



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



THURSDAY, APRIL 11, 2024 at 6:00 PM

AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MINUTES

- A) Approval of the minutes of the March 14th, 2024 [24-492](#)
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 City Council [24-363](#)
to approve the W. San Antonio Street roadway
reallocation project.

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

4/11/2024

Agenda Item No. A)

**DRAFT - MINUTES
OF THE NEW BRAUNFELS TRANSPORTATION & TRAFFIC ADVISORY BOARD
REGULAR MEETING OF THURSDAY, MARCH 14, 2024**

1. CALL TO ORDER

2. ROLL CALL

The following members were present: Arthur Brinkkoeter, Gary Kirkham, Michael Yoder, Garrett Mechler.

The following members were absent: Michael Dietert, Ernesto Rodriguez.

District 4 seat is vacant.

3. APPROVAL OF MINUTES

A) Approval of the minutes of the February 15th, 2024 Transportation and Traffic Advisory Board meeting.

Michael Yoder made a motion to accept the February 15, 2024 minutes as written. Garrett Mechler seconded the motion. All in favor, motion carried.

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 individuals spoke at this time: Jim Holster mentioned that knowing the role that the board plays in the council decision, he felt this board should be televised.

5. PRESENTATIONS

A) Presentation and update on New Braunfels Transportation Projects.

Garry Ford presented updates on transportation projects that are being finishing up from the 2019 Bond projects like California Street, Grant Street, San Antonio Street, Union Street, and Common Street at old Farm Road 306 signal light. Also, roadway safety improvements projects, like County line at Dove crossing, County line at Walnut, and Klein Road phase 2 project is going well. Also, the wayfinding signage around town that has been installed. Ford also pointed out that the projects that are ready to get started like Goodwin/Conrad Lane project, San Antonio St. from Loop 337 to Krueger Street, Alligator

Creek trails East and West of I 35. Also, 2023 Bond projects and designs ready for design and are under construction soon. Some projects like Common Street from Loop 337 to Farm Road 306, Conrad/Goodwin to 1102, from I 35 to 1101, Kowald Road from I 35 to 1101, Solms from 482 to I 35 and Castell Avenue drainage phase 1 project at Coll Street. Also, he covered items like pedestrian crossing improvements phase one, at Common Street, Dry Comal section one, Dry Comal, section 2 & 3 and Gruene area improvements. Carly Farmer also is working on the drainage master plan. Other items related to transportation are the airport enhancement and NB transit. The City Council adopted the transit development plan. Kirkham then opened it to the public and Ken Dalfonso asked how the transit program would be funded and what route it will cover.

6. INDIVIDUAL ITEMS FOR CONSIDERATION

A) Discuss and consider a recommendation to City Council to approve the Street Safety Action Plan.

Garry Ford explained the safety street action plan to the board and recommended taking it to City Council for approval. He explained that there has been 38 fatal crashes and 216 serious injuries since 2018. Garry also mentioned that public meetings were held to identify street intersections where improvements are needed. We were shown the data, policy goals, program goals, and project goals and also use of the safe street tool kit.

Garrett Meckler asked about the possible grants to help fund safety for pedestrians and bicyclists. Kirkham also asked about the funding of the projects overall. Garrett asked if the 38 fatal crashes happened on city streets or on I 35 or both city and State Street or highways. Meckler also asked if the city would look into update policies to help calm the traffic problem. Yoder asked if the city would need to acquire more land for the right of way to be able to put the roundabouts, bike lanes, and sidewalks around the city. Citizens, Andrew Klum asked about the design roads to help traffic calming and also design roads to move traffic much safer. Garry Ford pointed out that the narrow lanes control speed, but wider roads move more traffic. Michael Yoder made a motion to approve. Gary Kirkham seconded the motion. All in favor, motion carried.

7. ADJOURNMENT

The meeting adjourned at 7:00 p.m.

By: _____
GARY KIRKHAM, CHAIR

Attest:

CARLY FARMER, BOARD LIASON

4/11/2024

Agenda Item No. A)

PRESENTER:

Garry Ford, Transportation and Capital Improvements Director
Jeff Jewell, Economic and Community Development Director

SUBJECT:

Discuss and consider a recommendation to City Council to approve the W. San Antonio Street roadway reallocation project.

DEPARTMENT: Transportation and Capital Improvements, Economic and Community Development, Public Works, Planning and Development Services

COUNCIL DISTRICTS IMPACTED: 1, 5

BACKGROUND INFORMATION:

This proposed roadway allocation will address priorities of safety, access, mobility, parking, economy, and the environment. The reallocation of the lanes on West San Antonio Street was initially identified as a recommendation action 2010 Downtown Implementation Plan. The reallocation will also address circulation, walkability, increase pedestrian infrastructure, improve downtown aesthetics, and help to reduce vehicle collisions from Main Plaza to Clemens Avenue.

