SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

WINGROVE ACADEMY

Wellington, FL

SCHOOL TRAFFIC OPERATIONAL MANAGEMENT PLAN

PREPARED FOR:

Related Ross
360 South Rosemary Avenue
Suite 800
West Palm Beach, FL 33401

JOB NO. 25-024

DATE: 05/14/2025
Revised: 09/22/2025
Revised: 11/14/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 11/14/25. Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Digitally signed by Bryan Kelley Date: 2025.11.18 10:45:28-05'00'

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TABLE OF CONTENTS

PAGE 4

1.0 INTRODUCTION
2.0 TRAFFIC GENERATION

PAGE 5

3.0 STAGGERED START/END TIMES
4.0 DRIVEWAY ACCESS

PAGE 6

5.0 DELIVERIES
6.0 BUSES
7.0 PEDESTRIANS AND BICYCLISTS

PAGE 7

8.0 ONSITE QUEUING AND COMPREHENSIVE TRAFFIC CONTROL

PAGE 10

9.0 STUDENT PARKING
10.0 OVERALL PARKING

PAGE 11

11.0 AFTER SCHOOL ACTIVITIES
12.0 EVENT PARKING
13.0 TRAFFIC OPERATIONAL MONITORING
14.0 RAMP UP SCHEDULE
15.0 GATEHOUSES

PAGE 12

16.0 CONCLUSION

APPENDICES

APPENDIX A

DRIVEWAY ACCESS EXHIBIT

APPENDIX B

BUS CIRCULATION ROUTES

APPENDIX C

OPERATIONAL PLAN

1.0 INTRODUCTION

The overall K-Park MUPD is located in the southwest corner of Stribling Way and State Road 7 in the Village of Wellington, Florida. The proposed plan of development for the overall MUPD is to consist of the following uses:

- 215 Multi-Family Residential DU
- 180 Room Hotel
- 1,750 Student K-12 Private School
- 75,000 SF Office
- 335,000 SF Shopping Plaza (Including +/- 105,000 SF of Restaurant and up to 20,000 SF of outdoor seating area)

The purpose of this report is to provide a Traffic Operational Plan detailing the school's proposed operations, onsite queueing, and circulation, as well as to present solutions to mitigate project impacts and minimize the effects to the surrounding roadway network. The proposed private school will be located on the western half of the site. A detailed review of the school operations was performed with specific emphasis on onsite operations and reducing the impact to the surrounding roadway system. Extracurricular activities, sporting events, parent meetings, and other gatherings that take place at the school will be organized to minimize offsite traffic impacts. Each activity will be carefully planned and will be limited to a specific number that corresponds to both onsite parking as well as specific traffic management procedures.

The school will be developed in 2 phases. The 1st phase will consist of up to 1,008 students and will include surface parking lots instead of a structed parking lot. The 2nd phase will consist of up to 1,750 students and a structured parking garage. The traffic operational plan is very similar between the two. This operational management plan will focus on the full buildout but will identify any differences between the two phases.

2.0 TRAFFIC GENERATION

A comprehensive Traffic Impact Statement for the proposed project has been prepared concurrently with the School Traffic Operational Management Plan. The anticipated peak hour traffic generation for the approximate 1,750 student private school with no reduction for internal capture or pass-by credits may be summarized as follows:

Daily Trip Generation	=	4,340
A.M. Peak Hour Traffic Generation	=	988 pht
P.M. Peak Hour Traffic Generation	=	298 pht

Note the ITE trip generation rates for a K-12th grade private school were reduced for the AM peak hour due to the proposed multiple staggered start and end times. The AM peak hour trip generation reflects a maximum of 1,250 students (based on grade levels) arriving within a one-hour time frame. The trip generation details are further documented in the Traffic Impact Statement.

3.0 STAGGERED START/END TIMES

The school will commit to multiple staggered start and end times at full enrollment of approximately 1,750 students. The specific school times have not been determined at this time but the different grade levels and number of students are proposed as follows:

Staggered School Grade Levels

Grade Level	Students
Early Education (PreK-1st Grade)	+/- 240
Elementary School (2nd – 4th Grade)	+/- 438
Middle School (5th – 8th Grade)	+/- 391
High School (9th – 12th Grade)	+/- 681

4.0 DRIVEWAY ACCESS

The overall access for the K-Park MUPD is proposed via the following driveway connections:

1. Full access driveway on Stribling Way approximately 2,300 feet west of State Road 7 (school traffic signal or roundabout proposed)
2. Full access driveway connection on Stribling Way approximately ¼ mile west of State Road 7
3. Right in, right out driveway connection to Stribling Way approximately 500 feet west of State Road 7
4. Right in, right out driveway connection to State Road 7 approximately 500 feet south of Stribling Way
5. Full access signalized driveway connection to State Road 7 approximately 1,100 feet south of Stribling Way

The driveway locations are further depicted in Appendix A attached to this report. The school primary access will occur on State Road 7 utilizing driveway 5 above. Except for the early education students, parent drop off, pick up, bus routes, and staff members will use the State Road 7 to access (ingress) the school property.

When exiting the school, parents, students, staff, will have their choice to exit via State Road 7 or Stribling Way. However, buses will be required to utilize State Road 7 for egress. Cross access will also be available to the mixed use site via the internal roundabout in front of the Life Church property.

Access for the early education (Prek-1st grade) will be via Stribling Way (Driveway 1). The traffic circulation is further depicted in Appendix C attached to this report.

5.0 DELIVERIES

The school will contract with vendors as applicable for different services. Deliveries will be scheduled to avoid peak drop-off and pick-up hours. Deliveries and service access drop-off is located next to bus loop.

6.0 BUSES

As stated previously, all buses will arrive and depart via State Road 7. The bus drop off and pick up loop is located east of the tennis courts and west of the baseball fields. The bus drop off area will be the same for all grade levels. The number of buses for the school will be determined at a later stage in development and may fluctuate from year to year depending on demand. Not all buses will arrive at the same time. Appendix B provides a map of the anticipated bus circulation routes when arriving and departing the site. A staff member will be present at the driveway entrance to ensure that parents do not try and drop students off at this location.

7.0 PEDESTRIANS AND BICYCLISTS

Children riding their bikes and walking to school will be accommodated via the existing sidewalk system along Stribling Way. Once onsite, internal sidewalks and paths are provided that will allow for students to safely access both the elementary school and the middle/high school. Crossing guards and/or staff members will assist onsite to ensure pedestrian and bicycle safety.

8.0 ONSITE QUEUING AND COMPREHENSIVE TRAFFIC CONTROL

Extensive site planning and detailed analyses have been performed to minimize the potential for adverse impacts.

School faculty will typically arrive early and leave late and thus will have minimal impact with the student drop off and pick up times. The faculty parking lot is located in the parking garage on the west side of the school for Phase 2. For Phase 1, the faculty will primarily park in the surface parking lot east of the bus loop and the surface parking lot to the west of the track. A limited number of faculty and administrative parking spaces will be located in the parking lot in front of the elementary and middle/high school buildings.

As previously stated, parents (excluding early education) will utilize the State Road 7 entrance. Once parents turn into the school, they will drive west past the guard house. Parents will be required to have placards (or something similar) on their windshields to be granted access onsite. Once past the guardhouse, parents will circulate around the site before arriving at either the elementary or middle/high school drop off/pick line. The roadway from State Road 7 will be 3-lanes allowing for two ingress lanes and one egress lane. The two ingress lanes provide flexibility for the school for different operational situations. If needed, both ingress lanes can be used for vehicle queueing. If two lanes are utilized for vehicle queuing, they will be merged to one lane just prior to the school drop off area. The elementary school drop off will occur in front of the elementary school building on the north side of the site. The middle/high school drop off will occur on the ground floor of the parking garage for Phase 2 and on the east side of the surface parking lot in Phase 1. Faculty and student drivers will use a different entrance to the parking garage than the parent drop off line.

