



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



THURSDAY, AUGUST 13, 2026 at 6:00 PM

AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MINUTES

- A) Approval of the minutes of the July 9th, 2026 [26-914](#)
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 [26-912](#)
and process for the authorization and installation of
traffic control devices.
- B) Presentation and update on establishing speed limits on [26-913](#)
Mission Drive and the surrounding neighborhood streets.
- C) Presentation and update on Vision Zero and Street [26-956](#)
Safety Action Plan.

6. INDIVIDUAL ITEMS FOR CONSIDERATION

- A) Discuss and consider approval of a traffic calming plan [26-911](#)
on Pahmeyer Road.
- B) Discuss and consider a recommendation to City Council [26-954](#)
to amend Section 126-346 and Section 126-369 of the
Code of Ordinances of the City of New Braunfels to
establish prohibited parking and loading zones on Zipp
Road, Klein Meadows, and Legend Pond.

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

8/13/2026

Agenda Item No. A)

**DRAFT - MINUTES
OF THE NEW BRAUNFELS TRANSPORTATION & TRAFFIC ADVISORY BOARD
REGULAR MEETING OF THURSDAY, JULY 9, 2026**

AGENDA

1. CALL TO ORDER

The meeting was called to order at 6:00pm.

2. ROLL CALL

The following members were present: Ken Dalfonso, Stanley Laskowski, Mike Dietert, Gary Kirkham. The following members were absent: Art Brinkkoeter. Two seats are currently vacant.

3. APPROVAL OF MINUTES

A) Approval of the minutes of the January 8th, 2026
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.

The following people addressed the Transportation and Traffic Advisory Board: Jim Holster, Mike Zannitto, Lisa Best, and Sammy Hale

5. INDIVIDUAL ITEMS FOR CONSIDERATION

A) 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.

The item was presented by Carly Farmer. Motioned to recommend ordinance change as presented by Stanley Laskowski. Mike Dietert seconded. All in favor, motion passed.

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

The item was presented by Carly Farmer. Motioned by Mike Dietert to approve with staff recommendation. Gary Kirkham seconded. Vote was 3-1, motion passed.

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

The item was presented by Carly Farmer. Motioned by Stanley Laskowski for approval. Mike Dietert seconded. All in favor, motion passed.

6. ADJOURNMENT

Meeting was adjourned at 7:13pm.

By: _____
KEN DALFONSO, CHAIR

Attest:

CARLY FARMER, BOARD LIAISON



Transportation & Traffic Advisory Board Agenda Item Report

550 Landa Street
New Braunfels, TX

8/13/2026

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

Transportation & Traffic Advisory Board Agenda Item Report

8/13/2026

Agenda Item No. B)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

Presentation and update on establishing speed limits on Mission Drive and the surrounding neighborhood streets.

DEPARTMENT: Transportation and Construction Services

COUNCIL DISTRICTS IMPACTED: 5

BACKGROUND INFORMATION:

The City Council directed staff to establish the posted speed limit on Mission Drive from the state-mandated speed of 30 miles per hour (MPH) to 25 MPH during the traffic calming presentation due to resident traffic safety concerns. The pilot study was approved and implemented in early 2026. The Transportation and Construction Services Department will present an update on the pilot study of posting a 25 MPH speed limit in the residential area bounded by N Walnut Avenue, Wood Road, and Loop 337.

8/13/2026

Agenda Item No. C)

PRESENTER:

Elizabeth Dupont, Transportation Planner

SUBJECT:

Presentation and update on Vision Zero and Street Safety Action Plan.

DEPARTMENT: Transportation and Construction Services

COUNCIL DISTRICTS IMPACTED: All

BACKGROUND INFORMATION:

The City has committed to “no fatalities or serious injuries from traffic accidents by 2040”, achieved through the Vision Zero approach to design, program, and policy improvements that work together to create a safer transportation system. In March 2024, the City of New Braunfels Street Safety Action Plan was adopted by City Council as part of ongoing efforts to improve safety for all road users. The plan was developed in 2023 to evaluate existing crash history and data with community priorities to generate a road network safety analysis that was used to identify high-priority road segments and intersections for the city to address and advocate for with our partners at the Texas Department of Transportation (TxDOT).

This presentation will cover what projects have been implemented and completed as of December 2025, and what other programs are in development or underway. It will also briefly address our recent annual crash history trends and Vision Zero progress.

In 2025, 1,659 crashes occurred within city limits, an overall increase from 2024 with 1,609 crashes. Even so, our Vision Zero goal progress saw improvement: a decrease from a combined 48 fatal or serious injury crashes in 2024 to 35 in 2025. The top two contributing factors continue to be Failure to Control Speed and Driver Inattention. While there was an overall increase in the number of crashes from 2024, an increase occurred on TxDOT’s on-system roadways, while off-system City streets saw a decrease in total crashes. The number of pedestrian- and bicycle-involved crashes has decreased, though the number of these crashes resulting in fatalities and serious injuries has remained consistent.

We have begun to make progress in implementing the policies and programs recommended in the Street Safety Action Plan (2024), most notably the Neighborhood Traffic Calming Policy, Rio Transit, and public outreach. Six of the 12 City Priority Projects have been completed, and the rest are funded and in design.

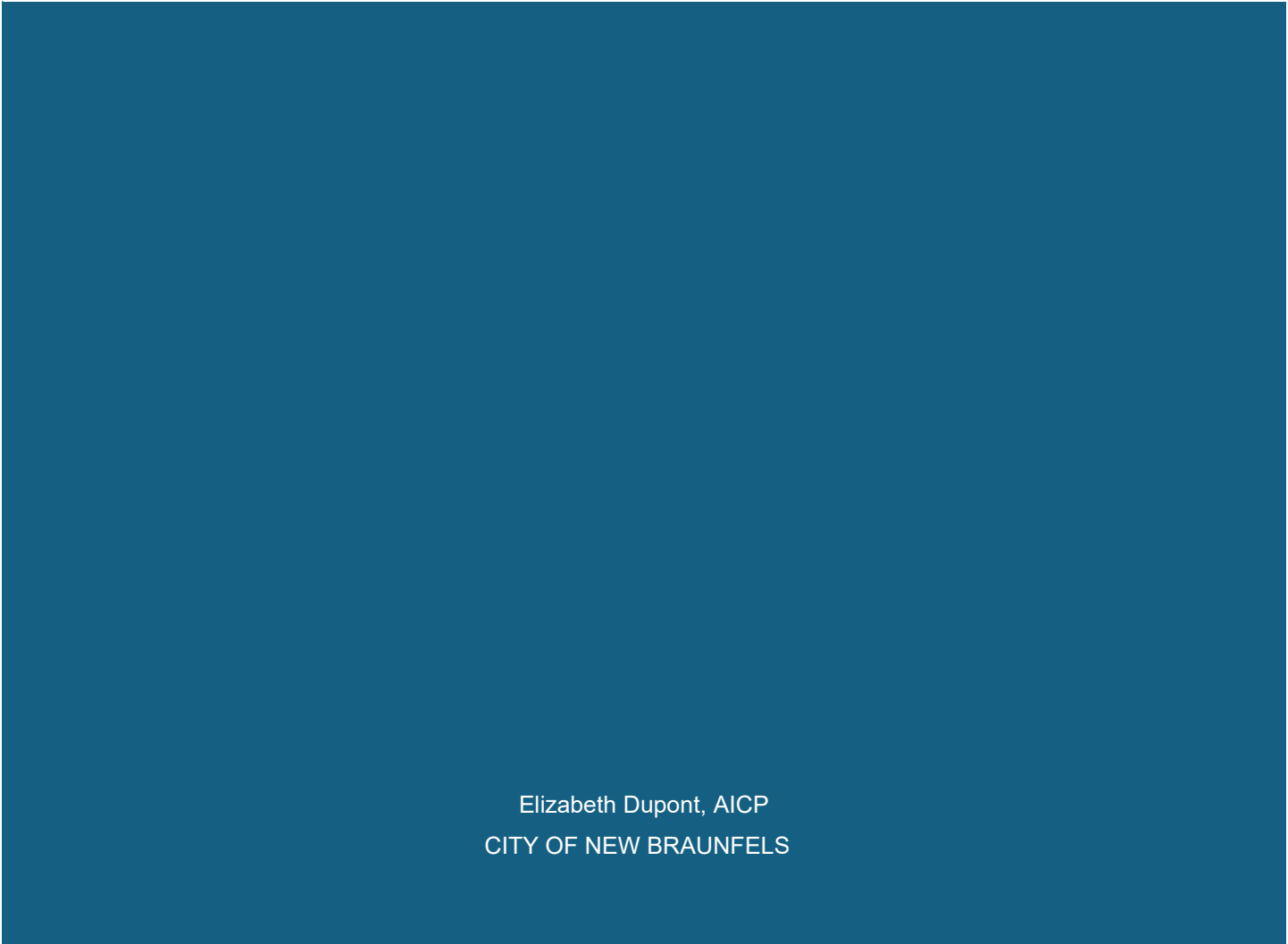
STRATEGIC PLAN REFERENCE:

