



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



THURSDAY, JULY 10, 2025 at 6:00 PM

AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MINUTES

- A) Approval of the minutes of the June 12th, 2025 [25-863](#)
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. PRESENTATIONS

- A) Presentation on the City of New Braunfels requirements [25-864](#)
and process for the authorization and installation of
traffic control devices.

6. INDIVIDUAL ITEMS FOR CONSIDERATION

- A) Discuss and consider a recommendation to amend [25-870](#)
Section 126-346 of the Code of Ordinances of the City of
New Braunfels to restrict parking on both sides of Arroyo
Verde from Goodwin Lane to Arroyo del Sol.
- B) Discuss and consider a recommendation to amend [25-871](#)
Section 126-346 of the Code of Ordinances of the City of
New Braunfels to restrict parking on Kentucky Boulevard
and Canyon Drive.
- C) Discuss and consider a recommendation to create [25-869](#)
Section 126-154 of the Code of Ordinances of the City of
New Braunfels to set the speed limit on W Klein Road.
- D) Discuss and consider the election of a chair. [25-866](#)
- E) Discuss and consider the election of a vice chair. [25-865](#)
- F) Discuss and consider the election of a secretary. [25-867](#)

7. **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

7/10/2025

Agenda Item No. A)

**DRAFT - MINUTES
OF THE NEW BRAUNFELS TRANSPORTATION & TRAFFIC ADVISORY BOARD
REGULAR MEETING OF THURSDAY, JUNE 12, 2025**

AGENDA

1. CALL TO ORDER

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

2. ROLL CALL

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

The following members were absent: None

3. APPROVAL OF MINUTES

A) Approval of the minutes of the April 10th, 2025
Transportation and Traffic Advisory Board meeting.

Amended to correct Carla to Clara on page 5 about $\frac{3}{4}$ way down of the page. Motion to approve as amended by Mike Dietert, seconded by Clara Montas.

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. CONSENT ITEMS

All items listed below are considered to be routine and non-controversial by the Transportation and Traffic Advisory Board and will be approved by one motion. There will be no separate discussion of these items unless a Board member or citizen so requests, in which case the item will be removed from the consent agenda and considered as part of the normal order of business.

None.

6. INDIVIDUAL ITEMS FOR CONSIDERATION

A) Discuss and consider a recommendation to City Council to implement a traffic calming plan on Mission Drive between Valley View Lane and Trail View.

Carly Farmer opened this item and explained the traffic calming plan on Mission Drive between Valley View and Trail View. Then Gary opened the item for public comment with a 3-minute limit per person to speak on this item. 1) Jackline Smith 76 Mission Dr said her neighbor is elderly and has a hard time backing out of his driveway. She also says the vegetation looks like it blocks the view, but she feels it doesn't. 2) David Smith 76 Mission Dr. said people drive fast, and one car took out a tree after crashing into it. 3) Jon Cooper 87 Mission Dr. said the map didn't show all the area of the speeding problems. 4) Herb Payne 86 Mission Dr said he has a very hard time backing out of his driveway because people are speeding, and he has almost been hit several times. They need to slow down. 5) Brent Perry 81 Mission Dr. pointed to areas on the streets that should be extended and feels the city should install speed humps and/or install sidewalks. 6) Keith Sieczkowski 80 Mission Dr. feels that lowering the speed limit would help and backing out of the driveway is hard to do. 7) Debbie Cooper 87 Mission Dr. said the painted markings was not a good idea and said the markings are already fading or washing off. 8) Ron Smith 84 Mission Dr said he wants speed bumps installed. 9) Fey Sullivan 89 Mission Dr. said they hit her mailbox already. 10) Kathy Bassett 108 Mission Dr. complained that people run the stop sign at Mission at Wood Rd. 11) Richard Hall 111 Mission Dr. said that drivers slow down or yield at the stop signs at the Mission Dr at Wood Rd intersection. 12) Sarah Hall 111 Mission Dr. also said that they run the stop signs and they will stop really fast and squeal the tires. She also says it is dangerous for the kids to play around the house. 13) Tom Gallagher 110 Mission Dr. also said they run the stop signs at Wood and Mission because they are driving too fast down the hill. 14) Kathy Sieczkowski 80 Mission Dr says that kids play around the streets, and she feels it is so unsafe. There are some golf carts that drive by fast, but cars fly by. Cars will park along the streets, and people walk down the streets, and kids also play near the roads, and she says cars drive by too fast. Gary Kirkham closed the public hearing. Stanley from District 2 of the board said that he drove the area and felt like the traffic calming that was done did not help. Kirkham asked if street lighting and sidewalks would help.

