



**CITY OF NEW BRAUNFELS, TEXAS
TRANSPORTATION & TRAFFIC ADVISORY
BOARD MEETING
TEJAS ROOM
550 LANDA STREET**



THURSDAY, JULY 9, 2026 at 6:00 PM

AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MINUTES

- A) Approval of the minutes of the January 8th, 2026 [26-761](#)
Transportation and Traffic Advisory Board meeting.

4. CITIZENS' COMMUNICATIONS

This time is for citizens to address the Transportation and Traffic Advisory Board on issues and items of concerns not on this agenda. There will be no Transportation and Traffic Advisory Board action at this time.

5. INDIVIDUAL ITEMS FOR CONSIDERATION

- A) Discuss and consider a recommendation to the City [26-770](#)
Council to amend Section 126-346 of the Code of
Ordinances of the City of New Braunfels to prohibit
parking on both sides of Divine Way from the intersection
with Fayette Drive southwesterly for approximately 165
feet.
- B) Discuss and consider approval of a traffic calming plan [26-763](#)
on Pahmeyer Road.
- C) Discuss and consider approval of the 2026 calendar for [26-762](#)
the Transportation and Traffic Advisory Board meetings.

6. ADJOURNMENT

CERTIFICATION

I hereby certify the above Notice of Meeting was posted on the bulletin board at the New Braunfels City Hall.

Board Liaison

NOTE: Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services such as interpreters for persons who are deaf or hearing impaired, readers, or large print, are requested to contact the City Secretary's Office at (830) 221-4010 at least two (2) work days prior to the meeting so that appropriate arrangements can be made.



Transportation & Traffic Advisory Board Agenda Item Report

550 Landa Street
New Braunfels, TX

7/9/2026

Agenda Item No. A)

**DRAFT - MINUTES
OF THE NEW BRAUNFELS TRANSPORTATION & TRAFFIC ADVISORY BOARD
REGULAR MEETING OF THURSDAY, JANUARY 8, 2026**

AGENDA

1. CALL TO ORDER

The meeting was called to order at 6:00 p.m.

2. ROLL CALL

The following members were present: Ken Dalfonso, Stanley Laskowski, Dean Word, Mike Dietert, Clara Montas and Art Brinkkoeter

The following members were absent: Gary Kirkham

3. APPROVAL OF MINUTES

A) Approval of the minutes of the November 6th, 2025
Transportation and Traffic Advisory Board meeting.

**Stanley Laskowski made a motion to approve, second by Mike Dietert.
All in favor, motion passed.**

4. CITIZENS' COMMUNICATIONS

This time is for citizens to address the Transportation and Traffic Advisory Board on issues and items of concerns not on this agenda. There will be no Transportation and Traffic Advisory Board action at this time.

None.

5. INDIVIDUAL ITEMS FOR CONSIDERATION

A) Discuss and consider a recommendation to amend Section 126-346 of the Code of Ordinances of the City of New Braunfels to restrict parking on Willowbrook.

Carly Farmer explained this request to establish a no parking zone on the south side of Willowbrook that extends from West of the intersection with Shepherd Path to East of the intersection with Colonial Avenue.

Ken Delfonso then opened the item to the residents to speak on the subject. Kathy Buentes said she lives near the front of the neighborhood and says it is dangerous in her driveway. People park along the street to wait for their children getting out of school and block some of the roads. She feels like it is very unsafe. Alan Pasgrolti reiterated what Kathy said, but says there is a parking problem all over

the subdivision. David Rodriguez said some people block his driveway and make getting out of his driveway very difficult. Randy Newman repeated what David and Kathy mentioned. He also said he was surprised that nobody gets hurt as some people get really mad. Gisela Crowder asked if PD would help enforce the ordinance if the residents call. Carly said that PD is notified and help with these complaints when they are called in. Victor Sangoy said he feels that the big problems seem to be at the front of subdivision.

Mike Dietert made a motion to go with staff recommendation to restrict parking on Willowbrook in order to implement a traffic calming plan. Stanley Laskowski seconded. All in favor, motion passed.

6. ADJOURNMENT

The meeting adjourned at 6:46 p.m.

By: _____
KEN DALFONSO, CHAIR

Attest:

CARLY FARMER, BOARD LIAISON

7/9/2026

Agenda Item No. A)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

Discuss and consider a recommendation to the City Council to amend Section 126-346 of the Code of Ordinances of the City of New Braunfels to prohibit parking on both sides of Divine Way from the intersection with Fayette Drive southwesterly for approximately 165 feet.