The reallocation is intended to:

- Reduce travel lanes from four lanes to two lanes with a center turn lane
- Improve vehicle and pedestrian safety
- Improve operations at traffic signals
- Allow for more on-street parking spaces
- Provides a buffer space between parking and travel lanes
- Allow for additional medians and curb extensions

A 2021 West San Antonio Street Traffic Study outlined the benefits of this proposed lane allocation to include: increased on-street parking, anticipated reduction of crashes, no significant impacts on circulation and capacity, and opportunities to add art, landscaping, center-lane pedestrian protection areas, and increased walkability.

ISSUE:

The Transportation & Traffic Advisory Board is being asked to address this proposed project with potential action on a formal recommendation to City Council.

FISCAL IMPACT:

To be determined with selected option and final design.

RECOMMENDATION:

Staff is looking for stakeholder and city board input to assist with final recommendation to the city council.

W. San Antonio Street Roadway Reallocation Project



Provides opportunities to consider how street space affects the competing priorities of:

Safety

Access

Mobility

Parking

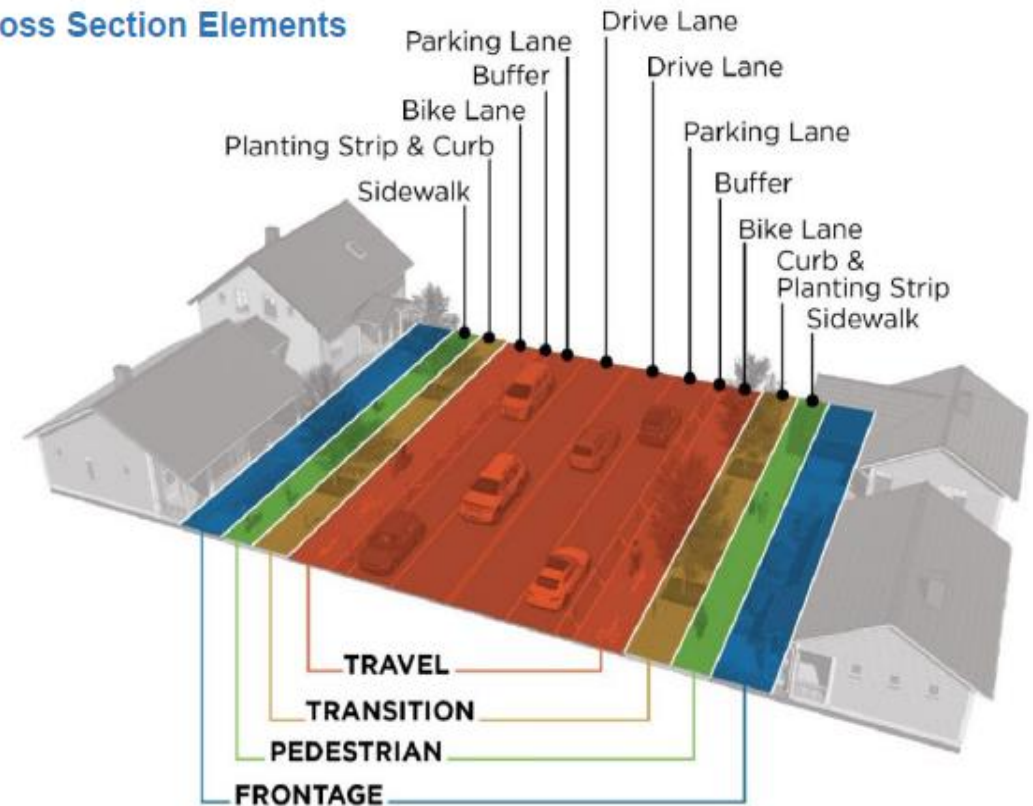
Economy

Environment

Reallocation = Street Redesign = Tradeoffs

- Reallocation looks at elements within the public right-of-way
- Changing cross section elements will have impacts (+/-)
- It can take time to realize the full benefits of change

Figure 3: Cross Section Elements



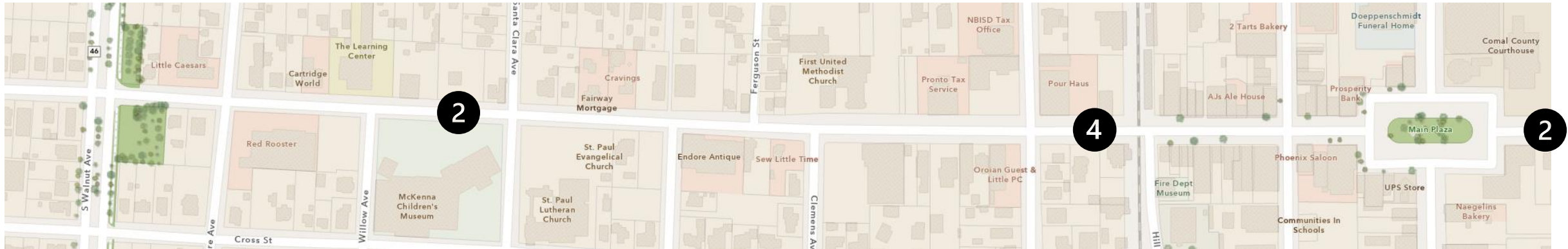
NCHRP Report 1036

Reallocation Framework

- ▲ Define limits and goals
 - Driving, walking, access, parking, aesthetics, etc.
- ▲ Consider the context through safety
- ▲ Is there enough space?
- ▲ Develop design options
- ▲ Evaluate and choose the cross-section that serves the community's vision and needs