Gary Kirkham made a motion to go with staff recommendation of correcting existing advanced warning signs, curve warning signs, and clean up the vegetation along the curves, repaint the edge of road white line markings and a hardscape neck-down on Mission Dr. Mike Dietert seconded the motion. 5 yes and 1 no. Motion passed.

- B) 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 the northeast side of Old FM 306 from Hunter Road to Common Street.

Jessica Perry presented this item to restrict the parking on the north side of Old FM306 from Hunter Rd. to Common Street. Karen Wigginton 1950 Hunter Rd. owner of Gruene Cottages was concerned of the overflow parking from the rentals of the homes at corner of Old FM 306 along the northeast side of the street and causing the edge of the pavement to be damaged. She recommends restricting parking on that side of the street. Fred Wigginton 1950 Hunter Rd. also felt like it should not be allowed to park on that side of street. Stanley Laskowski made motion to go with staff recommendation to restrict parking on the Northeast side of Old FM 306 from the intersection with Hunter Rd. to the intersection with Common St. Mike Dietert seconded. All in favor, motion passed.

- C) Discuss and consider a recommendation to City Council to adopt a Neighborhood Traffic Calming Policy to replace the current Speed Hump Policy.

Carly discussed this item and explained the changes from the current speed hump policy to adopt the Neighborhood Traffic Calming Policy. Keith and Kathy Sieczkowski mentioned some concerns of the traffic count on the city streets, and the new policy sounds like it would help in traffic control. Kathy also thanked Carly for all she does for the city and public taking care of their concerns. Clara also asked questions on the number of cars traveling on city streets. Mike Dietert made motion to go with staff recommendations to adopt the Neighborhood Traffic Calming Policy to replace the existing speed hump policy. Ken Dalfonso seconded the motion, all in favor. Motion passed.

7. ADJOURNMENT

The meeting adjourned at 7:58 p.m.

By: _____
GARY KIRKHAM, CHAIR

Attest:

CARLY FARMER, BOARD LIAISON



Transportation & Traffic Advisory Board Agenda Item Report

550 Landa Street
New Braunfels, TX

7/10/2025

Agenda Item No. A)

PRESENTER:

Garry Ford, Transportation and Capital Improvements Director

SUBJECT:

Presentation on the City of New Braunfels requirements and process for the authorization and installation of traffic control devices.

DEPARTMENT: Transportation and Capital Improvements

COUNCIL DISTRICTS IMPACTED: N/A

BACKGROUND INFORMATION:

N/A

ISSUE:

N/A

FISCAL IMPACT:

N/A

RECOMMENDATION:

N/A

7/10/2025

Agenda Item No. A)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

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 both sides of Arroyo Verde from Goodwin Lane to Arroyo del Sol.

DEPARTMENT: Transportation and Capital Improvements**COUNCIL DISTRICTS IMPACTED:** 4**BACKGROUND INFORMATION:**

Engineering staff received a request from the Arroyo Verde HOA concerning school traffic at the entrance to the Arroyo Verde subdivision. Arroyo Verde is a residential subdivision located off the west side of Goodwin Lane and is located approximately 300 feet from the property line of Oak Creek Elementary School, situated on the east side of Goodwin Lane. The HOA requested a no parking zone to be installed on both sides of Arroyo Verde between Goodwin Lane and Arroyo del Sol due to parked vehicles waiting for school pick-up and drop-off obstructing through traffic on the street and causing safety concerns at the intersection of Arroyo Verde and Goodwin Lane.

Observations were conducted by staff in April and May 2025, during afternoon pick-up hours for Oak Creek Elementary School. Multiple vehicles were observed to be parked along both sides of Arroyo Verde between Goodwin Lane and Arroyo del Sol. During all observations, staff noted that vehicles would park in close proximity to the stop sign and blocking the crosswalk ramps at the intersection with Goodwin Lane. When vehicles were parked along both sides of Arroyo Verde, the remaining pavement width for through traffic was 14 feet. Staff did not see any vehicles having difficulty getting by the parked vehicles or navigating the intersection at Goodwin Lane. The remainder of the parking activity in the Arroyo Verde subdivision related to school release was concentrated in the neighborhood pool parking lot. Staff did not observe any vehicles parked on Arroyo del Sol between Arroyo Loma and Arroyo Sierra.

A no parking zone is recommended on both sides of Arroyo Verde between Goodwin Lane and Arroyo del Sol to preserve intersection operations at the intersection with Goodwin Lane and reduce safety concerns. Staff has also identified other neighborhood streets off of Goodwin Lane that may benefit from parking restrictions due to school traffic. Staff will be conducting additional observations and contacting the Quail Valley and Wasser Ranch HOAs to discuss parking activity and recommended actions. Similar no parking zones have previously been established on neighborhood entrances off of FM 1101 due to concerns with school traffic from the nearby schools. Past observations conducted by staff demonstrate compliance with these established no parking zones.