N/A **Economic Mobility** YES **Enhanced Connectivity** N/A **Community Identity**

N/A **Organizational Excellence** YES **Community Well-Being**



VISION ZERO UPDATE 2025



Elizabeth Dupont, AICP
CITY OF NEW BRAUNFELS

EXECUTIVE SUMMARY

As part of the City of New Braunfels' (City) commitment to the Vision Zero program for addressing serious injuries and fatalities that occur on City roadways, this report summarizes the City's progress in 2025. The City has committed to "no fatalities or serious injuries from traffic accidents by 2040", achieved through the Vision Zero approach to design, program, and policy improvements that work together to create a safer transportation system.

In 2025, 1,659 crashes occurred within city limits, an overall increase from 2024 with 1,609 crashes. Even so, our Vision Zero goal progress saw improvement: a decrease from a combined 48 fatal or serious injury crashes in 2024 to 35 in 2025. The top two contributing factors continue to be Failure to Control Speed and Driver Inattention. While there was an overall increase in the number of crashes from 2024, the increase occurred on TxDOT's on-system roadways. Off-system City streets saw a decrease in total crashes. The number of pedestrian and bicycle involved crashes has decreased, though the number of these crashes resulting in fatalities and serious injuries has remained consistent.

We have begun to make progress in implementing the policies and programs recommended in the *Street Safety Action Plan (2024)*, most notably in the implementation of the Neighborhood Traffic Calming Policy, Rio Transit, and public outreach. Six of the 12 City Priority Projects have been completed, and the rest are funded and in design.

This report addresses the period of January 1, 2021 to December 31, 2025. All crash data is taken from the Texas Department of Transportation (TxDOT) Crash Records Information System (CRIS) database and processed to improve location accuracy.

CONTENTS

Vision Zero	3
Crash Severity	3
2025 Overview	4
High Injury Network and Collisions per Mile	5
Pedestrians and Cyclists	10
Comparison to 2024	10
Last 5 Years, 2021-2025	12
Statistics	12
High Injury Network and Collisions per Mile	14
Pedestrians and Cyclists	17
Policy Updates	19
2025	19
Upcoming.....	19
Program Updates	19
2025	19
Upcoming.....	20
Project Updates	21
Conclusion.....	22

This report will cover the crash history of January 1-December 31, 2025, including the rates by severity, contributing factors, and trends. The report is meant to document the City of New Braunfels' progress on lowering the number of crashes that occur within city limits and the severity of those that do occur. It also tracks the City's progress in implementing the *Street Safety Action Plan (2024)*. Annual reporting of progress is meant to not only document but provide a clear understanding of the issues being addressed, and how these activities work to achieve a safer network and system.

VISION ZERO

Vision Zero is the global movement to eliminate all traffic deaths and serious injuries through adopting safe street design, safety-focused transportation policy, and improved enforcement of traffic laws. More than 42,000 people die on American roads each year, and many thousands more are severely injured. These deaths and injuries are preventable. The Vision Zero approach seeks to create a transportation system where crashes never result in fatalities or serious injuries. In contrast, crashes resulting from human error cannot be eliminated. The traffic environment can be designed so that the force of any crash does not exceed the human body's tolerance. Vision Zero, therefore, rejects the traditional approach of traffic safety, which places responsibility for crashes on road users, and instead looks to roadway designers to create safer roads for all users. – [VisionZero.org](https://www.visionzero.org)

In March 2024, the City adopted the *Street Safety Action Plan (SSAP)* to establish a baseline high-injury network and identify projects, policies, and programs that could be used to reach the goal of zero deaths by 2040.

CRASH SEVERITY

Crash Severity is assigned by the officers that reported to the crash and are consider "suspected", as they are not being assessed by a medical professional in the moment and are based on information to which the officer has access. A report will include all severities of all parties involved. Below are summarized definitions from the *State of Texas Instructions to Police For Reporting Crashes, 2023 Edition*.

Fatality: If death resulted due to injuries sustained from the crash, at the scene or within 30 days of the crash.

Serious Injury: severe injury that prevents continuation of normal activities, such as laceration with severe bleeding, broken limbs, suspected significant skull/chest/abdominal injuries, 2nd or 3rd degree burns over more than 10% of the body, unconscious when taken from scene, or paralyzed.

Injury: Injury claimed, reported, or indicated by behavior but without visible wounds, includes limping or complaint of pain.

Minor Injury (or Non-Incapacitating): Evident injury, such as bruises, abrasions, or minor lacerations which do not incapacitate.

No Injury: The person involved in the crash did not sustain an injury.

Unknown: Unable to determine whether injuries exist. Some examples may include hit and run, fled scene, failure to stop and render aid

2025 OVERVIEW

From January 1, 2025 to December 31, 2025 there were 1,659 crashes within city limits. Thirty-five (35) of the crashes resulted in a fatality or serious injury (FSI). This accounted for 2.1% of the crashes. The majority (67%) of crashes resulted in no injury. See Table 1 for further breakdown.

Table 1: Total Crashes by Severity, 2025

Crash Severity	Count	% of Total Crashes
Fatal	5	0.3
Serious Injury	30	1.8
Injury	238	14.3
Minor Injury	257	15.5
No Injury	1,109	66.8
Unknown	20	1.2
TOTAL	1,659	100

In line with state and national trends, Failure to Control Speed was the most common contributing factor at 25%. This reinforces the community comments received during the development of the SSAP, which identified unsafe speeds as their biggest concern and highest priority. Driver Inattention is the second highest at 15%. This is defined as “When a driver’s lack of attention to the roadway, highway, or traffic occurs and contributes to the crash. Examples include when the driver is eating, putting on makeup, and adjusting radio.” (*State of Texas: Instructions to Police for Reporting Crashes, 2023 Edition*; p. 133) See Table 2 for further breakdown.

