

ORDINANCE NO. 1410

AN ORDINANCE OF THE CITY OF KYLE, TEXAS, AMENDING ARTICLE II, CHAPTER 38, OF THE CITY OF KYLE CODE OF ORDINANCES, SECTION 38-23, REQUIRING CONSIDERATION OF ROUNDABOUTS, TO INSTEAD CONSIDER INTERSECTION ALTERNATIVE ANALYSIS IN CERTAIN INTERSECTIONS; REQUIRING COMPLIANCE WITH NATIONAL STANDARDS IN THE CONSTRUCTION OF INTERSECTION ALTERNATIVES; REQUIRING NOTICE OF EXCLUSIONS; PROVIDING SEVERABILITY, EFFECTIVE DATE, AND OPEN MEETINGS CLAUSES; AND PROVIDING FOR RELATED MATTERS.

WHEREAS, the City of Kyle, Texas (the "City") regulates the design and construction of roadways in the City limits and extraterritorial jurisdiction (the "City jurisdiction"); and

WHEREAS, the City has experienced growth causing the City jurisdiction to expand necessitating the creation of new roadways and alternation of existing roadways; and

WHEREAS, the City Council for the City desires to amend the City's Code of Ordinances to ensure that new and altered roadways are built in a way that is reliable, durable, safe and more efficient for the flow of traffic.

**NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF KYLE, TEXAS, THAT:**

**Section 1. Findings of Fact.** The findings and recitations set out in the preamble of this Ordinance are found to be true and correct, and that they are hereby adopted by the Council and made a part hereof for all purposes.

**Section 2. Amendment of Streets and Sidewalk Ordinance.** Article II – Streets and Sidewalks, Chapter 38, City of Kyle Code of Ordinances, Section 38-23, Roundabouts, which is renamed as Intersection Alternatives, is hereby amended to add the language marked as underlined and remove the language marked as ~~struck-through~~.

**38-23. ~~Roundabouts~~Intersection Alternatives**

- (a) **Purpose.** Use of properly designed ~~roundabouts~~intersection controls encourages a safer and more efficient flow of traffic at intersections in residential areas.
- (b) **Intersection Alternatives Analysis (IAA).** An Intersection Alternative Analysis shall objectively evaluate all feasible intersection treatment options to identify the most appropriate solution for a given location. Each alternative shall be assessed across key factors including traffic operations, safety performance, pedestrian and bicycle accommodation, right-of-way feasibility, environmental and drainage impacts, utility conflicts, and consistency with the City's adopted transportation plan. A recommended treatment shall be identified based on overall performance and site-specific context.

- (c) ~~Inclusion of Roundabouts~~Intersections in New Residential Areas. ~~Intersections of collector streets and major roadways, major thoroughfare streets, or arterial streets shall be constructed as a roundabout style intersections in compliance with this Section unless construction of the roundabout is not feasible due to one of the following reasons, as determined by the City Engineer: (1) there is not sufficient space on available land or land that can be acquired by the applicant or the City to locate the roundabout; or (2) land conditions or existing roadway design do not allow for installation of a roundabout that complies with this Section. The location of the roundabouts must be identified when an applicant submits a concept plan application or, if platting is not required for the project, when the applicant submits a site development plan application.~~ Any new intersection with collector or arterial streets shall be required to complete an IAA.
- (d) ~~Consideration of Roundabouts generally.~~ A traffic control study to consider the potential positive impact of a roundabout style intersection is required for all non-residential construction of intersections with anticipated traffic levels requiring traffic control measures greater than a stop sign. When studies indicated both feasibility and a positive impact on traffic congestion, a roundabout style intersection shall be required unless City Engineer grants an exclusion request under subsection (e).
- (e) ~~Design Standards for Roundabouts.~~ All roundabouts must be designed and constructed in compliance with the standards promulgated in the National Cooperative Highway Research Program (NCHRP) Report 672, as amended from time to time.
- (f) ~~Exclusion Request.~~ Applicants wishing to exclude roundabouts where required herein, must notify the City that they are claiming an exclusion to this section and must submit a specific explanation for that exclusion when submitting plans to the City. The request must be submitted with the concept plan application, or site development application, as appropriate. The City Engineer may grant an exclusion request if one or more of the conditions set forth in Section 38-23(a)(1) or (2) exist.
- (g) ~~Appeal.~~ An applicant aggrieved by the City Engineer's decision regarding an exclusion request submitted under this section may appeal the City Engineer's decision to the City Council by submitting a written request for appeal within ten days after the date of the City Engineer's decision. The appeal shall be placed on the agenda for the next available City Council meeting for which agenda posting deadlines can be met.

**Section 3. Amendment of Conflicting Ordinances.** Article II is hereby amended as provided in this ordinance. All ordinances or parts thereof conflicting or inconsistent with the provisions of this ordinance as adopted and amended herein, specifically including Chapter 38, Section 23, are hereby amended to the extent of such conflict. In the event of a conflict or inconsistency between this ordinance and any other code or ordinance of the city, the terms and provisions of this ordinance shall govern.

**Section 4. Effective Date.** This ordinance shall be effective from and after its approval and passage in accordance with the Texas Local Government Code and the city charter.

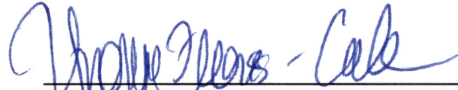
**Section 5. Severability.** If any section, subsection, sentence, clause, phrase, or word of this ordinance is declared unconstitutional or invalid for any purpose, the remainder of this ordinance shall not be affected thereby and to this end the provisions of this ordinance are declared to be severable.

**Section 6. Open Meetings.** It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public as required, and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551.


PASSED AND APPROVED on this the 2nd day of June, 2026.

FINALLY PASSED AND APPROVED on this the 16th day of June, 2026.

**The City of Kyle, Texas**

  
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Yvonne Flores-Cale, Mayor

ATTEST:

  
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Jennifer Kirkland, City Secretary