

MEMO

TO: Robert Rinn (CCDO)
Center City Development Office
City of San Antonio

FROM: Justin Clark, P.E. PTOE
Pravek Dwivedi, EIT

CC:

RE: North St. Mary's Parking Study

DATE: 09/26/2022

PROJECT NO.: 12217-04

1. INTRODUCTION

Pape-Dawson Engineers, Inc. was retained to prepare a parking and operational study in the N St. Mary Street area located just north of downtown San Antonio, Texas. The study area for this project is shown in **Figure 1**, attached in **Exhibit A** and includes a portion of the Tobin Hill and Midtown neighborhoods.

Figure 1: N St. Mary's Street Parking Study Area



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N St. Mary's Parking Study

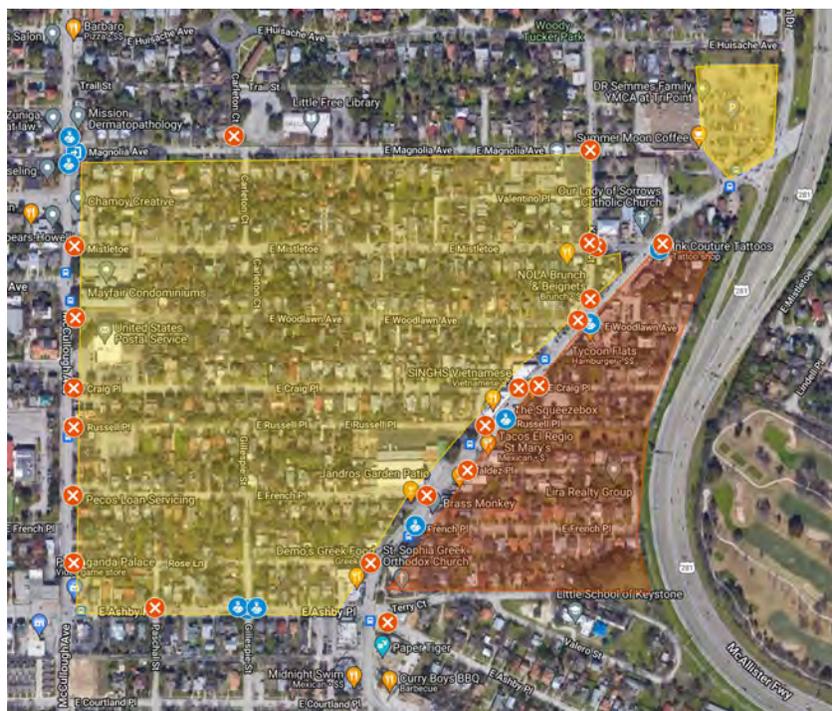
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In the study area, there are over a dozen bars, restaurants and food trucks located on N St. Mary's Street known as The Strip. As a result, N St. Mary Street and the neighborhood experiences heavy traffic during late nights and weekends, primarily on Thursdays through Sunday from 9:00 PM to 3:00 AM. These bars and restaurants do not have sufficient parking spaces to accommodate all the visitor traffic and therefore visitors try to find a parking spot on the neighboring residential streets. This causes disturbances to residents in the neighborhood and this project aims to understand and mitigate these parking and operational issues while minimizing the impacts to the businesses in the study area.

During the study the San Antonio Police Department (SAPD) had a separate plan which placed barricades in study area during weekday and weekend peak traffic hours at night (9AM-2AM) to close some residential streets to visitor traffic. The objective of this temporary barricading effort was to limit commercial business visitors from entering the residential streets to find parking spaces and hence residents in the neighborhood were not affected, since they were allowed to access the residential streets. For this study, impacts of the barricades on parking was also studied and data collection was performed both with and without the barricades. The SAPD barricade plan which is shown in **Figure 2** and was sent out through the local news and on twitter to notify the public. It should be noted that modifications were made to the overall barricaded area by SAPD each night based on field observations.

Figure 2: SAPD Weekend Temporary Barricade Plan



2. DATA COLLECTION

Data collection was performed in two phases. Parking demand data was collected over three weekends (Thursday – Sunday) to get an overview of total vehicles parked in the study area; this can be termed as parking demand analysis. Phase two of the study focused on collecting parking supply data. For this,

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existing parking restrictions, total number of driveways in each block, and roadway widths were measured to determine the total number of available spaces.

2.1 Parking Demand Data

Total vehicles parked in the study area can be termed as Parking Demand Data. Data was collected for three weeks (Thursday – Saturday) from 9:00 PM to 2:00 AM with the peak parking demand observed between 10:30 PM to 12:30 AM on the weekends. It should be noted during the third week on Thursday (4/14/2022) no data collection was performed since SAPD did not barricade the streets based on the previous weeks' observations. Details on when data collection was performed is shown in **Table 1** below.

Table 1: Data Collection Period

Data Collection Week	Data Collection Dates	Data Collection Scenario
Week 1	03/24/2022 (Thursday) 03/25/2022 (Friday) 03/26/2022 (Saturday)	No Barricades
Week 2	03/31/2022 (Thursday) 04/01/2022 (Friday) 04/02/2022 (Saturday)	With Barricades (Fiesta Weekend)
Week 3	04/15/2022 (Friday) 04/16/2022 (Saturday)	With Barricades (Easter Weekend)

Parking demand data was collected on each street for each block in the study area. On Thursdays, data was collected from 9:30 PM to 11:00 PM to get base residential parking counts. It was observed that with the barricades, the total number of vehicles parked was reduced in the barricaded area on Friday and Saturday. Detailed parking comparisons are attached in **Exhibit B** and summarized in **Table 2**.

Table 2: Parked Vehicle Data with and without barricades

N St. Mary Street: Parked Vehicle Data				
Count Area	Barricade Placement	Thursday	Friday	Saturday
Within Barricade Area	Without Barricade	241	417	542
	With Barricade	181	293	344
	Total Reduction	60	124	198
	Parking Change	-25%	-30%	-37%
	<i>Easter Weekend Counts</i>	-	277	331
Outside Barricade Area	Without Barricade	207	459	433
	With Barricade	275	360	507
	Total Reduction	-68	99	-74
	Parking Change	33%	-22%	17%
	<i>Easter Weekend Counts</i>	-	396	517
Entire Study Area	Without Barricade	448	876	975
	With Barricade	456	653	851
	Total Reduction	-8	223	124
	Parking Change	2%	-25%	-13%
	<i>Easter Weekend Counts</i>	-	673	848

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On Thursday there was a net increase of eight (8) total parked vehicles within the entire study area comparing the non-barricade to barricade weekend. However, there was a 60-vehicle reduction within the barricade area or about 25% less vehicles. In addition, the total number of parked vehicles on Thursdays was approximately half of the total number of vehicles parked on Friday or Saturdays therefore the third weekend SAPD did not barricade the streets on Thursday.

On Fridays and Saturdays, there was a net reduction of 223 (25%) and 124 (13%) parked vehicles, respectively within the entire study area. On Fridays there was a reduction in total number of parked vehicles both within (124 vehicles) and outside (99 vehicles) of the barricaded area which may be related to Fiesta events occurring in the city. On Saturday there was a reduction in total number of parked vehicles within barricade area (198 vehicles) but the total number of parked vehicles outside of the barricaded area increased (74 vehicles). This demonstrates if parking restrictions were implemented only on the barricaded streets within the study area, commercial business visitors will park just outside of the restricted streets creating additional parking issues like observed on Kings Court, E Magnolia Avenue, and Kendall Street when the barricades were in place. These streets had limited parked visitor vehicles when the surrounding streets were not barricaded.

2.2 Parking Supply Data

Parking supply data evaluates number of vehicles that can be parked in the study area. For this purpose, paved roadway width data and number of driveways in a given block were collected by field visit. A summary of the data collected by street and block is shown in **Exhibit C**.

To determine the ideal number of on-street parking spaces it was assumed that all streets accommodated two-way traffic and emergency response with a minimum of two 10-foot lanes and the remaining space could be used for on street parking of 8 feet wide. Therefore, for streets with less than 28 feet of pavement no on-street parking is assumed to be allowed, streets with pavement widths between 28-35 feet in width one-sided parking would be allowed, and for streets with pavement widths of 36 feet or greater two-sided parking would be allowed. The total ideal number of on-street parking spaces within the study area would be 570, which is greater than the Thursday on-street parked vehicles. Given there would only be 570 available spaces parking restricts were put in place up to 400 vehicles may be displaced as they would no longer be able to park on the residential streets.

3. FIELD OBSERVATIONS

During the data collection process, field observations were also done side-by-side with photos and videos of how traffic was operating. Critical field observations are noted below:

- With the use of barricades, overall parked vehicles in the barricaded area reduced and vehicles parked in the non-barricaded area increased.
- When barricading was adopted, it was observed that people turn on to cross-streets from N St. Mary's Street to find a parking and return back on the street when they encounter barricades. This led to increase in traffic delay on N St. Mary's Street and residential streets outside of the barricaded area.

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- On the second week of barricading, people were more aware of the streets closed and the overall barricading plan, so they identified areas where they can park their vehicles and as a result, the total parked vehicles in the study area were almost the same as in case of no barricades.
- Few instances were observed where people moved barricades to enter and/or exit the residential streets where their vehicles were parked. This included both residents and bar and restaurant visitors.
- Food Trucks located at the Valdez and E Ashby Pl were causing major pedestrian traffic which led to vehicles searching for parking spots in their vicinity and hence slowing down the traffic on N. St. Mary Street.
- People were seen parking as far as Tri-point YMCA and in vicinity of US 281 and N St. Mary Street bridge at the intersection and walking to visit bars and restaurants in the study area. Parking lot at Tri-point YMCA was almost empty and people were not parking there, most likely because towing was enforced on that property. One other paid parking lot being used between French Place and Russell Place along N St. Mary's Street and were at capacity on most nights by 10:30PM.

4. PUBLIC ENGAGEMENT

For further understanding of the parking issues, parking supply-demand data collected was presented to the residents of the neighborhood in a public meeting held on May 25th, 2022 at St. Sophia Greek Orthodox Church, San Antonio, Texas. Potential recommendations, its benefits and challenges associated with them were presented to the public. This presentation is attached in **Exhibit E**.

Several questions and comments were raised by the attendees. Of all the discussion, consensus was reached upon at Residential Parking Permit (RPP). Based on public's feedback it was established that the timeframe for RPP from 10:00 PM to 6:00 AM. Starting the RPP program after 10PM would allow the restaurant generated visitors to still park on the street however they would be required to move their vehicles prior to 10PM.

5. RESULTS AND RECOMMENDATIONS

Currently the on-going City of San Antonio Bond construction project will add approximately 42 on-street parking on N. St. Mary's Street, which will help mitigate the parking issues to some extent. Some of these on street parking spaces could be designated for rideshare pick-up and drop-off or 15-minute loading and unloaded to allow for short term parking. This would encourage the use of ridesharing and may limit the total amount of parking needed. Design plans for this on-going construction project are attached in **Exhibit D**. Additionally, St. Sophia Greek Orthodox Church located at the Terry Court and E Ashby Place intersection may add about 50-55 paid parking spaces which will help address some concerns.

Taking into consideration all these factors and based on the preliminary observations and analysis, potential solutions can include but not limited to:

- Implementing Residential Parking Permit (RPP) program on certain streets to restrict visitors from parking on those streets and allowing only residents in the neighborhood to park their vehicles. This program would be similar to the Alamo Dome Event Parking Program, Southtown Parking Program, and residential parking programs implemented by our cities including the City of Austin and Highland Park. Implementing an RPP program within the entire study area boundary would displace 400-500 vehicles based on the data collected, primarily on Friday and Saturday nights. One option for the RPP is to provide a phased implementation through a pilot program so the RPP

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could be monitored for one year prior to finalizing the program. During the one-year pilot program period the streets would be monitored to determine if changes need to be implemented before finalizing a parking program ordinance.

- A joint agreement between the business owners, city and adjacent business owners could be explored to allow the joint use of nearby private parking lots to accommodate the displaced vehicles. These could include the Tri-point YMCA, SAWS, Alamo Stadium, Zoo parking lot or other large parking areas which are not being utilized during late night periods. This would require a shuttle service to transport patrons to The Strip.
- There were several locations observed where a parking lot could be built such as on a lot between E Russell Place and Valdez, east of N St. Mary's Street, which is currently being utilized as a construction staging area for the Bond Project; this could accommodate roughly 120-130 vehicles. This potential parking location in addition to the planned parking along N St Mary's Street, the St. Sophia Greek Orthodox Church would help accommodate some of the displaced vehicles.
- Relocating food trucks or providing a drop-off and pick-up zone for would help relieve some of the on-street parking on adjacent residential streets.
- Restricting parking on one or both sides of the narrow streets identified in **Exhibit C** would also improve operations and restrict the total number of vehicles allowed to park on-street within the neighborhood.

To mitigate the issues, any combination of these potential solutions could be implemented to mitigate the citizen complaints while minimizing the impacts on the businesses. Based on the feedback from the City, residents, and business owners detailed engineering plans and cost estimates would need to be prepared for each alternative.

Based on the data collected for traffic study and inputs from the public, an RPP is recommended from just north of E Huisache Ave to E Myrtle St. This includes more than 15 streets and blocks associated with them. This was done in order to account for induced demands and future traffic growth expected as the area continues to develop.

The Residential Parking Permit (RPP) would be enforced in this area through traffic signs, city parking enforcement or SAPD. Existing parking restrictions in the area would be retained and new signs will be installed on the RPP pilot program streets. Preliminary signage exhibits were produced for this area to clearly point out the locations of signs on each block. Given the scale of the program, the entire RPP area was divided into three-phases for efficient implementation. The three phases were assigned based on the field observations wherein the most problematic areas were assigned Priority-1 or Phase-1 which is the central part of the St. Mary's Parking Study area. The signage exhibits with preliminary RPP phasing is attached in **Exhibit F**.

END MEMO

Attachments:

Exhibit A – Study Area

Exhibit B – Parking Demand Data

Exhibit C – Parking Supply Data

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Exhibit D – North St. Mary's Street Plans

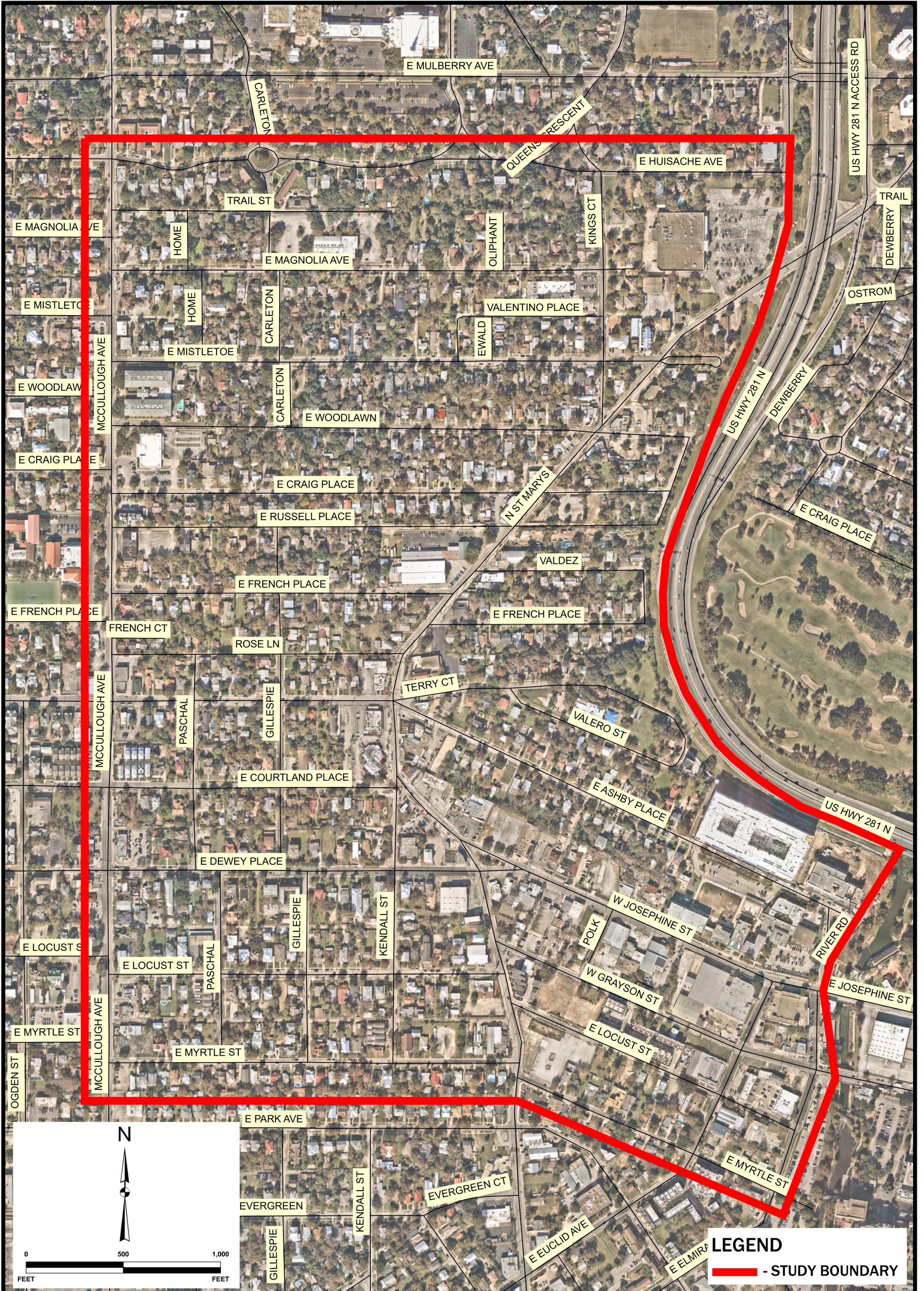
Exhibit E – Public Meeting Presentation

Exhibit F – RPP Implementation Map

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EXHIBIT A: N ST. MARY'S ST PARKING STUDY- STUDY AREA

Date: Mar 01, 2022 3:18:44 PM User: HShah
 File: P:\12217\GIS\SWD\Study Area 24x36.mxd