Table 2: Top 5 Contributing Factors, 2025

Contributing Factor	Count	% of Total Crashes
Failed to Control Speed	410	24.7
Driver Inattention	242	14.6
Failed to Yield ROW, Turning Left	168	10.1
Changed Lane When Unsafe	140	8.4
Failed to Yield ROW, Stop Sign	99	6.0

HIGH INJURY NETWORK AND COLLISIONS PER MILE

A High Injury Network (HIN) represents what areas of a transportation network see increased fatalities or serious injuries. Areas that see a higher percentage of crashes resulting in these outcomes are highlighted. This may indicate issues with the street or intersection design, enforcement frequency in this area, or other factors that need to be investigated for mitigation. Roads are broken into half-mile segments for analysis to narrow down the impact of a crash for visualization but the process will highlight the full extent of some shorter roads. Due to the low overall ratio of crashes involving serious injuries or fatalities, short road segments such as local streets where these crashes do occur may score high when compared to all roadways even if the crash history is comprised of a single event. Analysis of trends in the HIN over time can be important in revealing areas of concern, particularly where these types of crashes continue to occur. Figure 5 on page 15 shows the HIN for 2021-2025.

The HIN for 2025 (Figure 1) shows hotspots (the road segments highlighted in red) at the intersection of FM 306 and IH 35, and the portion of Loop 337 between the Ridge Hill Drive on-ramp and Paladora Drive. Interstate Highway 35 and SH 46 have significant lengths of their extents highlighted at moderate (orange) or low (yellow). Table 3 lists the highest rated segments and their percentile rank.

Table 3: Severe and High Scoring Road Segments in the High Injury Network, 2025

Road Name	Extent	Percentile Rank	Severity
Loop 337, Northbound	Ridge Hill Drive on-ramp and Paladora Drive	100	Severe
IH 35 Access Road, Northbound	Approx. 550 ft south of FM 306 Intersection	96.88	Severe
IH 35 Ramp to Elliot Knox Blvd, Eastbound	Entire Extent	93.75	High
Orion Road	UPRR ROW to Chamber Parkway	90.62	High
Birch Bend	Entire Extent	87.5	High
Dimmit Drive	Entire Extent	84.38	High
Broken Wheel Lane	Entire Extent	81.25	High

Figure 2 is a map for the collisions per mile, which accounts for all crashes within the city. Similarly to the HIN, it shows hotspot areas that are seeing a higher percentage of crashes. While fatalities and serious injuries are severe outcomes, a crash of any type can result in loss of property, mobility, or lower quality of life for the people involved. Emergency response and incident clearing also can cause significant traffic delays, further impacting the network. The map shows major hotspots at the major intersections with IH 35, on SH 46 East, FM 725, and FM 306. Table 4 lists the highest rated segments and their average percentile rank. This is due to the number of segments that the roadways are broken into for analysis; a road broken into segments may have different percentile ranks that are all “Severe”. Taken together, in 2025, the intersection of FM 306 and IH 35 saw the most incidents and had the most severe outcomes on the network.

Table 4: Severe Scoring Road Segments in the High Injury Network, 2025

Road Name	Extent	Average Percentile Rank
S Seguin Avenue	Intersection with Elliot Knox Boulevard	100
W County Line Road, Westbound	Intersection with FM 725	99.79
IH 35 Access Road, Northbound	Approx. 550 ft south of FM 306 Intersection to northbound turn lane from Creekside Crossing onto the IH 35 Access Road	98.43
Loop 337	Elliot Knox Boulevard to Oelkers Drive	98.26
Bluegrass Point	FM 1101 to Comal County Line	99.17
IH 35, Northbound	Shell Gas Station driveway to Comal Truck Gear Driveway, through Rueckle Road Intersection	98.75
W Klein Road	Intersection of Private Access Drive approx. 550 ft west of Whitchat	98.54
IH 35 Access Road, Southbound	Intersection with S Seguin Avenue	98.33
S Peach Avenue	Elliot Knox Boulevard to IH 35 Access Road	98.12
IH 35 Access Road, Northbound	Guadalajara Mexican Restaurant driveway to S Seguin Avenue intersection	97.92
FM 306	Southbound left-turn lane for the HEB shopping center by the Valvoline	97.71
IH 35 Access Road, Southbound	Schmidt Avenue intersection to the Sage Apartments driveway	97.5
FM 306, Northbound	IH 35 Underpass	97.08
Kuehler Spur	Entire Extent	96.88
IH 35 Access Road, Northbound	Intersection with Schmidt Avenue to IH 35 turn-around exit	96.67
IH 35 Access Road, Northbound	Office Depot driveway to Chilis driveway, through SH 46 intersection	96.25
Town Center Drive, Westbound	Las Palapas driveway to approx. 150 ft east	96.05
IH 35, Northbound	Approximate ½ mile south of Exit 188 to the exit ramp for Exit 188	95.83
IH 35, Northbound	Exit ramp for Exit 184 to Mile Marker 186	95.62

IH 35 Access Road, Southbound	McDonald's driveway to 7 Eleven driveway, through Loop 337 intersection	95.42
IH 35 Access Road, Southbound	Westbound turn lane for FM 306	95.21
FM 306, Eastbound	Old FM 306 on ramp to Wingate Hotel driveway	95

Figure 1: Map of the High Injury Network (2025)

