

ORDINANCE NO. O:2023 – 072

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF DEL RIO TEXAS AMENDING CHAPTER 17 MOTOR VEHICLES AND TRAFFIC ARTICLE III (TRAFFIC – CONTROL DEVICES), SECTION 17-54 OF THE DEL RIO CODE OF ORDINANCES (AUTHORITY OF THE SUPERINTENDANT) BY APPROVING, ADOPTING, AND INCORPORATING THE CITY OF DEL RIO RESIDENTIAL TRAFFIC MANAGEMENT PROGRAM INTO SAID SECTION; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, Chapter 17, Motor Vehicles and Traffic Article III Section 17-54, entitled Traffic – Control Devices – Authority of superintendent of the Del Rio City Ordinance states the director of public works shall have authority to erect or install and maintain any official traffic-control device at any location in the city or shall have the same done under his direction in obedience to this article, a resolution of the council; and

WHEREAS, it is procedurally necessary for the City of Del Rio to have a written Policy and Procedure as a statutory guide and to establish procedures for the installation of traffic calming devices on residential streets within the city, and

WHEREAS, the Director of Public Works / City Engineer of the City of Del Rio recommends adopting the City of Del Rio Residential Traffic Management Program as part of the Traffic – Control Devices as further defined in the City of Del Rio Code of Ordinances; and

WHEREAS, the City Council finds and has determined that the City of Del Rio Residential Traffic Management Program should be approved; and

WHEREAS, the City of Del Rio Council desires to amend the City of Del Rio Code of Ordinances as described below.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DEL RIO, TEXAS, THAT:

Section 1. The City of Del Rio Residential Traffic Management Program is adopted and made a part of the – Traffic-Control Devices in Chapter 17 MOTOR VEHICLES AND TRAFFIC, ARTICLE III. - Sec. 17-54 INSTALLATION – AUTHORITY OF SUPERINTENDENT of the City Code of Ordinances is hereby amended by adding language that is underlined (added) and deleting the language that is stricken (~~deleted~~) to the existing text as set forth in this Ordinance.

Sec. 17-54. Installation—Authority of superintendent.

The director of public works shall have authority to erect or install and maintain any official traffic-control device at any location in the city or shall have the same done under his direction in obedience to this article, a resolution of the council or the manual. The installation of Traffic Calming Devices on Residential Streets shall be in conformance with the City of Del Rio Residential Traffic Management Program.

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Ordinance for all purposes and are adopted as part of the judgement and finding of the City Council.

Section 3. All Ordinances, or parts thereof, which are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters resolved herein.

Section 4. This Ordinance shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Ordinance or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Ordinance and the application of such provision to other persons and circumstances shall be nevertheless be valid, and the City Council hereby declares that this Ordinance would have been enacted without such invalid provisions.

Section 6. It is officially found, determined, and declared that the meeting which this Ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting including this Ordinance, was given, all as required by Chapter 551, Texas Government Code, as amended.

Section 7. This Ordinance shall be enforced and effect from and after its final passage, and any publication required by law.

PASSED AND APPROVED on this 22nd day of August 2023



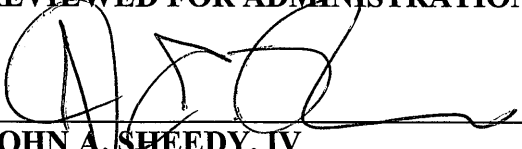
ALVARO ARREOLA
Mayor

ATTEST:



MARIA C. ACOSTA
City Secretary

REVIEWED FOR ADMINISTRATION:



JOHN A. SHEEDY, IV
City Manager

REVIEWED AS TO FORM AND LEGALITY:



JACK STERN
City Attorney



Public Works Department

Residential Traffic Management Program

Table of Contents

Introduction.....	3
Background.....	3
Del Rio Residential Traffic Management Program.....	3
The RTMP Process.....	3
Typical Residential Traffic Concerns.....	3
Data Collection and Evaluation.....	4
Minimum Thresholds for Action.....	4
Supplemental Traffic Management Measures for Consideration.....	4
Stage One Measures.....	4
Additional Signage.....	4
Lane Markings.....	4
Parking Restrictions.....	4
Restricted Movements and Access.....	5
Increased Law Enforcement.....	5
Safety Studies.....	5
Public Information Campaigns.....	5
List of Probable Impacts Resulting from Stage One Traffic Measures.....	5
Aggressive Traffic Management Techniques.....	5
Stage Two Improvements.....	5
Disadvantages of Traffic Calming.....	6
Emergency Response Routes.....	6
Conclusions.....	6
List of Probable Impacts Resulting from Stage Two Traffic Measures.....	6
Appendix A – Description of Various Physical Devices.....	7
Speed Humps, Cushions and Tables.....	7
Fourteen Foot Speed Humps.....	7
Twenty-Two Foot Speed Tables.....	7
Modular Speed Cushions.....	7
Chicanes and Neck Downs.....	7
Centerline Medians.....	7
Intersection Bulb Outs.....	7
Road Closures.....	8
Partial Road Closure.....	8
Median Barriers, Turn Islands.....	8
Diverters, Channeling Islands.....	8
Forced Turn Islands.....	8
Residential Traffic Circles.....	8
Raised Crosswalks & Intersections.....	8
Raised Crosswalks.....	8
Appendix B – Flowchart of Residential Traffic Management Process.....	9
Appendix C – Sample Petition Form for Resident or Homeowner’s Association.....	10
Appendix D – Stage Two Improvements Policy.....	12
Appendix E – Lift of Emergency Response Routes.....	13

Introduction

Traffic and traffic congestion are major concerns for nearly every developing city in America. Unfortunately, the existing network of major freeways and arterials is often not enough. Some drivers seek to use surface streets as “short cuts” to avoid congested intersections. Others view the wide streets with gradual curves as invitations to drive faster than posted speed limits. This behavior can have a negative impact on the livability, tranquility and safety of residential neighborhoods.