LEGEND
 - STUDY BOUNDARY

PLAT NO.	---
JOB NO.	12217-03
DATE	Mar 2022
DESIGNER	JC
CHECKED	JC DRAWN HS
SHEET	1.0

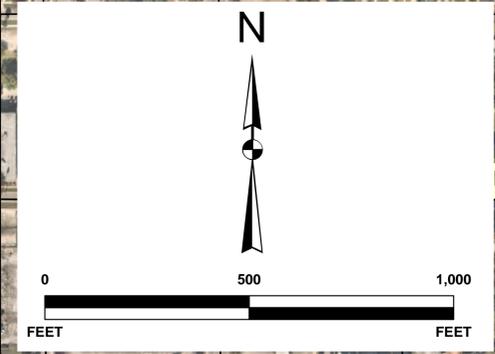
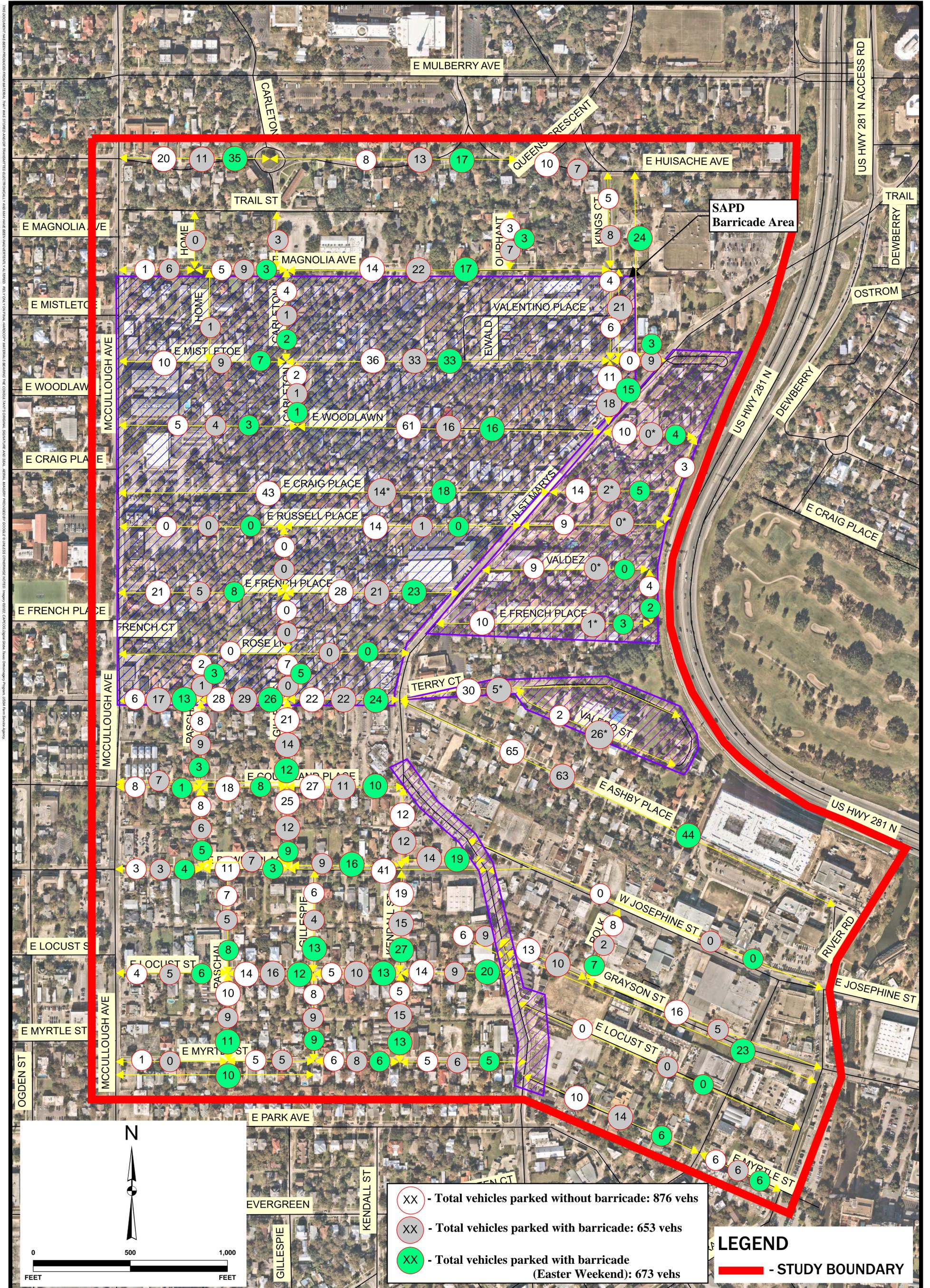
ST MARY'S PARKING STUDY
 CITY OF SAN ANTONIO
STUDY AREA

Pape-Dawson Engineers
 SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
 2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
 TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

NO.	REVISION	DATE

EXHIBIT B: FIELD DATA COLLECTION (FRIDAY)

Date: Mar 01, 2022 3:18:44 PM User: HShah
File: P:\12217\GIS\SWD\Study Area 24x36.mxd



PLAT NO.	---
JOB NO.	12217-03
DATE	Mar 2022
DESIGNER	JC
CHECKED	JC DRAWN HS
SHEET	1.0

ST MARY'S PARKING STUDY
CITY OF SAN ANTONIO
STUDY AREA

Pape-Dawson Engineers
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2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Parking Data (Friday)

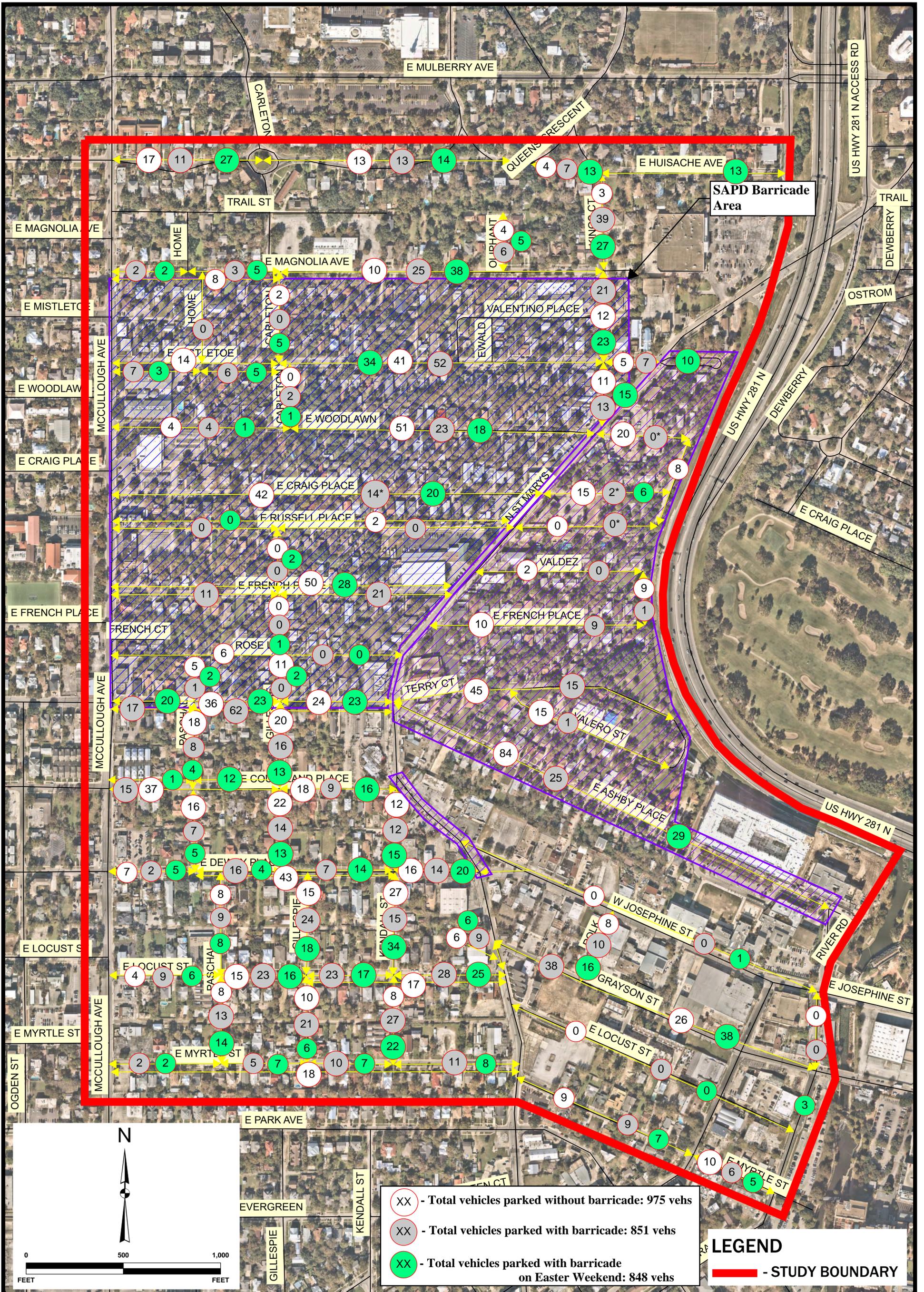
Data Collection Dates-

03/25/2022- No Barricade
04/01/2022- With Barricade
04/15/2022- Easter Weekend

NO.	REVISION	DATE

EXHIBIT B: FIELD DATA COLLECTION (SATURDAY)

Date: Mar 01, 2022 3:18:44 PM User: HShah
File: P:\12217\GIS\Study Area 24x36.mxd



XX - Total vehicles parked without barricade: 975 vehs
XX - Total vehicles parked with barricade: 851 vehs
XX - Total vehicles parked with barricade on Easter Weekend: 848 vehs

LEGEND
 - STUDY BOUNDARY

PLAT NO.	---
JOB NO.	12217-03
DATE	Mar 2022
DESIGNER	JC
CHECKED	JC DRAWN HS
SHEET	1.0

ST MARY'S PARKING STUDY
 CITY OF SAN ANTONIO
STUDY AREA

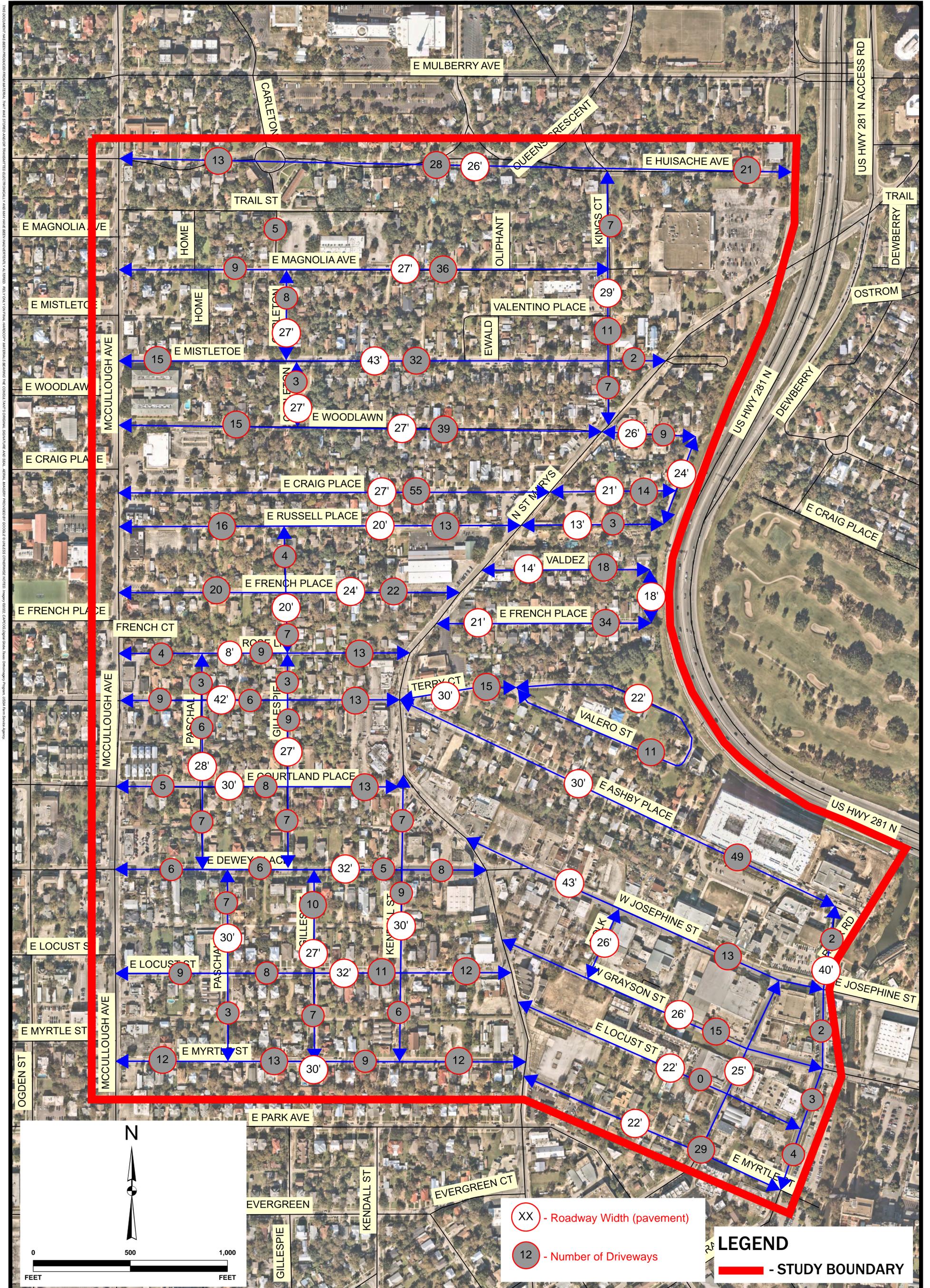
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
 2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
 TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Parking Data (Saturday)
 Data Collection Dates-
 03/26/2022- No Barricade
 04/02/2022- With Barricade
 04/16/2022- Easter Weekend

NO.	REVISION	DATE

EXHIBIT C: PAVEMENT WIDTH AND DRIVEWAY COUNT DATA

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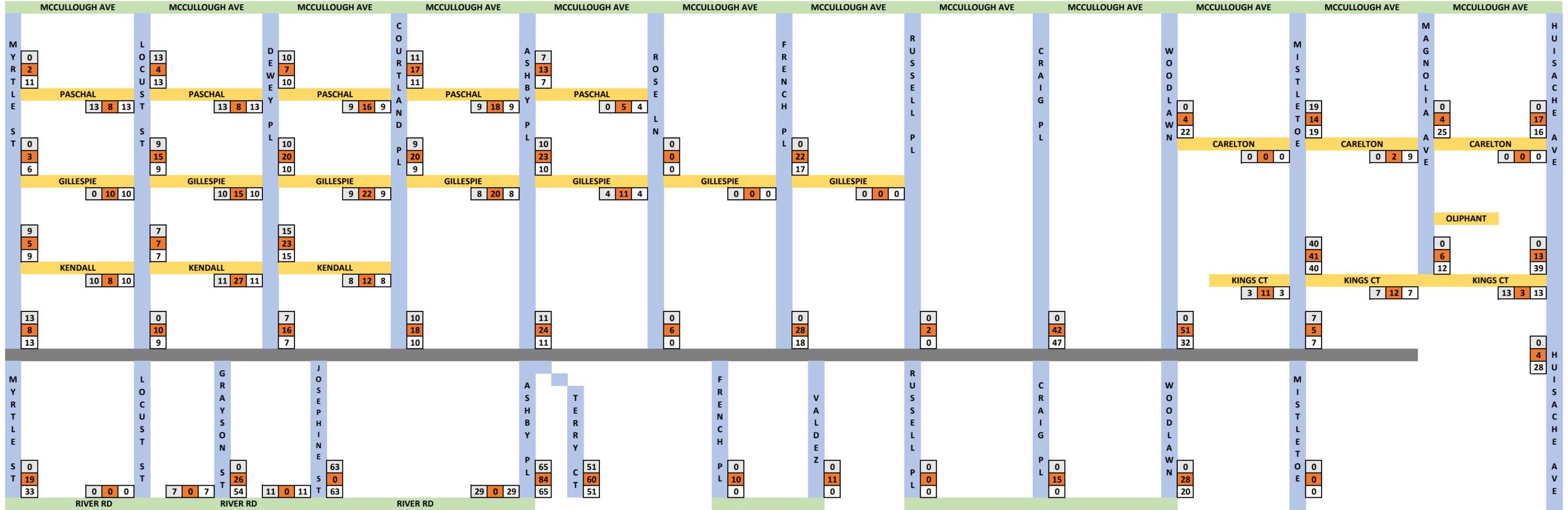
PLAT NO.	---
JOB NO.	12217-03
DATE	Mar 2022
DESIGNER	JC
CHECKED	JC DRAWN HS
SHEET	1.0

ST MARY'S PARKING STUDY
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NO.	REVISION	DATE

