

**CITY OF SAN ANTONIO
PUBLIC WORKS DEPARTMENT
CITY COUNCIL AGENDA MEMORANDUM**

TO: Mayor and City Council

FROM: Thomas G. Wendorf, P.E., Director of Public Works

SUBJECT: District 4 Neighborhood Access and Mobility Program Projects Request

DATE: February 3, 2005

SUMMARY AND RECOMMENDATIONS

This ordinance authorizes the installation of the following traffic calming devices in the amount of \$22,300 from the Council District 4 Neighborhood Access and Mobility Fund:

- Install left-turn signal phase on the East-West approaches of Southcross at Zarzamora;
- Install left-turn signal phase on the North-South approaches of Barlite at S.W. Military Drive;
- Install left-turn signal phase on the East-West approaches of Southcross at Commercial;
- Replace left-turn signal phase on the East-West approaches of Ansley at Zarzamora with a left-turn signal phase on the North-South approaches of Zarzamora at Ansley; and
- Install school zone flashing beacons on Ray Ellison Blvd. from Old Valley Hi Drive to Medina Base Road.

Staff does not recommend approval of this ordinance because these traffic control devices are not warranted by engineering analysis and study per the City Transportation Code, which references the Texas Manual on Uniform Traffic Control Devices (TMUTCD) that all traffic control devices be in accordance with the TMUTCD.

BACKGROUND INFORMATION

A Council Consideration Request (CCR) to install left-turn phasing at the four (4) aforementioned intersections and school zone flashing beacons on Ray Ellison Blvd. near Medina Base Road for Valley High Elementary was submitted by Councilman Richard Perez (see attached). Public Works does not support this installation due to the results of traffic studies at the various locations (see attached).

Staff's investigation revealed that since there are no existing left-turn lanes on the approaches requested, the signal operation would need to be split-phased. A split-phased signal operation

allows for only one direction of traffic to have a green light at a time. First one approach would move through the intersection with all opposing traffic stopped. Subsequently, the other approach would move while the other is stopped. Split-phasing causes a negative impact on the level of service for signalized intersections in terms of delay. Delay is measured in the level of driver discomfort, frustration, fuel consumption and lost travel time. The attached map denotes the percentage delay increase that will occur with the proposed operation. Also attached are maps denoting the existing and proposed operation queue length at the various locations.

Should staff be directed to install the left-turn phasing at these locations, the cost of these projects would be \$8,300 and would be funded from the District 4 Neighborhood Accessibility and Mobility Fund (NAMP) as follows:

• Left-turn signal - Southcross and Zarzamora	\$2,500
• Left-turn signal - Barlite and S.W. Military Drive	\$2,500
• Left-turn signal – Southcross and Commercial	\$2,500
• Left-turn signal – Ansley and Zarzamora	<u>\$ 800</u>

Total	\$8,300
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A pair of solar power flashing beacons can be installed on Ray Ellison Blvd. near Medina Base Road for Valley High Elementary School at a cost of \$14,000. Staff can begin preparing the plans for this installation upon approval of this project.

POLICY ANALYSIS

Approval of this ordinance will install left-turn phasing devices in four (4) intersections and solar power flashing beacons on Ray Ellison Blvd. Staff does not recommend approval of this ordinance with respect to the left-turn phasing devices because these traffic control devices are not warranted by engineering analysis and study per the City Transportation Code. The item was presented to the Council Governance Committee on January 19, 2005, and is being brought forward at their direction.

FISCAL IMPACT

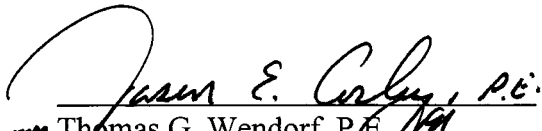
The cost of installing the left-turn signal phasing in addition to the solar power flashing beacons is \$22,300. Funds are available from the District 4 Neighborhood Accessibility and Mobility Fund.

COORDINATION


This agenda item has been coordinated with the City Attorney's Office, Office of Management and Budget, and Finance Department.