The visitor parking spaces will be located in front of the middle/high and elementary schools. During non-arrival and dismissal times, visitors will be able to enter the site via Stribling Way or State Road 7. During arrival and dismissal times, all visitors must enter via State Road 7. The purpose of this requirement is to ensure efficient operations and no vehicle spillover on Stribling Way.

A comprehensive Traffic Operational Plan graphic has been prepared and is attached in Appendix "C" with this report. The queue line for the middle/high school can accommodate approximately 15 vehicles in the drop off/pick up area and a total of approximately 151 vehicles onsite based on one vehicle every 22 feet. The additional queuing option utilizes the 2nd ingress lane allows for approximately an additional 110 vehicle stacking spaces. Therefore, the additional queuing option can accommodate approximately 261 ingress stacking spaces. It should be noted that based on the detailed queuing calculations provided below it is not expected that the additional queuing option would ever be needed. However, it is provided as an option and as a "fail-safe" and to provide additional support that vehicle queuing will not spill over onto State Road 7 or Stribling Way.

8.0 ONSITE QUEUING AND COMPREHENSIVE TRAFFIC CONTROL (CONTINUED)

The Elementary School drop off can accommodate approximately 18 vehicles in the drop off/pick up area and a total of approximately 214 vehicles onsite utilizing the State Road 7 entrance.

Trained Staff Members

School operations will utilize teachers, administration, and other staff members at the drop-off/pick-up area as follows (please refer to the Traffic Operational Plan exhibits attached with this report for the staff locations and additional details):

Loading/Unloading Personnel

Teachers, administration, and other staff members will assist with the loading and unloading of students. It is anticipated that approximately 8 staff members (1 per 2 vehicles) will assist in the process.

Traffic Control Personnel

Staff members will be located at key locations throughout the site to assist with traffic circulation. In some cases, this may involve stopping one direction of traffic to allow for another driveway to flow. The attached Traffic Operational Plan exhibits document the proposed locations where a staff member will be assigned for traffic control. However, these locations may only be needed for arrival or dismissal times and not both.

Bus Loop Personnel

A staff member will be located at the entrance to the access roadway for the bus loop. This staff member will assist in traffic control when necessary, such as in the afternoon to help vehicles and buses exit the driveway. This staff member will also ensure that only authorized vehicles enter the access roadway and not allow parents to drop off students at alternative locations.

Crossing Guard

A crossing guard and/or staff member will be located on the south side of the Stribling Way and school entrance round intersection and at the crossing location in front of the Village Center. The crossing guard will stop traffic as necessary to facilitate safety for pedestrians and cyclists. There is not expected to be a significant number of pedestrians or bicyclists entering the site due to the school being a private school and its location on State Road 7 at Stribling Way.

8.0 ONSITE QUEUING AND COMPREHENSIVE TRAFFIC CONTROL (CONTINUED)

Queuing Operations

Based on Palm Beach County Traffic guidelines, school queuing for a private school can be estimated at approximately 0.166 vehicles per student. Based on the previously documented staggering schedule, the maximum queue for each of the pickup time periods may be summarized as follows:

School Stacking Capacity

Grade Level	Students	Queue Required (vehicles)	Queue Required (feet)	Approximate Queue Provided (vehicles/feet)
Early Education (PreK-1st Grade)	+/- 240	40	880	47 vehicles/ 1,030 feet
Elementary School (2nd – 4th Grade)	+/- 438	73	1,606	214 vehicles/ 4,720 feet
Middle School (5th – 8th Grade)	+/- 391	65	1,430	151 vehicles/ 3,340 feet (expandable to 261 vehicles/5,760 feet)
High School (9th – 12th Grade)	+/- 681	113	2,486	151 vehicles/ 3,340 feet (expandable to 261 vehicles/5,760 feet)

The queue is estimated at one vehicle every 22 feet.

It is likely the early education queuing is overstated as many of the parents will elect to park and walk in/pick up their students instead of dropping off/picking up at the curbside. The high school queueing may also be overstated since many of the 11th and 12th grade students will have parking passes and drive to school.

As shown above, the proposed school queuing will be accommodated onsite with a significant amount of additional storage available and will not spill over to State Road 7 or Stribling Way.

9.0 STUDENT PARKING

Student parking will be available in the parking garage west of the middle/high school building. The school will designate 185 parking spaces for high school students, which includes 1 space for every 12th grader and 1 space for every ten 11th graders. The student parking spaces will be designated by number and students will be required to register their vehicle with the school and receive a parking pass.

10.0 OVERALL PARKING

The school is proposing the following parking metrics as part of the application:

Proposed Parking Metrics – Full Build Out (Phase 2)

1 space for each faculty and staff member (426 faculty/staff members)	= 426
1 visitor space for every 50 students (1750 Students)	= 35
1 space for every 10 students in Grade 11 (168 Students)	= 17
1 space for every student in Grade 12 (168 Students)	= 168
Total Parking Required	= 646 Spaces

As shown above, the required parking based on the proposed parking metrics is 646 spaces. The school is currently proposing a total of 646 parking spaces as part of Phase 2. Note the number of proposed parking spaces may change slightly during the development process but will maintain at least 646 parking spaces. The majority of the parking will be located in the structed parking garage and the surface parking lot to the north of the school buildings. The parking locations are shown in Appendix C.

For Phase 1, the parking metrics are proposed as follows:

Proposed Parking Metrics – Phase 1

1 space for each faculty and staff member (275 faculty/staff members)	= 275
1 visitor space for every 50 students (1008 Students)	= 21
1 space for every 10 students in Grade 11 (96 Students)	= 10
1 space for every student in Grade 12 (96 Students)	= 96
Total Parking Required	= 402 Spaces

A minimum of 402 parking spaces will be provided as part of the Phase 1 development.

11.0 AFTER SCHOOL ACTIVITIES

Many students will stay after school on certain days as the school offers a variety of afterschool activities and programs. The afterschool activities will help disperse peak afternoon traffic and lessen the onsite and offsite traffic impact.

12.0 EVENT PARKING

As shown in the Site Plan, 646 parking spaces are provided onsite. However, since the vehicle queueing line provides two ingress lanes, the outside lane can be used for event parking if ever desired. The bus loop can also be used in a similar manner to allow for additional parking. Events will be carefully planned to ensure that sufficient parking is available. The majority of events will be staggered by grade levels by day and/or time to ensure the event parking can be accommodated. Staff members will be present prior to any event to assist with the additional parking. The additional outside stacking lane along with the bus loop can accommodate an additional 148 parking spaces if needed for events.

13.0 TRAFFIC CONTROL MONITORING

The school is committed to monitoring the onsite traffic operations to ensure the drop off and pick up process moves efficiently and safely. The Operational Management Plan will be reviewed by the school annually. If any changes to the traffic operations are determined to be necessary, the school will make the necessary operational adjustments and inform the Village.

14.0 RAMP UP SCHEDULE

The school will not open at full enrollment in the first year of operations. Instead, the school will ramp up the number of students over several years until full enrollment is reached. The slow ramp up will allow the school to make any traffic or other operational improvements necessary early on prior to full enrollment.

15.0 GATEHOUSES

A gatehouse will be provided for security purposes at the entrance to both Stribling Way and State Road 7. During student arrival and dismissal times, the gates will operate in a way to allow for free and efficient traffic flow. During non-peak times, the gates will be closed and require security clearance for guests. The gatehouses will be staffed during school hours.