DEPARTMENT: Transportation and Construction Services**COUNCIL DISTRICTS IMPACTED:** 2**BACKGROUND INFORMATION:**

Staff received a request from the Dove Crossing Homeowners' Association (HOA) to prohibit parking on both sides of Divine Way southwest of the intersection with Fayette Drive due to concerns about sight distance from vehicles parking near the intersection. The requested "no parking" zone begins at Fayette Drive and encompasses the frontage of 2512 and 2450 Fayette Dr as well as the drainage easement behind the two properties.

Divine Way is a two-lane residential collector through the North Ranch Estates and Dove Crossing subdivisions that begins at Walnut Avenue and ends at Eagle Pass Drive. It provides connectivity via Eagle Pass Drive to Dove Crossing Drive, a minor collector thoroughfare that runs between West County Line Road and West Klein Road. Divine Way is stop-controlled at the intersection with Walnut Avenue, and there is an all-way stop at the intersection with N Ranch Estates Boulevard. The posted speed limit on Divine Way is 30 mph, and there are curbs and sidewalks along both sides.

As part of the evaluation of the request, city staff conducted a site visit in February 2026 to observe the parking activity. The pavement width on Divine Way was measured to be 36 feet. Vehicles were observed parked along Divine Way and adjacent to the side of 2512 Fayette Drive during the site visit.

A sight distance analysis for the intersection of Divine Way and Fayette Drive was completed in accordance with American Association of State Highway and Transportation Officials standards, which determined that parked vehicles on Divine Way would be located within the sight triangle for vehicles on Fayette Drive entering Divine Way. However, the presence of the all-way stop at the adjacent intersection with N Ranch Estates Blvd shortens sight distance needs for Fayette Drive because vehicles on Divine Way are approaching from a stop condition and not free-flow speed.

Maintaining visibility and sight distance in urban areas is a challenge. Strict adherence to engineering sight distance standards at intersections is oftentimes impractical given considerations to on-street parking, vehicular

activity, and adjacent land use.

Curb ramp improvements along Divine Way were recently reconstructed as part of the 2023 Bond Citywide Street Improvements Capital Improvements Project, providing directional ramps for crosswalks in line with accessibility requirements and best practices at multiple intersections. City ordinance and state law prohibit parking within 20 feet of a crosswalk. If parking activity is a continual issue, the city may install “no parking” signs to reinforce the parking prohibition requirement for crosswalks.

City staff is currently working with the HOA on a related request for traffic calming on Divine Way in the Dove Crossing subdivision. Many traffic calming elements also address sight distance concerns by slowing oncoming traffic and shifting vehicular traffic away from the curb, improving visibility. Removing on-street parking opens the full roadway width, which typically results in higher speeds. The city is working on obtaining a complete application and petition for traffic calming to begin the investigation. If received, data collection will likely occur when school resumes in the fall.

The public hearing will be held at a future City Council meeting, and notices will be sent in advance to properties adjacent to the proposed parking changes.

ISSUE:

The Dove Crossing HOA requested “no parking” zones along both sides of Divine Way from the intersection with Fayette Drive southwesterly for approximately 165 feet.

STRATEGIC PLAN REFERENCE:

- Economic Mobility Enhanced Connectivity Community Identity
- Organizational Excellence Community Well-Being N/A

FISCAL IMPACT:

Traffic control signs cost approximately \$150 each. Sufficient funding is available in the FY 2026 Approved Streets and Drainage Budget.

RECOMMENDATION:

Staff recommends postponing the parking prohibition request until the traffic calming request has been investigated.



Figure 1 – Divine Way from NW Fayette Drive approach (facing west). Vehicle approaching northeast-bound from the all-way-stop-controlled intersection of Divine Way at N Ranch Estates Boulevard.



Figure 2 – ADA ramp and pavement before the 2023 Bond Citywide Street Improvements project.