ATTACHMENTS

- CCR – Councilman Richard Perez, October 14, 2004
- Summary of Analysis Table – Installation of left-turn phase
- Map – Signal locations with Percentage Delay Increase with Proposed Operation
- Maps – Signal locations with existing and proposed operation queue lengths


Thomas G. Wendorf, P.E.
Director of Public Works


Melissa Byrne Vossmer
Assistant City Manager


J. Rolando Bono
Interim City Manager

**City of San Antonio
Office of the City Council
Interdepartmental Correspondence Sheet**

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PUBLIC WORKS

TO: Mayor and City Council

2005 JAN -7 P 3:07

FROM: Councilman Richard Perez, District 4

COPIES TO: J. Rolando Bono, Interim City Manager; Melissa Byrne Vossmer, Assistant City Manager; Andrew Martin, City Attorney; Thomas G. Wendorf, P.E., Director of Public Works; Leticia Vacek; City Clerk; Gayle McDaniel, Assistant to City Council; File

SUBJECT: NAMP Project Approval Request

DATE: October 14, 2004

I respectfully request your concurrence with placing an ordinance on an upcoming City Council Agenda, authorizing the installation of various traffic-calming devices in my district, for which I have received numerous requests.

Item	Location	Cost Estimate	Funding Source
Install Traffic Signal	Intersection of Huron and Southercross	\$180,000	District 4 HUD 108 Loan Program
Install left-turn signal phase	East-West approaches of Southcross at Zarzamora	\$2,500	NAMP
Install left-turn signal phase	North-South approaches of Barlite at S.W. Military Dr.	\$2,500	NAMP
Install left-turn signal phase	East-West approaches of Southcross at Commercial	\$2,500	NAMP
Un-install left-turn signal phase at Ansley; Install left-turn signal phase on Zarzamora	East-West approaches of Ansley at Zarzamora; North-South approaches of Zarzamora at Ansley	Not Applicable as we are asking Public Works to substitute mentioned signals	N/A
School flashers	Ray Ellison (from Old Valley Hi Dr. to Medina Base Rd.)	\$14,000	NAMP

Given the importance of these particular roadways as well as the abundant correspondence received by my office regarding the traffic hazards at the mentioned intersections, I ask for your concurrence to help create a safer community and City as a whole. The Public Works Department has instructed me that this is an appropriate mechanism to move these items forward to protect the well being of District 4 residents.