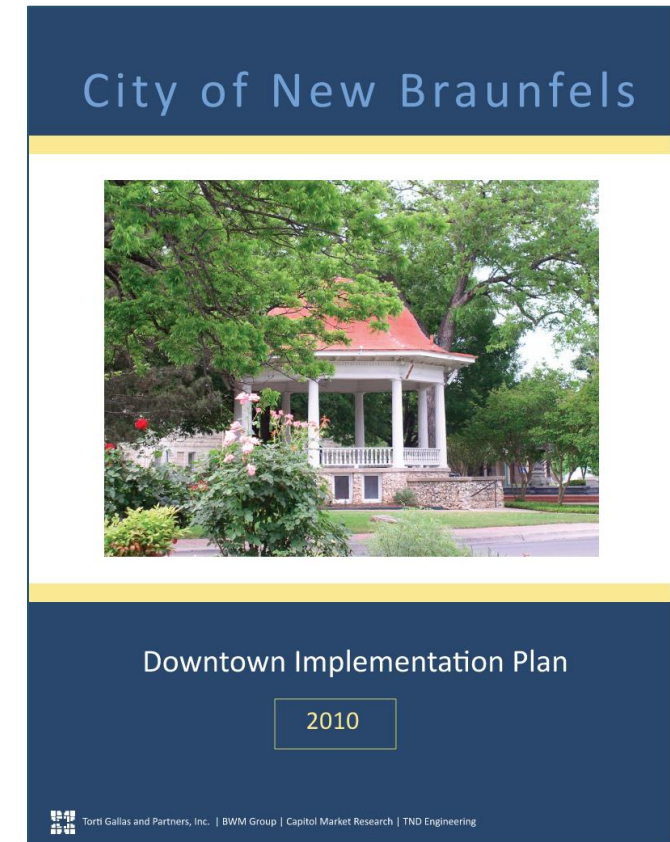
W San Antonio St (S Walnut Ave – Main Plaza)

- ▲ East-west arterial through downtown
- ▲ Access from IH 35/Spur St, S Walnut Ave, and Main Plaza
- ▲ Primarily serves adjacent commercial and residential areas
- ▲ Sidewalks and on-street parking
- ▲ Right-of-way and travel



W San Antonio St – Goals and Needs

- ▲ City of New Braunfels Downtown Implementation Plan (2010) Recommended Actions
- ▲ Circulation & Walkability: Implement “pilot” and potentially permanent traffic calming/connectivity improvements to W San Antonio St
- ▲ Aesthetics & Pedestrian Infrastructure: Fill in pedestrian gaps, which may include street furniture, landscaping, trees, and shade



W San Antonio St – Goals and Needs

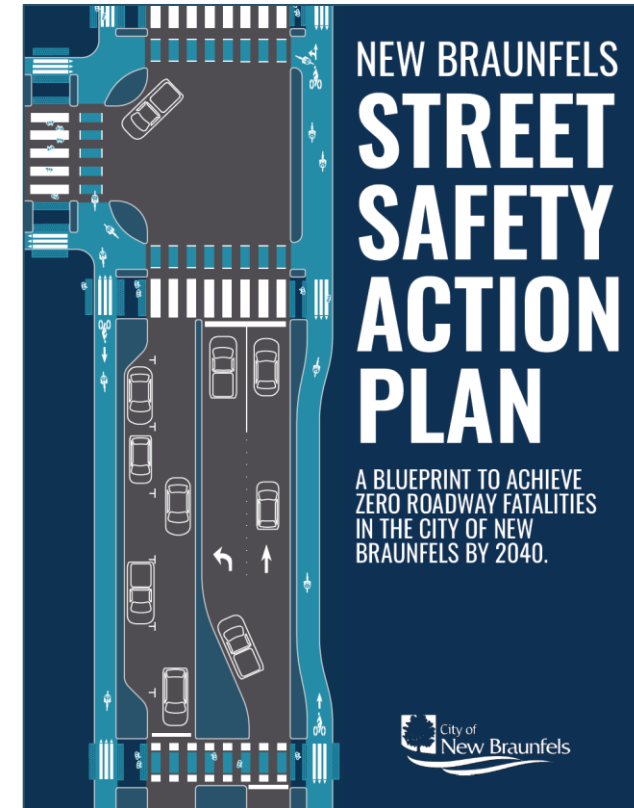
City of New Braunfels Street Safety Action Plan (Draft 2024) Priority Network

■ Clemens Ave – Main Plaza | 2018-2022

- 38 Crashes
- 2 resulting in serious injuries
- 3 involving pedestrians
- 2 involving bike users

