

# MEMO

**TO:** Wilson High School Students and Families

**FROM:** Curt Baker, Wilson School District Superintendent  
Chris Trickett, Wilson High School Principal  
Alline Smith, Wilson Transportation Coordinator  
Rob Johnson, School Resource Officer

**DATE:** October 6, 2016

**SUBJECT: REVISED WILSON HIGH SCHOOL TRAFFIC PLAN**

Dear Students and Families,

Since the start of school, we have had at least four automobile-related accidents on school property.

In an effort to make our daily inbound and outbound commutes around the school as safe as possible, we are implementing a number of traffic control changes. **These changes will be implemented on Tuesday, October 11, 2016.**

**Please take a few moments to read the plan. Please see the attached campus map identifying morning inbound routes and afternoon outbound routes. We sincerely appreciate your assistance in making Wilson High School safer.**

Here are the major changes:

## MORNING INBOUND

- a. **STUDENTS:** The parking lot entrance at the intersection of Curtis Road and Dwight Street (green arrow on map) will become ONE WAY INTO THE STUDENT PARKING LOT during the morning rush. Currently, one lane is inbound into the parking lot and two lanes are outbound onto Dwight. This will eliminate the congestion created when students, buses, and parents all enter / exit the student parking lot at the same time.
- b. **SCHOOL BUSES:** School buses will enter school grounds (gold line on map) from Grandview Boulevard and drop off as they currently drop off. After drop off, however, they will not exit through the Curtis Road exit. Instead, they will proceed to the old Central Jr. High bus loop that is adjacent to the Lower House. Buses will exit through the entrance marked on the map. Note that buses should never interact with student vehicles, since the student parking lot stops short of where the buses will be driving.
- c. **PARENTAL DROP OFFS:** Parental drop offs will occur in two locations. The first is on Grandview Boulevard near the entrance to the Upper House (no change); however, we will be attempting to reduce the double parking/stopping that is currently taking place on Grandview Boulevard in the mornings. The second drop-off location will be on the Whitfield side of the Lower House (see purple on map). Parents dropping off children at the Lower House location will enter off Dwight Street as marked on the map, then be routed (helped by cones) around the upper half of the Bulldog Field parking lot. Parents will exit at the same location as they entered. While there is a confluence of entering vehicles, exiting vehicles, and exiting buses, our observation of current traffic flow suggests that the volume will not overwhelm this location. (In fact, we added this location in the morning in the hope of drawing traffic away from the Grandview Boulevard drop off site.) Also, buses arrive in the morning in ones and twos – as compared with the afternoon when they are lined up with 20 or more buses all exiting at the same time.

## AFTERNOON OUTBOUND

- a. **STUDENTS:** The parking lot entrance at the intersection of Curtis Road and Dwight Street (green arrow on map) will become ONE WAY OUT OF THE STUDENT PARKING LOT during the AFTERNOON rush. We will also have staff deployed to attempt to calm the "Mad Max" rush to exit. Basically, we have created a clear fairway for students. No interaction with buses or other vehicles.

(Note: At times, other than the inbound and outbound rushes, the Curtis Road and Dwight Street entrance will revert to 1 lane in and 2 lanes out, as marked on the street.)

- b. **SCHOOL BUSES:** School buses will stage starting at the northwest corner of the lower house, wrapping around the Lower House in the old bus loop, and then between the gym and the student parking lot (see map - gold dashed line). The buses will load and depart as marked on the map. There is no change for buses that pick up our students with special needs.
- c. **PARENTAL PICKUPS:** Parents should pick up their children in the afternoon either on Grandview Boulevard or behind the Lower House as marked on the map in purple.

## STAFF COVERAGE

We believe that we will need additional staff in the first couple of weeks to help folks get accustomed to the new traffic flow. Once the learning curve is behind us, we believe that we can control flow with essentially the same staffing model as is currently in place. That is to say, we will have roughly the same number of people outside; however, they will be deployed in different locations than at present.

Also, staff will assist in identifying aggressive drivers and will assign consequences as appropriate. This may include revocation of parking privileges. Enforcing common courtesy will go a long way toward calming things down.