N St. Mary's St: Parking Supply-Demand Analysis



LEGEND	
Supply	570
Demand	963
RPP	1004



PARKING ANALYSIS: SUPPLY-DEMAND COMPUTATION

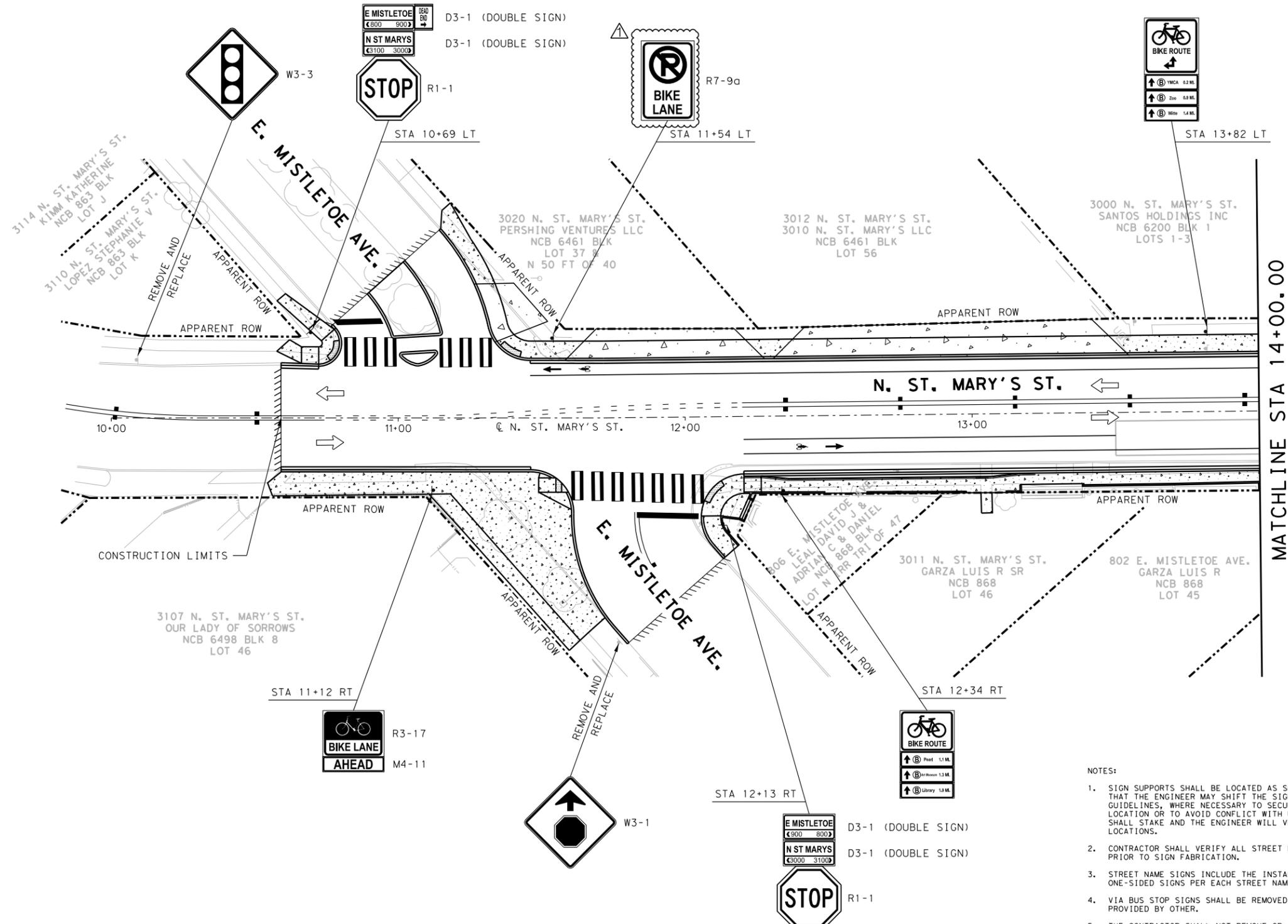
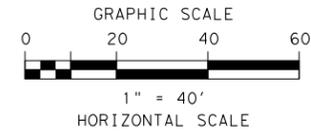
FIELD DATA COLLECTION							USER INPUTS		OUTPUTS						
Street	Block (Going West to East and South to North)	Block Length (ft.)	Roadway Width (ft.)	Parking Demand	Traffic Direction	No. of Driveways in block	Desired Lane Width (ft.)	Total Number of Lanes	Additional Pavement (ft.)	Type of Street Parking Feasible	Linear foot of Length available on each block	Ideal Parking Space Available (Supply)	Supply-Demand Imbalance	RPP Requirement	Available Residential Parking Space
E Myrtle St	Kendall St	480	28	8	EB	10	10	2	8	One-sided Street Parking	300	13	5	NO	13
					WB	2									
	Gillespie St	335	28	5	EB	7	10	2	8	One-sided Street Parking	200	9	4	NO	9
					WB	2									
	Paschal St	330	24	3	EB	8	10	2	4	No Street Parking/Residents only	135	0	-3	YES	6
					WB	5									
	McCullough Ave	440	24	2	EB	8	10	2	4	No Street Parking/Residents only	260	0	-2	YES	11
					WB	4									
	River Rd	1175	26	19	EB	14	10	2	6	No Street Parking/Residents only	740	0	-19	YES	33
					WB	15									
E Locust St	Kendall St	395	27	10	EB	6	10	2	7	No Street Parking/Residents only	215	0	-10	YES	9
					WB	6									
	Gillespie St	330	32	7	EB	6	10	2	12	One-sided Street Parking	165	7	0	NO	7
					WB	5									
	Paschal St	325	32	15	EB	4	10	2	12	One-sided Street Parking	205	9	-6	YES	9
					WB	4									
	McCullough Ave	430	32	4	EB	5	10	2	12	One-sided Street Parking	295	13	9	NO	13
					WB	4									
	River Rd	1300	23	0	EB	0	10	2	3	No Street Parking/Residents only	1300	0	0	NO	0
					WB	0									
E Dewey St	Kendall St	280	42	16	EB	4	10	2	22	Two-sided Street Parking	160	7	-9	YES	7
					WB	4									
	Gillespie St	425	32	23	EB	1	10	2	12	One-sided Street Parking	350	15	-8	YES	15
					WB	4									
	Paschal St	325	32	20	EB	2	10	2	12	One-sided Street Parking	235	10	-10	YES	10
					WB	4									
	McCullough Ave	320	32	7	EB	4	10	2	12	One-sided Street Parking	230	10	3	NO	10
					WB	2									
E Courtland Pl	Gillespie St	430	30	18	EB	7	10	2	10	One-sided Street Parking	235	10	-8	YES	10
					WB	6									
	Paschal St	330	30	20	EB	4	10	2	10	One-sided Street Parking	210	9	-11	YES	9
					WB	4									
	McCullough Ave	320	30	17	EB	3	10	2	10	One-sided Street Parking	245	11	-6	YES	11
					WB	2									
E Ashby Pl	Gillespie St	440	42	24	EB	6	10	2	22	Two-sided Street Parking	245	11	-13	YES	11
					WB	7									
	Paschal St	330	42	23	EB	3	10	2	22	Two-sided Street Parking	240	10	-13	YES	10
					WB	3									
	McCullough Ave	305	42	13	EB	4	10	2	22	Two-sided Street Parking	170	7	-6	YES	7
					WB	5									
	River Rd	2190	30	84	EB	23	10	2	10	One-sided Street Parking	1455	65	-19	YES	65
					WB	26									
Terry Ct	Loop at Valero St	1380	30	45	EB	3	10	2	10	One-sided Street Parking	1155	51	6	NO	51
					WB	12									
	Valero St	900	22	15	EB	2	10	2	2	No Street Parking/Residents only	735	0	-15	YES	0
					WB	9									
Rose Ln	Gillespie St	500	14	6	EB	6	10	2	-6	No Street Parking/Residents only	335	0	-6	YES	0
					WB	5									
	Paschal St	330	14	0	EB	3	10	2	-6	No Street Parking/Residents only	195	0	0	NO	0
					WB	6									

	McCullough Ave	315	10	0	EB	2	10	2	-10	No Street Parking/Residents only	255	0	0	NO	0
					WB	2									
E French Pl	Gillespie St	750	24	28	EB	12	10	2	4	No Street Parking/Residents only	420	0	-28	YES	18
					WB	10									
	McCullough Ave	685	24	22	EB	9	10	2	4	No Street Parking/Residents only	385	0	-22	YES	17
					WB	11									
	US 281	860	21	10	EB	18	10	2	1	No Street Parking/Residents only	350	0	-10	YES	0
					WB	16									
E Russel Pl	Valdez (including curve)	915	14	11	EB	5	10	2	-6	No Street Parking/Residents only	645	0	-11	YES	0
					WB	13									
	Gillespie St	1000	20	2	EB	11	10	2	0	No Street Parking/Residents only	805	0	-2	YES	0
					WB	2									
	McCullough Ave	690	20	0	EB	11	10	2	0	No Street Parking/Residents only	450	0	0	NO	0
					WB	5									
E Craig Pl	US 281	565	13	0	EB	1	10	2	-7	No Street Parking/Residents only	520	0	0	NO	0
					WB	2									
	McCullough Ave	1870	27	42	EB	26	10	2	7	No Street Parking/Residents only	1045	0	-42	YES	47
					WB	29									
	US 281	650	21	15	EB	5	10	2	1	No Street Parking/Residents only	440	0	-15	YES	0
					WB	9									
E Woodlawn St	Carelton	1315	27	51	EB	20	10	2	7	No Street Parking/Residents only	730	0	-51	YES	32
					WB	19									
	McCullough Ave	725	27	4	EB	7	10	2	7	No Street Parking/Residents only	500	0	-4	YES	22
					WB	8									
	US 281	600	24	28	EB	4	10	2	4	No Street Parking/Residents only	465	0	-28	YES	20
					WB	5									
E Mistletoe	Kings Ct	200	43	5	EB	0	10	2	23	Two-sided Street Parking	170	7	2	NO	7
					WB	2									
	Carelton	1375	43	41	EB	17	10	2	23	Two-sided Street Parking	895	40	-1	YES	40
					WB	15									
	McCullough Ave	665	43	14	EB	8	10	2	23	Two-sided Street Parking	440	19	5	NO	19
					WB	7									
E Magnolia Ave	US 281 (excluding median)	200	17	0	EB	1	10	2	-3	No Street Parking/Residents only	170	0	0	NO	0
					WB	1									
	Oliphant	390	27	6	EB	2	10	2	7	No Street Parking/Residents only	285	0	-6	YES	12
					WB	5									
	Carelton	1000	27	4	EB	16	10	2	7	No Street Parking/Residents only	565	0	-4	YES	25
					WB	13									
E Huisache Ave	McCullough Ave	640	27	8	EB	3	10	2	7	No Street Parking/Residents only	505	0	-8	YES	22
					WB	6									
	Queens Crescent	940	26	4	EB	9	10	2	6	No Street Parking/Residents only	625	0	-4	YES	28
					WB	12									
	Carelton	1300	26	13	EB	16	10	2	6	No Street Parking/Residents only	880	0	-13	YES	39
					WB	12									
W Josephine St	McCullough Ave	555	26	17	EB	7	10	2	6	No Street Parking/Residents only	360	0	-17	YES	16
					WB	6									
	River Rd	1600	43	0	EB	7	10	2	23	Two-sided Street Parking	1405	63	63	NO	63
					WB	6									
	River Rd	1425	26	26	EB	9	10	2	6	No Street Parking/Residents only	1200	0	-26	YES	54
					WB	6									
Kendall St	E Locust St	330	30	8	NB	4	10	2	10	One-sided Street Parking	240	10	2	NO	10
					SB	2									
	E Dewey Pl	380	35	27	NB	5	10	2	15	One-sided Street Parking	245	11	-16	YES	11
					SB	4									
	E Courtland Pl	285	35	12	NB	4	10	2	15	One-sided Street Parking	180	8	-4	YES	8

	E Courtland Pl	285	33	12	SB	3	10	2	10	ONE-SIDED STREET PARKING	180	0	-4	YES	0
Gillespie	E Locust St	335	27	10	NB	3	10	2	7	No Street Parking/Residents only	230	0	-10	YES	10
					SB	4									
	E Dewey Pl	390	30	15	NB	4	10	2	10	One-sided Street Parking	240	10	-5	YES	10
					SB	6									
	E Courtland Pl	320	30	22	NB	5	10	2	10	One-sided Street Parking	215	9	-13	YES	9
					SB	2									
	E Ashby Pl	325	30	20	NB	5	10	2	10	One-sided Street Parking	190	8	-12	YES	8
SB					4										
Rose Ln	150	30	11	NB	1	10	2	10	One-sided Street Parking	105	4	-7	YES	4	
				SB	2										
E French Pl	240	20	0	NB	3	10	2	0	No Street Parking/Residents only	135	0	0	NO	0	
				SB	4										
E Russel Pl	255	16	0	NB	1	10	2	-4	No Street Parking/Residents only	195	0	0	NO	0	
				SB	3										
Paschal	E Locust St	340	30	8	NB	2	10	2	10	One-sided Street Parking	295	13	5	NO	13
					SB	1									
	E Dewey Pl	400	30	8	NB	4	10	2	10	One-sided Street Parking	295	13	5	NO	13
					SB	3									
	E Courtland Pl	310	28	16	NB	4	10	2	8	One-sided Street Parking	205	9	-7	YES	9
SB					3										
E Ashby Pl	310	28	18	NB	4	10	2	8	One-sided Street Parking	220	9	-9	YES	9	
				SB	2										
Rose Ln	150	24	5	NB	1	10	2	4	No Street Parking/Residents only	105	0	-5	YES	4	
				SB	2										
Carelton	E Mistletoe	230	27	0	NB	1	10	2	7	No Street Parking/Residents only	185	0	0	NO	0
					SB	2									
	E Magnolia Ave	340	27	2	NB	4	10	2	7	No Street Parking/Residents only	220	0	-2	YES	9
SB					4										
E Huisache Ave	380	27	0	NB	2	10	2	7	No Street Parking/Residents only	305	0	0	NO	0	
				SB	3										
Kings Ct	E Mistletoe	185	29	11	NB	1	10	2	9	One-sided Street Parking	80	3	-8	YES	3
					SB	6									
	E Magnolia Ave	340	29	12	NB	4	10	2	9	One-sided Street Parking	175	7	-5	YES	7
SB					7										
E Huisache Ave	400	29	3	NB	2	10	2	9	One-sided Street Parking	295	13	10	NO	13	
				SB	5										
River Rd / E Elmira Rd	E Locust St	235	25	0	NB	0	10	2	5	No Street Parking/Residents only	175	0	0	NO	0
					SB	4									
	W Grayson St	215	44	0	NB	0	10	2	24	Two-sided Street Parking	170	7	7	NO	7
					SB	3									
W Josephine St	290	40	0	NB	1	10	2	20	Two-sided Street Parking	260	11	11	NO	11	
				SB	1										
E Ashby Pl	680	40	0	NB	0	10	2	20	Two-sided Street Parking	650	29	29	NO	29	
				SB	2										

EXHIBIT D: ON-GOING CONSTRUCTION PAVEMENT MARKING PLANS

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
531.3	R1-1 STOP (30" HIGH INTENSITY)	EA	2
531.45	W3-1 STOP AHEAD (36"x36" HIGH INTENSITY)	EA	1
531.46	W3-3 SIGNAL AHEAD (36"x36" HIGH INTENSITY)	EA	1
531.57	D3-1 9 INCH (229mm) STREET NAME, BLOCK NUMBER (VARIES x9") HIGH INTENSITY)	EA	3
531.57	D3-1 9 INCH (229mm) STREET NAME, BLOCK NUMBER W/ DEAD END (VARIES x9") HIGH INTENSITY)	EA	1
531.68	R3-17 (BIKE LANE) (30"x24" HIGH INTENSITY)	EA	1
531.76	M4-11 (BEGIN) BICYCLE ROUTE SUPPLEMENTAL PLAQUES (12"x4" HIGH INTENSITY)	EA	1
531.86	R7-9a NO PARKING BIKE LANE	EA	1
531.87	BIKE ROUTE W/ 3 DESTINATIONS	EA	1
531.88	BIKE ROUTE W/ LEFT/STRAIGHT AUXILIARY & 3 DESTINATIONS	EA	1
531.92	W3-1 STOP AHEAD (36"x36" HIGH INTENSITY)	EA	1
535.1	4 INCH WIDE YELLOW LINE	LF	496
535.4	8 INCH WIDE WHITE LINE	LF	948
535.7	24 INCH WIDE WHITE LINE (CROSSWALK)	LF	130
535.7	24 INCH WIDE WHITE LINE (STOP BAR)	LF	40
535.16	STRAIGHT WHITE ARROW BICYCLE FACILITY	EA	2
535.17	BICYCLE RIDER SYMBOL	EA	2
537.8	PAVEMENT MARKER (TYPE II A-A)	EA	10



LEGEND

	8 INCH WIDE WHITE LINES WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE DASHED
	4 INCH WIDE DOUBLE YELLOW DASHED
	24 INCH WIDE WHITE STOP LINE
	24 INCH WIDE WHITE HIGH CONTRAST CROSSWALK (SEE TYP. CROSSWALK DETAILS)
	4 INCH WIDE DOUBLE YELLOW LINE WITH TYPE II A-A REFL. MARKERS AT 40' O.C. (2 ROWS)
	4 INCH WIDE WHITE LINE WITH TYPE II A-A REFL. MARKERS AT 20' O.C. (2 ROWS)
	DIRECTION OF TRAFFIC
	SIGN



- NOTES:
- SIGN SUPPORTS SHALL BE LOCATED AS SHOWN ON THE PLANS, EXCEPT THAT THE ENGINEER MAY SHIFT THE SIGN SUPPORTS, WITHIN DESIGN GUIDELINES, WHERE NECESSARY TO SECURE A MORE DESIRABLE LOCATION OR TO AVOID CONFLICT WITH UTILITIES. THE CONTRACTOR SHALL STAKE AND THE ENGINEER WILL VERIFY ALL SIGN SUPPORT LOCATIONS.
 - CONTRACTOR SHALL VERIFY ALL STREET NAMES AND BLOCK NUMBERS PRIOR TO SIGN FABRICATION.
 - STREET NAME SIGNS INCLUDE THE INSTALLATION OF TWO (2) ONE-SIDED SIGNS PER EACH STREET NAME.
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NOTE:
CONTRACTOR TO STRIPE BICYCLE LANE TO ALIGN WITH THE PROPOSED E MISTLETOE AVE. ALIGNMENT (WEST) AND TIE TO EXISTING BICYCLE LANE STRIPING.