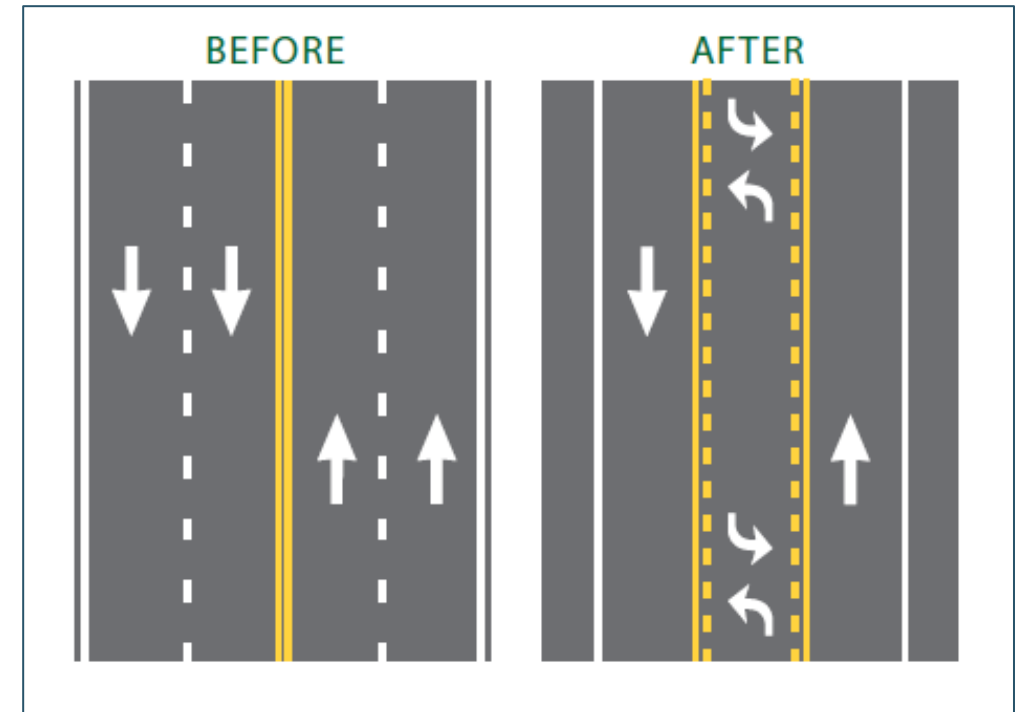
■ Factors

- Lane Change
- Speed
- At intersection
- Left turns



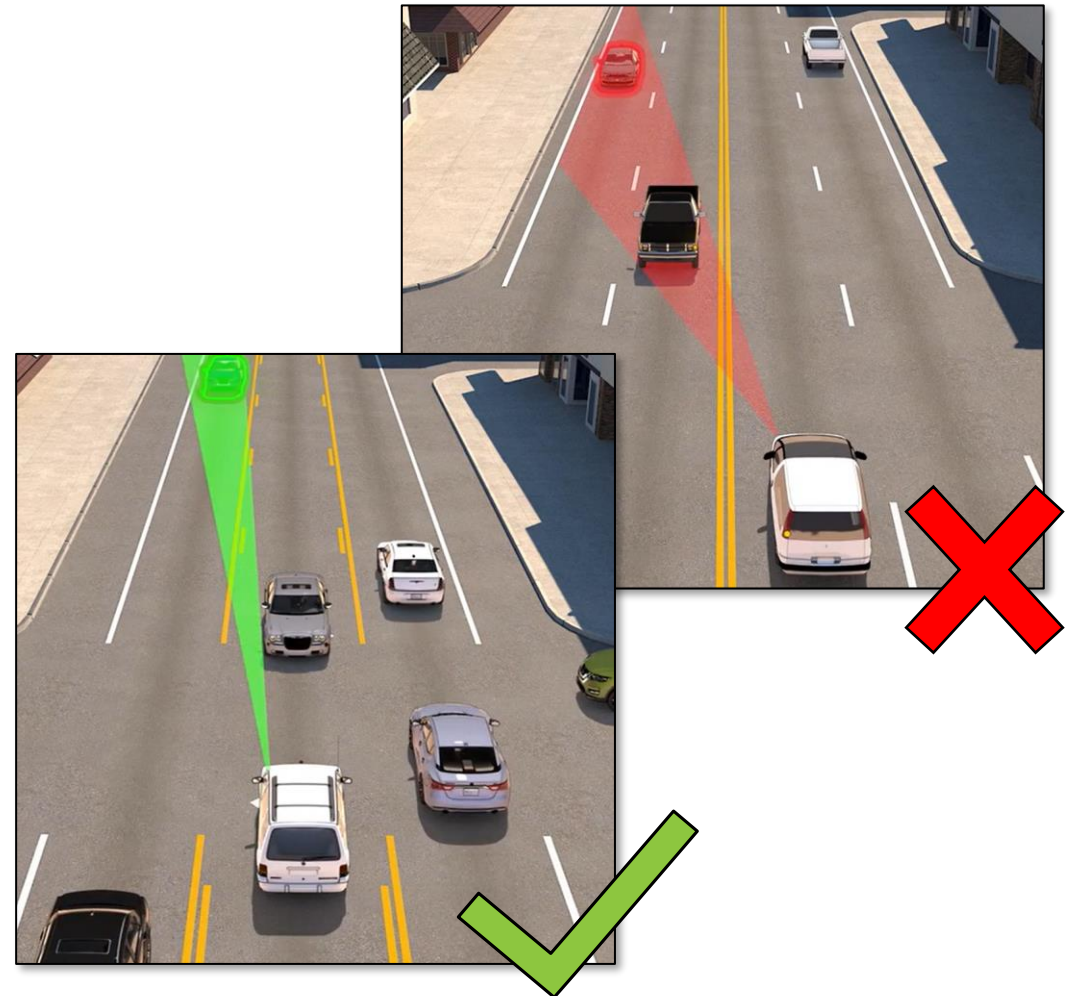
Reallocation Opportunities

- ▲ Reduce travel lanes from four through lanes to two through lanes with a center turn lane
 - Improves vehicle and ped safety
 - Improves operations at signals
- ▲ Updated parking layout
 - More parking
 - Allows for a buffer between parking and travel lanes