The public hearing will be at a future City Council meeting, and notices will be sent in advance of the meeting

to all properties adjacent to the proposed parking changes.

ISSUE:

The Arroyo Verde HOA requested a no parking zone on Arroyo Verde between Goodwin Lane and Arroyo del Sol.

STRATEGIC PLAN REFERENCE:

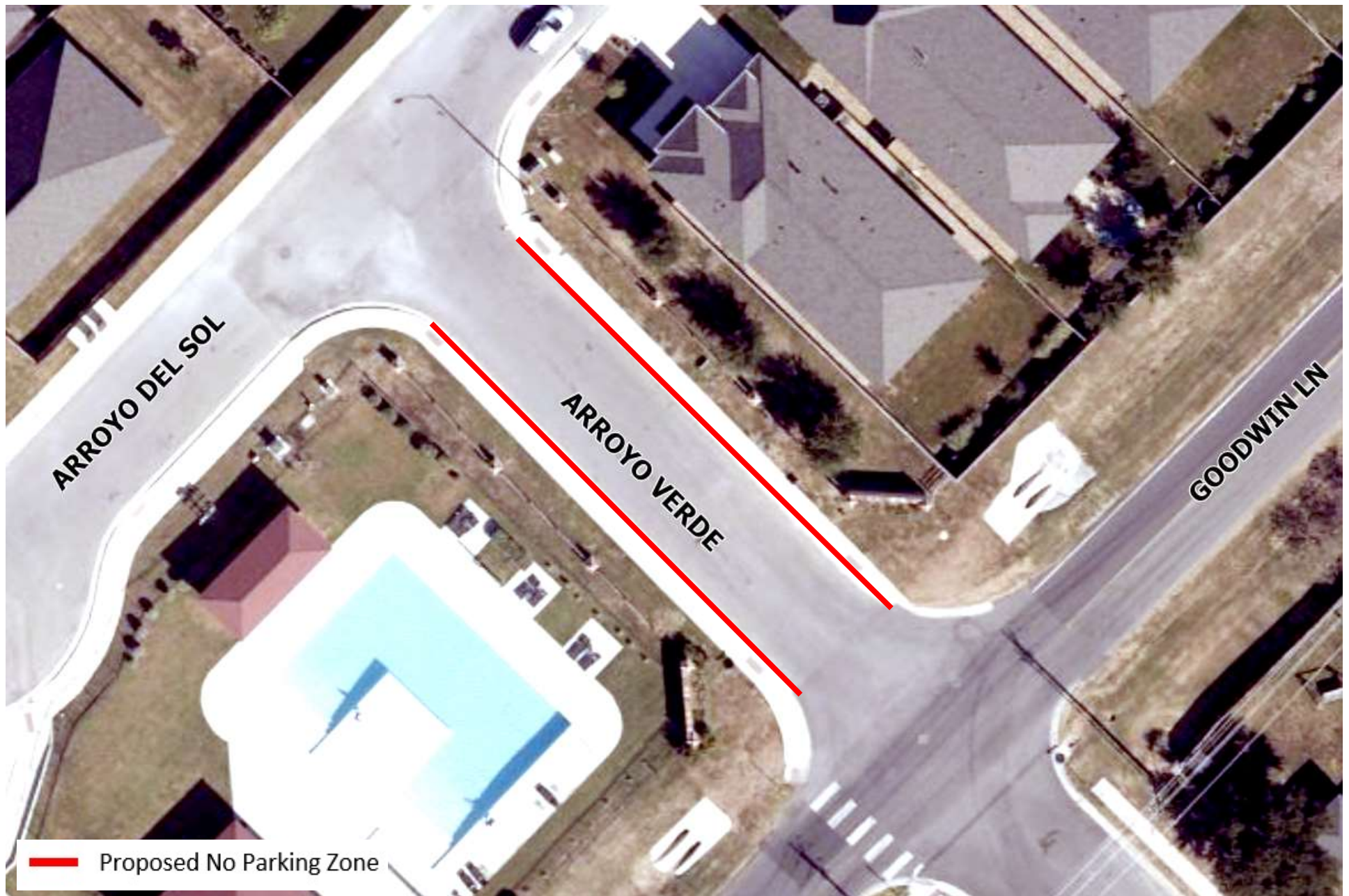
☐ Economic Mobility ☒ Enhanced Connectivity ☐ Community Identity
☐ Organizational Excellence ☒ Community Well-Being ☐ N/A

FISCAL IMPACT:

Traffic control signs cost approximately \$150 each. Sufficient funding is available in the FY 2025 Approved Streets and Drainage Budget.

RECOMMENDATION:

Staff recommends restricting parking on both sides of Arroyo Verde from Goodwin Lane to Arroyo del Sol.