16.0 CONCLUSION

The following summary of items has been presented as part of the overall Operational Plan for the school:

1. Trained staff will be utilized to ensure the efficient flow of traffic throughout the site.

2. Controlled delivery schedules at off-peak time periods, completely outside the peak drop-off and pick-up time periods.

3. Parents and students will be instructed each year on the proper use of crosswalks and safe walking and biking habits.

4. The school is proposing to have multiple staggered start and end times to reduce peak onsite and offsite traffic.

5. The Site Plan has been designed to accommodate substantial onsite vehicle queuing.

6. Employees, student drivers, and Grades 2 through 12 will arrive from State Road 7 ensuring no spillover onto Stribling Way.

7. The applicant will monitor traffic operations and will provide any required operational adjustments if needed.

8. Events will be carefully planned and typically staggered by grade levels so that sufficient parking is provided.

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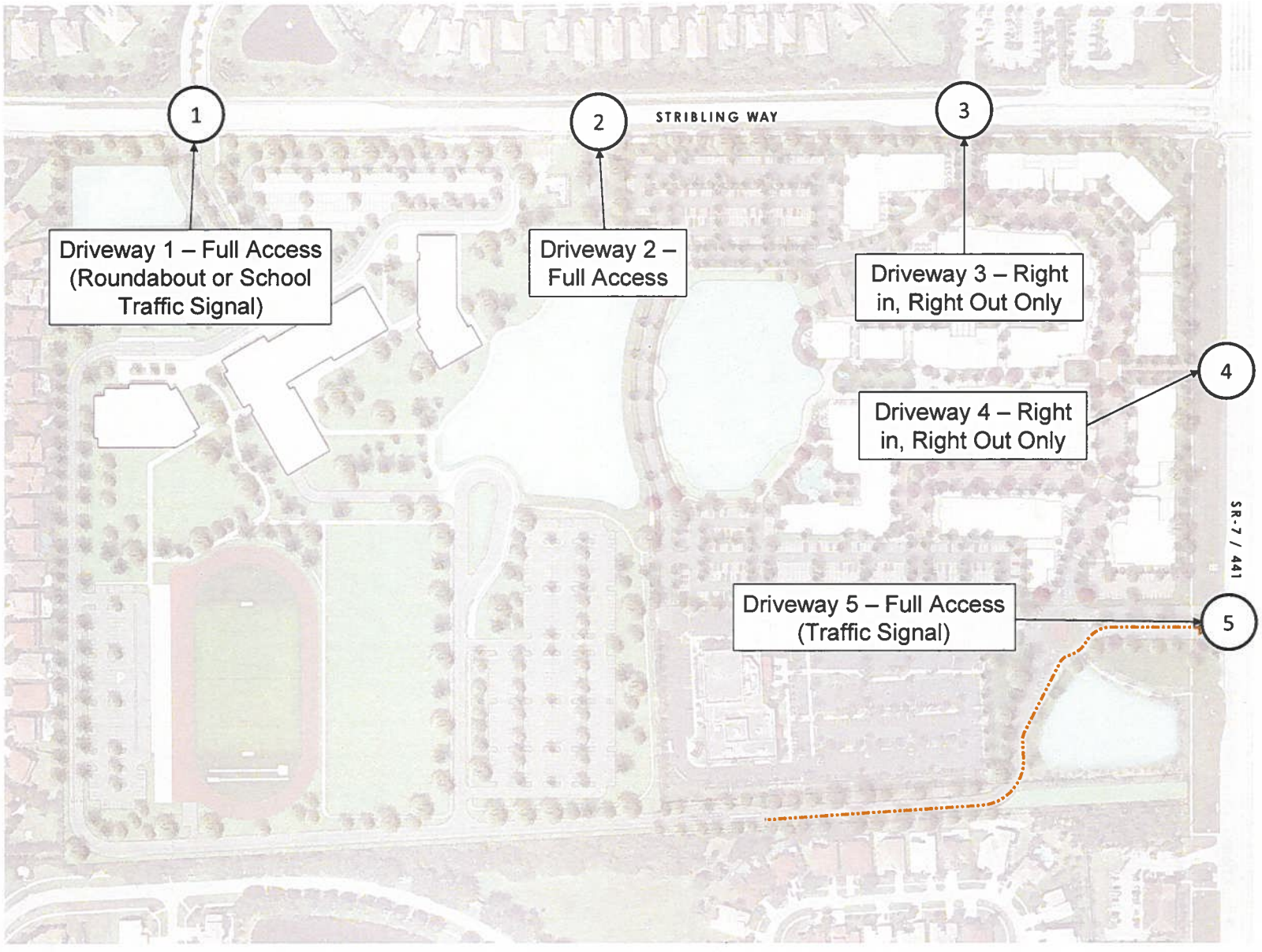
APPENDIX A

DRIVEWAY ACCESS EXHIBIT



Overall Driveway Access | School and Mixed Use

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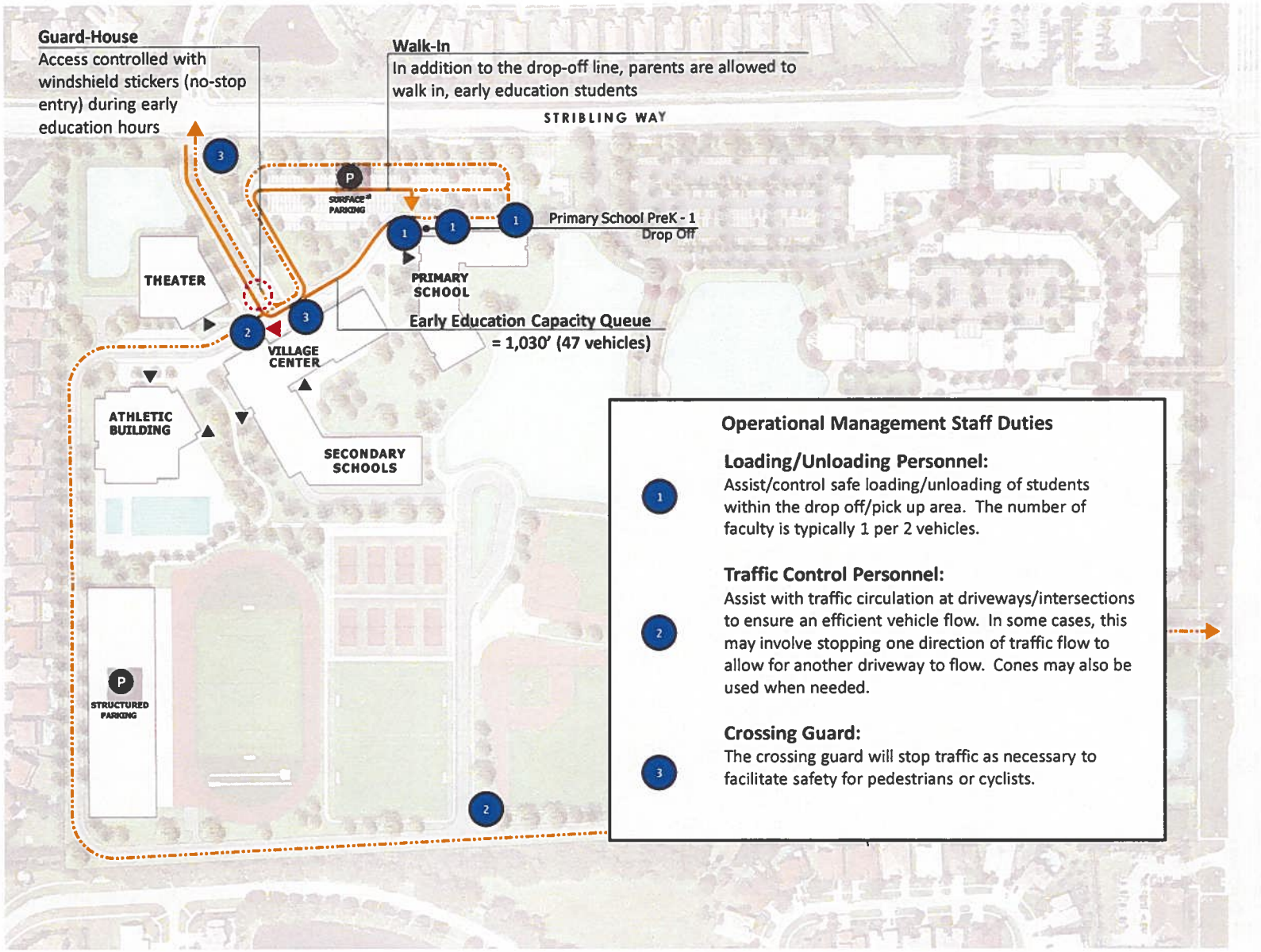
APPENDIX B