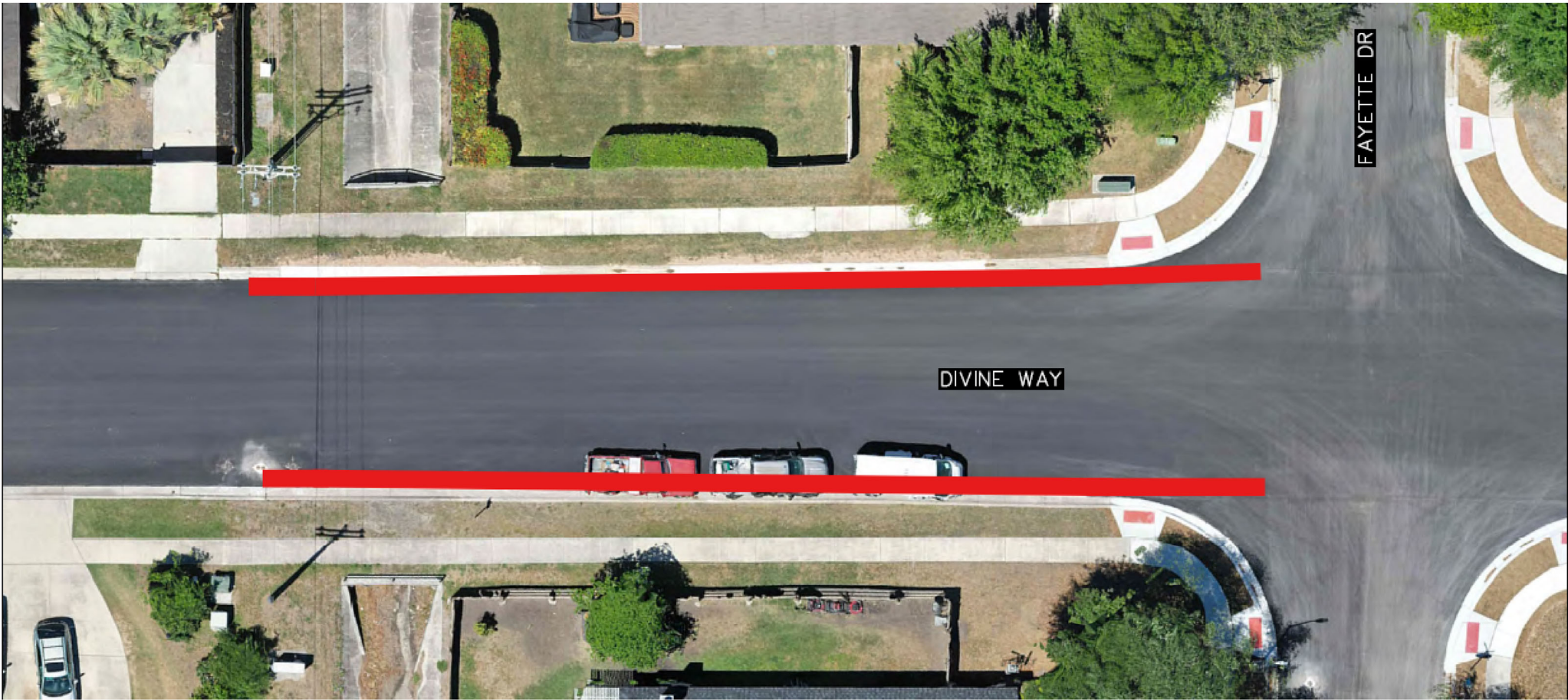


Figure 3 – Current, improved pavement and ADA ramps at the subject intersection following the 2023 Bond Citywide Street Improvements project.


Sec. 126-346. - Stopping, standing or parking prohibited in specified places.

