NOT participating in Stay & Play. If a child is NOT participating in Stay & Play and is not picked up by 11:50, he or she will be brought to the Main Office and a late fee of \$20 will be applied to your account. After 12:00 pm, an additional \$5 per minute will be charged. Pick-up time for all other programs (including Stay & Play) is 2:40 p.m. If a child is not picked up by closing time, he or she will be brought to the Main Office at 2:50pm and a late fee of \$20 will be applied to your account. After 3:00 pm, an additional \$5 per minute will be charged.

The timing of the arrival and departure of staff and students associated with the Day School do not conflict or overlap with the anticipated peak hours of the proposed school arrival and dismissal operations.

Campus observations for Northway Christian Day School were performed from 2:00 to 3:00 PM on Monday, March 30, 2026. The dismissal at 2:40 PM was potentially for over 130 enrolled students.

At 2:30 PM, there were 58 vehicles parked including my vehicle.



The “Peak 15 minutes” of vehicle activity entering and departing occurred around 2:35 – 2:50 PM.

36 vehicles entered + 2 parents walking in with strollers

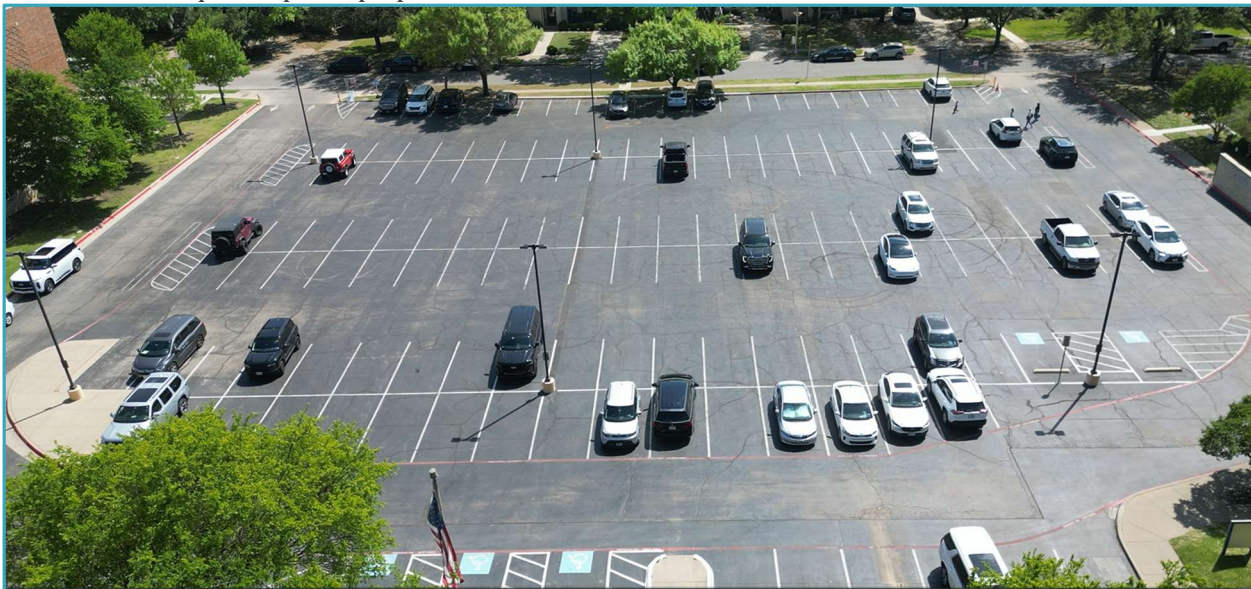
56 vehicles + the 2 parents with strolled exited the parking lot

3 vehicles “reparked” closer to Wentwood (assumed to wait for their older children)

Longest “queue” of vehicles to leave the parking lot observed was two vehicles at each of the driveways as shown in the following photo.



The following photo was taken at 3:00 PM Monday, March 30, 2026 after the Northway Christian Day School had completed pick up operations.



There were 7 vehicles (minimum) associated with parents waiting to pick up their children at Boone. Others may have been church visitors or staff.

4. Site Observations Were Conducted During a Narrow Time Window

Field visits were only conducted during 2:45–3:45 PM on two days in January (January 16 and January 30, 2026). Morning drop-off — typically the most congested period near schools — was never observed or analyzed.