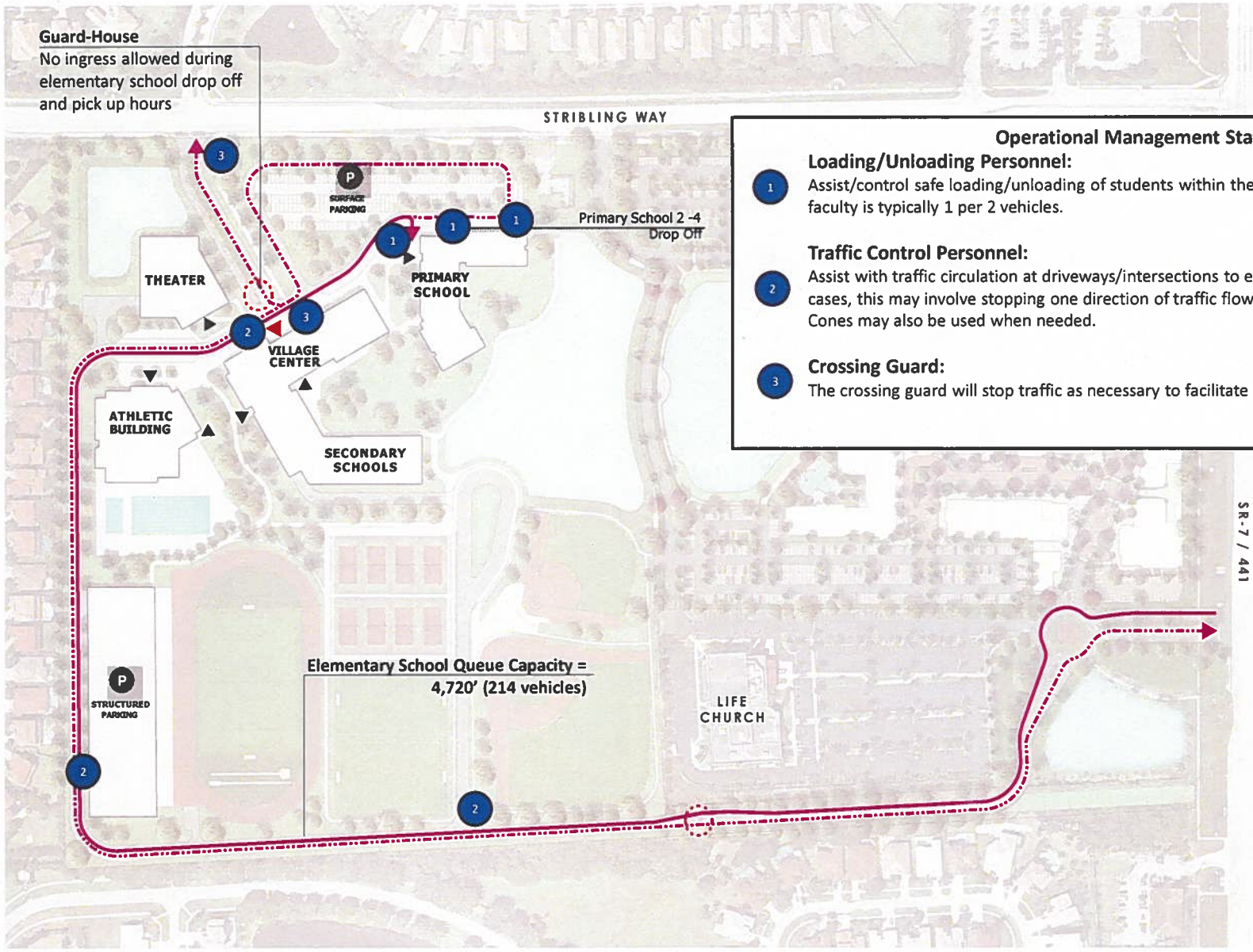
BUS CIRCULATION ROUTES

APPENDIX C

OPERATIONAL PLAN – FULL BUILDOUT



Full Build Site Circulation | Primary School PreK - 1 Drop-off



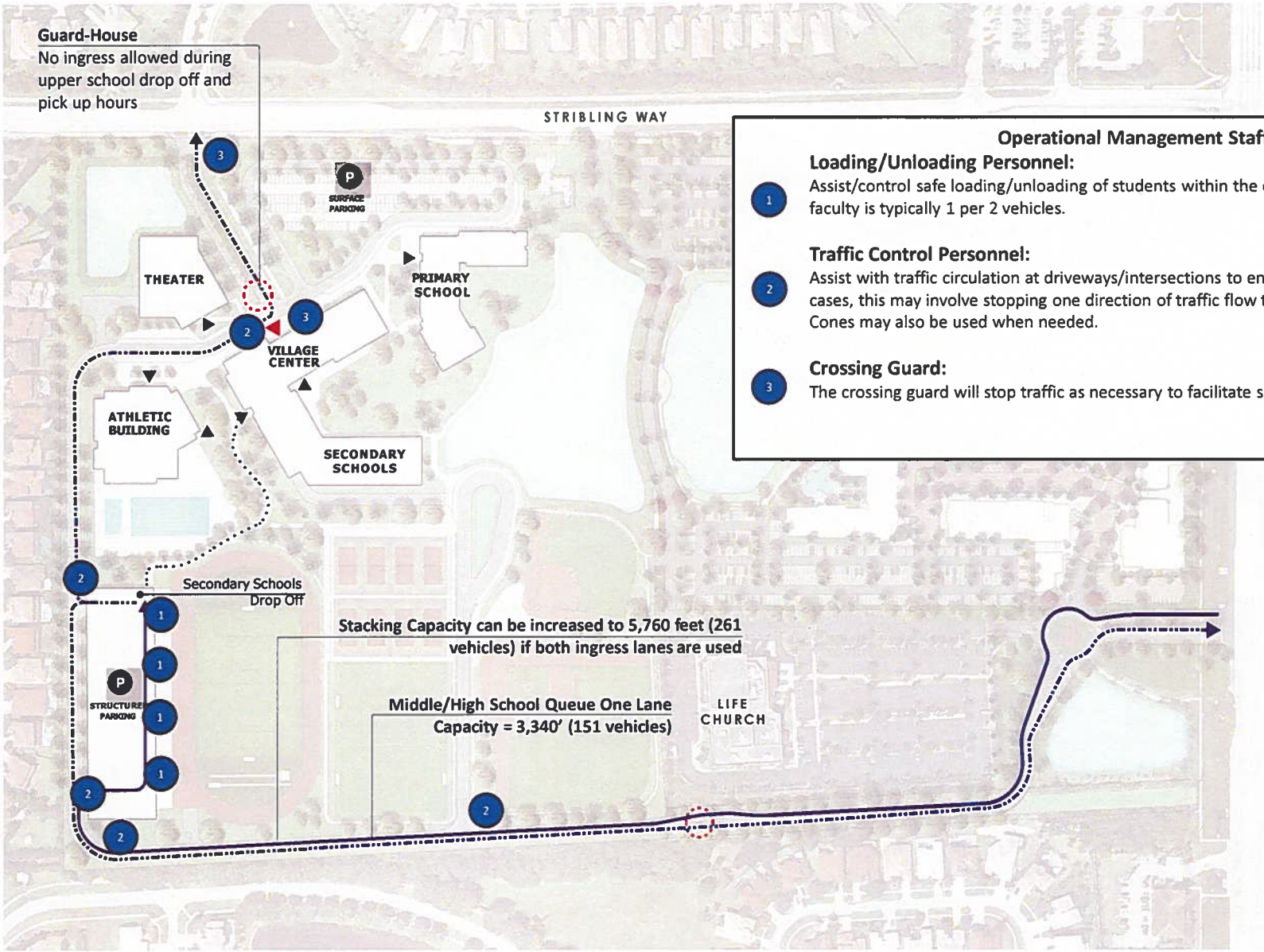
Operational Management Staff Duties

1 Loading/Unloading Personnel:
Assist/control safe loading/unloading of students within the drop off/pick up area. The number of faculty is typically 1 per 2 vehicles.

2 Traffic Control Personnel:
Assist with traffic circulation at driveways/intersections to ensure an efficient vehicle flow. In some cases, this may involve stopping one direction of traffic flow to allow for another driveway to flow. Cones may also be used when needed.