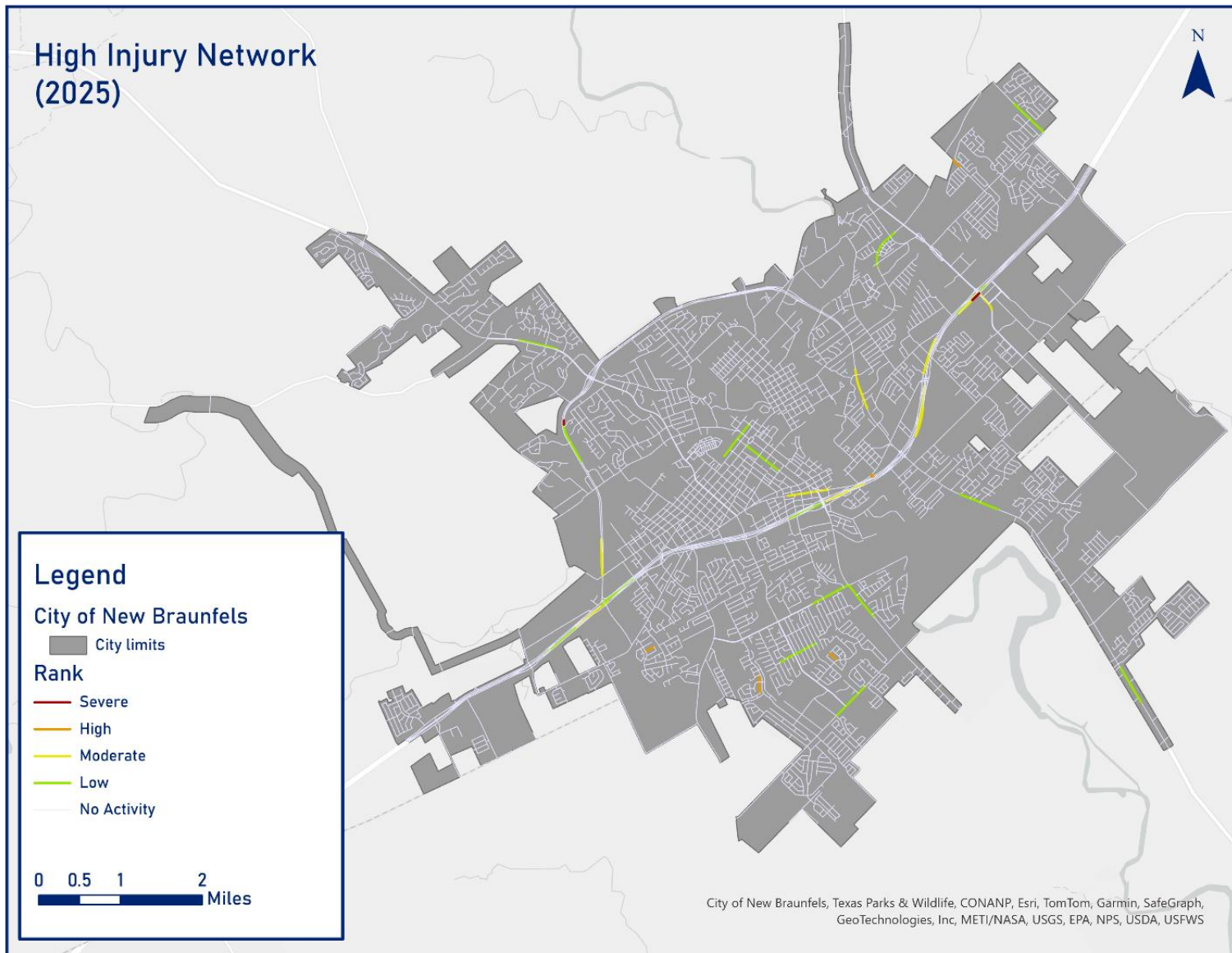
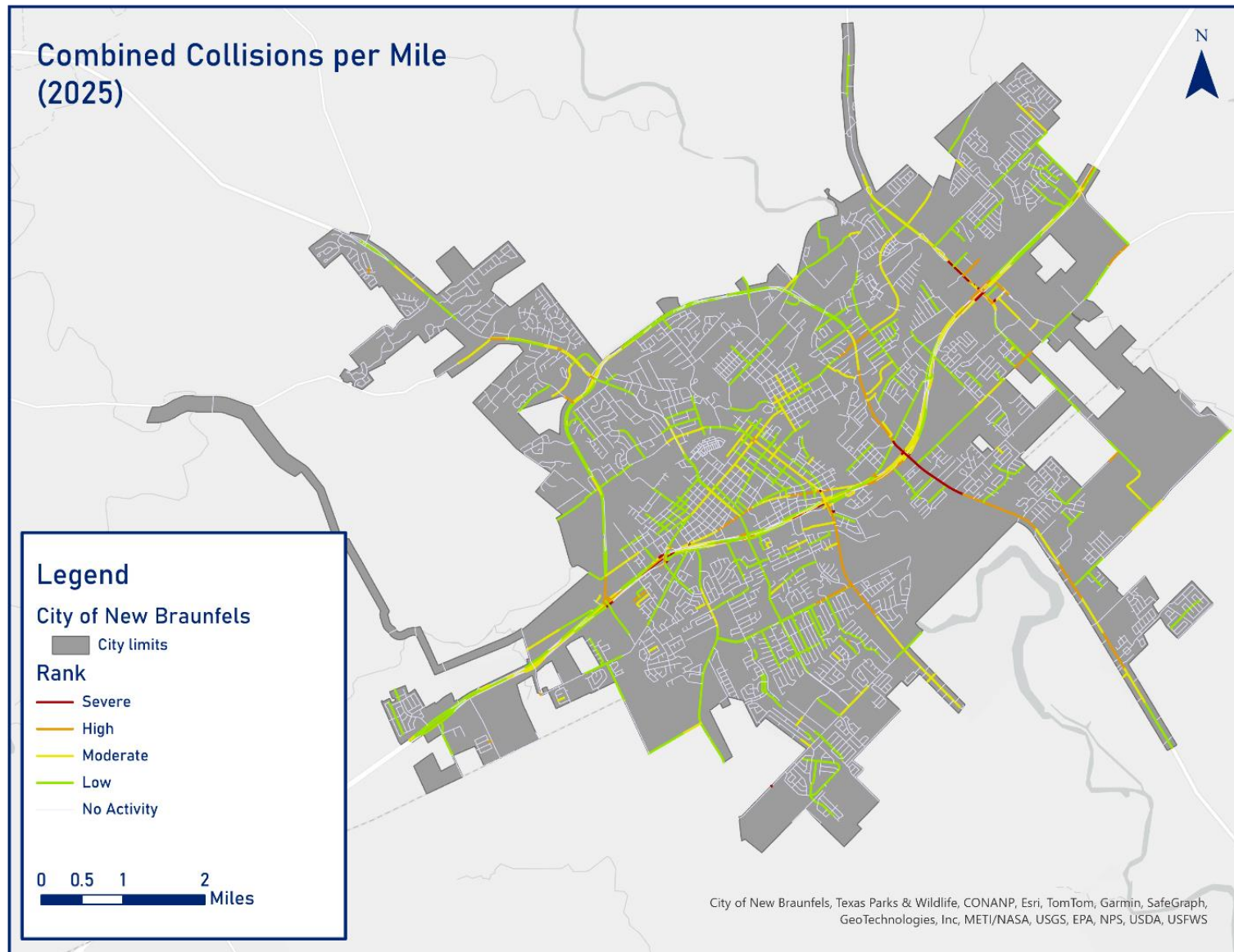


Figure 2: Combined Collisions per Mile (2025)



PEDESTRIANS AND CYCLISTS

Vision Zero places a particular emphasis on the safety of pedestrians and cyclists (also called pedalcyclists in reports) who, due to their physical exposure outside of a vehicle, are considered vulnerable road users. The lack of pedestrian and cycling infrastructure can place peds and cyclists in conflict with vehicles when they are forced to share space or are not given adequate safety measures to protect them. Crashes involving them that are reported to the police always result in some amount of injury, and non-injurious incidents are notoriously under reported.

Table 5 lists the crash severity for all pedestrians and cyclists within city limits. In total, there were 23 crashes involving pedestrians or cyclists, and there was one fatality and five serious injuries. A majority of these crashes, 61%, resulted in a minor injury. The most common contributing factor in these crashes was the driver's Failure to Yield Right-of-Way (ROW) to the pedestrian or cyclist at 30%. See Table 4 for further breakdown. Of the crashes that resulted in an FSI, Failure to Control Speed contributed to 27%.