The City of Del Rio is committed to providing safe, efficient and reliable transportation facilities for its residents and visitors. The City also values its identity as a family-friendly, quiet collection of neighborhoods where families and friends can congregate without worrying about speeding cars.

With these goals in mind, the City of Del Rio has developed a set of traffic management policies and guidelines. These guidelines will help staff address transportation concerns on residential streets.

Background

As the City of Del Rio has continued to grow over the recent past, the changes in traffic patterns and rush hour traffic volumes have encouraged a new problem: the abuse of residential streets for commuter interest.

When the major roads become crowded, commuter traffic filters into residential roadway networks, often at higher than residential speeds. This commuter traffic on residential roads can lead to complaints about increased traffic noise, vehicle speeds and volumes.

Del Rio Residential Traffic Management Program

The City of Del Rio has a two-tier policy for addressing neighborhood concerns about traffic. The purpose of the policy is to ensure that legitimate citizen complaints are addressed in a systematic and satisfactory manner. The use of two distinct tiers of traffic management techniques serves to guard against unnecessary or “heavy handed” solutions.

The City will address and review resident concerns about traffic in a systematic manner. Data collection and engineering analysis have strong roles in all aspects of the traffic management. The use of valid data to document traffic complaints will facilitate the development of solutions that can be applied repeatedly across the City. It is the intention of the policy to encourage the compilation of objective, comprehensive records detailing the speeds, volumes and travel patterns along residential streets.

In order to balance the interests of a street or group of citizens with the needs of the general traveling public,

careful attention will be paid to the proposed solutions as they may adversely affect critical City services. The resulting process should be one in which citizens and staff can expect a thorough and defensible review of traffic concerns.

The RTMP Process

It is City policy to respond within one business day to citizen complaints or concerns. When a resident voices a concern about residential traffic, (speeding vehicles, noise, volumes, etc.) city staff will review the files to determine the scope and extent of the problem.

If the concern is broad in scope (cut through volumes on several streets for example), the request will be expanded into a more formal traffic study at the discretion of city staff. The results of the traffic study will be made available during a public hearing or meeting designated for this purpose. Where feasible, the participation of the affected Homeowner’s Association (HOA) will be solicited to assist in the dissemination of the study findings.

Please note that in order to properly evaluate a specific situation, adequate time must be allowed. Following the initial request, city staff will need to collect and review data, conduct engineering studies and then develop possible remedies to address the issues.

Each step in the process will require a certain length of time depending upon the breadth and/or complexity of the complaint. The following table is for illustrative purposes only and not to be used as a fixed timeline. A flowchart displaying the process is provided in Appendix B. A sample petition for residential traffic study requests is provided in Appendix C.

Action/Activity	Duration
City Staff notifies Citizen of receipt of issue/concern	1 – 2 days
HOA Contact (If applicable)	1 month
Data Collection	1 month
Data Review	1 month
Develop remedies	2 months
Public Meeting(s)	1-2 months
Install Stage 1 Improvements	1-3 Months
Review Results	6 months

Typical Residential Traffic Concerns

Due to predominant travel patterns, many residents have similar complaints about traffic. The following list presents the majority of residential traffic concerns:

- speeding vehicles
- excessive volumes of vehicles
- excessive roadway/vehicle noise
- reckless or dangerous driving -conflict with

pedestrians

- conflicts between vehicles
- limited visibility at intersections
- parking access or nuisance

In large part, the above list reflects the difference between residential streets and commercial roadways or thoroughfares. What constitutes reasonable traffic for a commercial development may be considered excessive in front of a local park or private residences.

In addition, it is common for residents and pedestrians to perceive roadway speed differently than drivers. This can happen for several reasons. For example, a pedestrian typically walks about 2 to 4 miles per hour. When passed by a private car traveling at 30 miles per hour, a pedestrian can perceive the vehicle as driving fast, even though it is moving at the speed limit for residential streets.

Similar differences of opinion can result from the relative quiet of a backyard conversation as interrupted by a passing delivery van. It is for reasons such as these that the City will use data collection to determine the degree and extent of traffic conflicts.

Data Collection and Evaluation

The simplest and most cost-effective means of evaluating traffic concerns is through data collection. Traffic data is typically collected during regular school days under good weather conditions. Exceptional dates and times will be examined only when applicable. The data records will include vehicle speeds, traffic volumes by direction, pedestrian activity and/or any other necessary field observations. The length and scope of the data collection will depend upon the type and detail required. City staff will review the data collected to determine the necessary traffic improvements. The time necessary to collect, review and analyze the traffic data may require anywhere from 1 to 3 months.