3 Crossing Guard:
The crossing guard will stop traffic as necessary to facilitate safety for pedestrian cyclists.

Full Build Site Circulation | Primary School 2 - 4 Drop-off



Operational Management Staff Duties

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Traffic Control Personnel:
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Crossing Guard:
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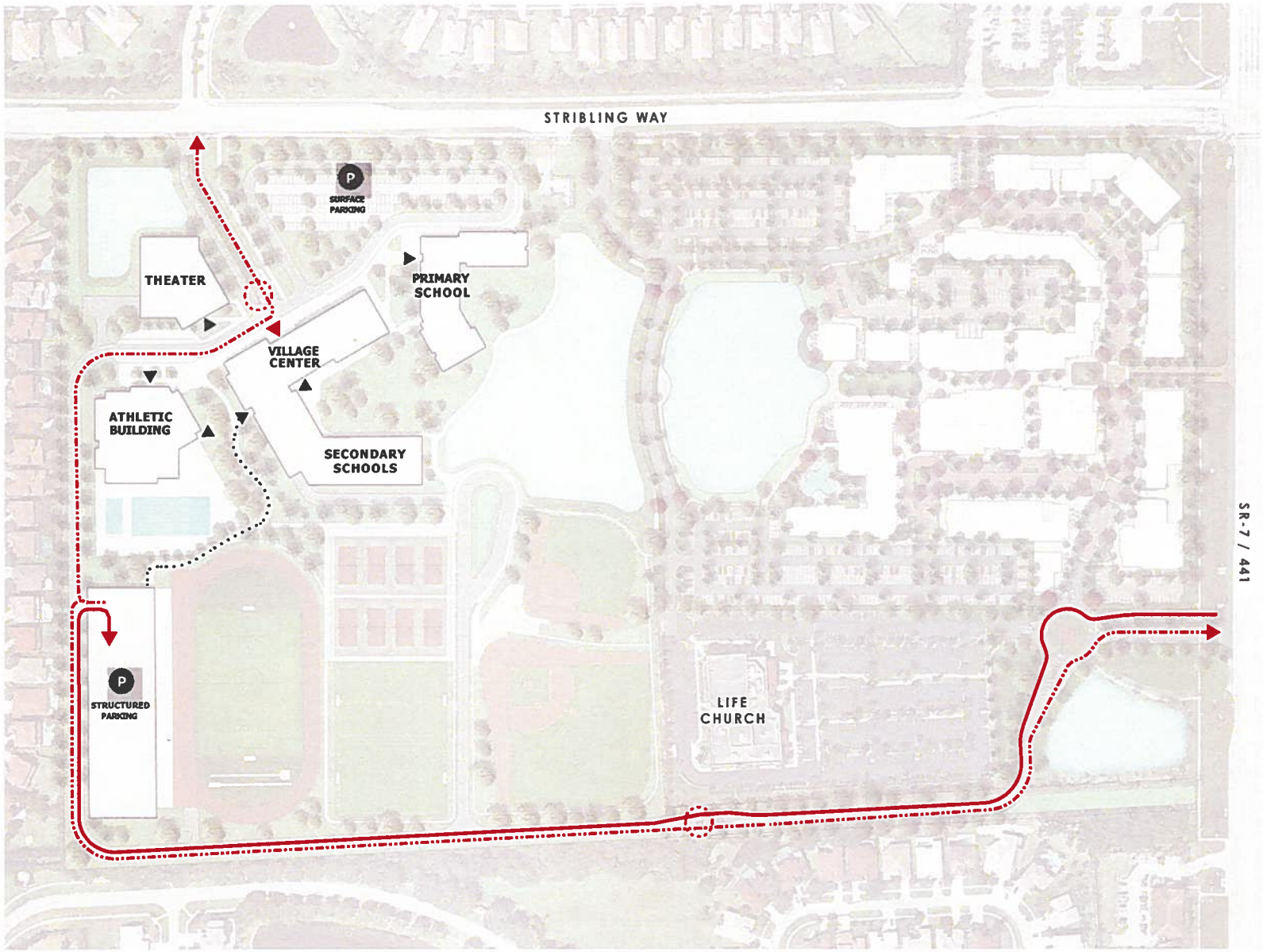
Full Build Site Circulation | Secondary Schools Drop-off



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Full Build Site Circulation | Staff and Student Parking