Table 5: Total Pedestrian and Cyclist Crashes by Severity (2025)

Crash Severity	Count	% of Ped/alcyclist Crashes
Fatal	1	4.3
Serious Injury	5	21.7
Injury	3	13
Minor Injury	14	60.9
No Injury	0	0
Unknown	0	0

Table 6: Top Contributing Factors for Pedestrian and Cyclist Crashes (2025)

Contributing Factor	Count	% of Ped/alcyclist Crashes
Failed to Yield ROW, To Pedestrian	7	30.4
Pedestrian Failed to Yield ROW to Vehicle	3	13
Under Influence, Alcohol	3	13
Other	3	13
(Driver) Disregard Stop and Go Signal	2	8.7
Disregard Stop Sign or Light	2	8.7
Driver Inattention	2	8.7

COMPARISON TO 2024

The number of crashes that occurred in 2025 increased by 50 from the number that occurred in 2024. Comparing the counts by severity (See Table 1 for 2025 numbers, Table 7 for 2024 numbers), we see

that the FSI and injury crashes all decreased, but crashes with no injury increased. Minor injuries were effectively the same. This indicates that while the total number of crashes increased, they resulted in less severe injuries. This is a net positive result and is progress for the City's Vision Zero goal.

Table 7: Total Crashes by Severity (2024)

Crash Severity	Count	% of Total Crashes
Fatal	7	0.4
Serious Injury	41	2.5
Injury	211	13.1
Minor Injury	258	16
No Injury	1069	66.4
Unknown	23	1.4

When looking at the location of these crashes, it is important to take account which roadways are on the state system (on-system), and which are locally controlled (off-system). This impacts the maintenance and design standards that are allowed on that roadway or intersection, and which agency is responsible for modifications or other activities. As multiple City projects have been completed recently, there was interest in comparing the difference in the rate of crashes on and off system. The number of on-system crashes increased by 96, but the off-system crashes decreased by 46, indicating that the increase was entirely on TxDOT controlled roadways within city limits, see Table 8. In 2024, off-system crashes accounted for 29% of the total crashes, whereas they accounted for 25% of the crashes in 2025. This is important context as we continue to work with TxDOT and our other regional partners to make safety improvements.

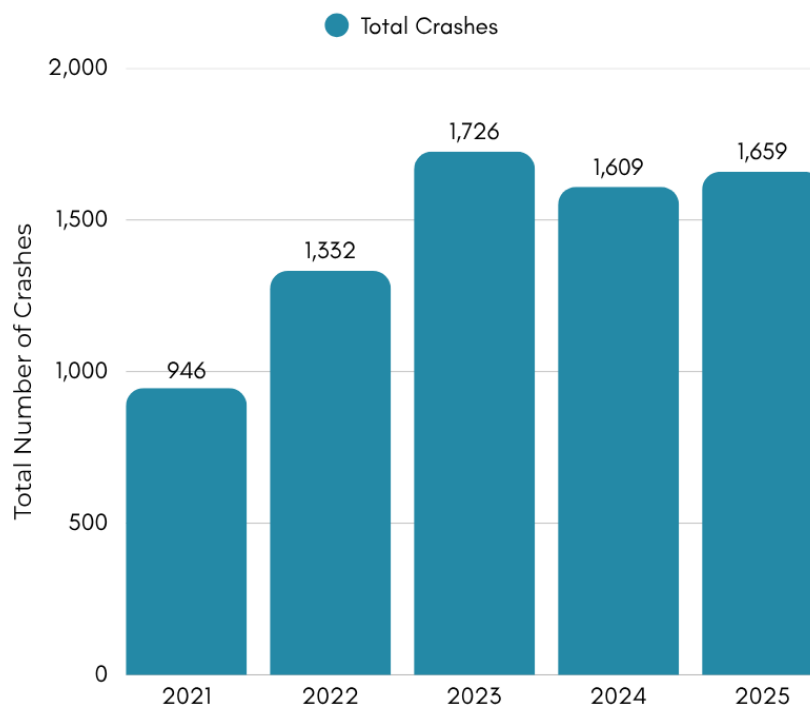
Table 8: On-System vs. Off-System Comparison between 2024 and 2025

Year	On-System Crashes	On-System (%)	Off-System Crashes	Off-System (%)	Total Crashes
2024	1148	71.3	461	28.7	1609
2025	1244	75	415	25	1659

LAST 5 YEARS, 2021-2025

Over the last five years, the City has seen a steady increase in the number of crashes that occur within city limits. This is due to a few different factors. Most significantly is the significant drop in crashes that occurred in 2021 during the Covid-19 Pandemic, which saw less vehicles on the road. This set the crash rate uncharacteristically low. As the country and the City began to reopen after the pandemic there was a significant spike in crashes, jumping significantly higher than the pre-pandemic numbers, that appears to have peaked in 2023. This has been attributed to many factors, such as having less people on the roadways in 2021 encouraged unsafe driving behaviors like speeding. Since then, traffic conditions are stabilizing, though many places, New Braunfels included, have not returned to pre-pandemic levels, see Figure 3.

Figure 3: Crashes Year-to-Year (2021-2025)



STATISTICS

Table 9 shows that the total crashes that occurred from 2021-2025 was 8,375. Approximately 67% resulted in No Injury and 3% resulted in a Fatality or Serious Injury. This rate is low and slightly better than the statewide rate from 2020-2024 of 4% (derived from TxDOT's *Rural and Urban Crashes and Injuries by Severity* reports). Compared to the percentages from 2025 alone (see Table 1), the distribution is similar, though the FSI rates are improved.

Table 9: Total Crashes by Severity (2021-2025)

Crash Severity	Count	% of Total Crashes
Fatal	36	0.4
Serious Injury	230	2.7
Injury	1062	12.7
Minor Injury	1265	15.1
No Injury	5649	67.5
Unknown	133	1.6
TOTAL	8,375	100

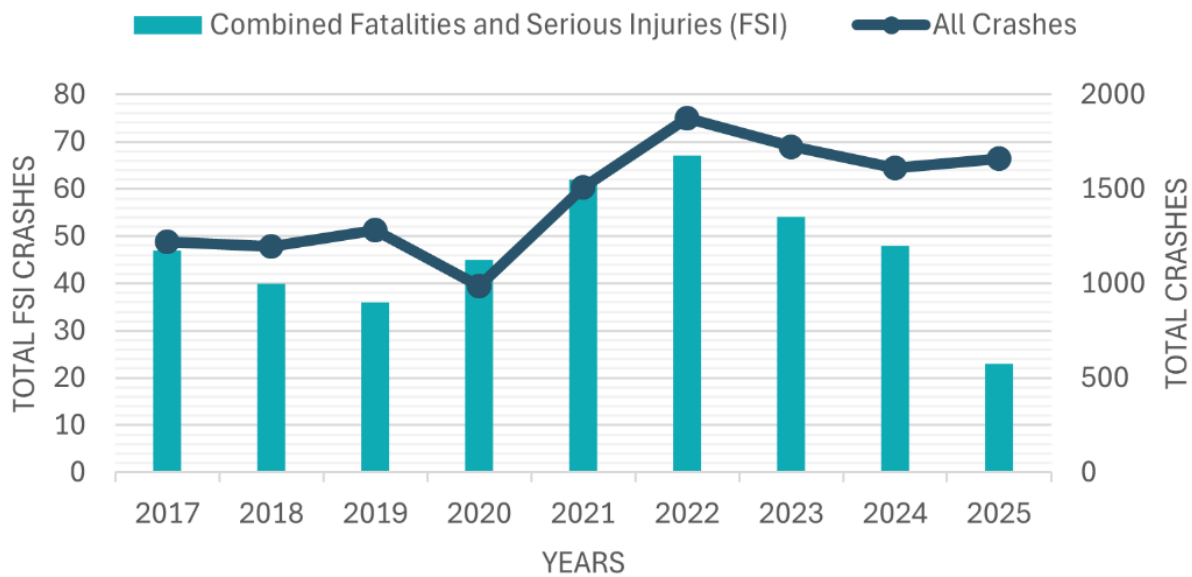
Similarly, the top 5 contributing factors (Table 10) are basically the same, though failure to yield ROW at a private drive occurred at a higher rate over the five years than it did in 2025 (see Table 2). A “private drive” is a driveway to a residence or commercial property.