Your support in this matter is appreciated


RICHARD PEREZ, DISTRICT 4

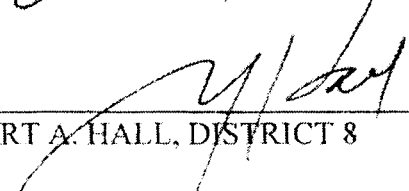

EDWARD D. GARZA, MAYOR

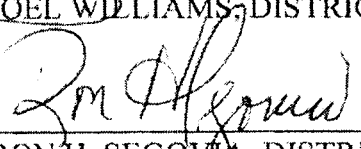

ENRIQUE BARRERA, DISTRICT 6

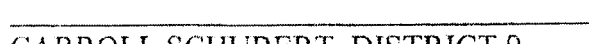

ROGER O. FLORES, DISTRICT 1


JULIAN CASTRO, DISTRICT 7


JOEL WILLIAMS, DISTRICT 2


ART A. HALL, DISTRICT 8


RON H. SEGOVIA, DISTRICT 3


CARROLL SCHUBERT, DISTRICT 9

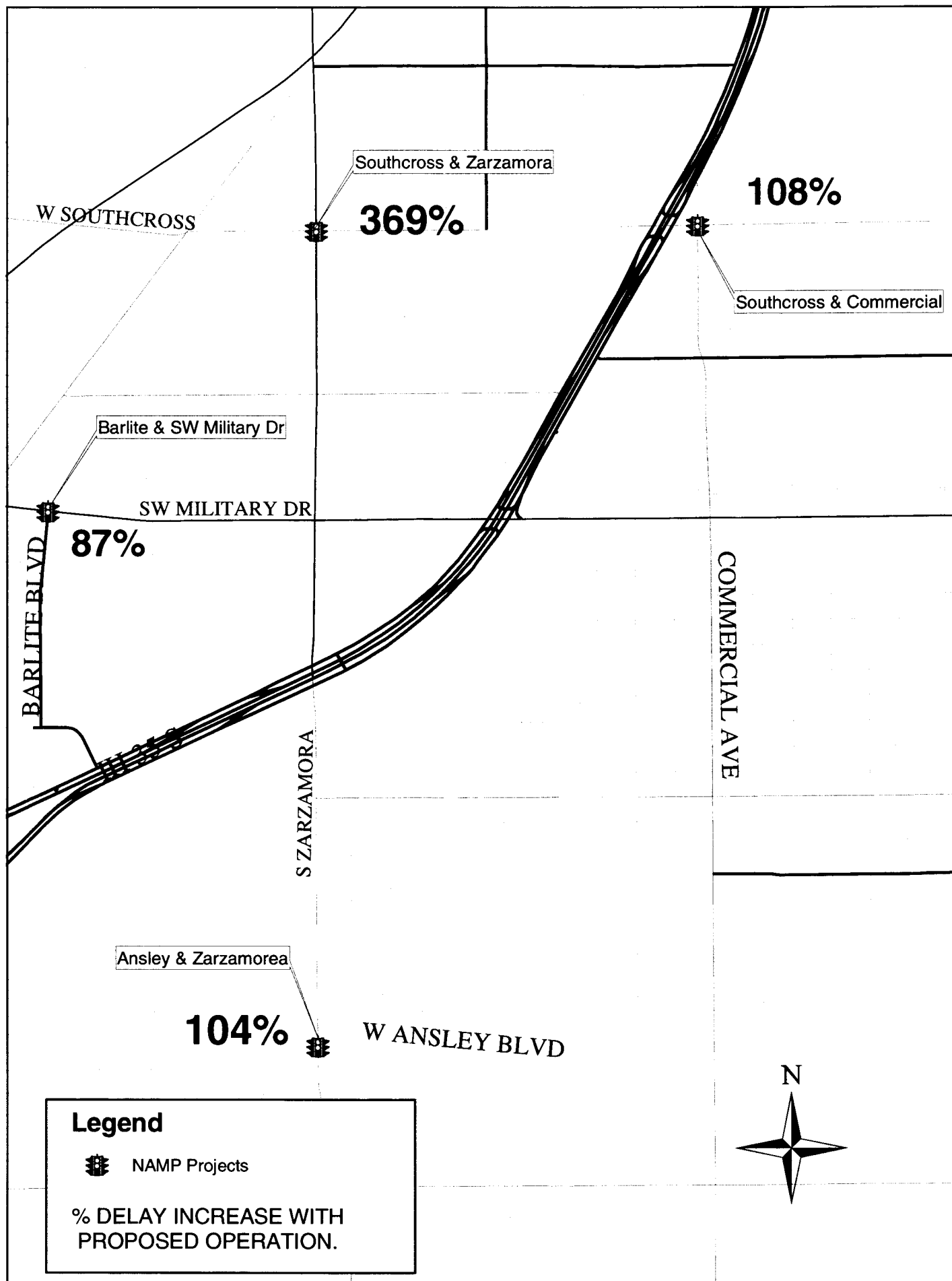

PATTI RADLE, DISTRICT 5


CHIP HAASS, DISTRICT 10

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Summary of Analysis for Installation of Left-Turn Phase without Left-Turn Bays at Various Locations

Location		Left Turn Bays	Left-Turn Phase Warranted	Existing Delay (sec/veh)	Increase in Delay (sec/veh)
Commercial & Southcross	Install Left turn on East-West approaches	NO	NO	14.3	30
Ansley & Zarzamora	Install Left turn on North-South approaches	NO	NO	14.3	30%
Ansley & Zarzamora	Uninstall Left turn on East-West approaches	NO	YES Eastbound Ansley		
Left-turn phase was installed at the CCM's request (Blue Blazer 15-549-2003 {TSPW2003087234})					
Southcross & Zarzamora	Install Left turn on East-West approaches	NO	NO	20.6	96.7
SW Military & Barlite	Install Left turn on North-South approaches	NO	NO	19.8	96.7