Minimum Thresholds for Action

In order to insure against unnecessary or excessive traffic controls, the selection of supplemental traffic management measures will be according to minimum thresholds established by the City of Del Rio Engineering Department. Wherever possible, data collection and engineering principles will be used to determine the validity and severity of traffic problems.

In the event that data collection and analysis do not support resident claims about traffic problems, the request for additional traffic management measures (including law enforcement) will be denied.

To warrant further study, at a minimum the collected data must document:

- 85th percentile speeds 5 miles in excess of the posted speed limit
- 20% of total daily traffic volume is defined as “cut through”
- Daily roadway volumes at least 20% in excess of design volumes

For complaints about pedestrian safety, intersection visibility and access, on-site investigations will precede any decision to conduct formal studies. Requests for STOP signs, YIELD signs or improved traffic control devices (signals, crosswalks, etc.) will be examined according to accepted standard engineering practice.

Supplemental Traffic Management Measures for Consideration

Some of the complaints about residential traffic can be addressed with the use of simple, cost effective measures such as improved signage and marking, lighting, or increased law enforcement. Only the most serious and persistent problems will require the use of physical measures that significantly alter the operation of a roadway.

Where the first tier of measures does not adequately address the traffic concerns, more involved improvements will be considered.

In the case where data collection and analysis support a complaint about traffic conditions, the following list of traffic management measures is available for application. Please note that not all the following measures can or should be applied in every location. The availability of a measure is no substitute for engineering science and judgment.

Stage One Measures

The following measures and devices are considered elementary solutions to residential traffic concerns. Please note that the consideration of stage two measures will only occur after stage one solutions have been implemented.

Additional Signage

Where necessary, additional signs can be placed to instruct drivers, pedestrians and other parties at points of conflict. The signage can be advisory (yellow), regulatory (white) or informational (brown and/or green). The purpose of additional signage is to call attention to conditions that may not be known or respected and which negatively affect public safety.

Lane Markings

Additional lane markings include the placement or removal of roadway markings that direct vehicle movements. In the case of intersections, approach turns or curves, the markings may be altered to include bicycle lanes, pedestrian crossings and/or turn lane designations. The purpose of modifying the on-pavement markings is to

provide clearer instruction regarding the safe and predictable movement of vehicles.

Parking Restrictions

If on street parking is a nuisance or obstruction, staff may choose to restrict, prohibit or limit on street parking to assist in the operations of a given roadway. Requests that on street parking spaces be reserved for personal use will be refused. However, in the interests of public safety and access, on street parking privileges may be removed in certain instances.

Restricted Movements and Access

At locations of high congestion or constrained access, the prohibition of specific traffic maneuvers may be implemented. No left turn prohibitions and restrictions on access may be implemented to improve safety and traffic operations at congested intersections.

Increased Law Enforcement

Consistent and reliable enforcement of the traffic laws will help address numerous public concerns about traffic issues. In areas with complaints about speeding, excessive traffic volumes, reckless or inconsiderate driving, a responsive police force can do much towards gaining the public's trust and compliance. Focused speed studies (using

radar trailers and traffic counters) can be combined with a willing and accessible police department to discourage speeding on residential street.

Safety Studies

In locations where residents express concern for pedestrian and/or driver safety, a formal safety study can be conducted to document and evaluate the geometric, operational and signage characteristics of the location. Safety studies can result in the placement or relocation of reduced speed school zones, STOP signs, crosswalks, access restrictions and traffic signals.

Public Information Campaigns

To address concerns of residential traffic where the behavior of the drivers is an issue, information campaigns are useful. Informational radar speed trailers, flyers, and courtesy patrols can help remind drivers of the impact traffic has on adjacent residential developments.

The following table details some of the anticipated impacts resulting from stage one traffic management measures. Please note that not all impacts of each technique are presented in the table.

List of Probable Impacts Resulting from Stage One Traffic Measures

Traffic Device	Traffic Reduction	Speed Reduction	Noise & Pollution	Traffic Access Restriction	Maintenance Problems	Level of Violation	Impact to Bicycles	Cost
Stop Signs	Unlikely	None	Increase	None	None	High	None	Low
Additional Signage	No	None	Decrease	No Turns	Vandalism	High	None	Low
Lane Markings	No	No	No Change	None	Routine	High	Minor	Low
Parking Restrictions	No	No	No Change	Yes	Vandalism	High	None	Low
Increased Enforcement	No	Yes	No Change	No	None	Low	None	High
Safety Studies	No	No	No Change	Some	None	N/A	None	Low
Public Information	No	Some	No Change	No	None	N/A	None	Low

Aggressive Traffic Management Techniques

There are instances where the behavior and number of aggressive drivers is greater than can be addressed with traditional traffic control measures. In response, many municipalities have installed various self-enforcing traffic control devices. Most of these measures are referred to as "traffic calming."

It should not be assumed that these measures are failsafe or simple to implement. The use of physical constructions within a roadway requires considerable thought and engineering review. In fact, the design, construction and maintenance of traffic calming devices are more in line with geometric roadway improvement programs than typical traffic management practices.

