



CITY OF LAKE JACKSON POLICE DEPARTMENT



October 16, 2014

To: Lake Jackson City Council

Fr: Chief Rick Park

Re: West Dow Gate Traffic Plan

Preliminary Study

I have studied the in/out flows from the neighboring gates, including the B38, B39, B40, and Z-Lots used by Fluor contractors, and firmly concur with Dow personnel that the proposed West Gate is the only viable option for contractor traffic to the new Poly and Poly 6 plant construction area.

Current traffic numbers leaving the gates listed above between 4 and 7 pm, based on Dow counter figures:

B38 and Z-Lot (Lazy Lane): **112**

This is the night time Fluor lot and represents a low flow. B38 is a large truck gate, with scale and inspection area.

Z-Lot (Dixie Drive): **1860**

This is the day lot and sees the bulk of contractor traffic

B39 (Dixie Drive): **573**

Dow's gate that also feed to the Dixie exit.

B40 (Chlorine Rd/Sycamore): **1148**

Dow employee gate, Dow contractors, service trucks

This represents a total of 3693 employees leaving the gates between the area of Chlorine Rd/Sycamore St and Dixie Drive in a three hour span. Having observed the traffic blockages already resulting there, it is plain no more traffic needs to be channeled to this area if it can be avoided. It is due to these concerns that Dow began constructing a 1.9 mile stretch of roadway that will bring traffic to the West Gate at Medical Drive.

Preliminary Study (con't)

Due to the congestion present at the gates mentioned above, using Medical Drive as an ingress/egress path appears to best suit the projected flows. According to Dow and contractor data, a maximum workforce of 900 is projected. This number builds in a substantial safety margin, and is not expected to be exceeded at any time.

The initial traffic flow is anticipated to be ~250 vehicles, incrementally ramping up to 700 at near completion of Poly 5. Traffic will then ramp down for a testing period for the facility, before the next construction begins on Poly 6. This should bring traffic back to ~700 during construction, before falling back for testing.

Days operating are planned to be Monday through Friday, arrival at the gate prior to 7:00 am, and work ceasing at 5:30 pm. There is the potential for occasional Saturday work if the project requires it. There are no plans for Sunday work at this time.

Initial Plan

We have suggested and Dow has agreed to direct contractors to use Medical Drive for coming to and from the gate, and to avoid use of Plantation Drive. Dow will provide funding for three (3) LJPD off duty officers to assist traffic flow and report issues. We intend to post one at Oak Drive and Medical Drive, and two at Medical Drive near the new gate. This is so we will have the ability to direct traffic while recording data on arrival, which will be essential to identifying contractors who are not following Dow's directives. This information will be turned over to Dow Security to address with their personnel. It should be noted that no on-duty LJPD personnel will participate in this process to avoid conflict of interest. LJPD personnel will be available to handle normal traffic issues such as accidents, etc.

Once the project has gotten under way, one officer will be moved to Oak Drive and SH 288/332 to assist with any traffic flow issues there.

We will continue to study the flows, and determine if directing all traffic to Medical Drive creates issues for the citizens and businesses in that area, and will adjust our plan as required.

Contingencies

As problems are observed, alternate plans will be employed to address specific issues. Some possible contingency plans involve:

Direction of traffic: Should there be a problem with excess traffic arriving from Plantation Drive West to Medical, we may install traffic delineators to all westbound Plantation Drive traffic northbound onto Medical Drive. In this scenario it would be necessary to continue this delineation ~600-700 feet, past the Sea Center parking areas to avoid U-Turning.

Limiting Turn Maneuvers: A traffic ordinance has already been drafted to limit left turns from Plantation Drive W, or Right turns from the West Gate onto Plantation Drive W during strategic times of the day.

Summary

Based on the preliminary studies, and the reduced number of vehicles anticipated from the earliest estimates, I do not anticipate excess traffic congestion utilizing Medical Drive to service the West Dow Gate. Depending on traffic flows combining from projects in the area surrounding the PD/City Hall complex, it may become necessary to direct a percentage of the traffic to Plantation Drive West. This cannot be determined at this time.

A group of city personnel have observed vehicle and pedestrian traffic flows in the area to determine if any conflict existed with the proposed time of use by Dow contractors, and no such conflict was found.

I have conferred with our BISD partners for input and have shared all data provided herein with them. BISD also feels there is no potential for conflict with their bus systems, or with student walking paths to the schools considering the times traffic flow is projected.

R.J. Park
Chief of Police