Table 10: Top 5 Contributing Factors (2021-2025)

Contributing Factor	Count	% of Total Crashes
Failed to Control Speed	2104	25.2
Driver Inattention	1026	12.3
Failed to Yield ROW, Turning Left	849	10.2
Changed Lane When Unsafe	648	7.8
Failed to Yield ROW, Private Drive	506	6.1

For Vision Zero, the City has seen significant improvement over the last five years. To provide additional context, Figure 4 compares the number of crashes from 2017 (when the City began tracking this data) to 2025 to the number of crashes that resulted in a fatality or serious injury. From 2017-2019, our crashes were relatively even, though our FSI was steadily declining. 2020-2022 saw the spike in crashes and FSI from Covid-19, with an additional 679 crashes in 2022 compared to the pre-pandemic low in 2018. From 2023-2025, the crash rate has held somewhat steady, but the FSI has dropped significantly, 13 lower than the pre-pandemic low in 2019. There is still significant work to do to achieve the City's goal of zero deaths in 2040, but this data indicates that progress has been achieved.

Figure 4: Total Crashes vs Fatal or Serious Injury Crashes (2017-2025)



HIGH INJURY NETWORK AND COLLISIONS PER MILE

The HIN map for 2021-2025 (Figure 5) shows what roadways have had consistent issues. State Highway 46 East and S Seguin Ave/FM 758 have multiple segments ranked High or Moderate. The few Severe locations are attributed to higher numbers of FSI per incident, not necessarily more crashes overall. Taken with the map from Figure 6 which shows collisions per mile, we see that SH 46 and S Seguin Ave are seeing a high number of crashes and they are resulting in a higher number of FSI than other areas. Intersections at IH 35 see a high number of crashes as well.

In general, TxDOT on-system roads and intersections saw the greatest number of crashes. These are often facilities that focus on higher speeds and attempt to accommodate higher volumes of vehicles, which places them at a higher level of risk than a typical local street. Even so, this pattern in the crash history is important to consider as the City works to achieve its Vision Zero Goal with our state and regional partners.

Figure 5: High Injury Network (2021-2025)

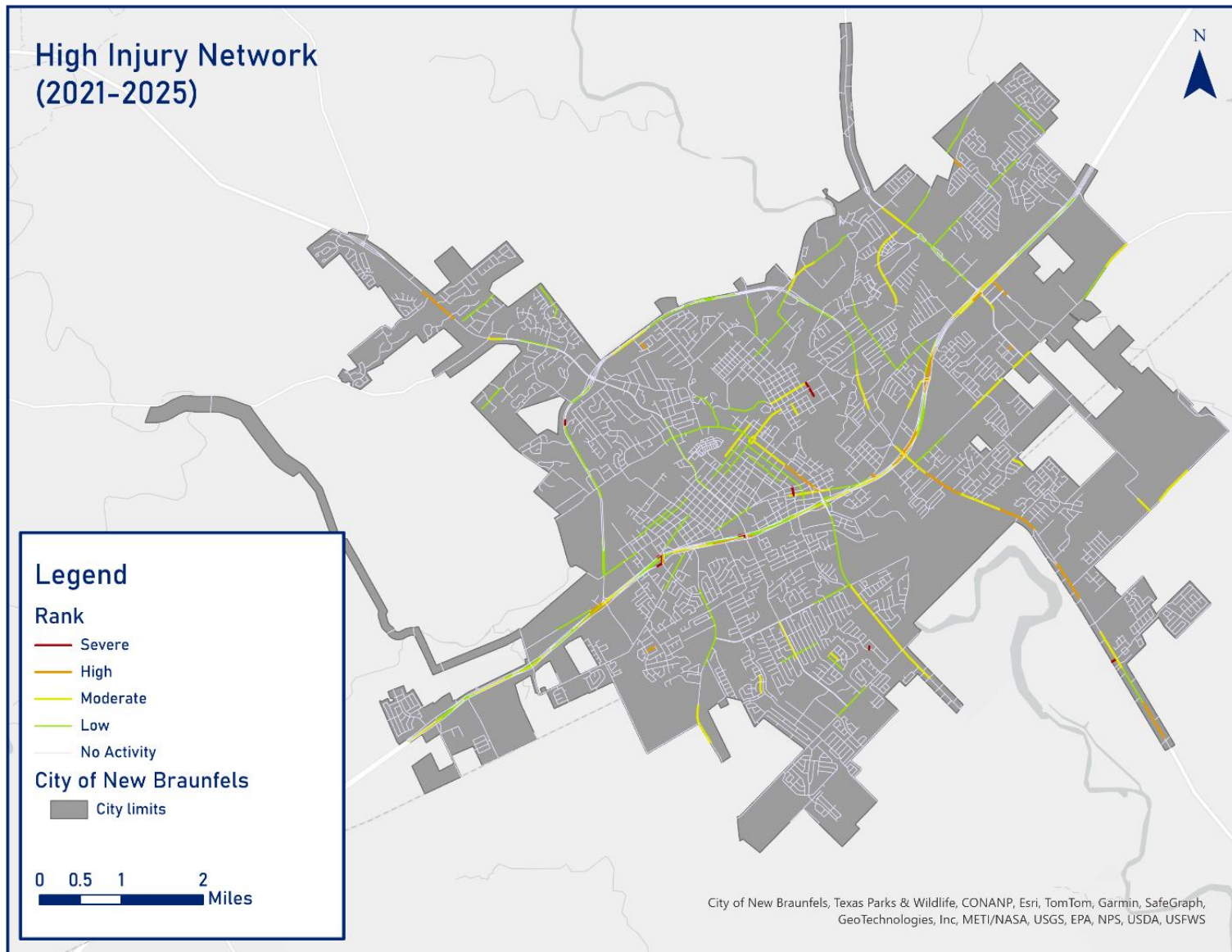
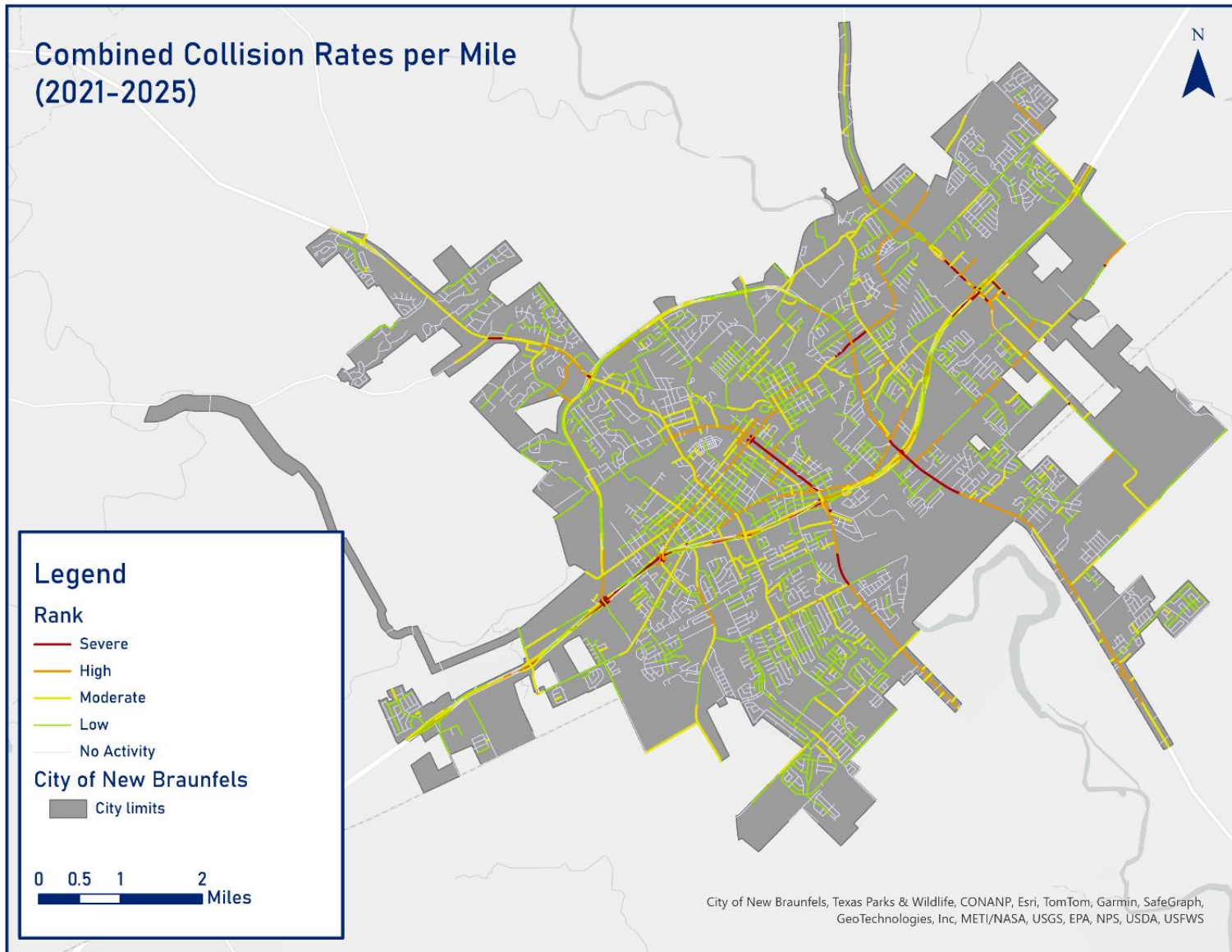