The City of Del Rio considers traffic calming devices

among several traffic and transportation management techniques available for use to address documented traffic problems. Traffic calming devices are not to be installed in isolation, but as a part of the overall traffic management policy. Any installation of physical devices will result from extensive data collection and analysis and conform to engineering standards and acceptable practice. The installation of physical devices will come in combination with additional signage, markings and traffic controls. A more detailed discussion of issues related to traffic calming devices is included in Appendix A.

Stage Two Improvements

In the case where all attempts using stage one devices and measures have proven unsuccessful in addressing documented traffic problems, consideration will be given to the second tier of traffic management devices. In the

case of residential streets, these stage two devices can include traffic circles, chicanes, speed tables and partial road closures. As with stage one measures, extensive data collection and analysis is required. Not all the following measures can or should be applied in every location. The following list of measures and devices are considered Stage Two solutions:

Stage Two Measures

Techniques	Primary Application
Speed tables	Reduce speeds
Chicanes and neck downs	Reduce speeds
Road closures	Reduce volumes
Medians & Barriers	Direct traffic
Diverter	Reduce volumes
Traffic circles	Reduce speeds
Raised crosswalks	Reduce speeds

Disadvantages of Traffic Calming

Traffic calming devices can be used as blunt instruments. They can affect all vehicles on the roadway, speeders and non-speeders alike. Certain devices create additional road noise that can concern residents. In addition are the concerns of the emergency and public safety services: (police, fire and ambulance services).

Vertical devices such as speed humps and tables require the longer vehicles (i.e. fire trucks and ambulances) to slow more than standard length vehicles. Horizontal devices such as traffic circles, chicanes or narrowed intersections, can prove too tight for EMS vehicles to navigate easily.

In response to the above concerns, several municipalities involve representatives of the Fire, Police and Emergency Services Departments in the review of proposed traffic calming measures. By involving all affected parties, including concerned members of the public, compromises can be developed, prior to a final design plan.

Emergency Response Routes

Route maps for emergency and public safety services are helpful for planning purposes. Route maps should provide lists of primary and secondary response routes. Designating primary and secondary response routes will help planners and engineers evaluate proposed changes and the impact to EMS.

The selection of primary and secondary response routes is the responsibility of the Fire, Police and EMS Departments working in conjunction with the Planning Department. While the routes are clearly defined, they are subject to revision and modification as conditions change or circumstances warrant.

To protect the integrity of primary and secondary emergency response routes, the City of Del Rio designates certain streets as preferred access routes for EMS services.

Any and all traffic control devices on these roadways will be reviewed to minimize the impact the provision of emergency services. Certain devices may be prohibited from installation on specific streets due to the difficulty they pose for EMS and Fire Department service vehicles.

There is a list of the designated “primary response routes” in Appendix E.

Conclusions

The Residential Traffic Management Policy is intended to address resident concerns about traffic on neighborhood streets. The policy is designed to supplement existing staff procedures used to improve traffic operations in the City. For more information, please contact the Del Rio Engineering Department at (830)-774-8525.

List of Probable Impacts Resulting from Stage Two Traffic Measures

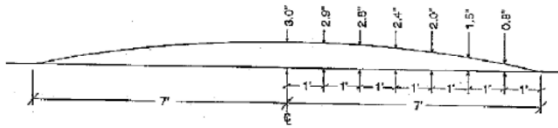
Traffic Device	Traffic Reduction	Speed Reduction	Noise & Pollution	Traffic Access Restriction	Maintenance Problems	Level of Violation	Impact to Bicycles	Cost
Speed Tables	Low	Yes	Increase	None	Moderate	Low	Low	Moderate
Chicanes	Low	Yes	Increase	None	Moderate	Low	Low	High
Road Closures	High	Yes	Decrease	Yes	Moderate	Low	Low	High
Medians & Barriers	High	Yes	Decrease	Yes	Moderate	Low	High	High
Diverter	High	Yes	Decrease	Yes	Moderate	High	Low	High
Traffic Circles	Low	Yes	No Change	Some	Vandalism	N/A	None	High
Raised Crosswalks	None	Yes	No Change	Some	Low	N/A	None	High

Appendix A - Descriptions of various physical devices

Speed Humps, Cushions and Tables

This category of traffic calming devices uses designs that cause driver discomfort at higher than desired speeds. These devices can be designed for any number of traveling speeds, depending upon the slope of the approach and overall dimensions of the device. The most common application of speed humps is along residential streets with long straight sections and gradual slopes. Speed humps, cushions or tables will be installed following guidelines in the Residential Traffic Management Program (RTMP). City staff will not approve installations in front of driveways, within an intersection, or within 150 feet of a STOP sign.

Fourteen-foot Speed Humps



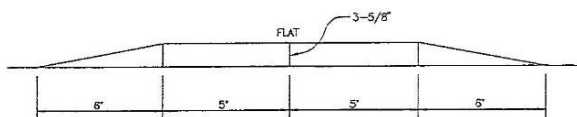
Side view of typical 14-foot speed hump

Due to the impact of the 14-foot speed hump for long wheelbase vehicles, some municipalities have opted to lengthen the hump while maintaining its height. The resulting hump is 22 feet in length and does not offer the same risk of scraping the bottom of long wheelbase vehicles. Speed studies have shown no significant difference between the effectiveness of the 14 versus the 22-foot speed hump designs.