 - Expect delays and lower speeds with parking maneuvers
- ▲ Additional medians and curb extensions



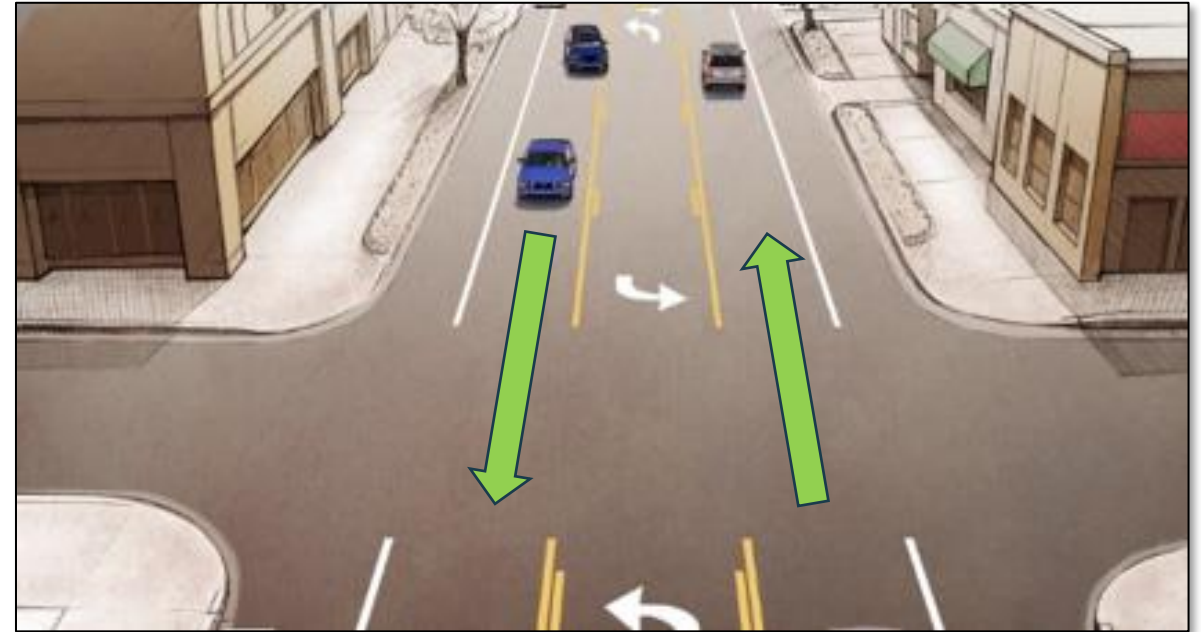
Improved Vehicle Safety

- ▲ Fewer vehicle crashes by up to 47%
 - Without dedicated turn lanes, drivers slow/stop at any time to make left turns
 - Rear-end crashes
 - Sideswipes
 - Quick lane changes
- ▲ Without turn lanes, drivers can not see the outer opposing lane of traffic
 - Center turn lanes allow drivers to see traffic