Figure 6: Combined Collision Rate per Mile (2021-2025)



PEDESTRIANS AND CYCLISTS

While our overall FSI for 2021-2025 sees a significant downward trend, our pedestrian and cyclist involved FSI crash rate has remained steady. While only 4% of these have been fatal, 23% have resulted in a serious injury, (see Table 11 and Figure 7). Of the 266 FSI crashes between 2021-2025, 32 (12%) involved a pedestrian or cyclist. The locations of these crashes is somewhat distributed in the system, which makes identifying particularly unsafe locations difficult. When we consider what contributing factors are most contributing to these crashes, Driver Inattention and Failure to Yield ROW to Pedestrian contribute to 40% of incidents, (see Table 12). This could indicate that more effort is needed towards driver education and enforcement about distracted driving and appropriate yielding circumstances.

Table 11: Total Pedestrian and Bicycle Crashes by Severity (2021-2025)

Crash Severity	Count	% of Total Crashes
Fatal	5	4.2
Serious Injury	27	22.5
Injury	15	12.5
Minor Injury	66	55
No Injury	7	5.8
Unknown	0	0
TOTAL	120	100

Figure 7: Total Pedestrian and Bicycle Crashes vs FSI per Year, 2021-2025

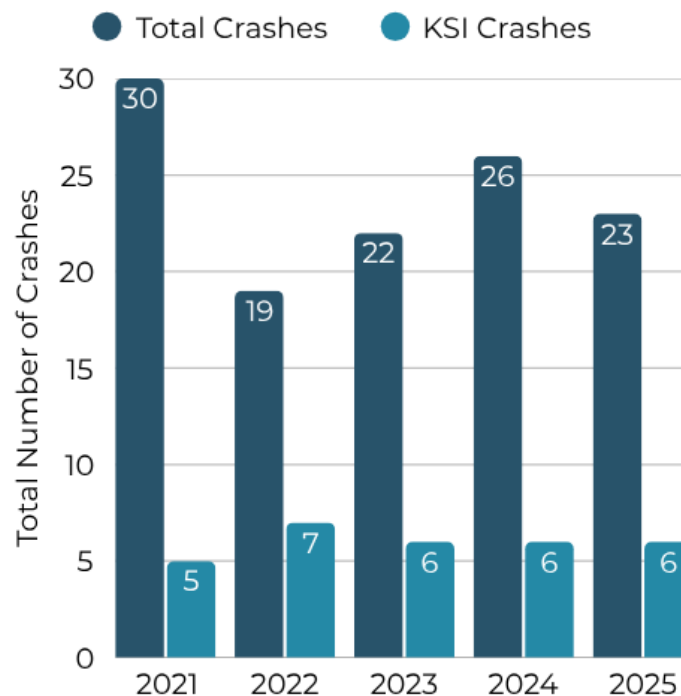


Table 12: Top 5 Contributing Factors (2021-2025)

Contributing Factor	Count	% of Total Crashes
Driver Inattention	26	21.7
Failed to Yield ROW, To Pedestrian	23	19.2
Pedestrian Failed to Yield ROW to Vehicle	21	17.5
Other	8	6.7
Disregard Stop Sign or Light	7	5.8

POLICY UPDATES

2025

GOAL #1: SAFER SPEEDS

Policy: Update speed hump policy to a comprehensive traffic calming program. (COMPLETED 2025)

The Neighborhood Traffic Calming Policy was adopted in August 2025. It updated the 1999 Speed Hump policy and provides a more robust methodology for assessing and addressing traffic calming issues that arise in neighborhoods. The policy update aims to expand our design toolkit, define and streamline the evaluation and approval process, refine public outreach, and improve the prioritization process. To date, staff have processed ten (10) calming requests using this policy.

Policy: Amend code of ordinances to allow the city engineer to authorize traffic signals, speed limits, and speed zone locations. (NO ACTION)

GOAL #2: MULTI-MODAL STREETS

Policy: Require a connected multi-modal street network in new developments and redevelopments. (IN PROGRESS)

Adopted the 2025 Thoroughfare Plan Update December 8, 2025.

Began the Bicycle and Pedestrian Network Plan, to be completed in Fall 2026.

Staff is updating the Land Development Ordinance (LDO), which will include improved connectivity requirements and design requirements.

GOAL #3: SAFE STREET BEHAVIORS

Policy: Improve safety ordinances for vulnerable road users. (NO ACTION)

Policy: prohibit parking, idling, and driving in bike lanes. (NO ACTION)

UPCOMING

LDO Update

- Improved development requirements and guidelines

PROGRAM UPDATES

2025

GOAL #1: AN INFORMED PUBLIC

Program: Street safety webpage (IMPLEMENTED, ONGOING)

No updates for 2025.