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

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

(5) On both sides of Arroyo Verde from the intersection with Goodwin Lane to the intersection with Arroyo del Sol. Such no parking zone shall be designated as a tow-away zone.

7/10/2025

Agenda Item No. B)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

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 Kentucky Boulevard and Canyon Drive.

DEPARTMENT: Transportation and Capital Improvements**COUNCIL DISTRICTS IMPACTED:** 3**BACKGROUND INFORMATION:**

Engineering staff received multiple requests from the community around New Braunfels High School (NBHS) concerning school traffic on Kentucky Boulevard. NBHS students, residents, and New Braunfels Police Department staff have requested that engineering staff investigate the issue of parked vehicles obstructing through traffic on the street and causing hazardous conditions for pedestrians and cyclists. NBHS is located along Loop 337 near SH 46. Kentucky Boulevard is a local street that provides access from the surrounding residential areas to the rear of the school where the majority of the on-campus parking is located. Kentucky Boulevard has a pavement width of approximately 30 feet and is uncurbed with no sidewalks. The posted speed limit on Kentucky Boulevard is 20 mph.

Site visits were conducted by staff in Spring and Summer 2025 on Kentucky Boulevard. Heavy parking activity has been documented along both sides of Kentucky Boulevard between Canyon Drive and Ohio Avenue. Staff consulted with New Braunfels Police Department and NBHS Student Resource Officers, who indicated that the daily parking activity resulted in congestion of the street, especially during morning drop-off/arrival and afternoon pick-up/departure for NBHS. Students walking to and from the parked vehicles and walking or biking to and from home were observed weaving between the parked vehicles or walking in the narrowed roadway while navigating the vehicular traffic moving through the street.

A no parking zone is recommended on the west side of Kentucky Boulevard between Ohio Avenue and Canyon Drive. At the intersection of Kentucky Boulevard and Canyon Drive, additional no parking areas are recommended to preserve intersection safety and operations. A pavement marking plan has been prepared that allocates two ten-foot lanes for two-way traffic and a seven-foot parking lane with a three-foot buffer on the east side of Kentucky Boulevard. Removing parking on one side of the roadway maintains two-way traffic flow that is needed to efficiently funnel traffic between the school and the area neighborhoods. Providing a parking lane and buffer will reduce conflict points between through traffic, parked vehicles, and pedestrians and cyclists while preserving some of the on-street parking inventory for students and the adjacent residences. The recommendation was reviewed and is supported by the New Braunfels Police Department and NBHS Student Resource Officers.

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

ISSUE:

The community surrounding New Braunfels High School has requested parking restrictions and safety improvements on Kentucky Boulevard.

STRATEGIC PLAN REFERENCE:

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

FISCAL IMPACT:

City staff is preparing the cost estimate with the Public Works Department.

RECOMMENDATION:

Staff recommends restricting parking on portions of Kentucky Boulevard between Ohio Avenue and Canyon Drive and on Canyon Drive at the intersection with Kentucky Boulevard.


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LEGEND
--- NO PARKING

ITEM DESCRIPTION	UNIT	EST	FINAL
REFL PAV MRK TY I(W)6"(SLD)(100MIL)	LF	786	
REFL PAV MRK TY I(W)12"(SLD)(100MIL)	LF	320	
REFL PAV MRK TY I(W)24"(SLD)(100MIL)	LF	10	
REFL PAV MRK TY I(Y)6"(SLD)(100MIL)	LF	755	

NO.	DATE	REVISION	APPROV.



ENGINEERING DIVISION

KENTUCKY BLVD STRIPING LAYOUT

SCALE: 1"=30' SHEET: 1 OF 2


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LEGEND
--- NO PARKING

ITEM DESCRIPTION	UNIT	EST	FINAL
REFL PAV MRK TY 1(W)6\"(SLD)(100MIL)	LF	214	
REFL PAV MRK TY 1(W)12\"(SLD)(100MIL)	LF	100	
REFL PAV MRK TY 1(W)24\"(SLD)(100MIL)	LF	41	
REFL PAV MRK TY 1(Y)6\"(SLD)(100MIL)	LF	322	

NO.	DATE	REVISION	APPROV.



ENGINEERING DIVISION

KENTUCKY BLVD STRIPING LAYOUT

SCALE: 1"=30' SHEET: 2 OF 2

16

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:

- (140) On the west side of Kentucky Boulevard from the intersection with Ohio Avenue to a point 36 feet south of the intersection with Canyon Drive. Such no parking zone shall be designated as a tow-away zone.
- (141) On the east side of Kentucky Boulevard from a point 480 feet south of the intersection with Ohio Avenue southerly for a distance of 175 feet. Such no parking zone shall be designated as a tow-away zone.
- (142) On both sides of Canyon Drive from the intersection with Kentucky Boulevard westerly for a distance of 65 feet.