Improved Vehicle Safety

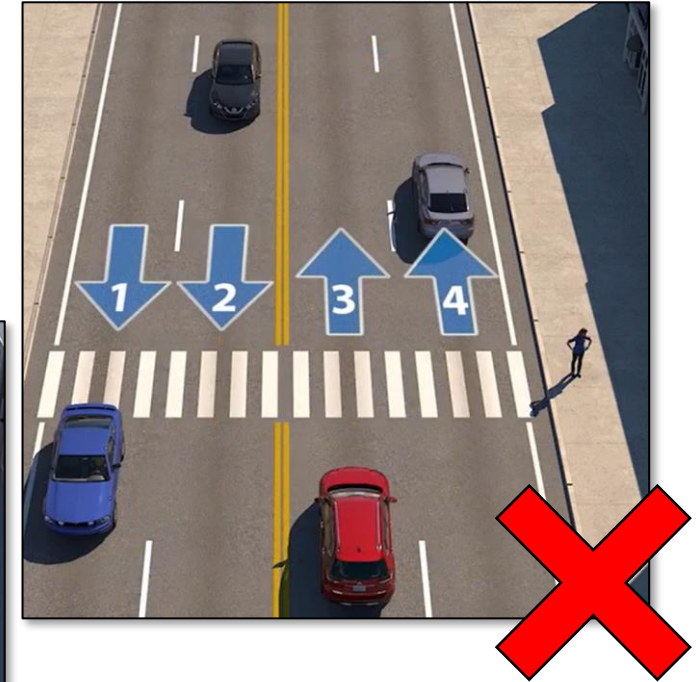
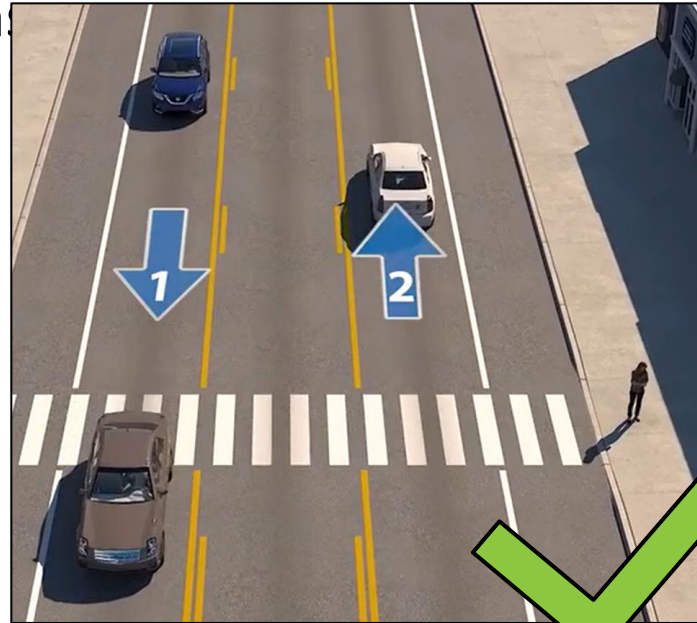
- ▲ Dedicated turn lane allows vehicles slowing/stopping to exit lanes of traffic
- ▲ Three-lane road configurations eliminate frequent lane changing
 - Minimizes traffic flow disruptions
 - Decreases likelihood of conflict



Improved Pedestrian Safety

Three-lane roads are safer for pedestrians

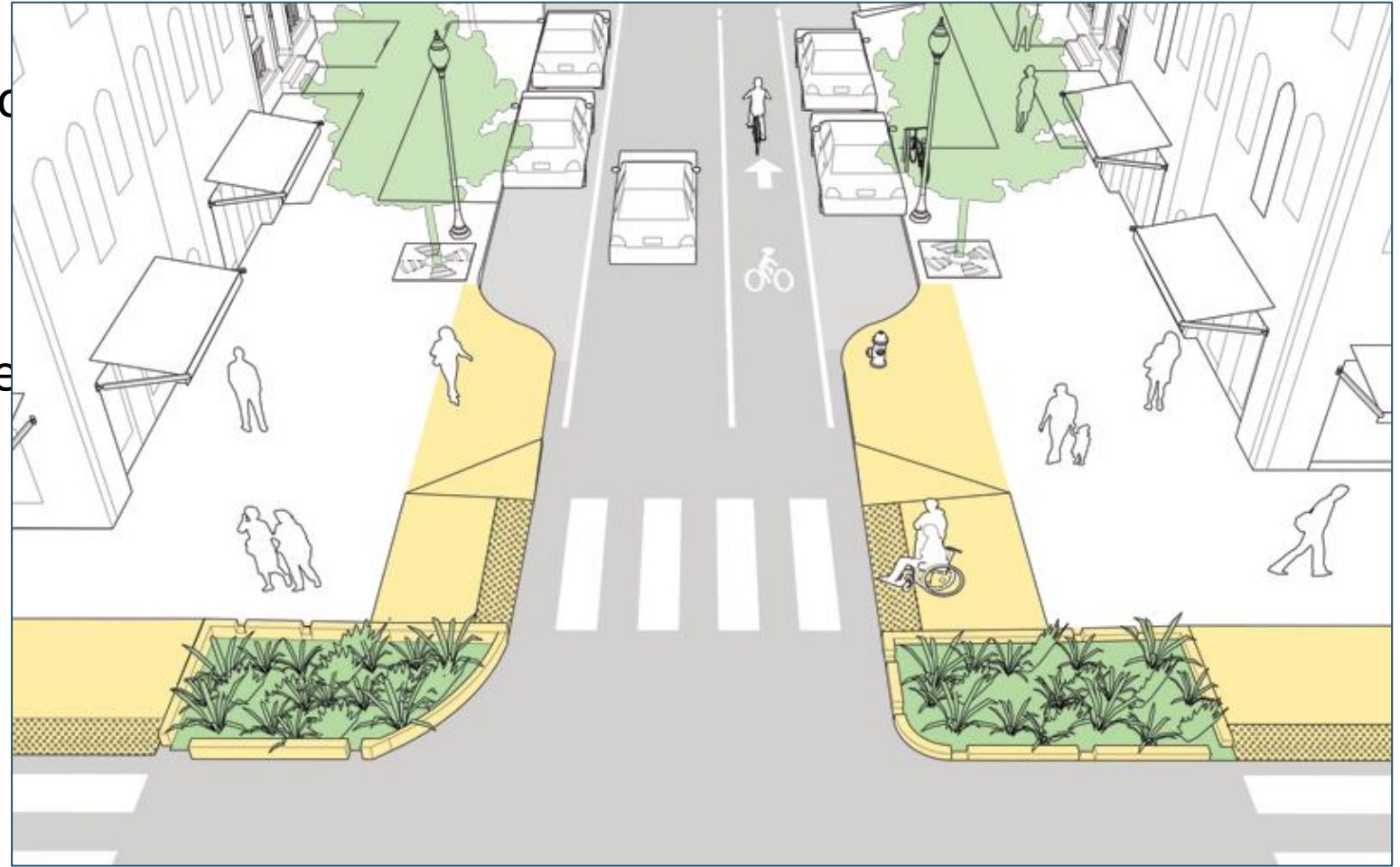
- Fewer lanes to cross
- Easier for pedestrians to judge how quickly traffic is moving
- Easier for drivers to see pedestrians