Twenty-Two-foot Speed Tables

Twenty-Two-foot speed tables do not offer the same risk of scraping the bottom of long wheelbase vehicles, and thus are preferable to shorter length speed humps and/or bumps.



Side view of typical 22-foot speed table

Modular Speed Cushions

Often called “turtle shells” or “speed pillows,” these sectioned devices are useful for placement along roadways that are used by emergency vehicles. The advantage of the device design is that wider wheelbase vehicles can partially straddle them and thereby decrease rider discomfort. Speed studies have shown the modular speed cushion design to be less effective in reducing travel speeds than the full-length speed humps.



Chicanes and Neck Downs

Chicanes require vehicles to shift laterally the width of one lane to travel through the device. Chicanes are more effective when combined with centerline medians (see above) to avoid vehicles straddling the centerline.



Centerline Medians

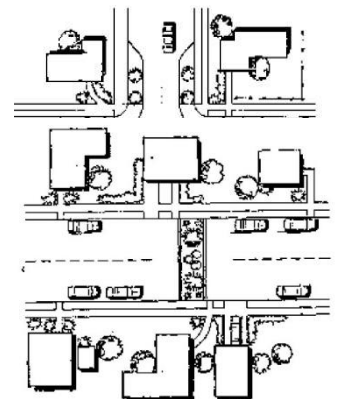
For wide intersections, the location of a dividing median in combination with a crosswalk can reduce risk associated with pedestrian crossings.



Centerline medians are designed to reinforce lane assignments, especially along constrained roadways. The median can serve as a slight speed reduction device, or to discourage speeding on dangerous curves.

Intersection Bulb-outs

Intersection bulb-outs can be placed to aid with pedestrian access. The intersection is narrowed to shorten the total distance required to cross the travel lanes. An additional feature of the intersection bulb-out is the narrowing or elimination of travel lanes.



Road Closures

This device is the most stringent of anti-volume measures. A full road closure prohibits movement through the device entirely, except in certain instances for emergency vehicles. The traffic is forced to use alternative routes, which must be carefully identified prior to installation.

Partial Road Closure

Partial road closures prohibit movement in one direction. Common designs constrict traffic flow and allow exiting movements from a neighborhood. Many designs include mountable curbs or other emergency access methods. The one shown above provides a separate channel for bicycles.

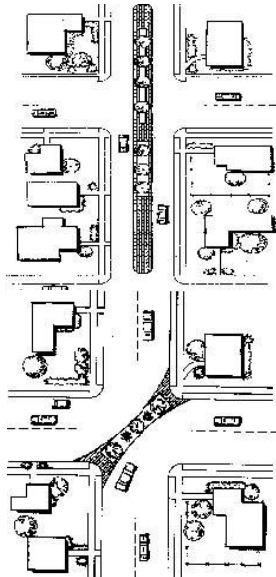


Median Barriers, Turn Islands

For wide intersections, a center median barrier can be used to prohibit crossing movements exclusively. Like the partial road closure, access is denied in a specific direction.

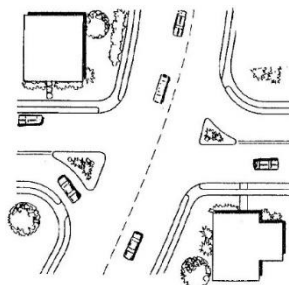
Diverter, Channeling Islands

Like full road closures, diagonal diverters are high impact anti-volume devices. The diagonal diverter alters the access for traffic into right-angle movements and eliminates through access. The design can include provision for emergency vehicle access.



Forced Turn Islands

Forced turn islands require that vehicles entering an intersection perform a designated movement. In the case above, entering traffic is channeled north and south to prohibit through movements. Unlike median barriers, forced turn islands allow left-turn access from the main lanes.



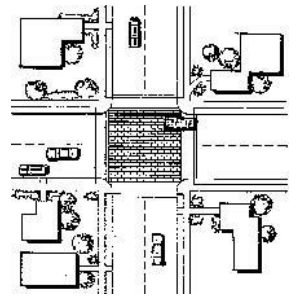
Residential Traffic Circles



Residential traffic circles are placed primarily as anti-speed devices. The location of the circles is in the middle of the residential intersection that does not have an existing four-way STOP sign. The circle requires entering traffic to yield to vehicles already in the intersection and to travel counterclockwise around the device. Traffic circles have proven to be very effective in reducing neighborhood speeds.

Raised Crosswalks & Intersections

For intersections with large volumes of pedestrians or commercial development the entire intersection can be raised to provide greater visibility for crossing pedestrians. The dimensions of the raised intersection are like those of other vertical devices, with the overall height approximately 3 to 4 inches above the travel surface. Several installations have included extensive landscaping.