NO.	REVISION	DRAWN	APPROVED	DATE
1	Sign change	CD	MWT	10/28/2020

REVISIONS

GONZALEZ DE LA GARZA
4800 FREDERICKSBURG ROAD, SUITE 200SL
SAN ANTONIO, TX. 78229
TELEPHONE NUMBER 210-208-9400 FAX NUMBER 210-208-9401 INTERNET ADDRESS WWW.GD-US.COM

CITY OF SAN ANTONIO
PUBLIC WORKS DEPARTMENT

NORTH ST. MARY'S STREET

SIGNING & PAVEMENT MARKING LAYOUTS

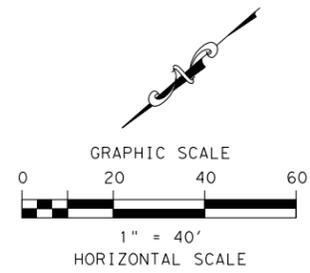
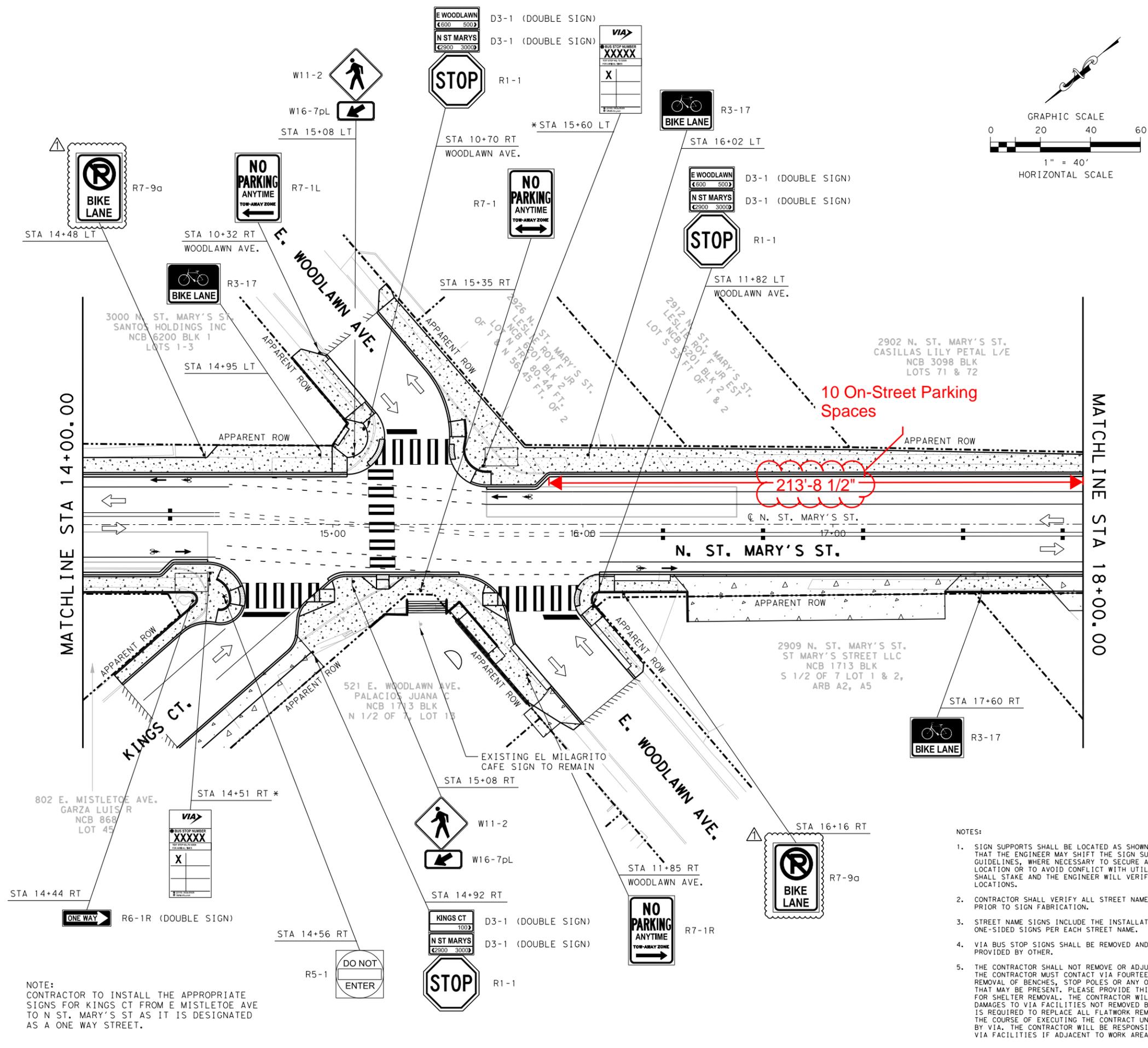
BEGINNING TO STA 14+00.00

SHEET 1 OF 7

100% SUBMITTAL	PROJECT NO.: 23-01600	DATE: 10/27/2020
DRWN. BY: MV	DSGN. BY: MG	CHKD. BY: MWT

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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
531.3	R1-1 STOP (30\"/>		

* NOT PART OF THE QUANTITIES FOR THIS SUBMITTAL

LEGEND	
	8 INCH WIDE WHITE LINES WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE DASHED
	4 INCH WIDE DOUBLE YELLOW DASHED
	24 INCH WIDE WHITE STOP LINE
	24 INCH WIDE WHITE HIGH CONTRAST CROSSWALK (SEE TYP. CROSSWALK DETAILS)
	4 INCH WIDE DOUBLE YELLOW LINE WITH TYPE II A-A REFL. MARKERS AT 40' O.C. (2 ROWS)
	4 INCH WIDE WHITE LINE WITH TYPE II A-A REFL. MARKERS AT 20' O.C. (2 ROWS)
	DIRECTION OF TRAFFIC SIGN



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NOTE:
CONTRACTOR TO INSTALL THE APPROPRIATE SIGNS FOR KINGS CT FROM E MISTLETOE AVE TO N ST. MARY'S ST AS IT IS DESIGNATED AS A ONE WAY STREET.

REVISIONS				
NO.	REVISION	DRAWN	APPROVED	DATE
1	Sign change	CD	MWT	10/28/2020

GONZALEZ DE LA GARZA
4800 FREDERICKSBURG ROAD, SUITE 200SL
SAN ANTONIO, TX 78229
TELEPHONE NUMBER 210-208-9400 FAX NUMBER 210-208-9401 INTERNET ADDRESS WWW.GD-US.COM

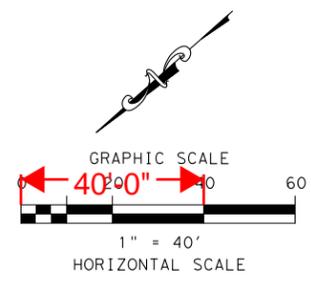
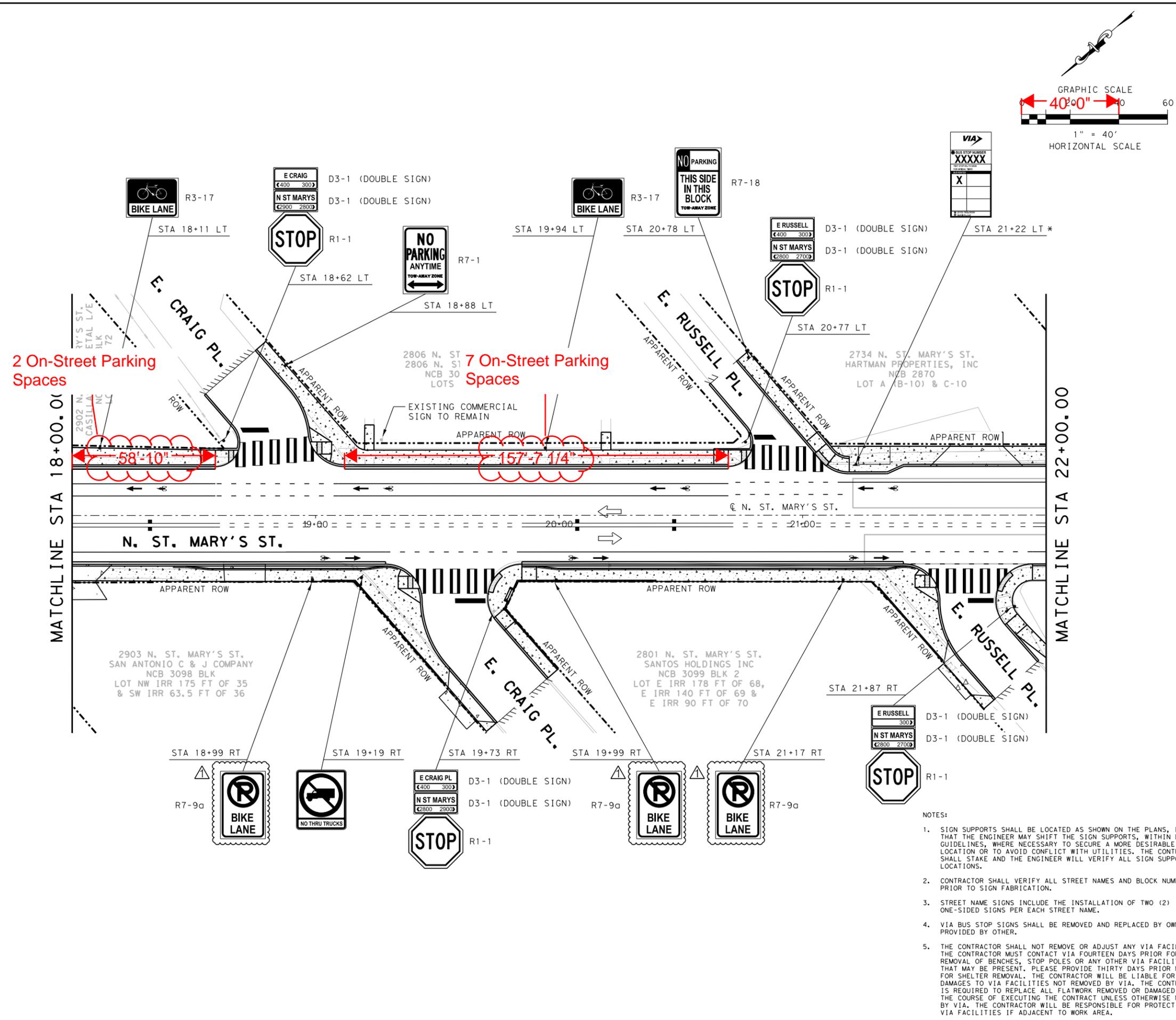
CITY OF SAN ANTONIO
PUBLIC WORKS DEPARTMENT

NORTH ST. MARY'S STREET
SIGNING & PAVEMENT MARKING LAYOUTS
STA 14+00.00 TO STA 18+00.00

100 % SUBMITTAL	PROJECT NO.: 23-01600	DATE: 10/27/2020
DRWN. BY: MV	DSGN. BY: MG	CHKD. BY: MWT

SHEET 2 OF 7
SHEET NO.: 207 OF 343

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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
531.3	R1-1 STOP (30")HIGH INTENSITY)	EA	4
531.21	R7-1 NO PARKING ANYTIME (18"x24")HIGH INTENSITY)	EA	1
531.22	R7-18 NO PARKING THIS SIDE THIS BLOCK (18"x24")HIGH INTENSITY)	EA	1
531.57	D3-1 9 INCH (229mm) STREET NAME, BLOCK NUMBER (VARIES x9")HIGH INTENSITY)	EA	8
531.68	R3-17 (BIKE LANE)(30"x24")HIGH INTENSITY)	EA	2
531.86	R7-9g NO PARKING BIKE LANE	EA	3
531.89	NO THRU TRUCKS	EA	1
535.1	4 INCH WIDE YELLOW LINE	LF	552
535.4	8 INCH WIDE WHITE LINE	LF	1406
535.7	24 INCH WIDE WHITE LINE (CROSSWALK)	LF	200
535.7	24 INCH WIDE WHITE LINE (STOP BAR)	LF	43
535.16	STRAIGHT WHITE ARROW BICYCLE FACILITY	EA	7
535.17	BICYCLE RIDER SYMBOL	EA	7
537.8	PAVEMENT MARKER (TYPE II A-A)	EA	10

* NOT PART OF THE QUANTITIES FOR THIS SUBMITTAL

LEGEND

	8 INCH WIDE WHITE LINES WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE DASHED
	4 INCH WIDE DOUBLE YELLOW DASHED
	24 INCH WIDE WHITE STOP LINE
	24 INCH WIDE WHITE HIGH CONTRAST CROSSWALK (SEE TYP. CROSSWALK DETAILS)
	4 INCH WIDE DOUBLE YELLOW LINE WITH TYPE II A-A REFL. MARKERS AT 40' O.C. (2 ROWS)
	4 INCH WIDE WHITE LINE WITH TYPE II A-A REFL. MARKERS AT 20' O.C. (2 ROWS)
	DIRECTION OF TRAFFIC SIGN



- NOTES:
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NO.	REVISION	DRAWN	APPROVED	DATE
1	Sign change	CD	MWT	10/28/2020

REVISIONS

GONZALEZ DE LA GARZA
 4800 FREDERICKSBURG ROAD, SUITE 200SL
 SAN ANTONIO, TX. 78229
 TELEPHONE NUMBER 210-208-9400 FAX NUMBER 210-208-9401 INTERNET ADDRESS WWW.GD-US.COM

CITY OF SAN ANTONIO
 PUBLIC WORKS DEPARTMENT

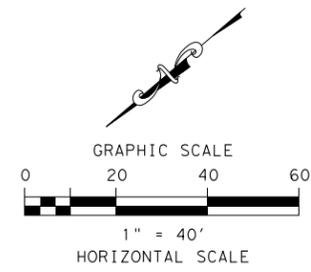
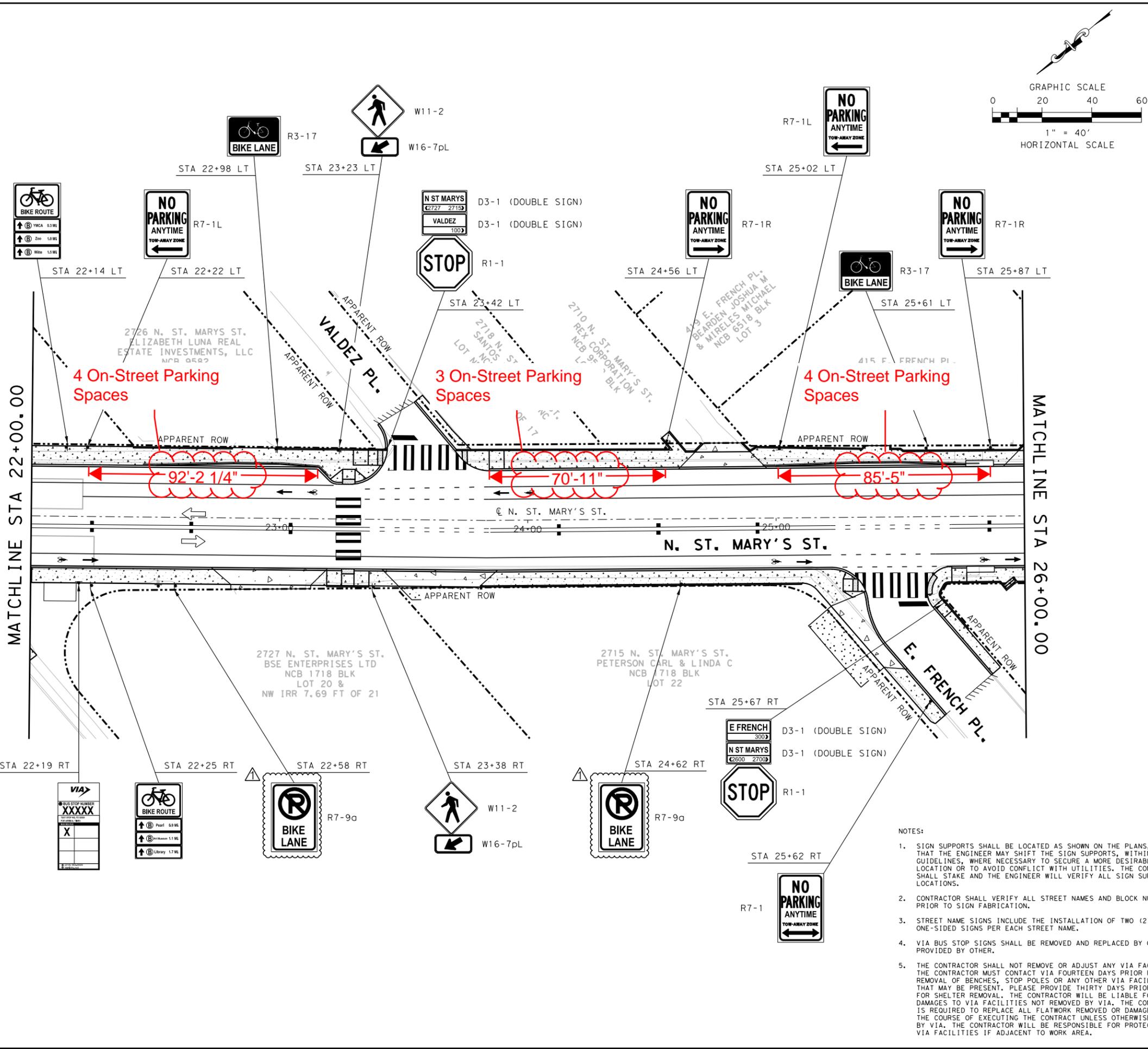
NORTH ST. MARY'S STREET