Improved Pedestrian Safety

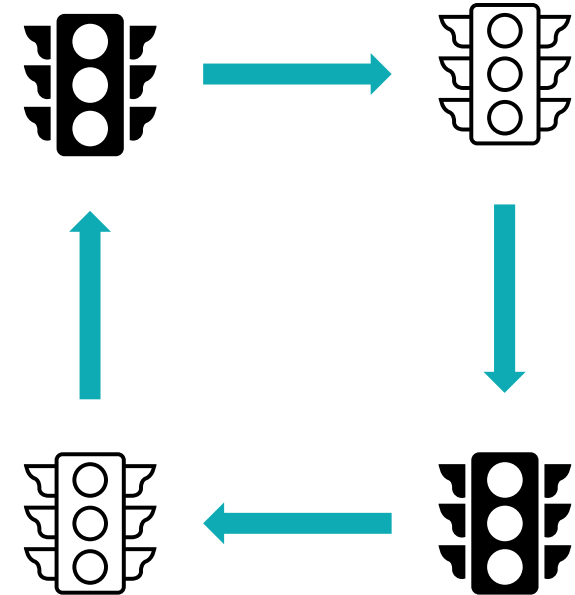
▲ Curb extensions

- Increase overall visibility of the street and for pedestrians
- Aligned with the parking lane
- Reduces crossing distance



Improved Traffic Signal Operations

- With separate left turn signals, traffic signal timing can be optimized to better suit the reduced lanes
 - Allows for changes in signal phasing
 - Provides protected and permitted left turns
 - Sync left turn and pedestrian movements



Alternative Transportation & Aesthetic Improvements

- Reallocation allows for the addition of pedestrian-friendly features
- Reallocation allows for additional space for enhanced landscaping and pedestrian safety features



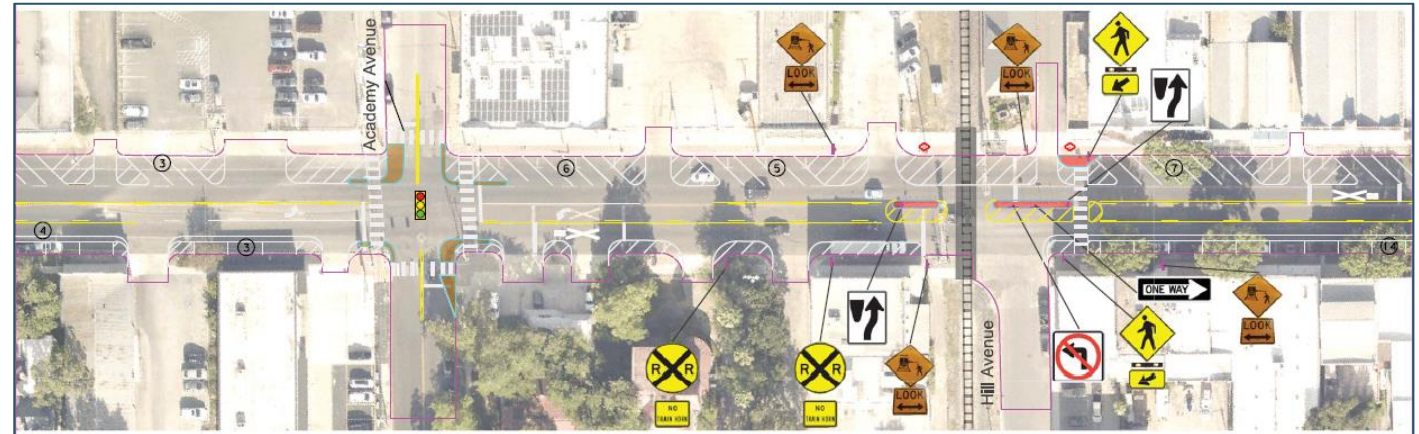
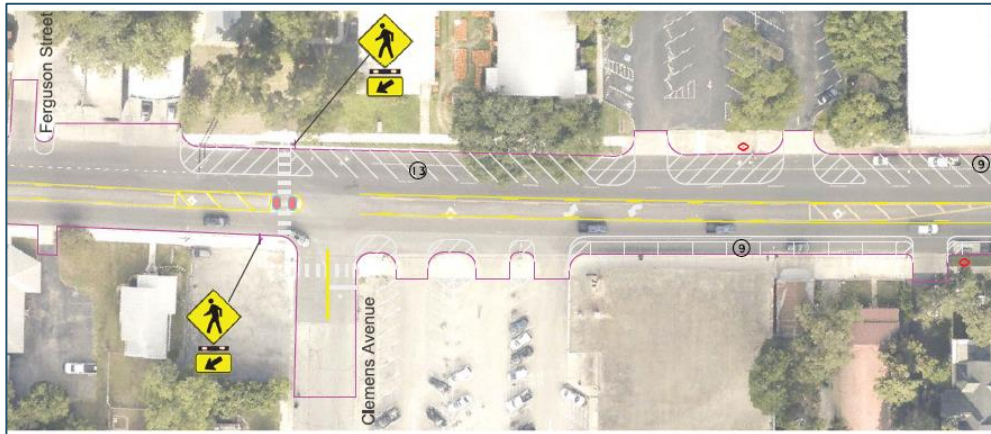
W San Antonio St Reallocation Considerations