7/10/2025

Agenda Item No. C)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

Discuss and consider a recommendation to create Section 126-154 of the Code of Ordinances of the City of New Braunfels to set the speed limit on W Klein Road.

DEPARTMENT: Transportation and Capital Improvements**COUNCIL DISTRICTS IMPACTED:** 2**BACKGROUND INFORMATION:**

Staff completed an engineering study to evaluate the appropriate speed limit on W Klein Road between FM 725 and FM 1044. The study was completed due to the completion of a roadway widening project on W Klein Road. The traffic study summary is attached.

Speed limits on Texas roads, including city streets, are set by statute in Section 545.352 of the Texas Transportation Code. The current speed limit on most city residential streets is 30 mph. The statute includes the following prima facie speed limits:

- Street in Urban District - 30 mph
- Alley in Urban District - 15 mph

Speed limits are set to inform motorists of appropriate driving speeds under favorable conditions. Regardless of the posted speed limit, some drivers will operate at speeds where they feel comfortable, given the design of the road and development/activity along the roadside. The overall goal of setting the speed limit is to increase safety within the context of retaining reasonable mobility for motorists.

Traffic data collection, review of crash history, and a site investigation were conducted for W Klein Road in May 2025 after completion of the W Klein Road widening project. The data collection points were selected to represent the differing adjacent land uses along different segments of the roadway. There were 31 total reported crashes between April 2022 and April 2025, five of which were speeding related.

Based on the site investigation and collected speed data, it is recommended that the regulatory speed limit on W Klein Road be revised to 35 mph from the intersection with FM 725 to the intersection with FM 1044. The measured 85th percentile speeds in the 40-43 mph range do not support a speed limit of 30 mph. However, the direct residential driveway access and pedestrian activity around the multiple schools in the area are conditions for which a 40-mph speed limit is not suitable. The median and pace speeds are indicative that a 35-mph speed

limit is appropriate and in line with traffic speeds for the majority of vehicles traveling on W Klein Road. The 35-mph speed limit is also consistent with the regulatory speed limits posted on Walnut Avenue and County Line Road, both multi-lane arterials with similar functionality and in the same region of the city as W Klein Road.

The only instance in which a city may lower a speed limit without a traffic study, to as low as 25 miles per hour, is if the road is in an urban district, is less than four lanes, and is not a state highway. It is important to note that national and local research and data have shown that reducing the posted speed limit has little to no effect in reducing operating speeds.

ISSUE:

The posted speed limit for W Klein Road has been reevaluated due to completion of a roadway widening project.

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 2025 Approved Streets and Drainage Budget.

RECOMMENDATION:

Staff recommends updating the regulatory speed limit on W Klein Road between FM 725 and FM 1044 to 35 mph.

Sec. 126-154. - Speed limit on W Klein Road.

The maximum, reasonable and prudent speed limit on the section of W Klein Road from FM 725 to FM 1044 shall be no greater than 35 miles per hour.

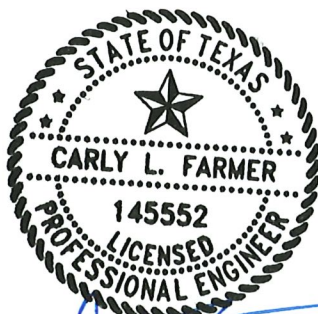
Traffic Study Summary

Date: July 2, 2025
 Recommendation: Increase the speed limit on W Klein Road between FM 725 and FM 1044 to 35 mph
 Prepared By: Carly L Farmer, PE, CFM
 Reviewed By: Garry L Ford, PE, PTOE

Background

An engineering study was completed to evaluate the appropriate speed limit on W Klein Road between FM 725 and FM 1044. The study was completed due to the completion of a roadway widening project on W Klein Road. The statutory maximum speed limit in the City of New Braunfels is 30 miles per hour (mph) except where otherwise established by ordinance and posted by official traffic signs. The city may alter speed limits based on the result of an engineering study.

W Klein Road is an approximately 3-mile-long minor arterial that spans from FM 725 to FM 1044. It is primarily a four-lane roadway with turn lanes from FM 725 to Klein Meadows/Calandra Lark, providing access to commercial and residential uses, schools, and the city's new sports park and library. The posted speed limit on W Klein Road is 30 mph from FM 725 to a point 2,000 feet east of the intersection with FM 1044. The speed limit is then posted at 35 mph up to the intersection with FM 1044. There is a school zone on W Klein Road at Klein Way for Klein Road Elementary School and New Braunfels Middle School. During the active hours of the school zone, the speed limit is 20 mph. W Klein Road is currently signalized at the intersections of FM 725, Walnut Avenue, and FM 1044. There is a pedestrian hybrid beacon installed across W Klein Road at Klein Way. Additionally, there are two uncontrolled and marked crosswalks crossing W Klein Rd at Dove Crossing Drive and Legend Park. The current speed limits, school zone, traffic signals, and crosswalks are shown in Figure 1.



