CITY OF SAN ANTONIO
DEVELOPMENT SERVICES DEPARTMENT
P.O.BOX 839966 I SAN ANTONIO TEXAS 78283-3966

IAS ACCREDITED Building Department

UDC Amendment Request Application for Internal Parties

(City of San Antonio Departments)

Part 1. Applicant Information

Name: Tomika Monterville *Organization (if applicable):* Transportation Department

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Phone: 210.207.7785 *Email:* Tomika.Monterville@sanantonio.gov

Signature: Tomika Monterville Digitally signed by Tomika Monterville Date: 2022.01.31 16:31:54 -06'00' *Date:* January 31, 2022

(*Include title if representing a governmental agency or public/private organization*)

Part 2. Basis for Update (check only one)

- ☐ Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC (Note: Clarification amendments should not change or alter the intent or meaning of existing UDC provisions)
- ☐ Editing change that does not alter the impact of the provisions being addressed including changes such as spelling, grammar correction, formatting, text selection, or addition of text in compliance with existing ordinance, statutes or case law
- ☐ Completed Rule Interpretation Determination (*RID*)
- ☐ Requested by the Zoning Commission, Planning Commission, Board of Adjustment, HDRC, City Council or other appropriate city board or council (CCR, resolution or signature of the chairperson is required)
- ■ City of San Antonio Staff Amendment

Part 3. Reason(s) for Update (check all that apply)

- ☐ Modify procedures and standards for workability and administrative efficiency
- ☐ Eliminate unnecessary development costs
- ■ Update the procedures and standards to reflect changes in the law or the state of the art in land use planning and urban design
- ☐ See Part 4 (*if none of the provided choices in this section apply, please discuss the reasons for the proposed update in Part 4*)

Part 4. Summary of Proposed Update with Suggested Text (see application instructions)

Amendment revises the available traffic calming measures that will be considered when to align with current industry guidelines.

Part 5. Cost Impact Statement

Section 35-11(a) of the UDC requires that all requests for amendments include a Cost Impact Statement. The Cost Impact Statement should be justified with substantiating information, such as cost estimates or studies.

The requested change to the UDC (*please check appropriate box):*

By how much?
(Indicate either a dollar amount or percentage above or below current construction and/or development costs)

A. ☒ Will not impact the cost of construction and/or development.

B. ☐ Will increase the cost of construction and/or development. _____

C. ☐ Will decrease the cost of construction and/or development. _____

Part 6. Cost Impact Narrative and Back-Up Information

Please fully quantify the Cost Impact Statement that was provided in Part 5. Attach all relevant data and associated costs that you wish to have considered as well as a narrative explaining how the Cost Impact Statement was developed. If you need additional space, please attach additional sheets.

Be sure to:

- ***Consider and indicate initial and long-term maintenance costs;***
- ***Consider city cost (i.e. personnel costs and costs to enforce);***
- ***Indicate and be able to rationalize the baseline (current costs) and the cost projections associated with your request.***

These features are voluntary and presented as acceptable options for development to use when satisfying block length requirements.

UDC 2021 Proposed Amendment

Amendment 24-2
Applicant: Transportation

Amendment Title: 'Sec.35-506(t) – Traffic Calming'
Amendment Language:

(t) **Traffic Calming.**

****

(1) **Applicability.**

*****

(2) **Street Lengths.**

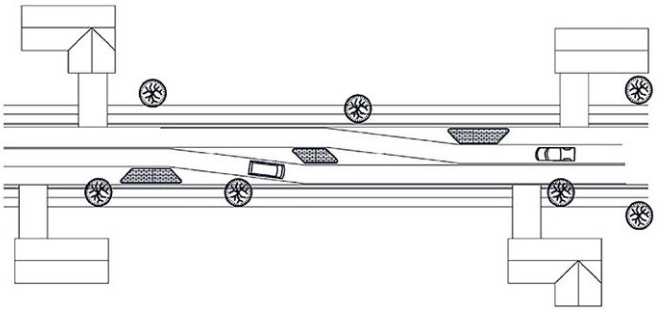
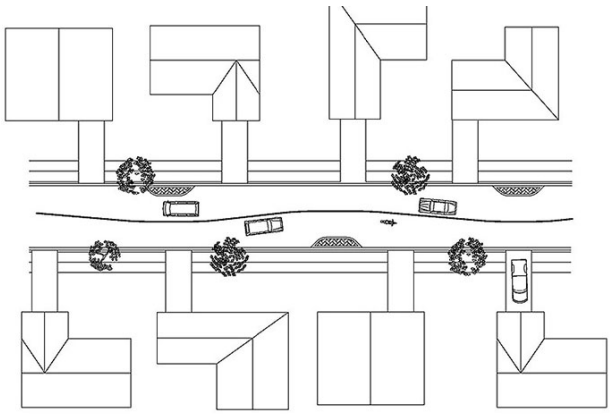
****

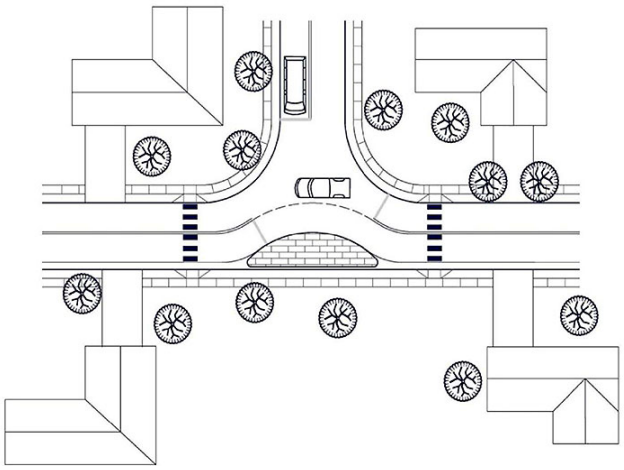
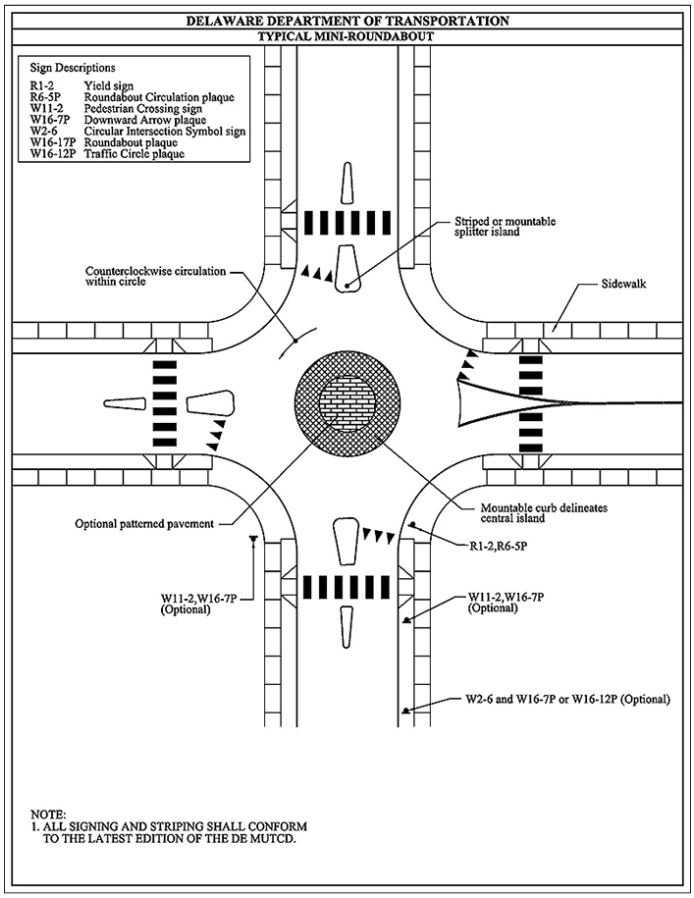
(3) **Traffic Control Calming Features.** A longer street length may be allowed through the placement of an approved traffic calming feature at a location which produces an unimpeded length of the street link which does not exceed the block length standards (subsection 35-515(b)(3 4)).