Response: For clarification, data was observed on Thursday January 15th, 2026, not January 16th as stated in the February 2026 traffic assessment. As provided in response to concern #2, the AM peak hour for the school arrival procedures had been reviewed in the Boone Elementary April 2024 TMP. The dismissal time is typically the most challenging time for many schools to maintain smooth operations

relative to traffic and queuing concerns. During the morning, students arrive over a 30-minute period and arrive randomly. However typical dismissal operations typically peak at the dismissal time, much like the ending of a sports event when all fans are trying to leave the parking facility.

5. The Trip Generation Data Is Flagged as Unreliable

The study's own trip generation table includes a footnote: "Caution – Small Sample Size" for the peak hour figures used to project vehicle volumes for a 400-student school. The city should not base a permitting decision on data that the engineer herself has flagged as statistically limited.

Response: The asterisk denoting Caution – Small Sample size **only references the weekday total trips** and the trips associated with the **PM Peak hour of the Adjacent Street (typically 5-6 PM, 5:30 – 6:30 PM or similar).**

Trip Generation Comparison, Vehicle Trips

ITE Land Use	Quantity, # of Students	Weekday	AM Peak Hour of the Adjacent Street			PM Peak Hour of Adjacent Street			PM Peak Hour of Generator		
		Total	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
530 Private School K-8	400	1,644*	403	226	177	104*	48*	56*	243	114	129

*Caution – Small Sample Size

The rates and estimated trips associated for the AM Peak Hour of the Adjacent Street (typically coinciding with the AM Peak Hour of the Generator - School) and the PM Peak Hour of the Generator (School) are the key peak hours to be evaluated and are based on substantial sample size.

6. Church Programs Are Not Factored In

The assessment makes no mention of the other ongoing uses of this property — including Meals on Wheels, Dallas County Polling, YMCA programming, and regular church services and events. These activities generate their own traffic and parking demand, and their potential overlap with school hours is never analyzed.

Response: Agree, the other church campus related activities were not mentioned in the February report. On the March 30th site visit, I was shown the areas on the northside of the campus where the vehicles utilize the parking for these activities. The access from Airline Drive was also identified as the area where the volunteers pick up the Meals on Wheels coolers.

These activities have co-existed on the Northway Christian Church campus along with the Northway Christian Day School. Similarly, they can continue to co-exist on the campus with another school.

7. All Drop-Off and Pick-Up Traffic Is Directed onto Wentwood Drive

The proposed Traffic Management Plan funnels all student arrival and departure through the south side of the campus onto Wentwood Drive — a two-lane residential street. The Northwest Parkway entrances are only mentioned as a fallback if queuing becomes a problem. This places the entire burden of hundreds of daily school vehicle trips directly onto our neighborhood street.

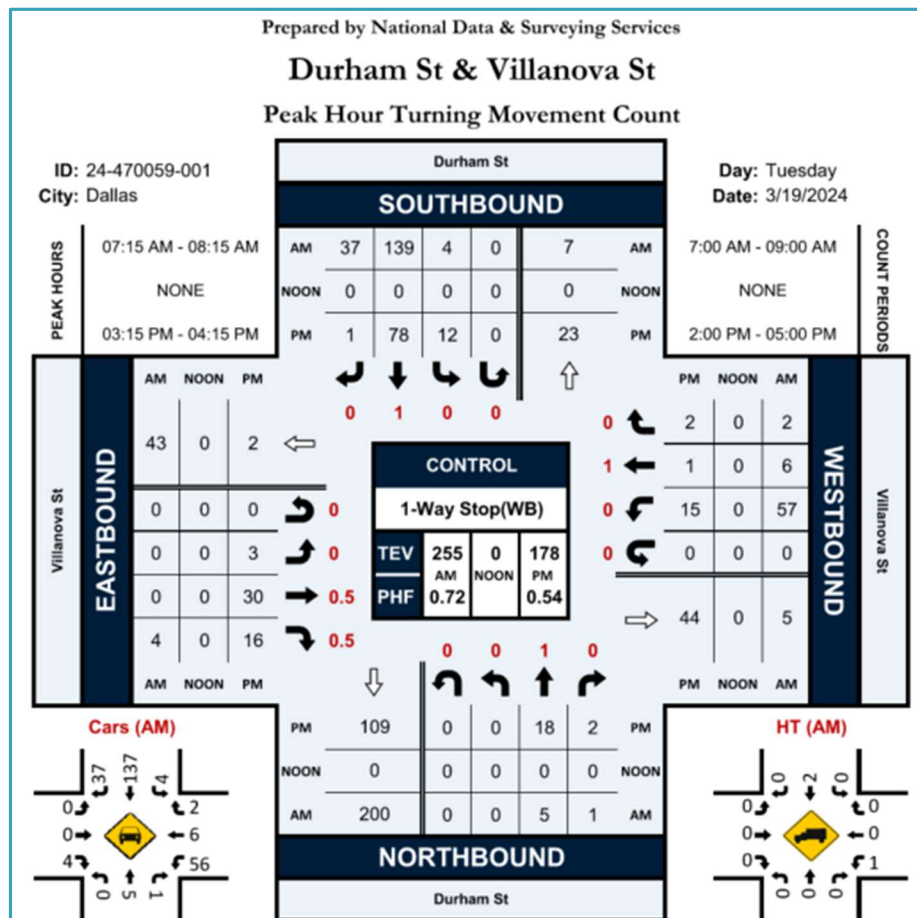
Response: The current Northway Christian Day School operations similarly has all vehicles entering and exiting from and to Wentwood. It is proposed for the vehicle operations to be limited only arriving from