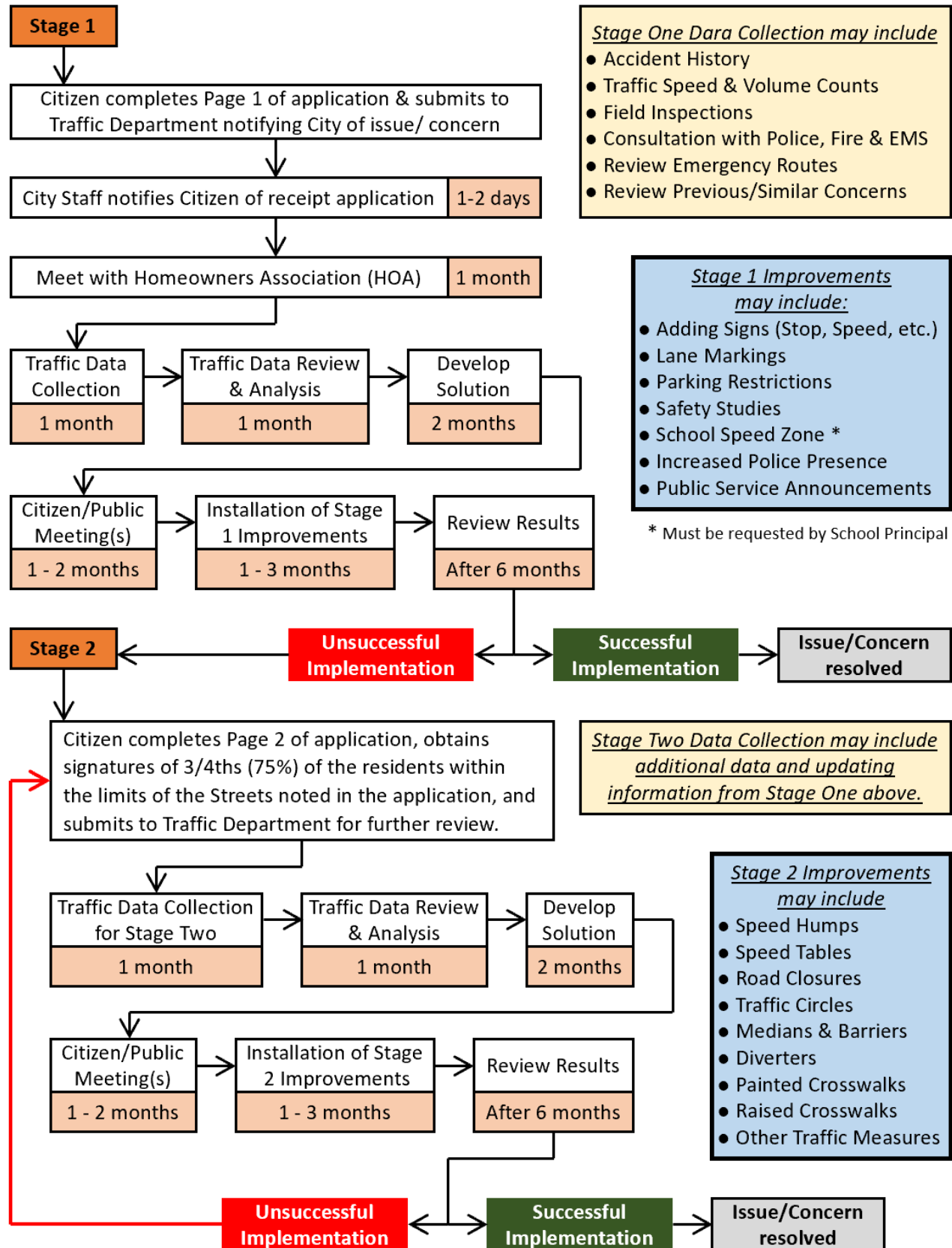


Raised Crosswalks

Instead of raising the entire intersection, only the crosswalk locations can be raised to serve pedestrians. The dimensions of the raised intersection are approximately the same as those of the 22-foot wide speed table.



Appendix B – Flowchart of Residential Traffic Management Process



Appendix C – Petition Form for Resident or Homeowner’s Association



Petition for Residential Traffic Management Review Stage One Improvements

Homeowner’s Association (If applicable) _____

Primary Contact Person: _____

Phone #: _____

E-mail: _____

Alternate Contact Person: _____

Phone #: _____

E-mail: _____

Stage 1 Improvements

- ☐ Stop Signs ☐ Additional Signage ☐ Lane Markings ☐ Increased Law Enforcement Presence
☐ Safety Study ☐ Parking Restrictions ☐ Public Information / Awareness Campaign
☐ School Speed Zone - [*Must be requested by School Principal*]

PART A [To be completed for all residential traffic concerns (Stage One or Stage Two)]

We, the Primary and Alternate Contact Person, listed above petition the City of Del Rio to review, examine and address our concerns regarding the residential traffic patterns according to policies and procedures established by the City of Del Rio Engineering Department. We understand that any recommended solutions or roadway improvements will be subject to engineering evaluation and review.

Streets of Concern:

<u>Street Name</u>	<u>From Intersection</u>	<u>To Intersection</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Primary Problems or Concerns:

Note: The street(s) mentioned above will be considered for recommended solutions from the Stage One Improvement Options noted in the Residential Traffic Management Program. Only after these less invasive traffic management measures have proved unsuccessful, will Stage Two Improvement Options be considered for potential implementation/installation.

- STOP – Submit Application for Stage 1 Review before completing Part B on next page.