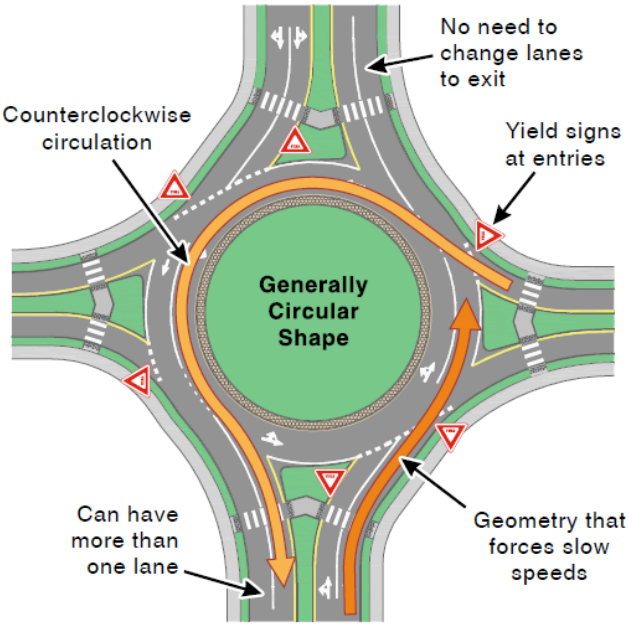
Table 506-8 provisions describe and establish standards for permitted traffic calming devices where traffic calming measures are permitted as part of the roadway design elements in subsection B, above. The descriptions in Table 506-8 are described in the ~~document entitled R. Ewing, traffic calming: State of the Practice (Institute of Transportation engineers (ITE) and the~~ Federal Highway Administration (FHWA) Traffic Calming ePrimer (last updated 2017), ~~1999),~~ which ~~document~~ is hereby incorporated by this reference. In addition, the director of planning and development services shall seek concurrence from the Bexar County engineer for any type of traffic calming feature proposed on residential roadways located in the ETJ as detailed in Table 506-8. Traffic calming options for local~~s~~ and collector streets are noted below:

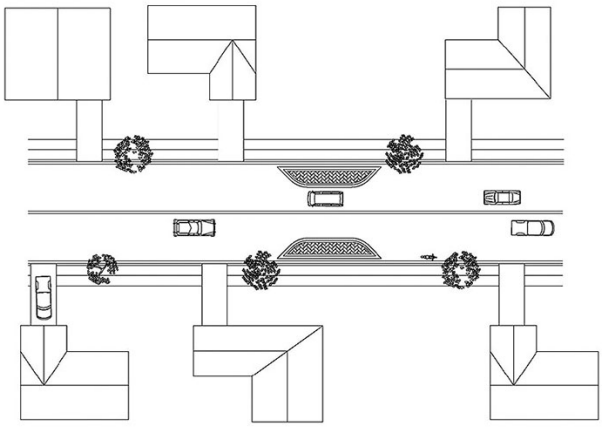
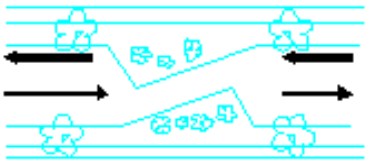
Table 506-8

APPROVED TRAFFIC CONTROL DEVICES AND DESCRIPTION

Lateral Shift. A realignment of an otherwise straight street that causes travel lanes to shift in one direction. The primary purpose of a lateral shift is to reduce motor vehicle speed along the street. A typical lateral shift separates opposing traffic through the shift with the aid of a median island. Without the island, a motorist could cross the centerline in order to drive the straightest path possible, thereby reducing the speed reduction effectiveness of the lateral shift. In addition, a median island reduces the likelihood a motorist will veer into the path of opposing traffic, further improving the safety of the roadway for motorists.	 Source: Delaware Department of Transportation as presented in FHWA ePrimer
Chicane. A series of alternating curves or lane shifts that force a motorist to steer back and forth instead of traveling a straight path. The curvilinear path is intended to reduce the speed at which a motorist is comfortable travelling through the feature. The lower speed could in turn result in a traffic volume reduction. Also called deviations, serpentines, reversing curves, or twists	 Source: Delaware Department of Transportation as presented in FHWA ePrimer