and departing to the Airline side of the campus (western) to minimize conflict with Boone Elementary operations.

8. The Conclusion Is Not Supported by the Evidence

The report concludes that the increase in vehicle trips will be "minimal" and that the adjacent street network can "easily absorb" a 400-student school. This conclusion is reached without counting existing school traffic from Boone or the preschool, without any morning observations, and using data the engineer flagged as having a small sample size. The conclusion is not consistent with the limitations acknowledged within the study itself.

Response: Research and review of the Boone Elementary TMP from April 2024 provided traffic counts of vehicles, pedestrians and bicycles performed both in the morning and in the afternoon at the intersection of Villanova and Durham Street. The Boone 2024 TMP also included counts at this intersection as provided in the following image.



The total peak hour traffic volumes at the intersection of Durham and Villanova (the area where vehicular activity is concentrated for the Boone Elementary carline) show 255 vehicles during the AM peak hour and 178 vehicles in the PM peak hour. Durham acts as a one way southbound roadway during these peaks.

While the intersection of Airline and Wentwood is a true four-way intersection in comparison to Durham at Villanova (one way flow during these peaks and Durham not being a through street), the traffic volumes on Airline per direction at the intersection of Wentwood would be assumed to have similar or

fewer vehicles than southbound Durham at Villanova. Those levels of vehicular volumes do provide for ample additional traffic to be absorbed by the surrounding roadways.

In summary, this assessment evaluates the proposed school entirely in isolation, as though Boone Elementary, Northway Christian Day School, and the church's many ongoing programs do not exist. For a site of this complexity — located on two residential streets already heavily used during school hours — that approach is wholly insufficient. I strongly urge the city to require a comprehensive, independent traffic study that accounts for all uses on and around this property before any decision is made.

Response: The responses to the previous concerns have indicated that the assessment for the proposed school was not performed in isolation.

I respectfully submit these responses to the concerns raised. I am unavailable to be present at the Thursday April 30th community meeting to address any other concerns or comments. I will have the opportunity to respond to further inquiry at a later date.

Sincerely,



Elizabeth Crowe, PE

Elizabeth Crowe Engineering Associates, PLLC
TBPE Firm Registration Number F - 20105

Technical Traffic Meeting (Virtual)
Monday, May 18th

Attendees:

- David Nevarez (City of Dallas)
- Commissioner Larry Hall (City Plan Commissioner)
- Onkar Dhondhkar (engineer of record on behalf of DeShazo Group)
- Adam Green – (Crosstown Land Development and Engineering; Pro Bono on behalf of Boone Community)
- Elizabeth Crowe (Elizabeth Crowe Engineering on behalf of Northway Christian Church)
- Rob Baldwin & Margot Murphy of Baldwin Associates (on behalf of Northway Christian Church)

The meeting commenced with brief introductions, followed by a statement from the Applicant's representative explaining that the purpose of the meeting was to discuss traffic concerns, traffic circulation issues and proposed traffic management plans associated with Northway Christian Church and Boone Elementary as well as to coordinate with the City of Dallas Transportation Department regarding operational and safety matters.