SIGNING & PAVEMENT MARKING LAYOUTS

STA 18+00.00 TO STA 22+00.00

100% SUBMITTAL PROJECT NO.: 23-01600 DATE: 10/27/2020
 DRWN. BY: MV DSGN. BY: MG CHKD. BY: MWT SHEET NO.: 208 OF 343

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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
531.3	R1-1 STOP (30" HIGH INTENSITY)	EA	2
531.21	R7-1 NO PARKING ANYTIME (18"x24") HIGH INTENSITY	EA	5
531.44	W16-7 DIAGONAL ARROW SIGN (30"x18") HIGH INTENSITY	EA	2
531.51	W11-2 PED CROSSING (30"x30") HIGH INTENSITY	EA	2
531.57	D3-1 9 INCH (229mm) STREET NAME, BLOCK NUMBER (VARIES x9") HIGH INTENSITY	EA	4
531.68	R3-17 (BIKE LANE) (30"x24") HIGH INTENSITY	EA	2
531.86	R7-9a NO PARKING BIKE LANE	EA	2
531.87	BIKE ROUTE W/ 3 DESTINATIONS	EA	2
535.1	4 INCH WIDE YELLOW LINE	LF	674
535.4	8 INCH WIDE WHITE LINE	LF	1616
535.7	24 INCH WIDE WHITE LINE (CROSSWALK)	LF	140
535.7	24 INCH WIDE WHITE LINE (STOP BAR)	LF	22
535.16	STRAIGHT WHITE ARROW BICYCLE FACILITY	EA	5
535.17	BICYCLE RIDER SYMBOL	EA	5
537.8	PAVEMENT MARKER (TYPE II A-A)	EA	14

* NOT PART OF THE QUANTITIES FOR THIS SUBMITTAL

LEGEND	
	8 INCH WIDE WHITE LINES WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE DASHED
	4 INCH WIDE DOUBLE YELLOW DASHED
	24 INCH WIDE WHITE STOP LINE
	24 INCH WIDE WHITE HIGH CONTRAST CROSSWALK (SEE TYP. CROSSWALK DETAILS)
	4 INCH WIDE DOUBLE YELLOW LINE WITH TYPE II A-A REFL. MARKERS AT 40' O.C. (2 ROWS)
	4 INCH WIDE WHITE LINE WITH TYPE II A-A REFL. MARKERS AT 20' O.C. (2 ROWS)
	DIRECTION OF TRAFFIC
	SIGN



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NO.	REVISION	DRAWN	APPROVED	DATE
1	Sign change	CD	MWT	10/28/2020

REVISIONS

GONZALEZ DE LA GARZA
 4800 FREDERICKSBURG ROAD, SUITE 200SL
 SAN ANTONIO, TX. 78229
 TELEPHONE NUMBER 210-208-9400 FAX NUMBER 210-208-9401 INTERNET ADDRESS WWW.GD-US.COM

CITY OF SAN ANTONIO
 PUBLIC WORKS DEPARTMENT

NORTH ST. MARY'S STREET

SIGNING & PAVEMENT MARKING LAYOUTS

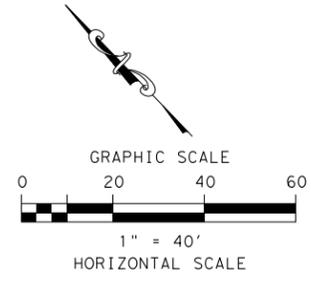
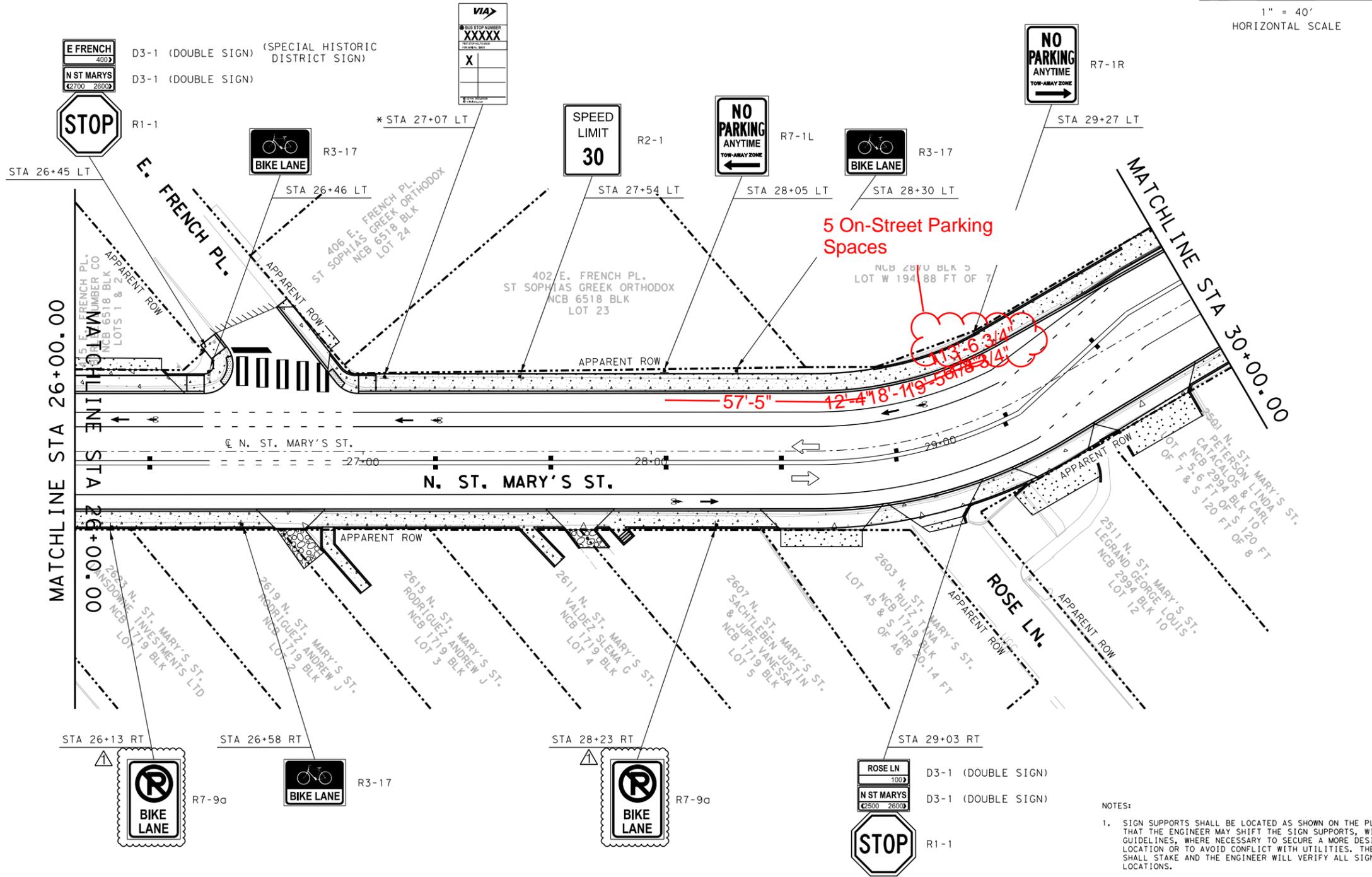
STA 22+00.00 TO STA 26+00.00

SHEET 4 OF 7

100 % SUBMITTAL	PROJECT NO.: 23-01600	DATE: 10/27/2020
DRWN. BY: MV	DSGN. BY: MG	CHKD. BY: MWT

SHEET NO.: 209 OF 343

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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
531.3	R1-1 STOP (30" HIGH INTENSITY)	EA	2
531.6	R2-1 SPEED LIMIT (24"x30" HIGH INTENSITY)	EA	1
531.21	R7-1 NO PARKING ANYTIME (18"x24" HIGH INTENSITY)	EA	2
531.57	D3-1 9 INCH (229mm) STREET NAME, BLOCK NUMBER (VARIES x9" HIGH INTENSITY)	EA	4
531.68	R3-17 (BIKE LANE) (30"x24" HIGH INTENSITY)	EA	3
531.86	R7-9g NO PARKING BIKE LANE	EA	2
531.87	BIKE ROUTE W/ 3 DESTINATIONS	EA	1
535.1	4 INCH WIDE YELLOW LINE	LF	736
535.4	8 INCH WIDE WHITE LINE	LF	1470
535.7	24 INCH WIDE WHITE LINE (CROSSWALK)	LF	50
535.7	24 INCH WIDE WHITE LINE (STOP BAR)	LF	13
535.16	STRAIGHT WHITE ARROW BICYCLE FACILITY	EA	4
535.17	BICYCLE RIDER SYMBOL	EA	4
537.8	PAVEMENT MARKER (TYPE II A-A)	EA	16

* NOT PART OF THE QUANTITIES FOR THIS SUBMITTAL

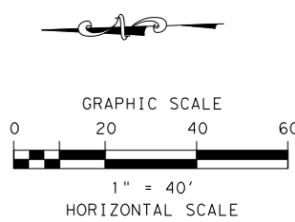
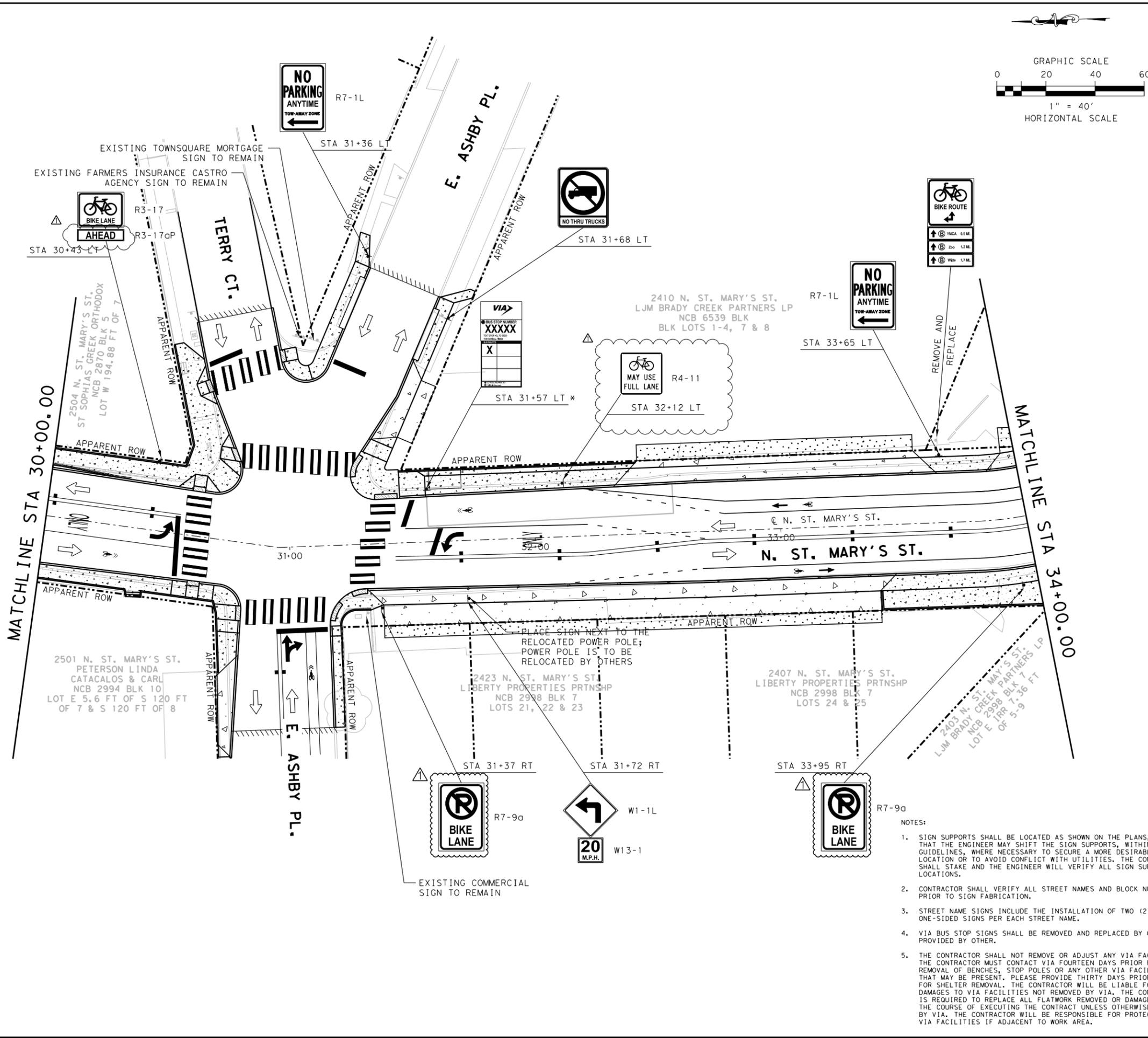
LEGEND	
	8 INCH WIDE WHITE LINES WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE DASHED
	4 INCH WIDE DOUBLE YELLOW DASHED
	24 INCH WIDE WHITE STOP LINE
	24 INCH WIDE WHITE HIGH CONTRAST CROSSWALK (SEE TYP. CROSSWALK DETAILS)
	4 INCH WIDE DOUBLE YELLOW LINE WITH TYPE II A-A REFL. MARKERS AT 40' O.C. (2 ROWS)
	4 INCH WIDE WHITE LINE WITH TYPE II A-A REFL. MARKERS AT 20' O.C. (2 ROWS)
	DIRECTION OF TRAFFIC SIGN



- NOTES:
- SIGN SUPPORTS SHALL BE LOCATED AS SHOWN ON THE PLANS, EXCEPT THAT THE ENGINEER MAY SHIFT THE SIGN SUPPORTS, WITHIN DESIGN GUIDELINES, WHERE NECESSARY TO SECURE A MORE DESIRABLE LOCATION OR TO AVOID CONFLICT WITH UTILITIES. THE CONTRACTOR SHALL STAKE AND THE ENGINEER WILL VERIFY ALL SIGN SUPPORT LOCATIONS.
 - CONTRACTOR SHALL VERIFY ALL STREET NAMES AND BLOCK NUMBERS PRIOR TO SIGN FABRICATION.
 - STREET NAME SIGNS INCLUDE THE INSTALLATION OF TWO (2) ONE-SIDED SIGNS PER EACH STREET NAME.
 - VIA BUS STOP SIGNS SHALL BE REMOVED AND REPLACED BY OWNER PROVIDED BY OTHER.
 - THE CONTRACTOR SHALL NOT REMOVE OR ADJUST ANY VIA FACILITIES. THE CONTRACTOR MUST CONTACT VIA FOURTEEN DAYS PRIOR TO THE REMOVAL OF BENCHES, STOP POLES OR ANY OTHER VIA FACILITIES THAT MAY BE PRESENT. PLEASE PROVIDE THIRTY DAYS PRIOR NOTICE FOR SHELTER REMOVAL. THE CONTRACTOR WILL BE LIABLE FOR ANY DAMAGES TO VIA FACILITIES NOT REMOVED BY VIA. THE CONTRACTOR IS REQUIRED TO REPLACE ALL FLATWORK REMOVED OR DAMAGED IN THE COURSE OF EXECUTING THE CONTRACT UNLESS OTHERWISE NOTED BY VIA. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING VIA FACILITIES IF ADJACENT TO WORK AREA.