Carly L. Farmer
7/2/2025



Garry L. Ford, Jr.
7/2/2025

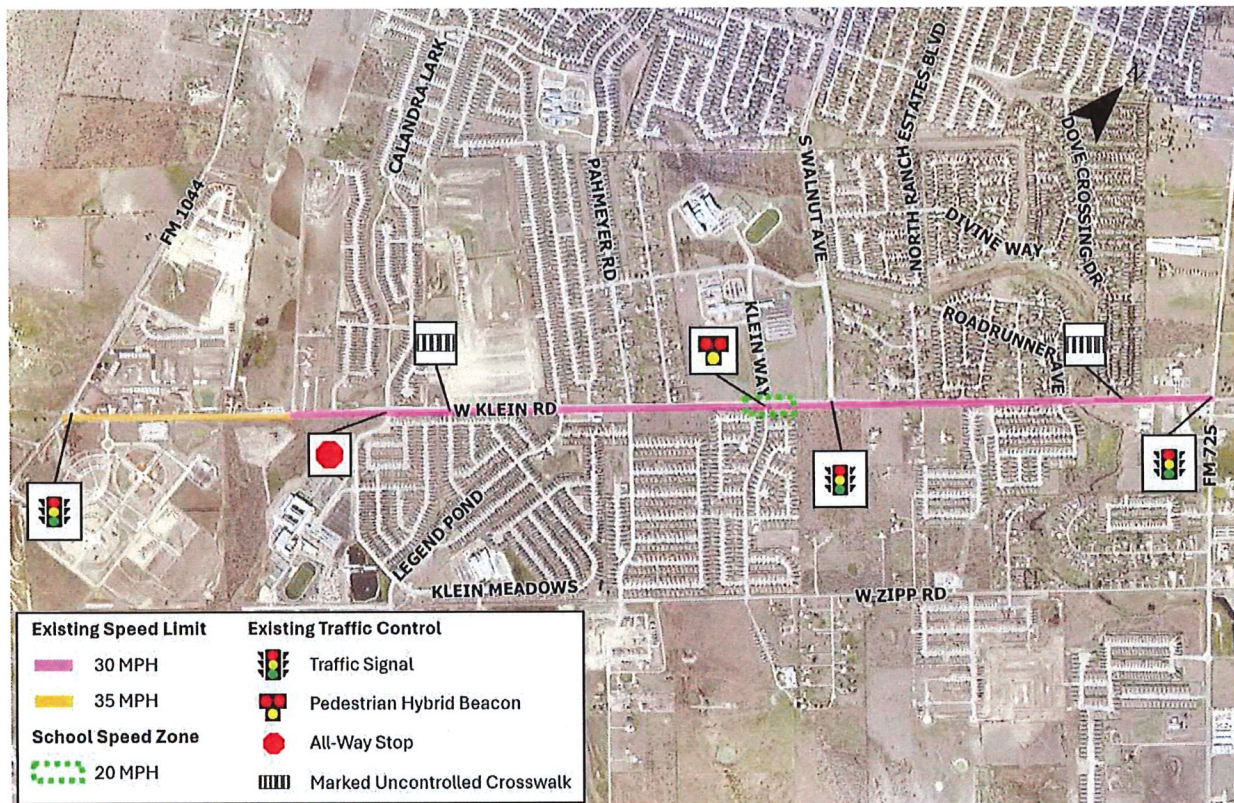


Figure 1. W Klein Road Traffic Conditions

A future traffic signal and school zone are planned for W Klein Road at Klein Meadows/Calandra Lark as shown in Figure 2. The new traffic signal is under design by NBISD, and the intersection is currently all-way stop-controlled in anticipation of the signal. A future school zone for Long Creek High School is planned at the intersection and is planned to have a speed limit of 20 mph during active hours.