Overview

The site is zoned Residential 7.5(A) and has been continuously owned and occupied by Northway Christian Church since 1948. The property includes the church, related ministry activities, and Northway Christian Day School. It was noted that the church also provides a variety of community outreach services including the periodically hosting a mobile food bank, blood drives, and the use of the site as a voting center.

Northway Christian Church is seeking a specific Use Permit (SUP) to allow operation of a private school. It was further noted that Northway Day School will cease operations at the conclusion of the 2026-2027 school year.

Northway Day School Operations

Elizabeth Crowe explained that Northway Christian Day School utilizes the south parking lot for school access from Wentwood Drive.

Boone Traffic Operations

Onkar Dhondhkar reviewed Boone Elementary traffic operations. David Nevarez presented an exhibit from Boone Traffic Update illustrating the current Boone Elementary carline configuration. Under normal conditions, average carline length extends to the intersection of Airline Road and Northwest Parkway. During inclement weather, according to Mr. Green, the queue can extend along Airline Road

Final summary with input from Commissioner Larry Hall, Onkar Dhondhkar, Elizabeth Crowe, David Nevarez and Meagan Patrick Ranallo

to Centenary Avenue. On most days, vehicle pickup operations conclude by 3:25 while inclement weather conditions may extend operations to approximately 3:30 p.m. It was noted that the Boone carline is designed to circulate around Northway's western and northern property lines and along Boone's eastern property boundary.

Commissioner Hall noted that he lives nearby and often observes that carline. He sought confirmation that the cars along Northway's property line were cars associated with Boone Elementary. Mr. Nevarez commented that it might be advisable to have "Do Not Block Driveway" signs posted for the Boone carline along Northwest Parkway. Elizabeth Crowe stated that on all observations, the Boone parents were respectful in keeping the driveway openings free of vehicle queuing.

The 2024 Boone Elementary traffic update was initiated in response to complaints submitted to the City of Dallas by nearby residents. In response, HPISD agreed to evaluate traffic conditions and retained DeShazo Group Engineers to conduct the study. Traffic engineers representing Boone Elementary and the City of Dallas collaborated to develop recommendations addressing traffic concerns, which were subsequently published in the 2024 update.

In addition to vehicle circulation, many vehicles associated with Boone Elementary park along Wentwood Drive and Airline Road adjacent to Northway Christian Church and beyond. Pedestrian and bicycle activity associated with Boone Elementary was discussed, particularly in the area adjacent to Northway and westbound along Wentwood Drive. Participants acknowledged pedestrian activity on Wentwood Drive and Airline; however, many pedestrians ultimately entered vehicles parked on Wentwood Drive and Airline Road. Elizabeth Crowe referenced observational data collected on a representative school morning in May that a total of 34 pedestrians and bicyclists were observed crossing the intersection of Wentwood and Airline. On the following afternoon, a total of 84 pedestrians and bicyclists were observed crossing the intersection of Wentwood Drive and Airline Road; the majority of which continued southbound on Airline. Mr. Green also referenced observations of pedestrians and cyclists.

Proposed Northway Traffic Management Plan

Elizabeth Crowe presented the proposed traffic carline operations for Northway Christian Church using the exhibit from the submitted TMP.

Mr. Green expressed concern regarding Northway traffic queueing on Wentwood and also asked how to address if Compass has a cultural change from existing student pick-up operations at their current site. Also, there was some discussion about the use of a police officer to assist with traffic on the Northway site along Wentwood.

Commissioner Hall asked David Nevarez whether it would be feasible to shift carline operations to the north parking lot. Mr. Nevarez acknowledged this could be a potential option but advised that

Final summary with input from Commissioner Larry Hall, Onkar Dhondhkar, Elizabeth Crowe, David Nevarez and Meagan Patrick Ranallo

additional study would be necessary due to the possibility of conflicts with Boone Elementary's existing carline operations. The "Do Not Enter" sign posted at Durham and Northwest Parkway was identified as only a measure to prohibit vehicles from entering westbound Northwest Parkway. The roadway still maintains two-way operations.