Stage 2 Improvements

- | | | |
|-----------------------------------------------------------|------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> Speed Humps, Cushions, or Tables | <input type="checkbox"/> Road Closures | <input type="checkbox"/> Medians & Barriers |
| <input type="checkbox"/> Traffic Diverters | <input type="checkbox"/> Traffic Circles | <input type="checkbox"/> Crosswalks (Painted and/or Raised) |
| <input type="checkbox"/> Other Traffic Control Devices | | |

PART B [Only needed for Stage 2 residential traffic concerns]

Prior to implementation/installation of any Stage 2 Improvements, the City Engineering Department will require that 3/4ths (75%) of the residents within the limits of the Streets noted above sign the following petition in concurrence with the proposed implementation/installation of the proposed traffic management measures.

<u>Residence / Street Address</u>	<u>Name (Please Print Clearly)</u>	<u>Signature</u>	<u>Phone (Optional)</u>
1.			
2.			
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Appendix D – Stage Two Improvements Policy



Residential Traffic Management Stage Two Improvements Policy

Step One: REQUEST

A request for a Stage 2 Improvement begins by completing a “**Petition for Residential Traffic Management Review**” form. The form is available by calling or visiting the City of Del Rio Streets and Drainage Department. It can also be downloaded from the City’s website at http://_____.com.

Requests can be initiated by a resident or group of residents who reside along the street block section(s) requesting the improvement. A neighborhood association can also make a request. However, only a designated contact will receive all correspondence from the City. This designated contact is also responsible for petition signatures, if needed.

Step Two: ELIGIBILITY

City staff reviews all requests to determine if the street block section meets the following eligibility requirements:

- Classified as a “residential” street
- Not more than 40’ wide (measured from back-of-curb)
- Not more than one travel lane in each direction
- Speed limit of 30 MPH or less

Step Three: APPLICATION FEE & TRAFFIC STUDY

The traffic study must reflect the following:

- Average at least 400 vehicles per day (measured during the engineering study)
- Have at least 85% of vehicles traveling greater than the speed limit (measured during the engineering study)

Requests meeting the above eligibility requirements and with the approval of both the Fire and Police Departments will proceed to Step Four: Funding.

All applicants will be notified of the application status.

Step Four: PETITION PROCESS

A petition is required to determine support for the installation of a Stage 2 Improvement. The designated contact will be responsible for circulating the petition. Approval will not be granted for installations that do not have the support of at least two-thirds (66%) of the property owners along the eligible street block section(s).

There is no cost obligation with signing the petition.

Step Five: IMPROVEMENT PROJECT RANKING

Approved Stage 2 Improvement projects will be ranked annually for potential construction using available budget funds.

Variable	Calculation	Value
A	Fraction of vehicles exceeding speed criteria x daily traffic volume	= ____
B	Number of schools, parks, churches or institutions on street (Max of 2) x 200	= ____
C	% of petitioning households on street requesting Stage Two Improvement x 5	= ____
D	# of reported accidents in previous 12 months X 100	= ____
Rating Sum	[A + B + C + D]	= ____

Step Five: PROJECT FUNDING

If the City’s available funds for this program are not enough to address all Approved Stage 2 Improvement Projects, they will remain eligible for three (3) additional years. The program also includes a cost sharing requirement as follows:

85 th Percentile Speed	Petitioner’s Cost Share*
Less than 36 MPH	80 %
37 MPH	60 %
38 MPH	40 %
39 MPH	20 %
40 MPH or greater	0 %

* Petitioner’s Cost Share does not necessarily refer to the petitioners. It is used to define the cost that is not the covered by the City and could be paid by one (1) or more residents or from other private sources. Notwithstanding the provisions for cost sharing, petitioners may expedite installation of approved Stage 2 Improvements by voluntarily paying 100 % of the full installation cost.

Additional Information:

Contact City Streets and Drainage Department for any additional questions regarding the installation or removal of Stage Two Improvements.

Streets and Drainage Department
103 W. Gibbs Street, Del Rio, TX 78840

Appendix E – List of Emergency Response Routes

Agarita Dr.

(Veterans Blvd. to Ceniza Ridge Dr.)

Amistad Blvd.

(Chevrolet Dr. to Red Cloud Tr/Covey Ridge Dr.)

Avenue T

(W. Gibbs St. to W. 10th Street)

N. Bedell Ave.

(E. Gibbs St. to Braddie Dr.)

E. Canal St.

(Griner St. to Guillen St.)

Cantu Rd.

(Dodson Rd. to Milagro Lane)

Cantu St.

(Cisneros St. to Magnolia St.)

Cienegas Rd.

(W Gibbs St. to St. Peter St.)

De La Rosa St.

(Johnson St. to Railway Ave.)

Echo Valley Dr.

(Amistad Blvd. to Green Valley Dr.)

Fox Dr.

(Kings Way to Stricklen Ave.)

Garza St.

(Barron St. to Railway Ave.)

Gillis Ave.

(San Felipe Creek to Graham St.)

Hudson Dr.

(Nicholson St. to Qualia Dr.)

Industrial Blvd.

(15th St. to Clayton St.)

Kings Way

(Veterans Blvd. to Cantu Rd.)

Losoya St.

(Garfield Ave. to San Felipe Creek)

Main St.

(Mary Lou Dr. to Bolner Ln.)

Margaret Ln.

(Cantu Rd to Mary Lou Dr.)

Mary Lou Dr.

(Veterans Blvd. to Encino Dr.)

Mill St.

(Spring St. to Canal St.)

Nicholson St.

(Las Vacas to Pecan St.)

Pecan St.

(Martin St. to Nicholson St.)