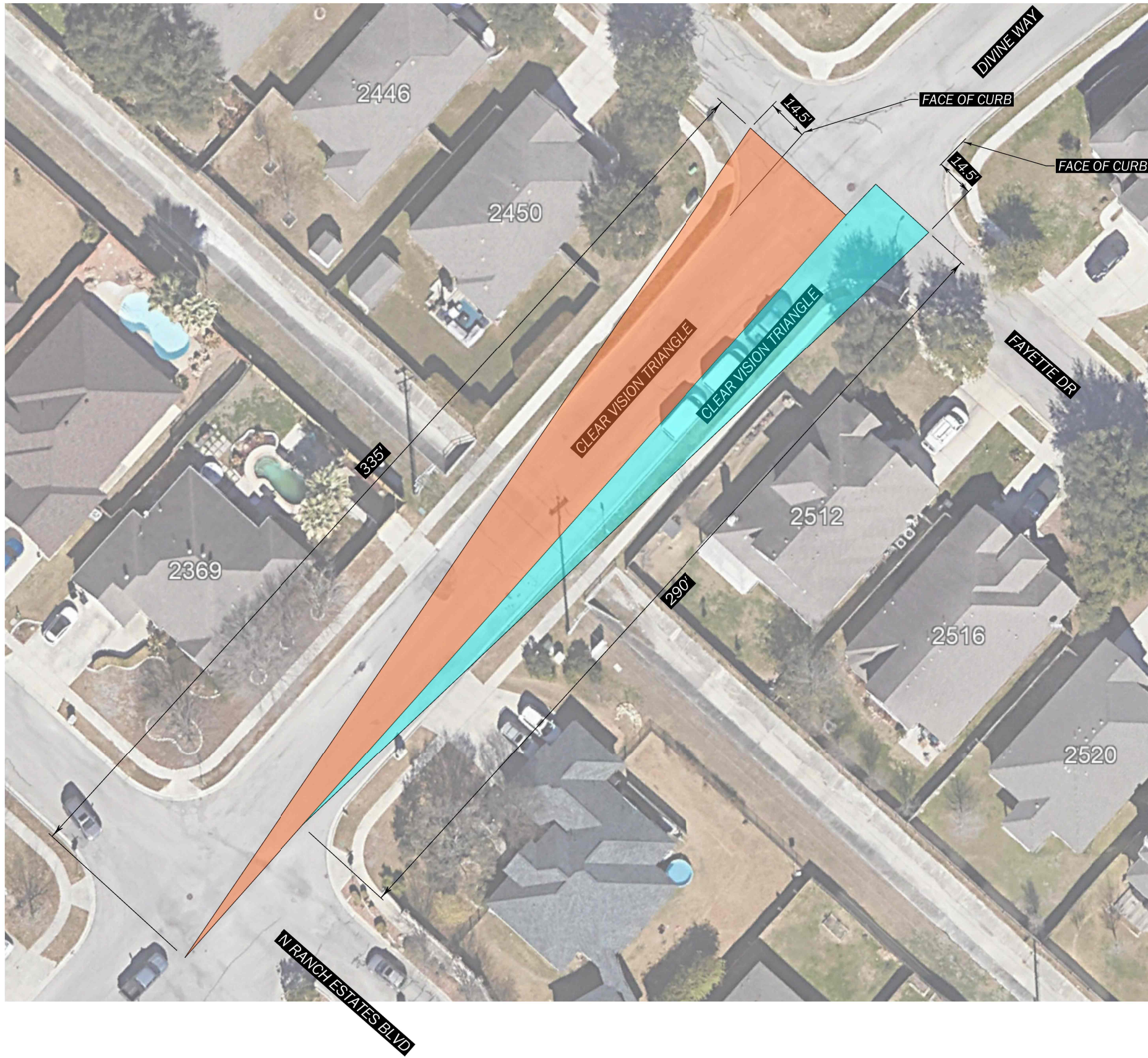
(f) No person shall park or leave standing any vehicle, whether attended or unattended, in the following locations:

(145) On both sides of Divine Way from the intersection with Fayette Drive southwesterly for a distance of 165 feet. Such no parking zone shall be designated as a tow-away zone.



LEGEND

 Proposed no parking



7/1/2026
 3:27:15 PM
 \\file02\users\Public Works (Narrow Documents)\Layouts\Sight Triangles\DivineWay_Fayette\DivineWay_Fayette_Sight_001.dgn

FOR INTERIM REVIEW ONLY
 NOT INTENDED FOR CONSTRUCTION
 BIDDING OR PERMIT PURPOSES

 Carly L. Farmer, P.E.
 SERIAL NUMBER 145552
 DATED: 7/1/2026

NO.	DATE	REVISION	APPROV.



DIVINE WAY & FAYETTE DR
 SIGHT DISTANCE LAYOUT

SCALE: 1"=40' SHEET: 1 OF 1

7/9/2026

Agenda Item No. B)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

Discuss and consider approval of a traffic calming plan on Pahmeyer Road.