Mr. Baldwin followed up with comments noting that pedestrian safety concerns might be assuaged if traffic operations were carried out in the north parking lot. David Nevarez expressed concerns about the vehicular conflict but was open to evaluating that suggestion.

It was agreed that Elizabeth Crowe would review options for utilizing the north parking lot either for all students or for a subset of students for the proposed school on the Northway site.

Pedestrian and Safety Considerations

The group also discussed opportunities to improve pedestrian and bicycle safety along Wentwood Drive. Potential measures included the use of crossing guards or police officers to direct pedestrians and cyclists away from the north side of Wentwood. The possible use of Centenary Avenue as an alternative for pedestrians and cyclists was also mentioned.

City of Dallas Requirements for Traffic

David Nevarez explained that in some situations, the City of Dallas requires technical data as part of the traffic review process. While a comprehensive traffic analysis may not be necessary, a clearly defined TMP is critical to address anticipated operational traffic conditions. In this case, Mr. Nevarez stated that the City of Dallas would require a clear baseline of information given that enrollment for the proposed private school would be limited to 340 students.

Mr. Nevarez emphasized that the report should present practical traffic metrics in a manner understandable to both engineers and the general public. The report should clearly describe traffic operations and identify routes to and from the site and include where access is prohibited. He also noted that traffic operations would be subject to an update every two years.

Mr. Nevarez further stated that staff would have no concerns if the two schools' dismissal times were separated by twenty/thirty minutes. Mr. Green mentioned that pedestrians and cyclists are dismissed five minutes in advance of students loading from the carline. The school's official dismissal time is 3:15 p.m.

Crossing guard operations were discussed. Mr. Nevarez noted that the City of Dallas currently funds four crossing guards for Highland Park ISD at the site and indicated that scheduled work hours could potentially be extended pending approval of a justified request.

Elizabeth Crowe stated that the current Boone school operations exist on the three sides of the Northway Christian Church campus (Wentwood, Airline and Northwest Parkway) and these are public

Final summary with input from Commissioner Larry Hall, Onkar Dhondhkar, Elizabeth Crowe, David Nevarez and Meagan Patrick Ranallo

roadways that the Northway Christian Church users should also be able to utilize. Mr. Green replied that he did not say that they couldn't use the roadways.

Next Steps

- On behalf of Northway Christian Church, Elizabeth Crowe will evaluate options for partial or full utilization of the north parking lot for school operations.
- The TMP will be updated to include additional observational data collected over multiple days.
- Mr. Green agreed to consider options for redirecting pedestrians away from the northern side of Wentwood Drive with input from HPISD's traffic engineer.

It was agreed that a written summary of the meeting would be prepared. With no further questions from Commissioner Hall or David Nevarez, the meeting adjourned at 10:35 a.m.

POST MEETING NOTE: (Emailed by Adam Green on 5.18 at 11:30 a.m.)

1. Boone Elementary final release is at 3:15pm (someone had stated during the meeting that our release was at 3:10pm).
2. I do not believe routing our pedestrian/bike traffic to Centenary would be efficient or improve safety. It will be more efficient to use Wentwood and will reduce overall pedestrian crossings using Wentwood. We need our kids that live on the northwest side and directly west of Boone to get home quickly before your traffic arrives. Also, Wentwood will be blocked off from thru-traffic based on your traffic plan (and ours).

Addendum

The following suggested edits were provided by Meagan Patrick Ranallo. These suggested edits were not incorporated because the proposed insertions were not specifically discussed at the meeting.

Noting- NCDS does not utilize carpool queuing for pickup. Many students live in the neighborhood and walk (strollers, scooters). For those who drive, parents park and enter the school to pick up children. There are ~160 students on average per day (half day picked up at 11:40) the remaining students are released by 2:40 and cleared by 2:45. The heaviest pick-up day is 146 students (Wednesdays). Preschool parents tend to pick their students up earlier than the dismissal time to avoid the Boone traffic.

On the following afternoon, a total of 84 pedestrians and bicyclists were observed crossing the intersection of Wentwood Drive and Airline Road; the majority of which continued southbound on Airline. Mr. Green also referenced observations of 308 pedestrians and 67 cyclists crossing at two intersections on April 30th from 7:15am to 8:15 am (Wentwood/Airline, Wentwood/Durham).