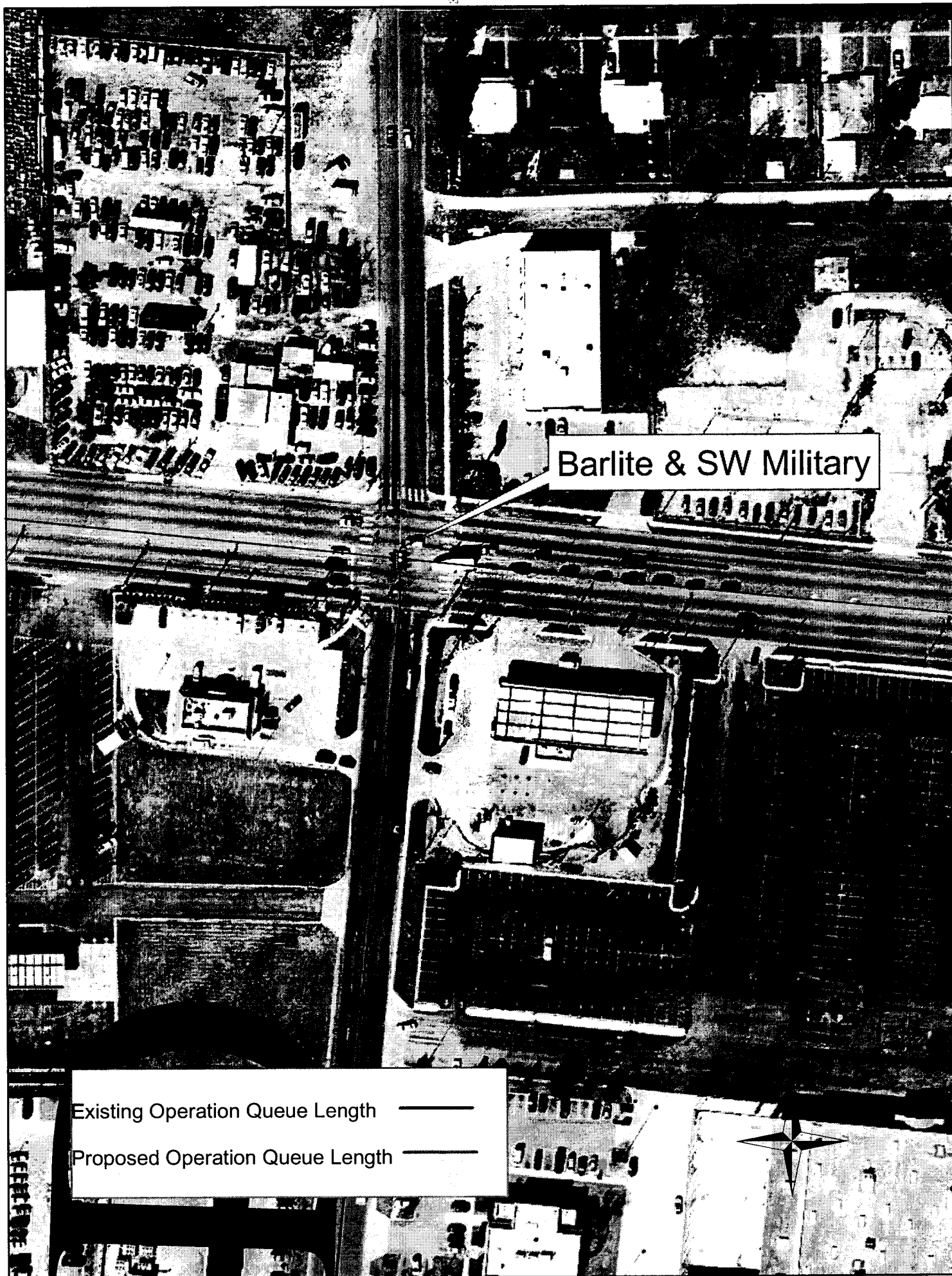




Southcross & Zarzamora

Existing Operation Queue Length ———

Proposed Operation Queue Length - - - - -



Barlite & SW Military

Existing Operation Queue Length ———

Proposed Operation Queue Length - - - - -



This is an aerial photograph of a city intersection, specifically Commercial & Southcross. The image is overlaid with a map showing traffic queue lengths. A legend in the bottom-left corner identifies two types of lines: a solid line for 'Existing Operation Queue Length' and a dashed line for 'Proposed Operation Queue Length'. The map shows a grid of streets with various buildings, trees, and a large body of water in the upper-left corner. The intersection of Commercial and Southcross is clearly marked.

Commercial & Southcross

Existing Operation Queue Length —

Proposed Operation Queue Length - - -

An aerial photograph of a street intersection. A vertical road runs through the center, and a horizontal road crosses it. The area is mostly dark, representing trees and shadows, with some lighter patches indicating buildings or paved areas. Overlaid on the image are several horizontal black lines of varying lengths, representing vehicle queues. A legend in the bottom left explains these lines. A text box in the upper right identifies the location.

Ansley & Zarzamora

Existing Operation Queue Length ———
Proposed Operation Queue Length ———