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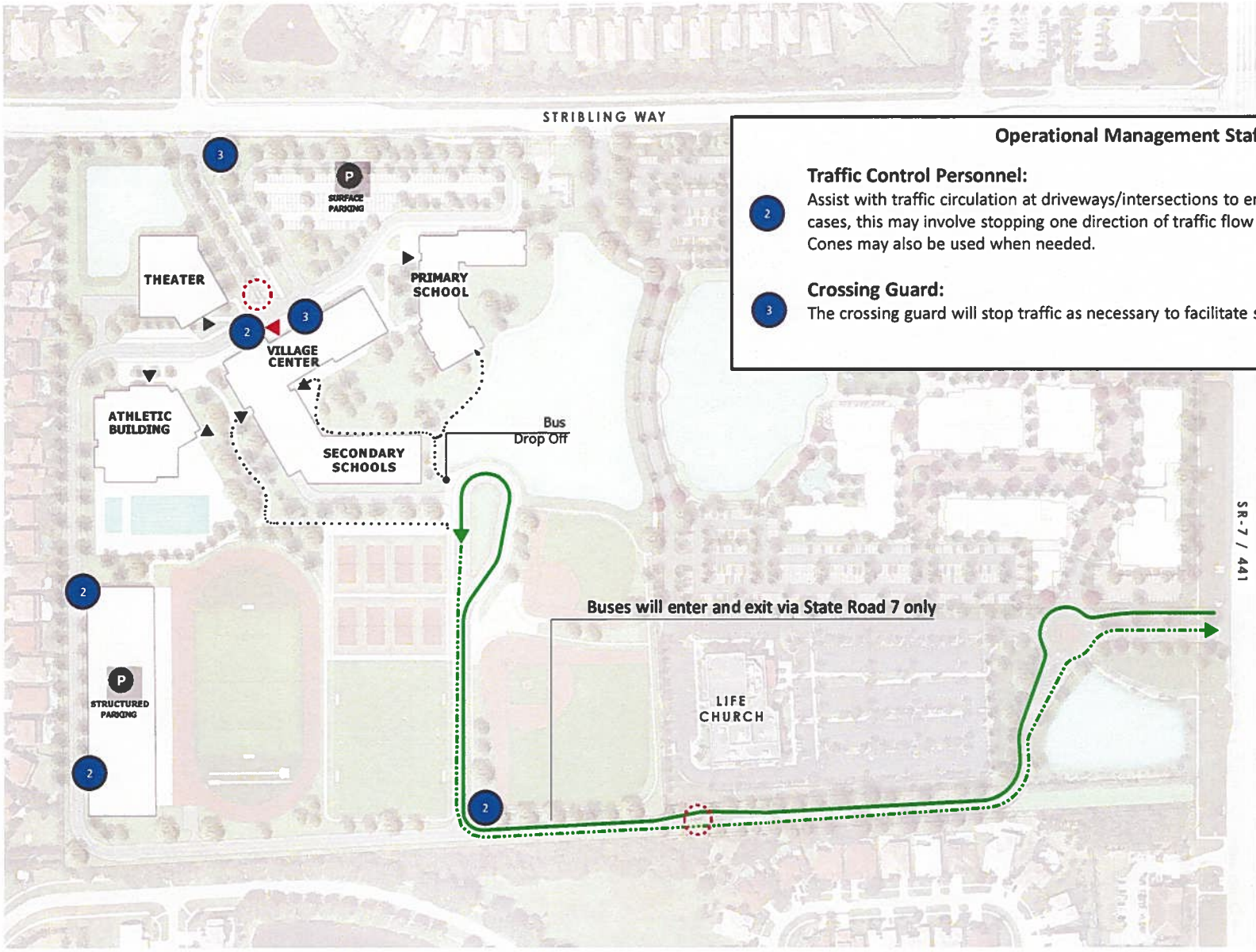

Operational Management Staff Duties

Traffic Control Personnel:
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Crossing Guard:
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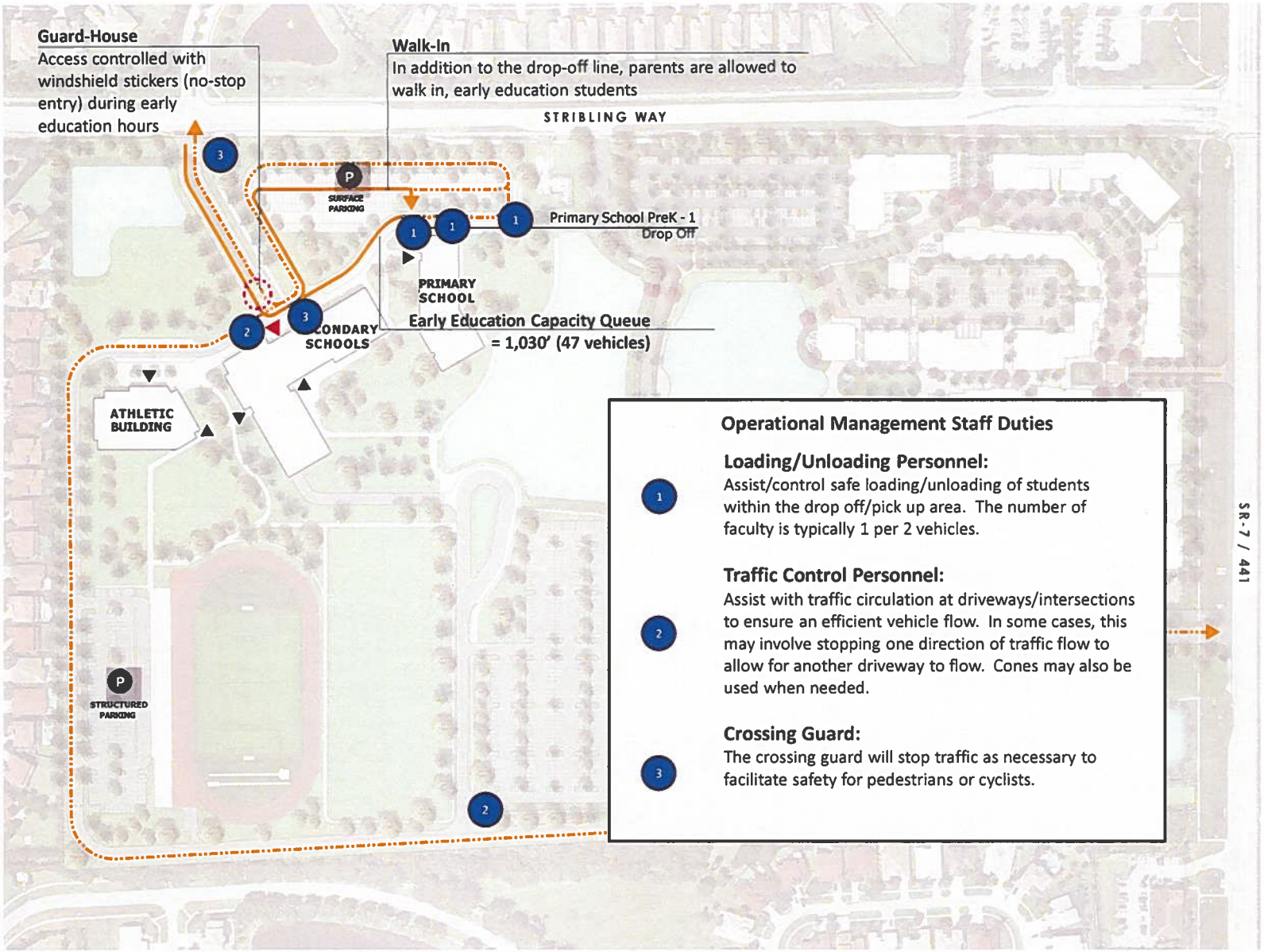
Full Build Site Circulation | Bus Drop-off