REVISIONS				
NO.	REVISION	DRAWN	APPROVED	DATE
1	Sign change	CD	MWT	10/28/2020
<p style="text-align: center;">GONZALEZ DE LA GARZA 4800 FREDERICKSBURG ROAD, SUITE 200SL SAN ANTONIO, TX. 78229 TELEPHONE NUMBER 210-208-9400 FAX NUMBER 210-208-9401 INTERNET ADDRESS WWW.GD-US.COM</p> <p style="text-align: center;">CITY OF SAN ANTONIO PUBLIC WORKS DEPARTMENT</p> <p style="text-align: center;">NORTH ST. MARY'S STREET</p> <p style="text-align: center;">SIGNING & PAVEMENT MARKING LAYOUTS</p> <p style="text-align: center;">STA 26+00.00 TO STA 30+00.00</p>				
100	% SUBMITTAL	PROJECT NO.:	23-01600	DATE: 10/27/2020
DRWN. BY:	MV	DSGN. BY:	MG	CHKD. BY: MWT
				SHEET NO.: 210 OF 343

10/27/2020 11:38:16 PM
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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
531.21	R7-1 NO PARKING ANYTIME (18"x24")HIGH INTENSITY)	EA	2
531.37	W1-1 TURN (30"x30")HIGH INTENSITY)	EA	1
531.52	W13-1 ADVISORY SPEED (18"x18")HIGH INTENSITY)	EA	1
531.68	R3-17 (BIKE LANE) (30"x24")HIGH INTENSITY)	EA	1
531.69	R3-17aP (AHEAD) (30"x12")HIGH INTENSITY)	EA	1
531.86	R7-9a NO PARKING BIKE LANE	EA	2
531.87	BIKE ROUTE W/ 3 DESTINATIONS	EA	1
531.89	NO THRU TRUCKS	EA	1
531.93	R4-11 BIKE MAY USE FULL LANE	EA	1
535.1	4 INCH WIDE YELLOW LINE	LF	624
535.4	8 INCH WIDE WHITE LINE	LF	756
535.7	24 INCH WIDE WHITE LINE (CROSSWALK)	LF	270
535.7	24 INCH WIDE WHITE LINE (STOP BAR)	LF	99
535.8	RIGHT WHITE ARROW	EA	1
535.9	LEFT WHITE ARROW	EA	2
535.12	WORD "ONLY"	EA	2
535.16	STRAIGHT WHITE ARROW BICYCLE FACILITY	EA	2
535.17	BICYCLE RIDER SYMBOL	EA	4
536.33	BIKE SHARROW MARKINGS	EA	2
537.8	PAVEMENT MARKER (TYPE II A-A)	EA	16

* NOT PART OF THE QUANTITIES FOR THIS SUBMITTAL

LEGEND	
	8 INCH WIDE WHITE LINES WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE DASHED
	4 INCH WIDE DOUBLE YELLOW DASHED
	24 INCH WIDE WHITE STOP LINE
	24 INCH WIDE WHITE HIGH CONTRAST CROSSWALK (SEE TYP. CROSSWALK DETAILS)
	4 INCH WIDE DOUBLE YELLOW LINE WITH TYPE II A-A REFL. MARKERS AT 40' O.C. (2 ROWS)
	4 INCH WIDE WHITE LINE WITH TYPE II A-A REFL. MARKERS AT 20' O.C. (2 ROWS)
	DIRECTION OF TRAFFIC SIGN



- NOTES:
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NO.	REVISION	DRAWN	APPROVED	DATE
△	Sign addition and sign change	CD	MWT	10/28/2020

REVISIONS

GONZALEZ DE LA GARZA
 4800 FREDERICKSBURG ROAD, SUITE 200SL
 SAN ANTONIO, TX. 78229
 TELEPHONE NUMBER 210-208-9400 FAX NUMBER 210-208-9401 INTERNET ADDRESS WWW.GD-US.COM

CITY OF SAN ANTONIO
 PUBLIC WORKS DEPARTMENT

NORTH ST. MARY'S STREET

SIGNING & PAVEMENT MARKING LAYOUTS

STA 30+00.00 TO STA 34+00.00

SHEET 6 OF 7

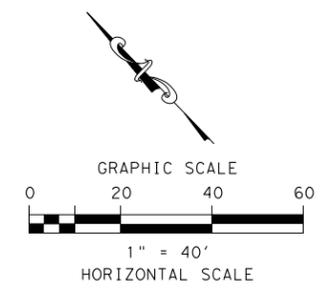
100 % SUBMITTAL	PROJECT NO.: 23-01600	DATE: 10/27/2020
DRWN. BY: MV	DSGN. BY: MG	CHKD. BY: MWT

SHEET NO.: 211 OF 343

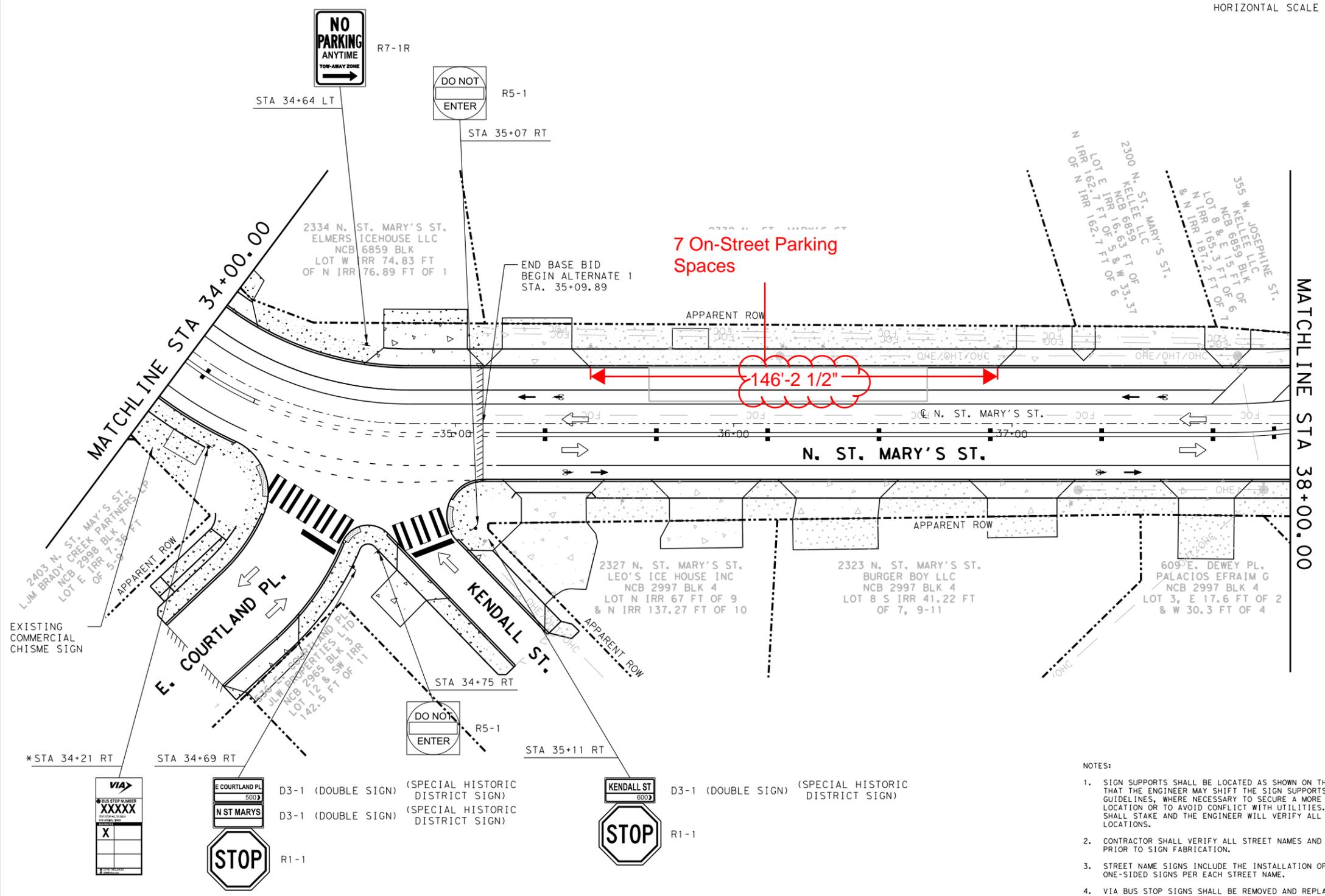
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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
531.3	R1-1 STOP (30" HIGH INTENSITY)	EA	1
531.18	R5-1 DO NOT ENTER (30"x30" HIGH INTENSITY)	EA	2
531.21	R7-1 NO PARKING ANYTIME (18"x24" HIGH INTENSITY)	EA	1
531.57	D3-1 9 INCH [229mm] STREET NAME, BLOCK NUMBER (VARIES x9") HIGH	EA	3
535.1	4 INCH WIDE YELLOW LINE	LF	56
535.4	8 INCH WIDE WHITE LINE	LF	300
535.7	24 INCH WIDE WHITE LINE (CROSSWALK)	LF	80
535.7	24 INCH WIDE WHITE LINE (STOP BAR)	LF	31
537.8	PAVEMENT MARKER (TYPE II A-A)	EA	2

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	SIGN



7 On-Street Parking Spaces

146'-2 1/2"

N. ST. MARY'S ST.

MATCHLINE STA 38+00.00

MATCHLINE STA 34+00.00



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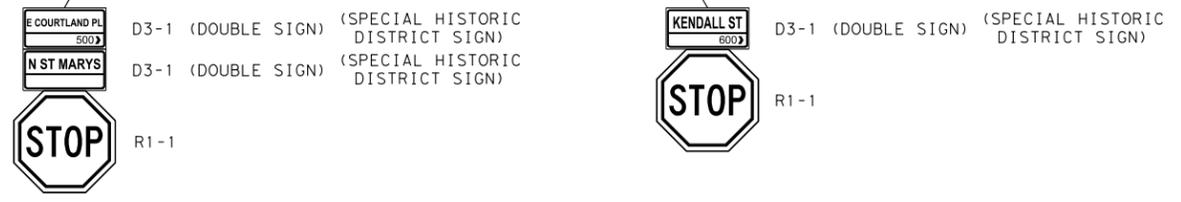
SIGNING & PAVEMENT MARKING LAYOUTS

STA 34+00.00 TO STA 35+09.89

SHEET 7 OF 7

100% SUBMITTAL	PROJECT NO.: 23-01600	DATE: 8/21/2020
DRWN. BY: MV	DSGN. BY: MG	CHKD. BY: MWT

SHEET NO.: 212 OF 343



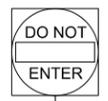
R1-1



R5-1



R7-1R



R5-1

STA 34+64 LT

STA 35+07 RT

2334 N. ST. MARY'S ST.
 ELMERS ICEHOUSE LLC
 NCB 6859 BLK
 LOT W IRR 74.83 FT
 OF N IRR 76.89 FT OF 1

END BASE BID
 BEGIN ALTERNATE 1
 STA. 35+09.89

APPARENT ROW

APPARENT ROW

APPARENT ROW

2327 N. ST. MARY'S ST.
 LEO'S ICE HOUSE INC
 NCB 2997 BLK 4
 LOT N IRR 67 FT OF 9
 & N IRR 137.27 FT OF 10

2323 N. ST. MARY'S ST.
 BURGER BOY LLC
 NCB 2997 BLK 4
 LOT 8 S IRR 41.22 FT
 OF 7, 9-11

609 E. DEWEY PL.
 PALACIOS EFRAIM G
 NCB 2997 BLK 4
 LOT 3, E 17.6 FT OF 2
 & W 30.3 FT OF 4

2403 N. ST. MARY'S ST.
 LJM BRADY CREEK PARTNERS LP
 NCB 2998 BLK 7
 LOT E IRR 71.36 FT
 OF 5

E. COURTLAND PL.
 JMW PROPERTIES L.P.
 NCB 2985 BLK L3
 LOT 12 & SW IRR
 142.5 FT OF 11

STA 34+75 RT

STA 35+11 RT

* STA 34+21 RT

STA 34+69 RT



R1-1



R1-1



R5-1



R7-1R



R5-1

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STA 34+69 RT



R1-1



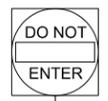
R1-1



R5-1



R7-1R



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* STA 34+21 RT

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R1-1



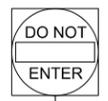
R1-1



R5-1



R7-1R



R5-1

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STA 35+07 RT

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* STA 34+21 RT

STA 34+69 RT



R1-1



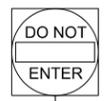
R1-1



R5-1



R7-1R



R5-1

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STA 35+07 RT

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R1-1



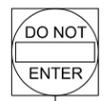
R1-1



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R1-1



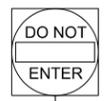
R1-1



R5-1



R7-1R



R5-1

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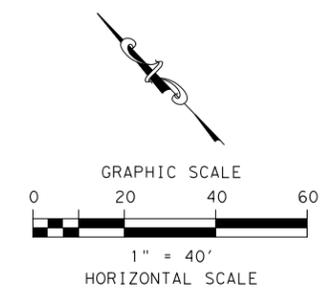
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APPARENT ROW

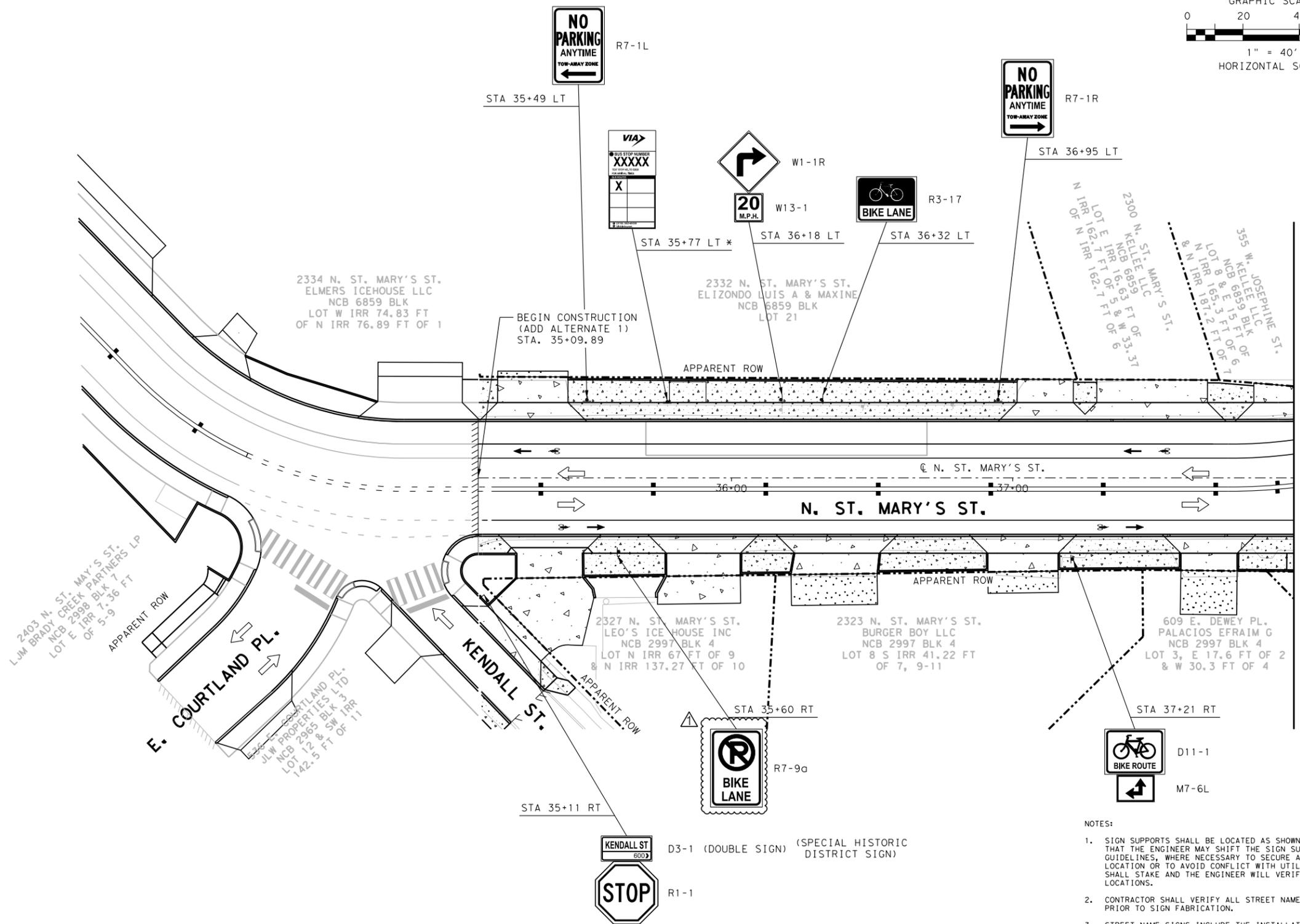
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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
531.3	R1-1 STOP (30")HIGH INTENSITY)	EA	1
531.21	R7-1 NO PARKING ANYTIME (18"x24")HIGH INTENSITY)	EA	2
531.37	W1-1 TURN (30"x30")HIGH INTENSITY)	EA	1
531.52	W13-1 ADVISORY SPEED (18"x18")HIGH INTENSITY)	EA	1
531.57	D3-1 9 INCH (229mm) STREET NAME, BLOCK NUMBER (VARIES x9")HIGH INTENSITY)	EA	3
531.68	R3-17 (BIKE LANE) (30"x24")HIGH INTENSITY)	EA	1
531.75	D11-1 (BIKE ROUTE)(24"x18")HIGH INTENSITY)	EA	1
531.86	R7-9a NO PARKING BIKE LANE	EA	1
531.90	M7-6L (ARROWS)BIICYCLE SUPPLEMENTAL PLAQUES)	EA	1
535.1	4 INCH WIDE YELLOW LINE	LF	572
535.4	8 INCH WIDE WHITE LINE	LF	870
535.16	STRAIGHT WHITE ARROW BIICYCLE FACILITY	EA	4
535.17	BIICYCLE RIDER SYMBOL	EA	4
537.8	PAVEMENT MARKER (TYPE II A-A)	EA	16

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LEGEND	
	8 INCH WIDE WHITE LINES WITH BIICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE WITH BIICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
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	DIRECTION OF TRAFFIC
	SIGN



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 - STREET NAME SIGNS INCLUDE THE INSTALLATION OF TWO (2) ONE-SIDED SIGNS PER EACH STREET NAME.
 - VIA BUS STOP SIGNS SHALL BE REMOVED AND REPLACED BY OWNER PROVIDED BY OTHER.
 - THE CONTRACTOR SHALL NOT REMOVE OR ADJUST ANY VIA FACILITIES. THE CONTRACTOR MUST CONTACT VIA FOURTEEN DAYS PRIOR FOR THE REMOVAL OF BENCHES, STOP POLES OR ANY OTHER VIA FACILITIES THAT MAY BE PRESENT. PLEASE PROVIDE THIRTY DAYS PRIOR NOTICE FOR SHELTER REMOVAL. THE CONTRACTOR WILL BE LIABLE FOR ANY DAMAGES TO VIA FACILITIES NOT REMOVED BY VIA. THE CONTRACTOR IS REQUIRED TO REPLACE ALL FLATWORK REMOVED OR DAMAGED IN THE COURSE OF EXECUTING THE CONTRACT UNLESS OTHERWISE NOTED BY VIA. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING VIA FACILITIES IF ADJACENT TO WORK AREA.