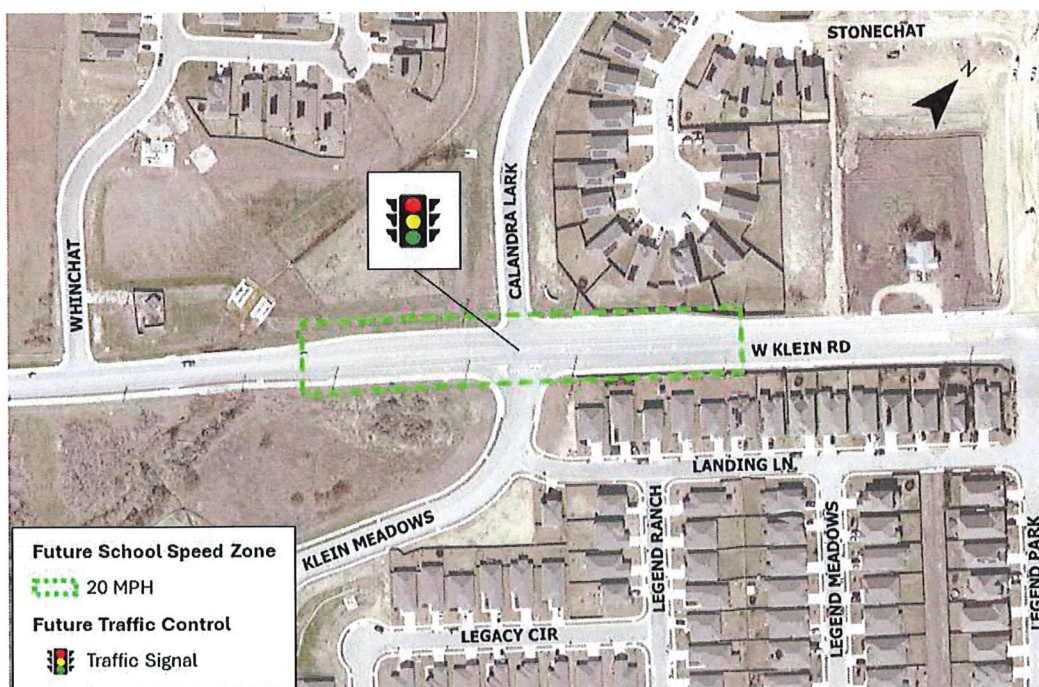


Figure 2. Future Improvements on W Klein Road at Klein Meadows/Calandra Lark

The city recently completed the second of a two-phase road widening project on W Klein Road between FM 725 and FM 1044. The project expanded the roadway from a narrow, two-lane road to a multi-lane facility, including turn lanes at key intersections and pedestrian improvements such as sidewalks and a continuous shared use path on the south side of the roadway. The completion of the project and the shift in traffic patterns due to development in the area warrant reevaluating the speed limit.

Guidance

Speed limits applicable to public streets are established:

- Statutorily- a maximum speed limit applicable to a particular class of road that is established by State law; or
- As altered speed zones - based on engineering studies.

Engineering studies for recommending speed limits utilized by the city's Transportation and Capital Improvements Department are based on the Texas Manual on Uniform Traffic Control Devices (TMUTCD) and new speed limit setting guidance in the latest federal Manual on Uniform Traffic Control Devices and Speed Limit Setting Handbook. The primary factors considered in the engineering study include:

- **Roadway environment** (such as roadside development, number and frequency of driveways and access points, and land use), functional classification, public transit volume and location or frequency of stops, parking practices, and pedestrian and bicycle facilities and activity;
- **Roadway characteristics** (such as lane widths, shoulder condition, grade, alignment, median type, and sight distance);
- **Geographic context** (such as urban district, rural town center, non-urbanized rural area, or suburban area) and multimodal trip generation;
- **Reported crash experience** for at least a 12-month period;
- **Speed distribution of free-flowing vehicles**, including the pace, median (50th-percentile), and 85th-percentile speeds;
- **Review of past speed studies** to identify any trends in operating speeds.

Other relevant factors may also be considered depending on the specific needs of the study approach and study area.

A city may declare a lower speed limit of not less than 25 miles per hour if the governing body determines that the prima facie speed limit on the streets is unreasonable or unsafe. By State Law, a traffic engineering study is required in order for a city to lower a speed limit below 25 mph.

Site Investigation

Site investigations and a traffic study were completed for W Klein Road in the Spring of 2025. W Klein Road provides direct access to multiple commercial businesses and churches, as well as the Zipp Family Sports Park. Many residential subdivisions connect to W Klein Road, but there are some homes with driveways fronting the roadway that require backing into W Klein Road.

City staff determined that the current posted speed limit of 35 mph on the western end of W Klein Road is not supported by ordinance. This is likely because that portion of W Klein Road was once county-maintained before it was annexed by the city. Any posted speed limit other than 30 mph is required to be documented in the City of New Braunfels Code of Ordinances.

Two site factors, roadway environment and characteristics, inform the engineering to a considerable extent. The roadway environment encourages pedestrian and bicycle activity, with access noted previously, and a shared-use path on the corridor. A shared-use path is a facility that accommodates both pedestrians and bicycles, designed for use by individuals of all abilities. Due to right-of-way constraints associated with the project, the shared-use path is adjacent to the curb and travel lane with no continuous street lighting. It is preferred that a shared-use path be separated from the curb and travel lane by a minimum of four feet.