DEPARTMENT: Transportation and Construction Services**COUNCIL DISTRICTS IMPACTED:** 2**BACKGROUND INFORMATION:**

Staff received a request to evaluate Pahmeyer Road within the Preston Estates subdivision for traffic calming due to safety concerns over speeding and high volumes in a residential area. Pahmeyer Road is an approximately 3-mile-long roadway in the southern region of the city limits between Old Marion Road and Old Zipp Road. Pahmeyer Road is identified on the City of New Braunfels Thoroughfare Plan as a minor collector between Old Marion Road and Zipp Road and a major collector south of Zipp Road where it meets Old Zipp Road and terminates at Union Wine Road. Because the extension of Zipp Road is incomplete, Pahmeyer Road provides access to Klein Road from the newer subdivisions south of Zipp Road.

Preston Estates is a single-family home subdivision located between Klein Road and Zipp Road. Pahmeyer Road is the main thoroughfare for the subdivision and has a posted speed of 30 miles per hour (mph). The majority of Pahmeyer Road does not provide direct access to any residential driveways except for the five homes that front Pahmeyer Road between Red Barn Bend and Farmers Dell. This subdivision was constructed before code amendments were passed to prohibit driveway access that requires backing maneuvers on streets classified as collectors and higher.

In Preston Estates, Pahmeyer Road is stop-controlled at the intersection with Klein Rd. There is an all-way stop at the intersection with Zipp Road and the intersection with Rain Dance. The all-way stop at Pahmeyer Road and Rain Dance was installed in 2022 after City Council approval due to resident concerns about speeding near the subdivision's community pool. The intersection did not meet warrants for an all-way stop per the Texas Manual on Uniform Traffic Control Devices (TMUTCD).

A stop sign is an effective traffic control device when used at the proper place under appropriate conditions. A stop sign is used at an intersection to assist drivers and pedestrians in determining who has the right-of-way. Multiway stops shall not be used for speed control per the 2026 update of the TMUTCD. When stop signs are installed at locations where they are not warranted, there is a high incidence of motorists disregarding the traffic control devices which increases the likelihood of crashes.

The City of New Braunfels Neighborhood Traffic Calming Policy requires a petition to be submitted with

signatures from two-thirds of the properties adjacent to the street segment on which speed humps are requested. A petition was received and verified to meet the two-thirds requirement. An evaluation of the study area was performed to determine the target speed and volume. Although Pahmeyer Road is classified as a minor collector, the homes fronting the roadway, with driveways that require backing maneuvers, necessitate slower speeds and volumes than are acceptable for that street classification.

Staff evaluated the study area and determined the target speed and target volume between Red Barn Bend and Farmers Dell to be 25 mph and 1,000 vehicles per day (vpd), respectively. An operational requirement of the policy is that the 85th-percentile speed be at least 5 miles per hour above the target speed. Traffic data collected over 24 hours in November 2024 showed an 85th-percentile speed of 30 mph, which meets the speed criteria in the Neighborhood Traffic Calming Policy. Additionally, the volume requirement in the approved Neighborhood Traffic Calming Policy is a daily traffic volume exceeding the target traffic volume. The traffic data collected measured 780 vpd, which does not surpass the target volume of 1,000 vpd for a local residential street but demonstrates elevated volumes on the minor collector, which have likely grown in the last two years. Based on the evaluation of the study area and analysis of the collected data, it was determined that traffic calming would be beneficial to the safety of road users.

Pahmeyer Road, a minor collector, is fronted by single-family homes between Red Barn Bend and Farmers Dell, which is no longer acceptable in subdivision design due to traffic and parking operations, traffic safety, and neighborhood livability. The pedestrian and vehicle activity associated with single-family homes, combined with higher traffic of a minor collector that provides area connectivity, results in higher instances of conflict between road users and increased vulnerability for pedestrians and cyclists on and adjacent to the roadway. In addition, the installation of the all-way stop at Pahmeyer Road and Rain Dance did not reduce speeds and has resulted in multiple complaints about noncompliance and safety concerns for pedestrians walking to the community pool and the school bus stop. Slower speeds in both these areas along Pahmeyer Road will result in better outcomes should a crash occur.

Based on the documented traffic volumes, the elevated 85th-percentile speed compared to the target speed, and the compliance concerns, city staff drafted a traffic calming plan for Pahmeyer Road comprising of bulb-outs targeting the portion of Pahmeyer Road with homes fronting and the all-way stop at Rain Dance. These bulb-outs are to be hardscaped using stamped colored concrete. City staff aims to present the traffic calming plan and allow the community to provide public comment.