OPERATIONAL PLAN – PHASE 1



Phase 1 Site Circulation | Primary School PreK - 1 Drop-off

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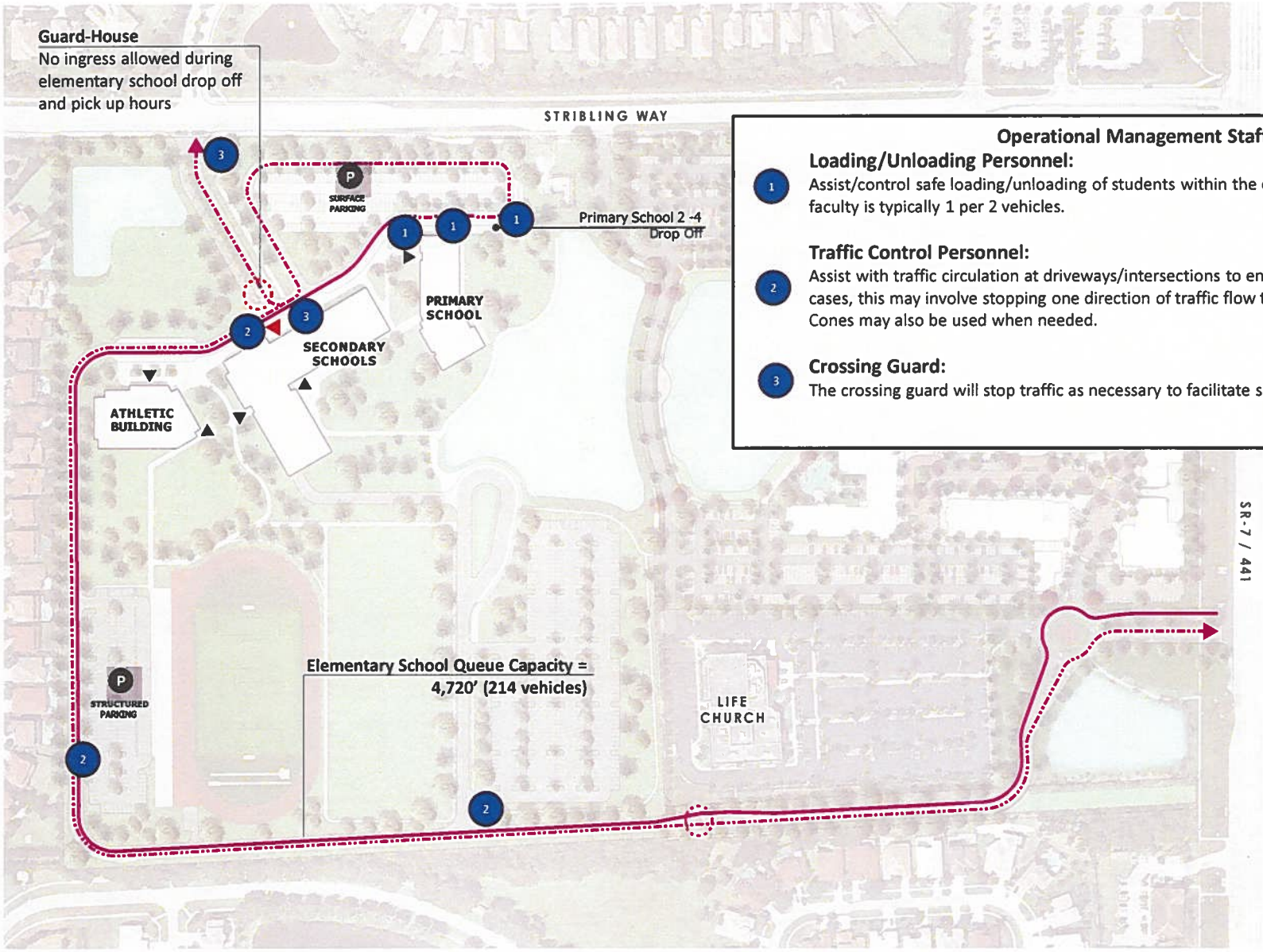

Operational Management Staff Duties

Loading/Unloading Personnel:
Assist/control safe loading/unloading of students within the drop off/pick up area. The number of faculty is typically 1 per 2 vehicles.

Traffic Control Personnel:
Assist with traffic circulation at driveways/intersections to ensure an efficient vehicle flow. In some cases, this may involve stopping one direction of traffic flow to allow for another driveway to flow. Cones may also be used when needed.

Crossing Guard:
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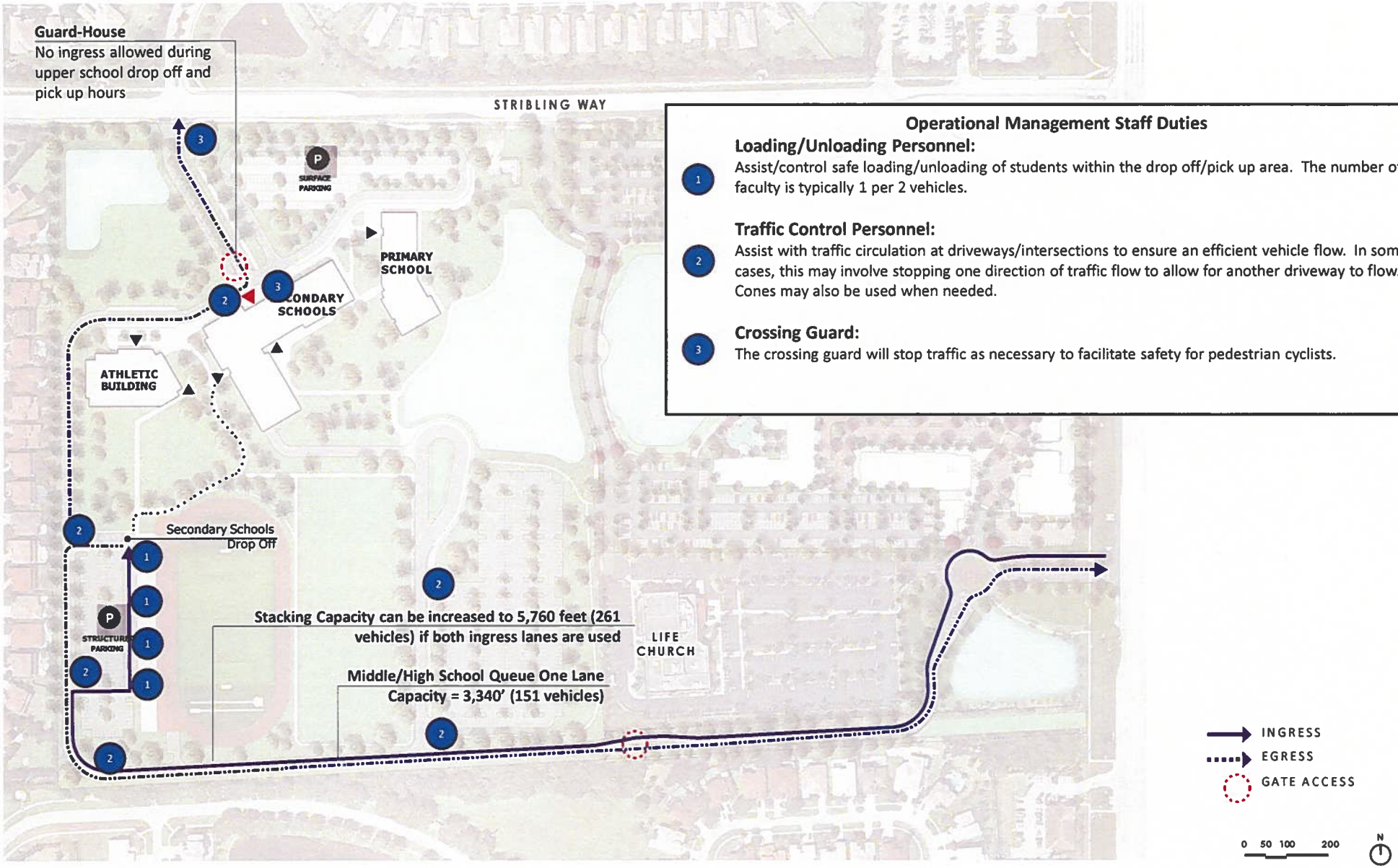
Phase 1 Site Circulation | Primary School 2 - 4 Drop-off