Pulliam St.

(Garfield St. to Meadow Ln.)

Qualia Ln.

(Parkway Ave./Hudson Ave. to Greenway Dr.)

Strickland St.

(Teresa St. to Pecan St.)

Stricklen Ave.

(Veterans Blvd. to Fox Dr.)

Taini St.

(San Felipe Creek to Bowie St.)

Tenth St.

(Industrial Blvd. to Bedell Ave.)

Wildcat Dr.

(Cantu Rd. to Industrial Blvd.)

State Owned/Maintained Routes in Del Rio

(US 90 W) Veterans Blvd.

(N C/L [300 ft +/- S of US 277 Int] to Gibbs St.)

(US 90 E) Gibbs St.

(Veterans Blvd. to E C/L [Cora Avenue])

(US 277) Dr. Fermin Calderon Blvd.

([US 90 E] Gibbs St. to S C/L
[400 ft S of Bowie St])

(Spur 277) Ogden St., Garfield Ave, & Las Vacas Rd

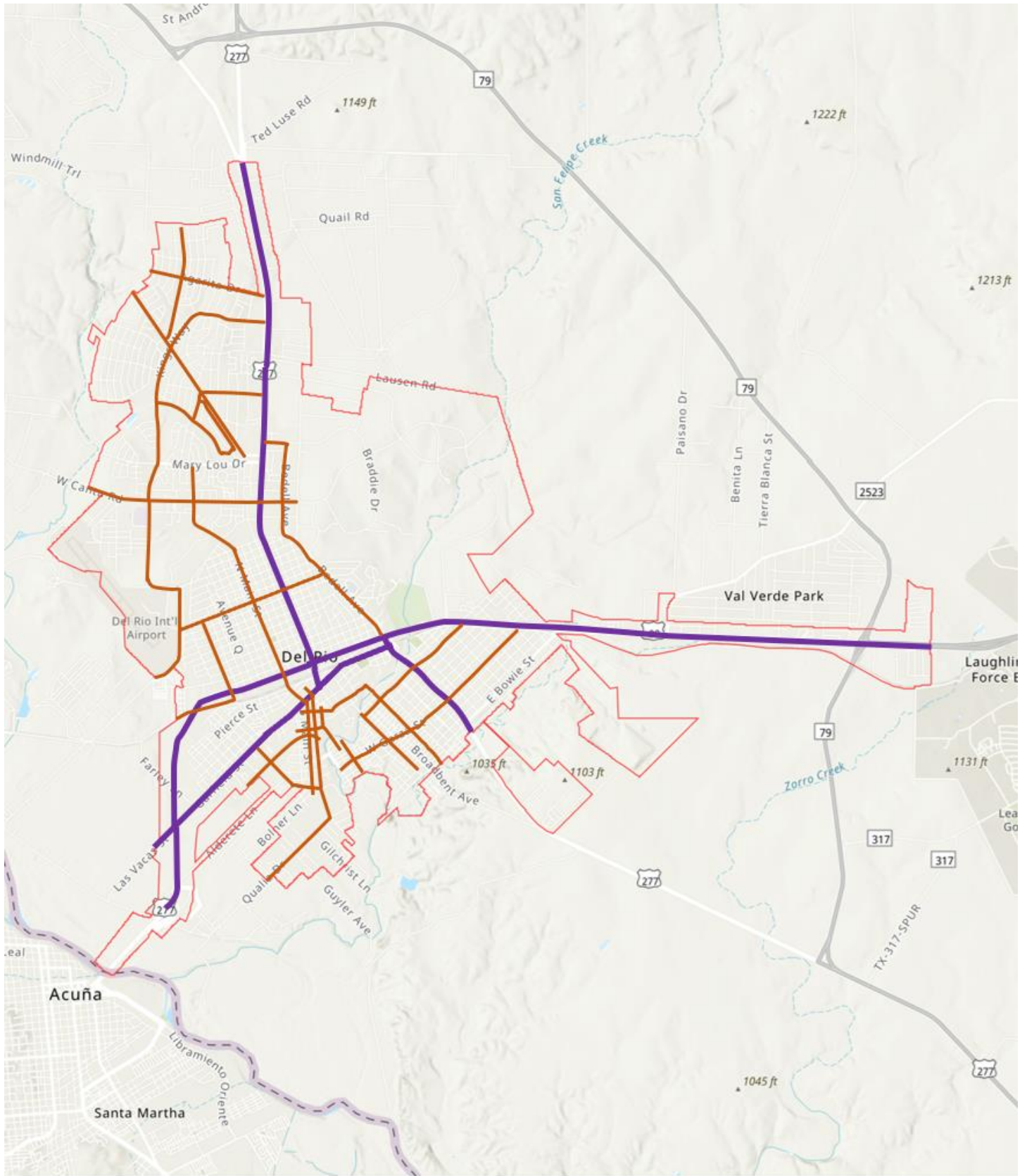
(US 277 [Dr. Fermin Calderon Blvd.] to SW C/L
[1100 ft +/- SW of Spur 239])

Spur 239

(US 90 [Veterans Blvd] to Intl Bridge)

Spur 297 (Veterans Blvd)

(Gibbs St. to [Spur 277] Garfield Ave)



— Emergency Response Routes

— State Owned/Maintained Routes in Del Rio