NO.	REVISION	DRAWN	APPROVED	DATE
1	Sign change	CD	MWT	10/28/2020

REVISIONS

GONZALEZ DE LA GARZA
 4800 FREDERICKSBURG ROAD, SUITE 200SL
 SAN ANTONIO, TX. 78229
 TELEPHONE NUMBER 210-208-9400 FAX NUMBER 210-208-9401 INTERNET ADDRESS WWW.GD-US.COM

CITY OF SAN ANTONIO
 PUBLIC WORKS DEPARTMENT

NORTH ST. MARY'S STREET

SIGNING & PAVEMENT MARKING LAYOUTS

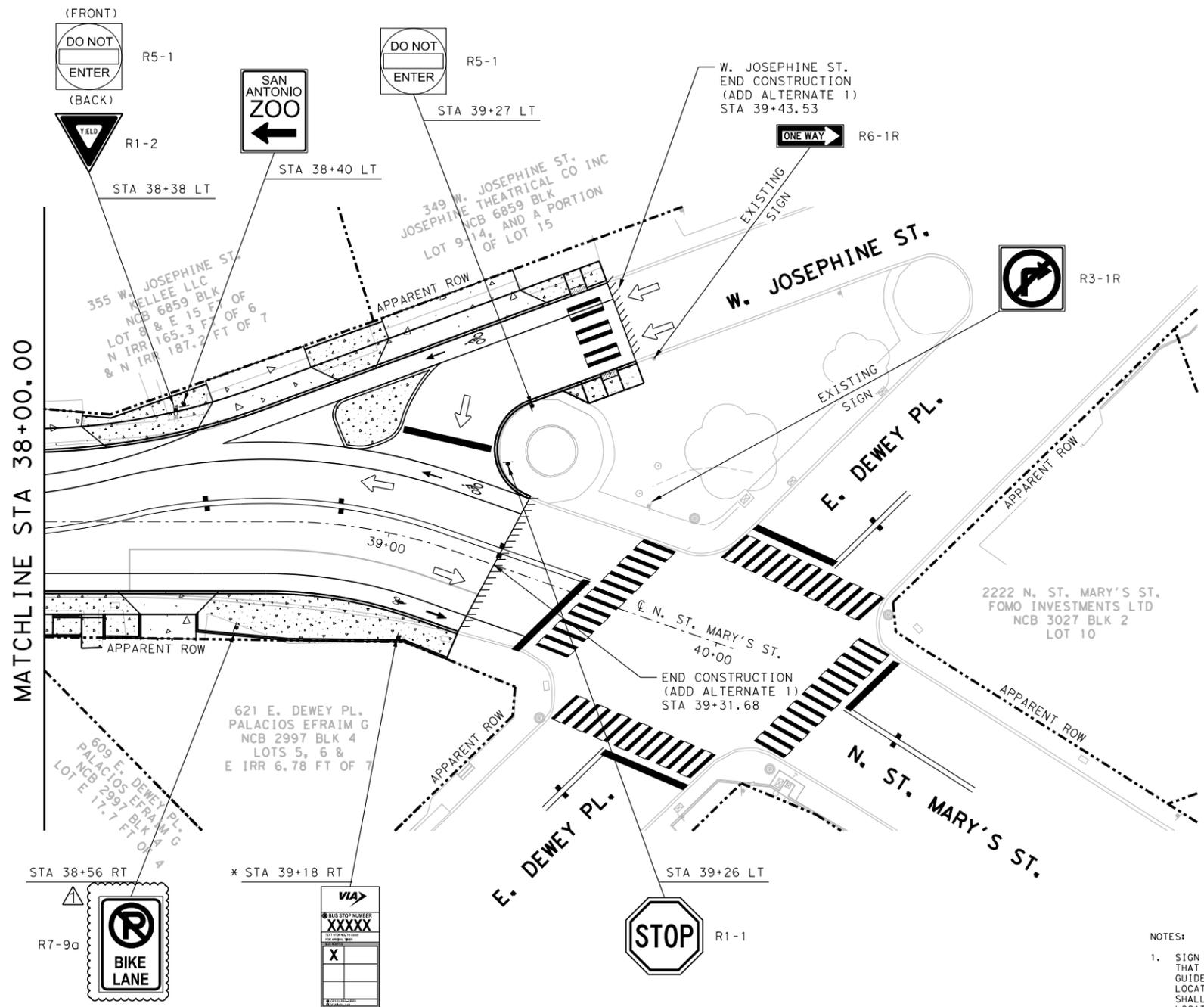
STA. 35+09.89 TO STA 38+00.00

SHEET 1 OF 2

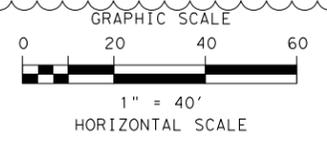
100 % SUBMITTAL	PROJECT NO.: 23-01600	DATE: 10/27/2020
DRWN. BY: MV	DSGN. BY: MG	CHKD. BY: MWT

SHEET NO.: 213 OF 343

10/27/2020 11:40:08 PM
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ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
531.3	R1-1 STOP (30" HIGH INTENSITY)	EA	1
531.4	R1-2 YIELD (36" HIGH INTENSITY)	EA	1
531.18	R5-1 DO NOT ENTER (30"x30" HIGH INTENSITY)	EA	2
531.19	R6-1 ONE WAY (36"x12" HIGH INTENSITY)	EA	1
531.86	R7-9a NO PARKING BIKE LANE	EA	1
531.91	SAN ANTONIO ZOO	EA	1
535.1	4 INCH WIDE YELLOW LINE	LF	528
535.2	4 INCH WIDE WHITE LINE	LF	143
535.4	8 INCH WIDE WHITE LINE	LF	520
535.7	24 INCH WIDE WHITE LINE (CROSSWALK)	LF	63
535.7	24 INCH WIDE WHITE LINE (CHEVRON)	LF	56
535.16	STRAIGHT WHITE ARROW BICYCLE FACILITY	EA	3
535.17	BICYCLE RIDER SYMBOL	EA	3
537.8	PAVEMENT MARKER (TYPE II A-A)	EA	20



LEGEND	
	8 INCH WIDE WHITE LINES WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE WITH BICYCLE RIDER SYMBOL & STRAIGHT WHITE ARROW
	8 INCH WIDE WHITE LINE DASHED
	4 INCH WIDE DOUBLE YELLOW DASHED
	24 INCH WIDE WHITE STOP LINE
	24 INCH WIDE WHITE HIGH CONTRAST CROSSWALK (SEE TYP. CROSSWALK DETAILS)
	4 INCH WIDE DOUBLE YELLOW LINE WITH TYPE II A-A REFL. MARKERS AT 40' O.C. (2 ROWS)
	4 INCH WIDE WHITE LINE WITH TYPE II A-A REFL. MARKERS AT 20' O.C. (2 ROWS)
	DIRECTION OF TRAFFIC SIGN



- NOTES:
- SIGN SUPPORTS SHALL BE LOCATED AS SHOWN ON THE PLANS, EXCEPT THAT THE ENGINEER MAY SHIFT THE SIGN SUPPORTS, WITHIN DESIGN GUIDELINES, WHERE NECESSARY TO SECURE A MORE DESIRABLE LOCATION OR TO AVOID CONFLICT WITH UTILITIES. THE CONTRACTOR SHALL STAKE AND THE ENGINEER WILL VERIFY ALL SIGN SUPPORT LOCATIONS.
 - CONTRACTOR SHALL VERIFY ALL STREET NAMES AND BLOCK NUMBERS PRIOR TO SIGN FABRICATION.
 - STREET NAME SIGNS INCLUDE THE INSTALLATION OF TWO (2) ONE-SIDED SIGNS PER EACH STREET NAME.
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NO.	REVISION	DRAWN	APPROVED	DATE
△	Updated striping and quantities	CD	MWT	10/28/2020

REVISIONS

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CITY OF SAN ANTONIO
 PUBLIC WORKS DEPARTMENT

NORTH ST. MARY'S STREET

SIGNING & PAVEMENT MARKING LAYOUTS

STA 38+00.00 TO END

SHEET 2 OF 2

100 % SUBMITTAL	PROJECT NO.: 23-01600	DATE: 10/27/2020
DRWN. BY: MV	DSGN. BY: MG	CHKD. BY: MWT



N St. Mary's Street: Parking Study

City of San Antonio

PRELIMINARY

Justin Clark, P.E. PTOE

May 25, 2022

Transportation | Water Resources | Land Development | Surveying | Environmental



SAPD Temporary Barricade Plan



- Closing some streets to visitors, enforcing only resident parking
- SAPD placed barricades on Thursday-Saturday (9:00 PM-2:00 AM)
- Public notified regarding this plan via local news and Twitter.
- Impacts of barricading considered in this parking study

N St. Mary's Street: Field Observation Photos



N St. Mary's Street: Data Collection Schedule

Week 1- Normal Weekend

[No Barricades]

- 03/24/2022- Thursday
- 03/25/2022- Friday
- 03/26/2022- Saturday

Week 3- Easter Weekend

[With Barricades]

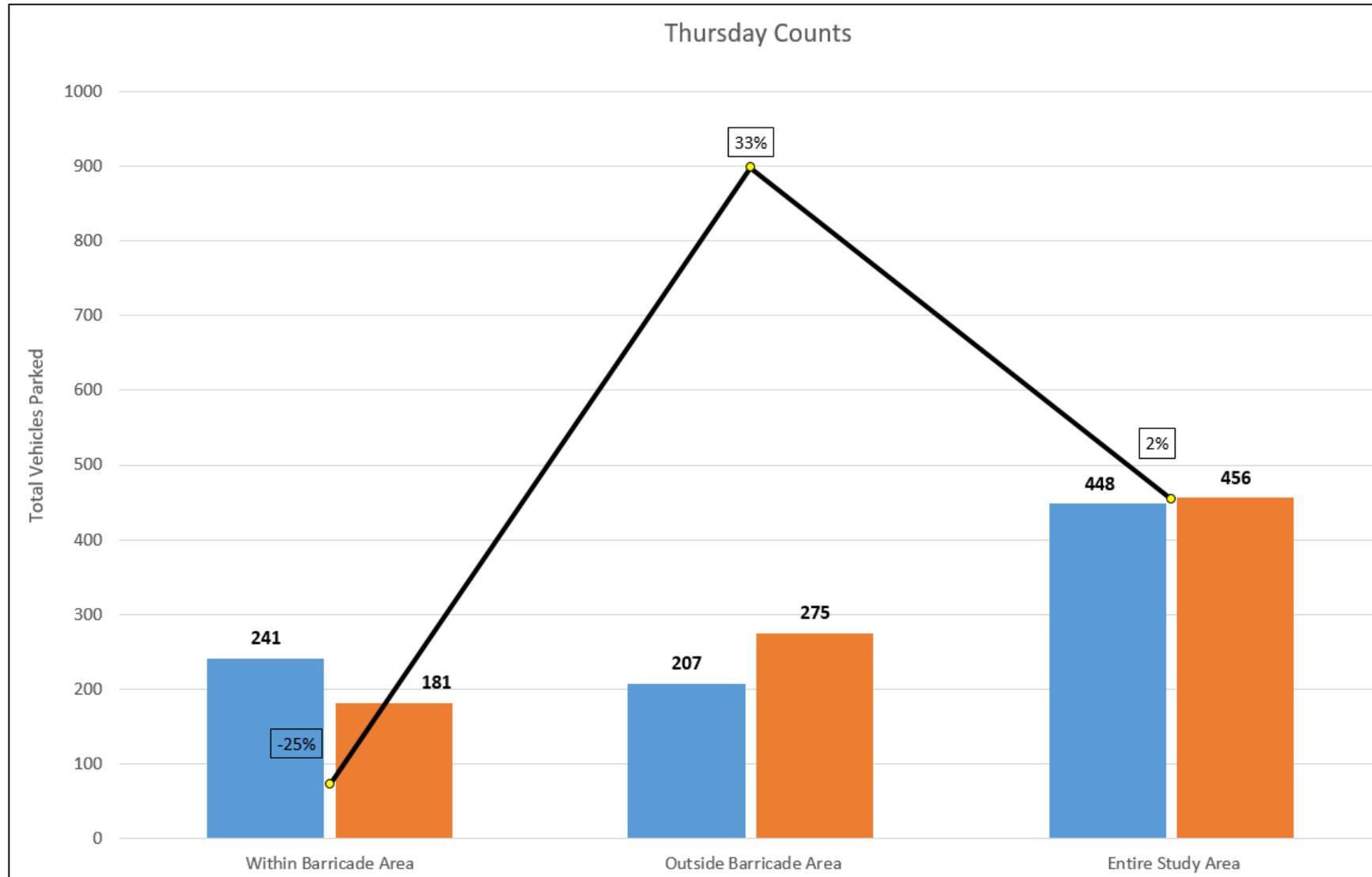
- 04/15/2022- Friday
- 04/16/2022- Saturday
- Thursday- No barricading

Week 2- Fiesta Weekend

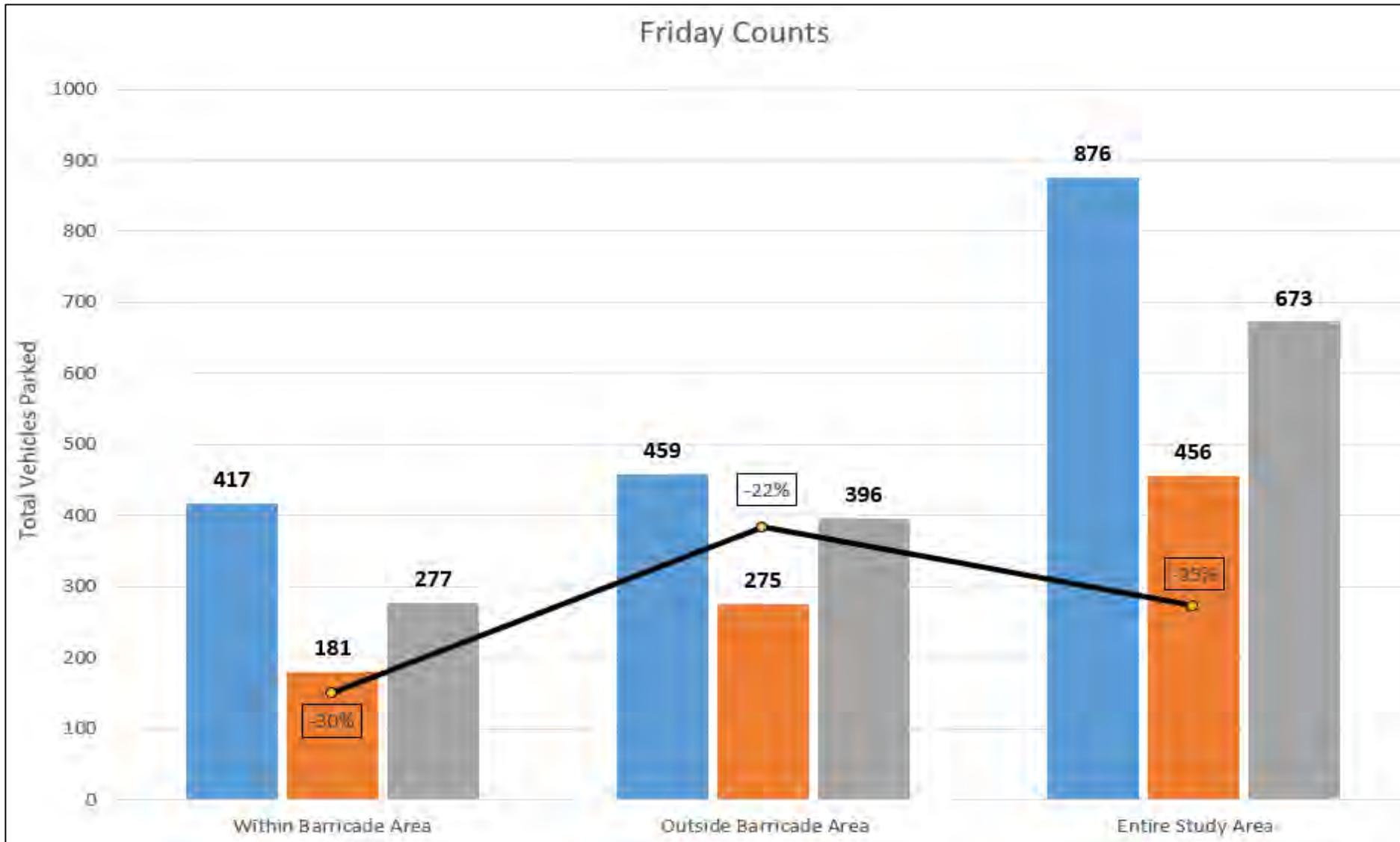
[With Barricades]