Operational Management Staff Duties

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Traffic Control Personnel:
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Crossing Guard:
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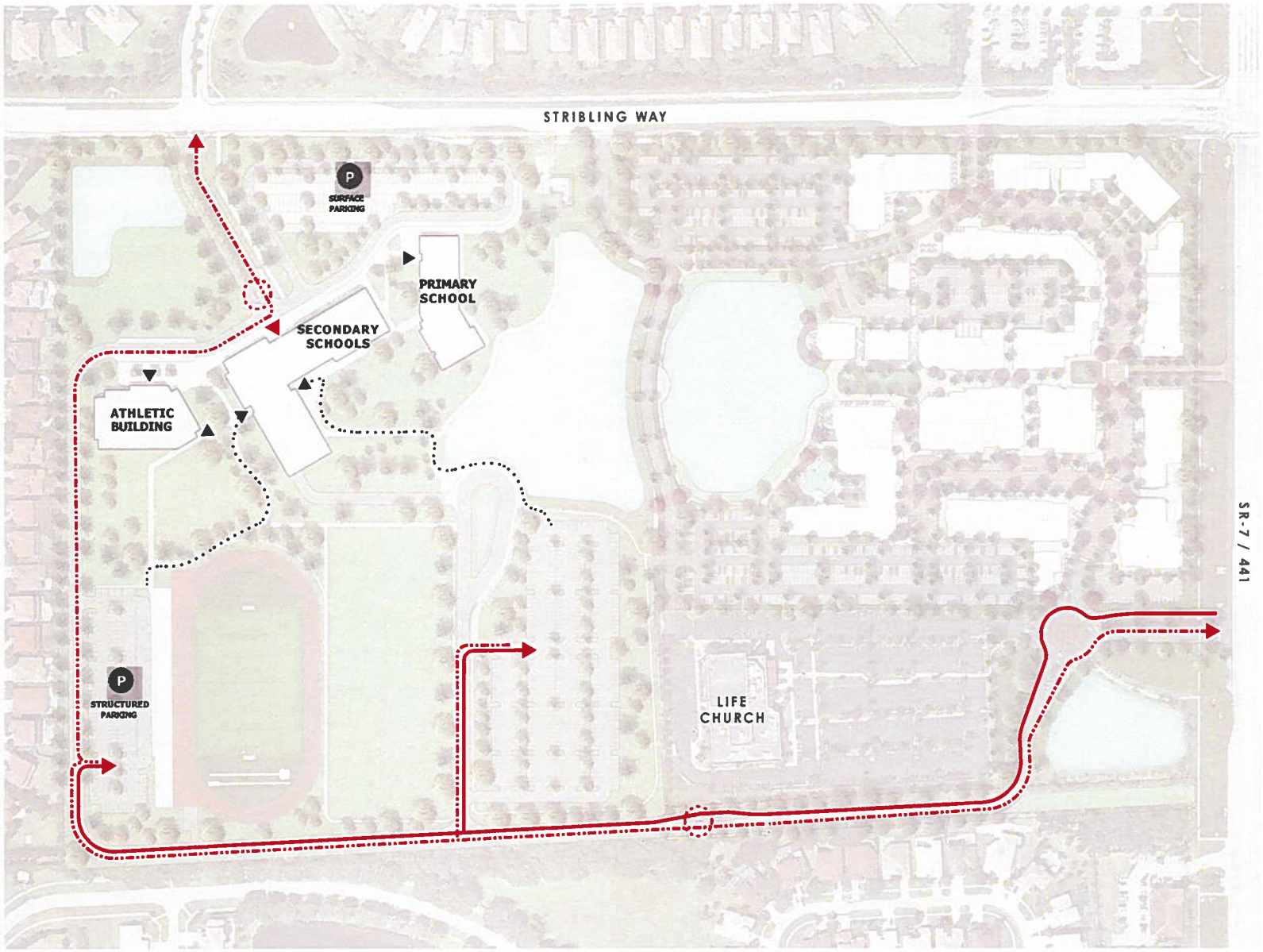
Phase 1 Site Circulation | Secondary Schools Drop-off



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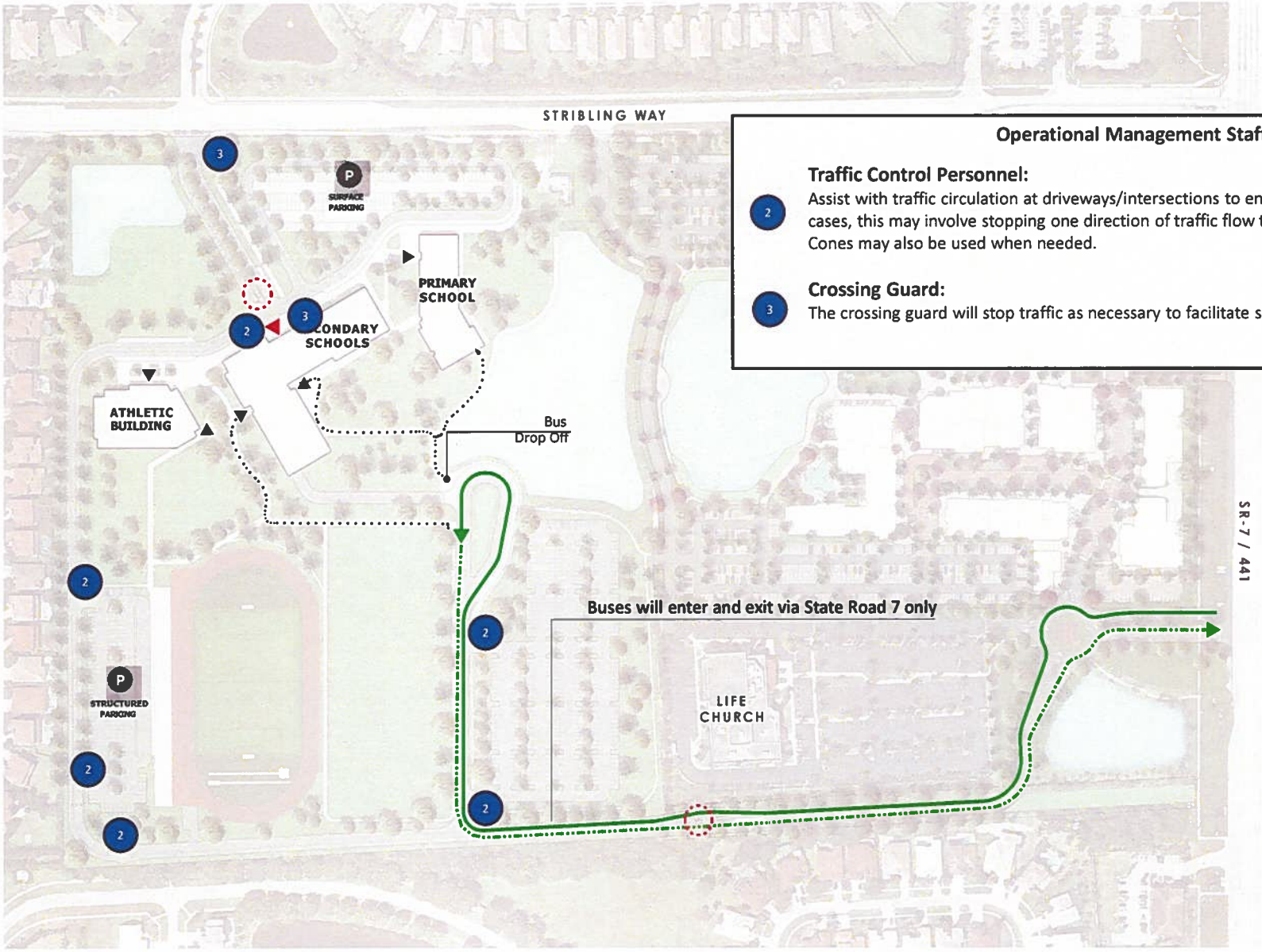
Phase 1 Site Circulation | Staff and Student Parking



Operational Management Staff Duties

Traffic Control Personnel:
Assist with traffic circulation at driveways/intersections to ensure an efficient vehicle flow. In some cases, this may involve stopping one direction of traffic flow to allow for another driveway to flow. Cones may also be used when needed.

Crossing Guard:
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Phase 1 Site Circulation | Bus Drop-off