Program: Educational Campaigns (ONGOING)

The Police Department and Transportation Planning Division have worked the Communications Department to develop social media posts that address national safety awareness campaigns

and school commute safety. PD has also been coordinating with the school PIO's to address emerging concerns, like the correct way to use a Pedestrian Hybrid Beacon.

Program: Support transportation options during high-risk periods, (IMPLEMENTED, ONGOING)

Ride the Rio microtransit service launched in November 2025, providing additional mobility options for residents and visitors.

GOAL #2: STREAMLINED IMPLEMENTATION

Program: Designate city staff members to develop and implement policies and programs. (COMPLETED 2024)

Program: Collaborate with agency partners on safe streets. (ONGOING)

Program: Establish the safe system approach for speed management. (ONGOING)

Staff received direction from City Council to pursue a speed limit reduction in the Mission Hill neighborhood. Evaluation is ongoing.

Program: Establish a process for allocating roadway space to improve safety. (IN PROGRESS)

Staff is in the process of developing the Bicycle and Pedestrian Network Plan (BPNP) to identify the priority bike and pedestrian corridors. The plan includes a design toolkit and recommendations for implementation.

Program: Establish roadway design guidance for all modes. (IN PROGRESS)

The LDO update and BPNP both address design guidance for all modes.

Program: Place streetlights in areas of high pedestrian and cyclist activity. (ONGOING)

Street lighting is being included in road improvement projects as able and being assessed for broader application.

GOAL #3: FOCUSED ENFORCEMENT

Program: Evaluate and monitor safe street implementation. (ONGOING)

UPCOMING

Vision Zero Dashboard improvements

- Better crash data refinement
- Automated updates

BPNP completion

- Network maps
- Priority projects

PROJECT UPDATES

Of the twelve (12) Priority City Projects identified in the SASP, six (6) have been completed or partially completed, and six (6) have funding identified and are in some phase of design or construction. Of the six (6) Corridors for Future Study, all are in some phase of completion, design, or planning.

Table 13: Priority City Project List from SSAP

	Project Area	Progress
1	Walnut Ave (Landa St-Bridge St)	<i>Completed</i>
2	Common St (Central Ave-Union Ave)	<i>Completed</i>
3	San Antonio St (Comal Ave-Union Ave)	In design and in construction
4	San Antonio St (Ferguson St-Main Plaza)	<i>Completed</i> and in design
5	Goodwin Ln (Orion Dr-Pader)	In construction
6	Hunter Rd (Rapids Rd-FM 306)	In design
7	McQueeney Rd (IH 35-Melody Ln)	<i>Completed</i>
8	Gruene Rd (Torrey St-Ewelling Ln)	In design and planned
9	Common St at Grant Ave	<i>Completed</i>
10	Common St at Fair Ave	<i>Completed</i>
11	Common St at Gruene Rd	In design
12	County Line Rd at Dove Crossing Dr	<i>Completed</i>

Table 14: Corridors for Future Study from SSAP

	Project Area	Progress
1	River Road/ Hueco Springs Loop	Traffic signal at SH 46 in construction.
2	San Antonio Street/ Spur Street and Schmidt Avenue	- City awarded \$17.87M for San Antonio-Spur St Improvements from AAMPO - TxDOT has upcoming intersection project at IH 35 & Schmidt.
3	Klein Road	Roadway and signal improvements completed in 2024. New signal and ped/bike crossing at Klein Meadows in design by NBISD, construction 2026.
4	County Line Road	Intersection and pedestrian improvements through TxDOT FM 725 expansion and citywide pedestrian improvements.
5	Gruene Road	AAMPO funded ped/bike project, scheduled for construction in 2030, in design.
6	Landa Street	Project planning by staff. Also identified as a priority project in the <i>Bicycle and Pedestrian Network Plan (2026)</i>

CONCLUSION

While overall the City has seen improvement towards achieving its Vision Zero goal of no deaths or serious injuries by 2024, there is still a persistent need for vigilant and responsive design and policies. Even crashes that ultimately do not cause serious injuries can create financial and health burdens that limit a person's mobility and economic stability. Staff will continue to monitor, evaluate, and respond to areas of concern and maintain a transparent approach to addressing these issues.

8/13/2026

Agenda Item No. A)

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 presented the traffic calming plan to the Transportation and Traffic Advisory Board at their July 9, 2026, meeting. Based on public feedback, staff has amended the traffic calming plan to incorporate a single speed hump between Red Barn Bend and Farmers Dell and is presenting the amended plan for approval after agreement from the Preston Estates HOA.

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

8/13/2026

Agenda Item No. B)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

Discuss and consider a recommendation to City Council to amend Section 126-346 and Section 126-369 of the Code of Ordinances of the City of New Braunfels to establish prohibited parking and loading zones on Zipp Road, Klein Meadows, and Legend Pond.

DEPARTMENT: Transportation and Construction Services

COUNCIL DISTRICTS IMPACTED: 2

BACKGROUND INFORMATION:

City staff has been working with New Braunfels ISD on an event traffic control plan for the Long Creek High School Stadium currently under construction. The plan's goals focus on maintaining efficient traffic flow before, during, and after events and minimizing traffic disruptions to the adjacent residential areas. As part of the plan development, it was determined that parking restrictions are necessary to prevent parking along some streets adjacent to the stadium where traffic operations would be obstructed.

City engineering, the New Braunfels Police Department (NBPD), and New Braunfels ISD staff reviewed existing and proposed roadway, pavement marking, and sign plans to identify areas that cannot accommodate on-street parking without obstructing traffic operations but may still be appealing to event goers due to the close proximity to the stadium. NBPD officers indicated that installing "no parking" signs in these areas would best deter parking and support consistent enforcement efforts. Portions of Zipp Road, Klein Meadows, and Legend Pond were recommended for parking restrictions, and a loading zone is recommended for the cluster mailbox on Legend Pond south of Gentle Meadow. These recommended parking restrictions do not impact on-street parking in front of residential homes.

A temporary traffic order has been secured from the Chief of Police in order for the "no parking" and loading zone signs to be installed while city staff brings the ordinance to the Transportation and Traffic Advisory Board and City Council for approval. Signs will be installed prior to the first home game at the new stadium on September 11, 2026.

ISSUE:

Parking restrictions around Long Creek High School Stadium are necessary to maintain traffic operations

STRATEGIC PLAN REFERENCE:

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

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 establishing no parking and loading zones on Zipp Road, Klein Meadows, and Legend Pond.

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 Zipp Road from the intersection with Legend Pond to the terminus west of the intersection with Clarisse Street.
- (146) On both sides of Legend Pond from the southern intersection with Klein Meadows to the intersection with London Avenue.
- (147) On the east side of Legend Pond from the southern intersection with Klein Meadows northerly for a distance of 500 feet.
- (148) On both sides of Klein Meadows from the intersection with Klein Road to the intersection with Legend Pass.
- (149) On the south side of Klein Meadows from the intersection with Legend Pass to a point 545 feet east of the southern intersection with Legend Pond.
- (150) On the north side of Klein Meadows from the southern intersection with Legend Pond easterly for a distance of 775 feet.

Sec. 126-369. - Freight zones; time limit.

(b) The following locations are designated as freight loading zones in accordance with this section:

- (12) On the east side of Legend Pond from a point 500 feet north of the southern intersection with Klein Meadows northerly for a distance of 45 feet.



No Parking Zone	—
Loading Zone	—