Additionally, there are pedestrian crossings across Klein Road at the traffic signals, pedestrian hybrid beacon, and unmarked crosswalks. One is associated with a community need at Klein Way, which is also a school zone. An upcoming crossing will be at Calandra Lark, connecting to another shared-use path in the Voss Farms subdivision that is part of the city's overall hike and bike network, with the Zipp Family Sports Park as a destination.

Crash History

Traffic crash data for April 2022 through April 2025 was found through TxDOT's Crash Records Information System. There were 31 reported crashes on W Klein Road during this time, of which five were speeding-related.

Data Collection

Traffic speed and volume data were collected in April 2025 for multiple locations along W Klein Road. The data collection points were selected to represent the differing adjacent land uses along different segments of these roadways. The average daily traffic (ADT) and the pace, 50th percentile (median), and 85th percentile speeds for each collection point are documented in Table 1.

Table 1. Traffic Speed and Volume Data on W Klein Road

Limits	Direction	ADT (vpd)	*Pace speed (mph)	50 th % speed (mph)	85 th % speed (mph)
Dove Crossing Dr to Roadrunner Ave	Eastbound	4,639	30-40	37	43
	Westbound	3,782	30-40	35	41
Ranch Estates Blvd to Walnut Ave	Eastbound	4,454	30-40	37	43
	Westbound	3,610	30-40	35	41
Klein Way to Savannah Hill Cir	Eastbound	4,757	30-40	33	40
	Westbound	4,667	30-40	34	41
Legend Pond to Legend Park	Eastbound	3,163	30-40	35	40
	Westbound	3,261	30-40	37	43
Whinchat to FM 1044	Eastbound	3,310	30-40	35	40
	Westbound	3,368	30-40	36	43

*Pace speed is derived from speed data binned in 5mph increments

Recommendation

Based on the site investigation and collected speed data, it is recommended that the regulatory speed limit on W Klein Road be revised to 35 mph from the intersection with FM 725 to the intersection with FM 1044. The measured 85th percentile speeds in the 40-43 mph range do not support a speed limit of 30 mph. However, the direct residential driveway access and pedestrian activity around the multiple schools in the area are conditions for which a 40-mph speed limit is not suitable. The median and pace speeds are indicative that a 35-mph speed limit is appropriate and in line with traffic speeds for the majority of vehicles traveling on W Klein Road. The 35-mph speed limit is also consistent with the regulatory speed limits posted on Walnut Avenue and County Line Road, both multi-lane arterials with similar functionality and in the same region of the city as W Klein Road.

7/10/2025

Agenda Item No. D)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

Discuss and consider the election of a chair.

DEPARTMENT: Transportation and Capital Improvements

COUNCIL DISTRICTS IMPACTED: N/A

BACKGROUND INFORMATION:

This item is on the agenda at the request of the Transportation and Traffic Advisory Board.

According to Article IV Section 2 of the Bylaws of the Transportation and Traffic Advisory Board, “The Chairman shall preside at all meetings of the Board, shall be a voting member, shall appoint Special and Standing Committee Chairmen and shall have the authority to appoint special committees as deemed necessary by the Board. The Chairman shall be an ex-officio member of all committees, without a vote.”

ISSUE:

N/A

FISCAL IMPACT:

N/A

RECOMMENDATION:

N/A

7/10/2025

Agenda Item No. E)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

Discuss and consider the election of a vice chair.

DEPARTMENT: Transportation and Capital Improvements

COUNCIL DISTRICTS IMPACTED: N/A

BACKGROUND INFORMATION:

This item is on the agenda at the request of the Transportation and Traffic Advisory Board.

According to Article IV Section 2 of the Bylaws of the Transportation and Traffic Advisory Board, “The Vice-Chairman shall assist the Chairman as needed and shall serve as the presiding officer in the absence of the Chairman. The Vice-Chairman shall have the right to vote on all issues that come before the membership.”

ISSUE:

N/A

FISCAL IMPACT:

N/A

RECOMMENDATION:

N/A

7/10/2025

Agenda Item No. F)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

Discuss and consider the election of a secretary.

DEPARTMENT: Transportation and Capital Improvements

COUNCIL DISTRICTS IMPACTED: N/A

BACKGROUND INFORMATION:

This item is on the agenda at the request of the Transportation and Traffic Advisory Board.

According to Article IV Section 2 of the Bylaws of the Transportation and Traffic Advisory Board, “The Secretary shall keep a record of the proceedings of all regular and special meetings. The Secretary shall have the right to vote on all issues that come before the membership. In the absence of the Secretary, the Chairman shall appoint a Secretary Pro-Tem. The City of New Braunfels shall maintain a file of the minutes, bylaws and various activities and programs relevant to the work of the Board.”

ISSUE:

N/A

FISCAL IMPACT:

N/A

RECOMMENDATION:

N/A