Realigned Intersection. The reconfiguration of an intersection with perpendicular angles to have skewed approaches or travel paths through the intersection. The expectation is that these physical features will remove or discourage fast vehicle movements through the intersection.	 Source: Delaware Department of Transportation as presented in FHWA ePrimer
Small Modern Roundabout/Mini Roundabout. A raised island, placed within an unsignalized intersection, around which traffic circulates. The center island forces a motorist to use reduced speed when entering and passing through an intersection, whether the vehicle path is straight through or involves a turn onto an intersecting street. It is also expected to reduce the number of angle and turning collisions. Both a small modern roundabout and a mini-roundabout are designed in accordance with roundabout design principles. Both are designed so that all traffic can circulate counterclockwise around or partially over the center island. The principal difference between a small modern roundabout and a mini-roundabout is found at the center island. For a small modern roundabout, the center island is not traversable and can be landscaped with ground cover, flowers, and street trees. In contrast,	

the center island of a mini-roundabout is fully traversable. Both a small modern roundabout and mini-roundabout use splitter islands to direct traffic entering the intersection. In order to accommodate trucks, fire trucks, school buses and vehicles towing trailers, the splitter islands can be either mountable or at-grade.	
Roundabout. An intersection design that contrasts with designs that require traffic signal control or stop control. A roundabout is often used as a replacement for a signalized intersection. A full roundabout is typically appropriate only at the intersection of two arterial streets or of an arterial street with a collector street. The full roundabout does not generally fit within the footprint of lower classification street intersections. A roundabout is sized to accommodate all large vehicles circulating the center island and the center island is non-traversable. A roundabout provides a horizontal deflection with an island at the entry point and requires every vehicle to follow a circuitous path no matter which departure leg of the intersection is the destination.	 Source: FHWA Technical Summary - Roundabouts

Choker. A narrowing of a roadway through the use of curb extensions or roadside islands. It can be created by a pair of curb extensions at a midblock location that narrows the street by widening the sidewalk or planting strip at that location. A choker can also be created through the use of roadside islands. This narrowing is intended to discourage motorist speeding and to reduce vehicle speeds in general.	
~~Neckdowns/Flares/Street Narrowing/Intersection Throating. Neckdowns are curb extensions at intersections that reduce roadway width curb to curb. They are sometimes called slow points, nubs, bulbouts, knuckles, or intersection narrowing. These traffic control measures reduce the width of a section of roadway in a gradual manner. They shorten crossing distances for pedestrians and drawing attention to pedestrians via raised peninsulas. By tightening curb radii at the corner, the pedestrian crossing distance is reduced and the speeds of turning vehicles are reduced. The effect of this measure is to reduce speed and discourage non-local traffic. Motorists react to this measure with slower speed because of a concern of a limited travel path.~~	
~~Roundabouts/Traffic Circles are raised circular structures constructed at a three-way or four-way intersection. Its objectives are to slow speeding and reduce the number and severity of vehicular accidents. This measure is most suitable for wide intersections and~~	

may accommodate all size vehicles by applying appropriate engineering designs.	
Median Islands are raised circular landscaped areas located within non-intersection, midblock locations. Median islands channelize traffic and separate opposing flows. Traffic must slow down to maneuver around a median island. Median islands offer landscaping opportunities and maintenance responsibility. Median islands can be used to protect existing trees. See Figure 506-12.	
"T" intersections are at-grade intersections where one of the intersecting street links is perpendicular to the other two. Traffic must slow down to negotiate the turning maneuvers in a T-intersection. This roadway feature is very common. Motorists are familiar with T-intersections.