ISSUE:

Residents have requested traffic calming on Pahmeyer Road due to speeding and safety concerns due to cut-through traffic in a residential area.

FISCAL IMPACT:

The City has specific funding for the installation of traffic calming. Approved traffic calming plans are ranked for funding according to the Neighborhood Traffic Calming Policy prioritization process. The highest-scoring projects will be funded through the FY 2027 budget. Remaining projects will be considered for funding in subsequent budget years.

RECOMMENDATION:

Staff recommends approval of the traffic calming plan on Pahmeyer Road, which will be installed as funding is available.

Petition

Requirement	Satisfied?
1. A petition from the residents and business owners documenting that at least two-thirds support the installation of speed humps.	Yes
2. Verification statement from contact person confirming signatures are valid and represent at least two-thirds support.	Yes
3. A statement from the neighborhood association endorsing speed hump installation.	Yes

Evaluation

Evaluation Factors	
1. Pavement width	34 ft
2. Right-of-way width	60 ft
3. Posted speed limit	30 mph
4. Number of lanes	2
5. Block length	350 ft
6. Horizontal or vertical curves	Some horizontal curves
7. Adjacent land uses	Single-family residential
8. Existing bicycle or pedestrian infrastructure	6 ft sidewalks on both sides, some crosswalks
9. Connectivity	Minor collector between Zipp Rd and Klein Rd
10. Homes fronting the roadway	Yes
11. Driveway spacing	30 ft
12. Other Considerations	Unwarranted all-way stop at Rain Dance
Target volume	1,000 vpd
Target speed	25 mph
Street eligible for traffic calming?	Yes
Evaluation Notes: Five homes front with required backing maneuvers on a minor collector. Remainder of roadway in the subdivision does not provide direct access to residential lots	

Data Collection

Volume Breakdown by Speed

	≤20 mph	21-25 mph	26-30 mph	31-35 mph	36-40 mph	41+ mph	Total
Average vpd (11/2024)	120	246	318	87	9	0	100
Percent of vpd	15	32	41	11	1	0	100%

Speed Statistics

85 th Percentile	50 th Percentile	Average	Pace
30 mph	25 mph	25 mph	21 - 30 mph

Analysis

Requirement	Satisfied?
1. Traffic calming would be significantly beneficial to the safety of road users?	Yes
2. The Average Daily Traffic (ADT) volume recorded in the study area exceeds the target volume?	No
3. 15% of vehicles are traveling at least 5 mph over the target speed	Yes
Traffic calming warranted?	Yes

Project Prioritization Criteria

Criteria	Points Assigned
1. Crash	0 reported crashes over a period of 3 consecutive years
2. Speed	5 mph difference between the target speed and the 85 th percentile speed recorded for the street segment
3. Peak hour volume	Two-way peak hour volume of 95 vph
4. Daily volume	ADT: 780 vpd / Target Volume: 1000 vpd = 78%
5. Neighborhood criteria	Schools within a ½ mile radius of the project street
	Special pedestrian generators within 1,000 ft radius
	Absence of sidewalks on the project street
6. Longevity	0 months since plan approval
Total:	5



Transportation & Traffic Advisory Board Agenda Item Report

550 Landa Street
New Braunfels, TX

7/9/2026

Agenda Item No. C)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

Discuss and consider approval of the 2026 calendar for the Transportation and Traffic Advisory Board meetings.

DEPARTMENT: Transportation and Capital Improvements

COUNCIL DISTRICTS IMPACTED: N/A

BACKGROUND INFORMATION:

N/A

ISSUE:

N/A

FISCAL IMPACT:

N/A

RECOMMENDATION:

N/A



2026 TRANSPORTATION AND TRAFFIC ADVISORY BOARD MEETING CALENDAR

Tejas Room - 6:00 p.m.

This guide may be subject to changes if situations arise that warrant alterations.

T&T Board Meeting Date	Agenda Publishing Day
Jan 8	Jan 2
Feb 12	Feb 5
Mar 19*	Mar 12
Apr 16*	Apr 9
May 21*	May 14
Jun 11	Jun 4
Jul 9	Jul 2
Aug 13	Aug 6
Sep 10	Sep 3
Oct 8	Oct 1
Nov 5**	Oct 29
Dec 10	Dec 3

* Rescheduled due to staff conflicts

** Rescheduled due to Wurstfest