- ▲ Traffic Study completed in 2021 based on TxDOT's Main Plaza Study recommendations and potential three-lane reallocation
 - Option 1 – Angle parking north, parallel parking south
 - Option 2 – Parallel parking with buffer north and south
- ▲ On-Street Parking Comparison
- ▲ Roadway Safety and Capacity
- ▲ Intersection Capacity and Level of Service
- ▲ UPRR Rail Grade Crossing

W San Antonio St – Ferguson to Main Plaza

Option 1:

- Three-lanes with angle parking on the north side and parallel parking on the south side
- Add approximately 29 parking spots to existing 82 (111)



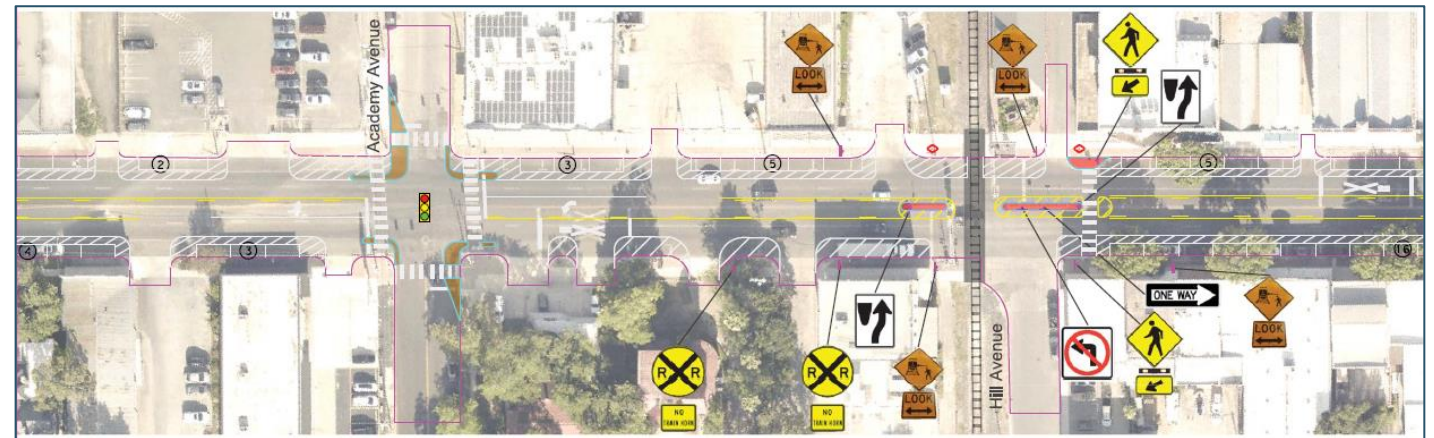
Option 1 - W San Antonio St & Castell Ave



W San Antonio St – Ferguson to Main Plaza

Option 2:

- Three-lanes with parallel parking and buffer space on the north and south sides
- Add approximately 10 parking spots to existing 82 (92)



Option 2 - W San Antonio St & Castell Ave



Traffic Study Summary

- ▲ Increased parking
 - Delays are expected with parking maneuvers
- ▲ Anticipated reduction of crashes
- ▲ No significant impacts on circulation and capacity within the study area
 - Delays are expected with rail crossing
- ▲ Opportunities for
 - Art
 - Landscaping
 - Center-lane pedestrian protection areas
 - Increased walkability

W San Antonio St from Main Plaza



E San Antonio St from Main Plaza



Proposed Next Steps

- ▲ City Council presentation and direction
- ▲ Downtown Board presentation and feedback
- ▲ Transportation & Traffic Advisory Board presentation and feedback ←
- ▲ Engagement with stakeholder groups including Downtown Association and downtown property owners and businesses
- ▲ City Council follow-up on feedback and direction
- ▲ Prepare short-term signing, marking, and traffic signal plans, and long-term conceptual design, and cost estimates