- 03/31/2022- Thursday
- 04/01/2022- Friday
- 04/02/2022- Saturday

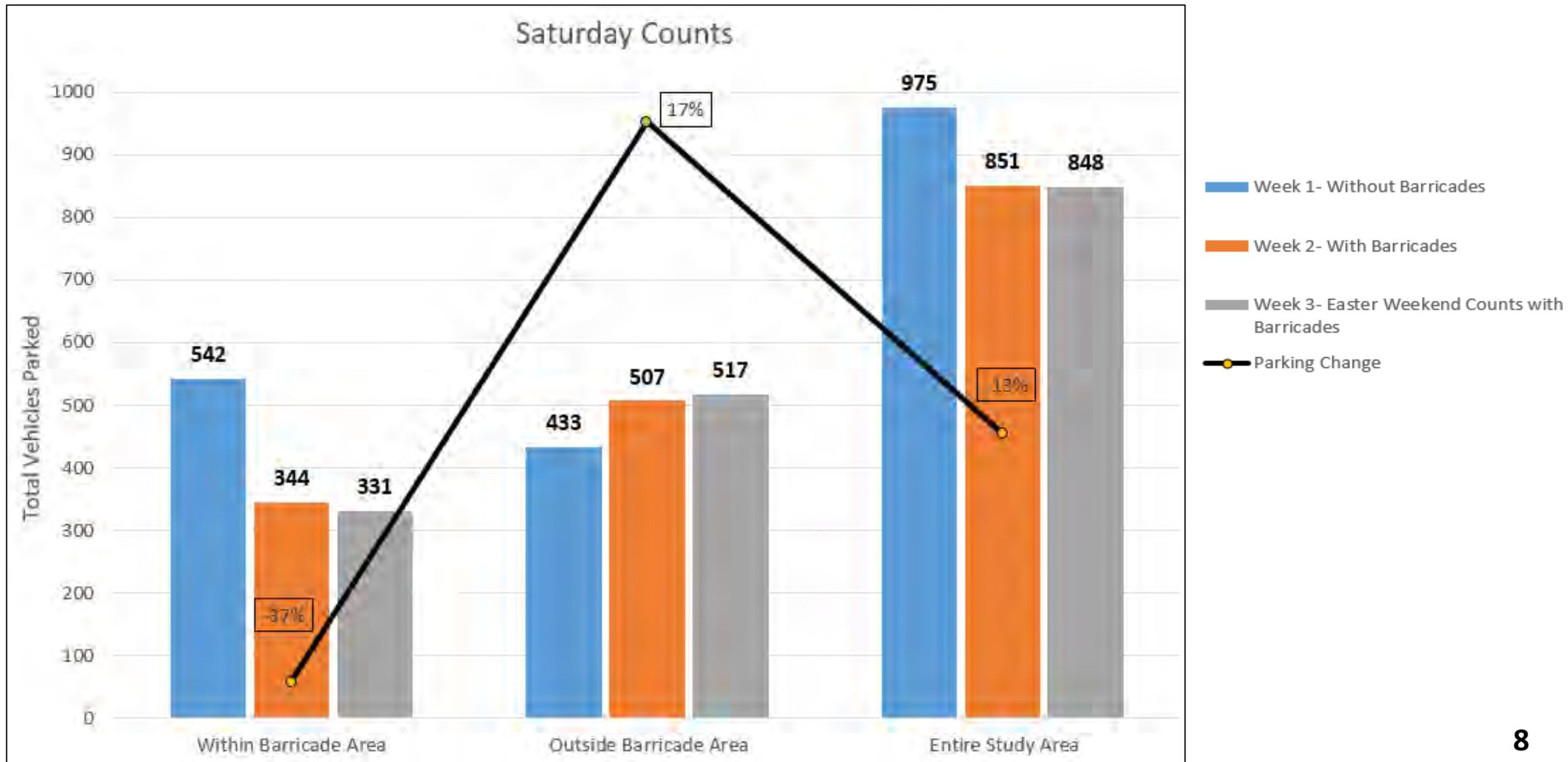
On-Street Parked Vehicle Counts: Thursday Counts



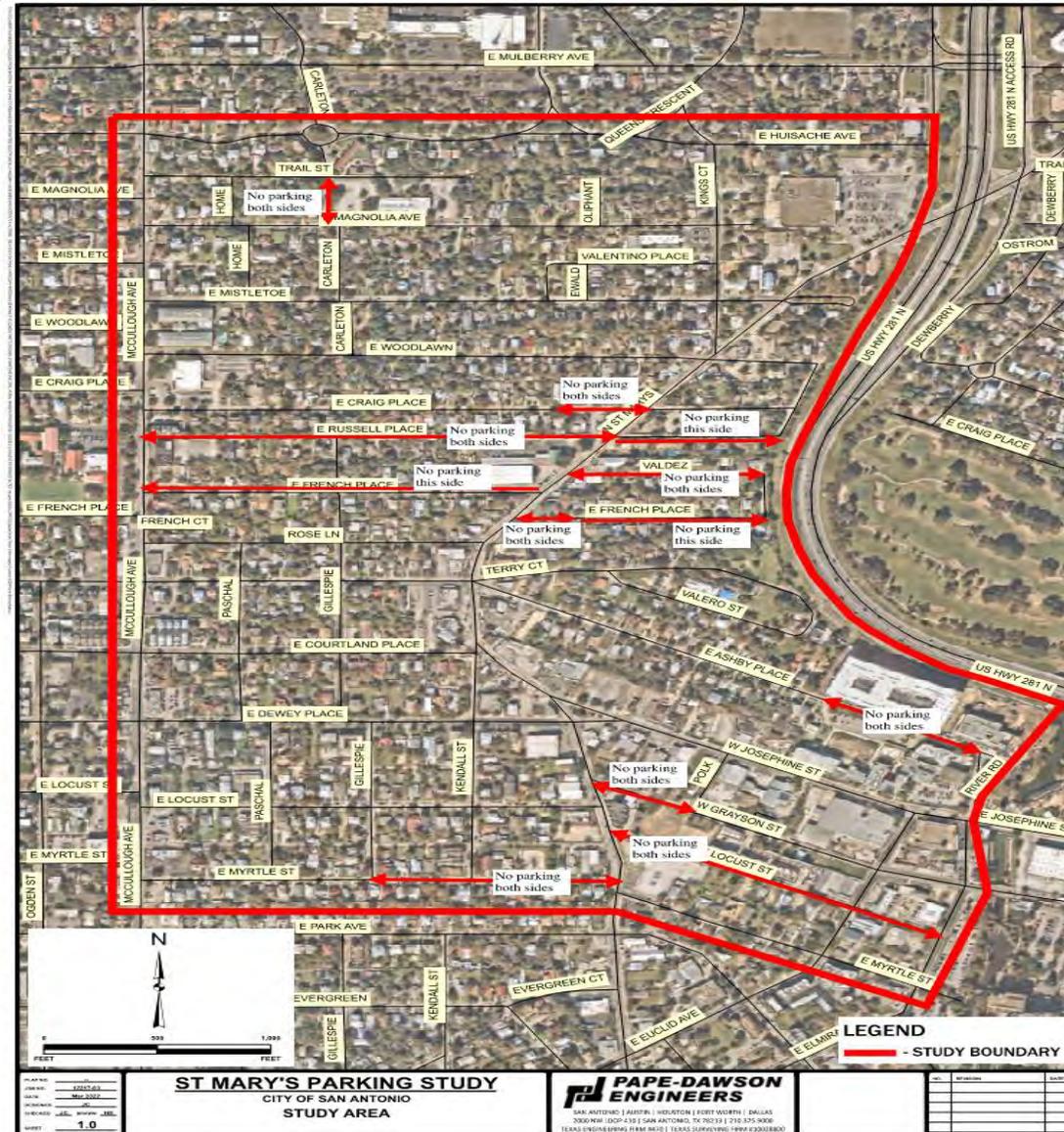
On-Street Parked Vehicle Counts: Friday Counts



On-Street Parked Vehicle Counts: Saturday Counts

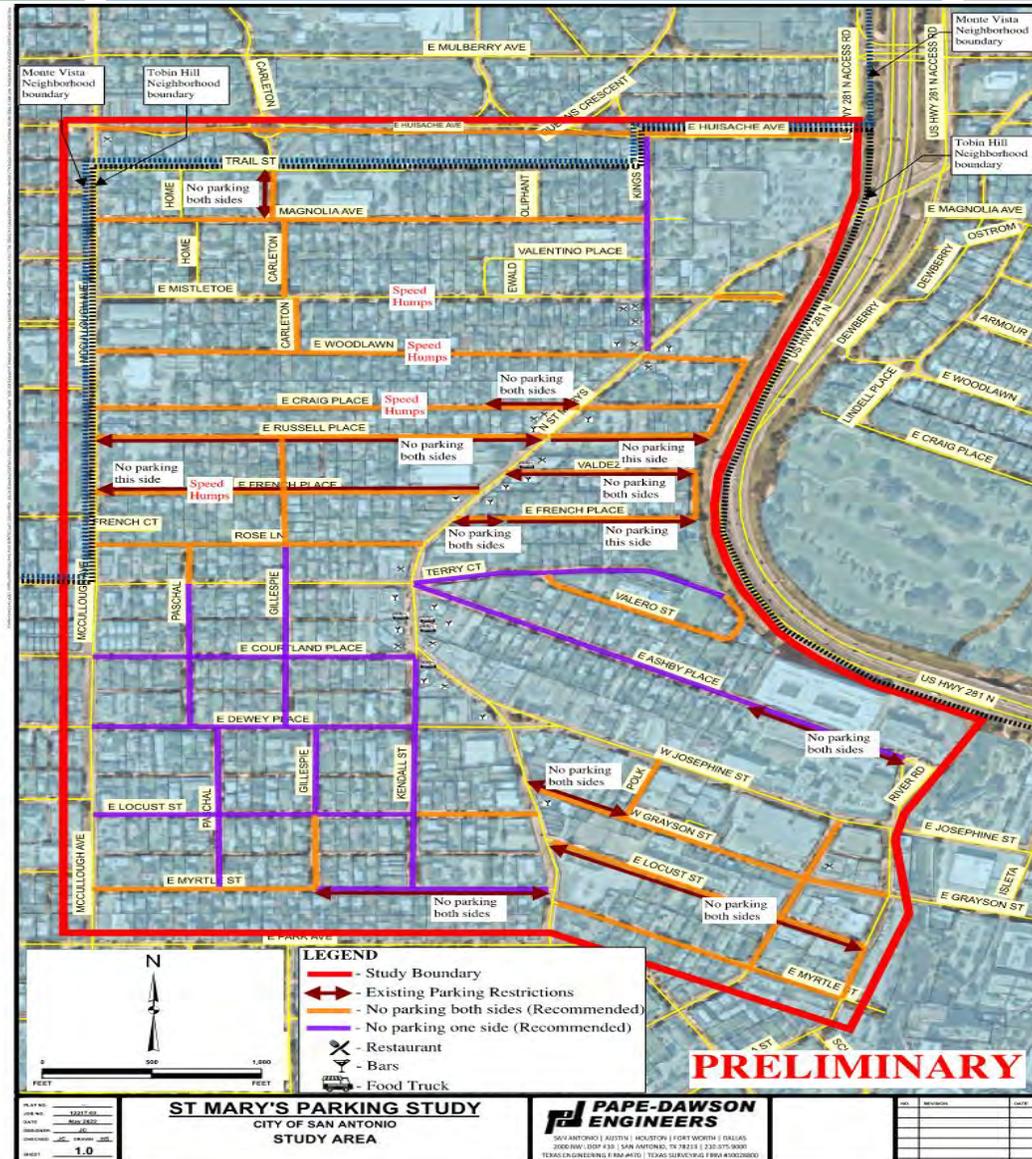


Existing Parking Restrictions



Analysis Summary and Potential Recommendations

Existing and Recommended Parking Restrictions



Potential Recommendations (cont'd)

Potential Recommendations	Benefits	Limitations and Challenges
Adopting Residential Parking Permit (RPP) Program	<ul style="list-style-type: none"> Major relief to the residents Better traffic operations on residential streets 	<ul style="list-style-type: none"> Displaces 400-500 vehicles Large area – 800 plus homes
Restricting parking on one or both sides of the streets	<ul style="list-style-type: none"> Better traffic operations on residential streets 	<ul style="list-style-type: none"> Restricts parking for everyone Residents Enforcement
Utilizing Tripoint YMCA parking lot	<ul style="list-style-type: none"> Large parking lot close to major attractions on N. St. Mary's street Parking lot is almost entirely empty during night peak traffic hours. 	<ul style="list-style-type: none"> Offsets parking need Property Owner Leasing agreement
New Parking Lots	<ul style="list-style-type: none"> Long-term solution which addresses businesses' and residents' concerns. 	<ul style="list-style-type: none"> Offsets parking need Construction cost and timeline. Noise complaints from Residents near parking lots
Promoting Ridesharing and use of Uber/Lyft	<ul style="list-style-type: none"> Reduction in parking spaces required Addresses residents' concerns with businesses unaffected. 	<ul style="list-style-type: none"> Requires user (visitor) behavior change. Providing pick-up and drop-off zones.

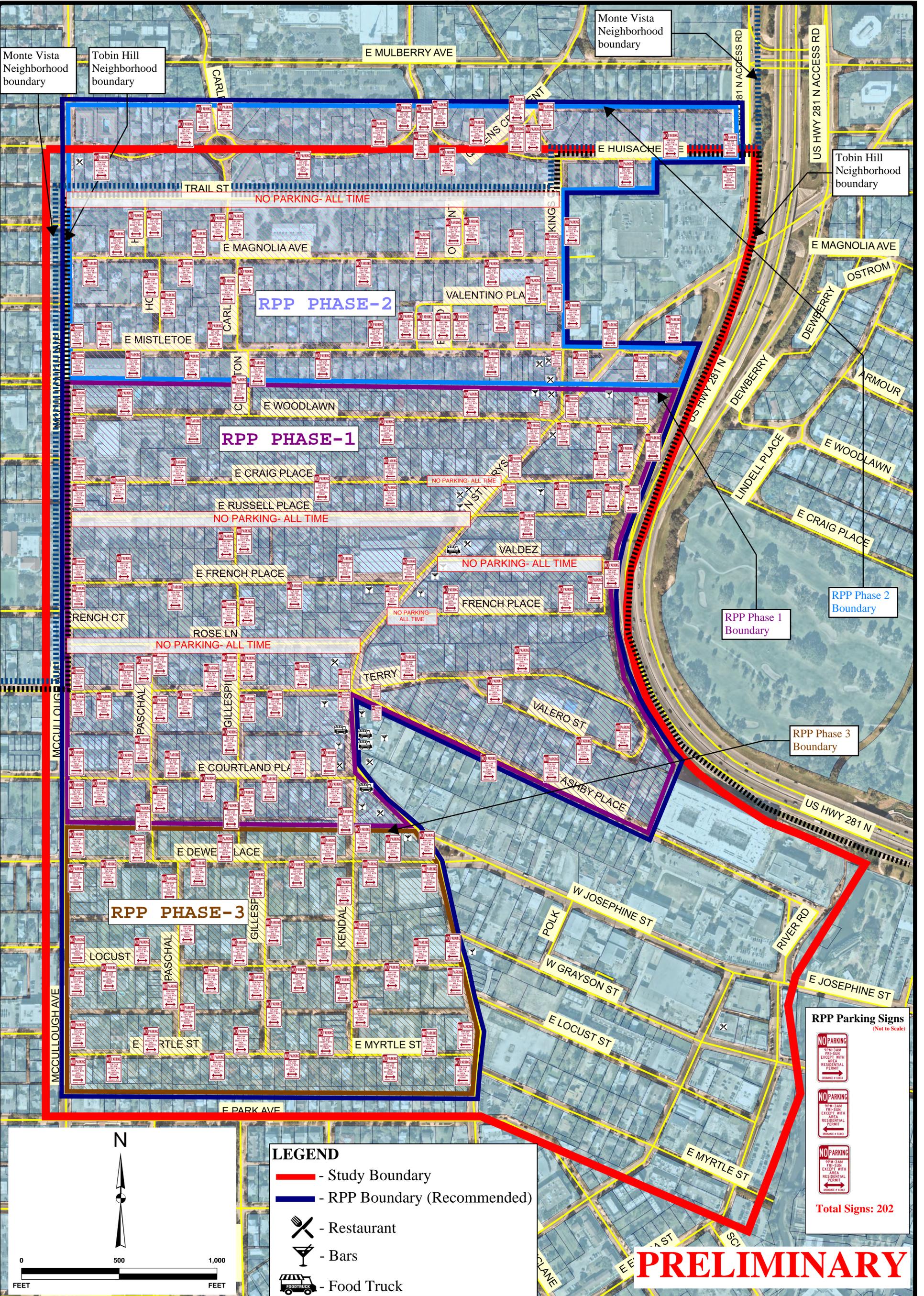
Thank you

Justin Clark, P.E. PTOE

jclark@pape-dawson.com

POTENTIAL SIGNAGE LOCATIONS

Date: May 16, 2022 1:38:10 PM User: hshah
 File: P:\12217\7041Traffic Analysis\GIS\MXD\Study Area 24x36.mxd



RPP Parking Signs
 (Not to Scale)

NO PARKING
 9PM-3AM
 EXCEPT WITH
 AREA
 RESIDENTIAL
 PERMIT

NO PARKING
 9PM-3AM
 EXCEPT WITH
 AREA
 RESIDENTIAL
 PERMIT

NO PARKING
 9PM-3AM
 EXCEPT WITH
 AREA
 RESIDENTIAL
 PERMIT

Total Signs: 202

LEGEND

- Study Boundary
- RPP Boundary (Recommended)
- Restaurant
- Bars
- Food Truck

PRELIMINARY

PLAT NO.	---
JOB NO.	12217-03
DATE	May 2022
DESIGNER	JC
CHECKED	JC DRAWN HS
SHEET	1.0

ST MARY'S PARKING STUDY
 CITY OF SAN ANTONIO
 STUDY AREA

PAPE-DAWSON ENGINEERS
 SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
 2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
 TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

NO.	REVISION	DATE