

Item 1G

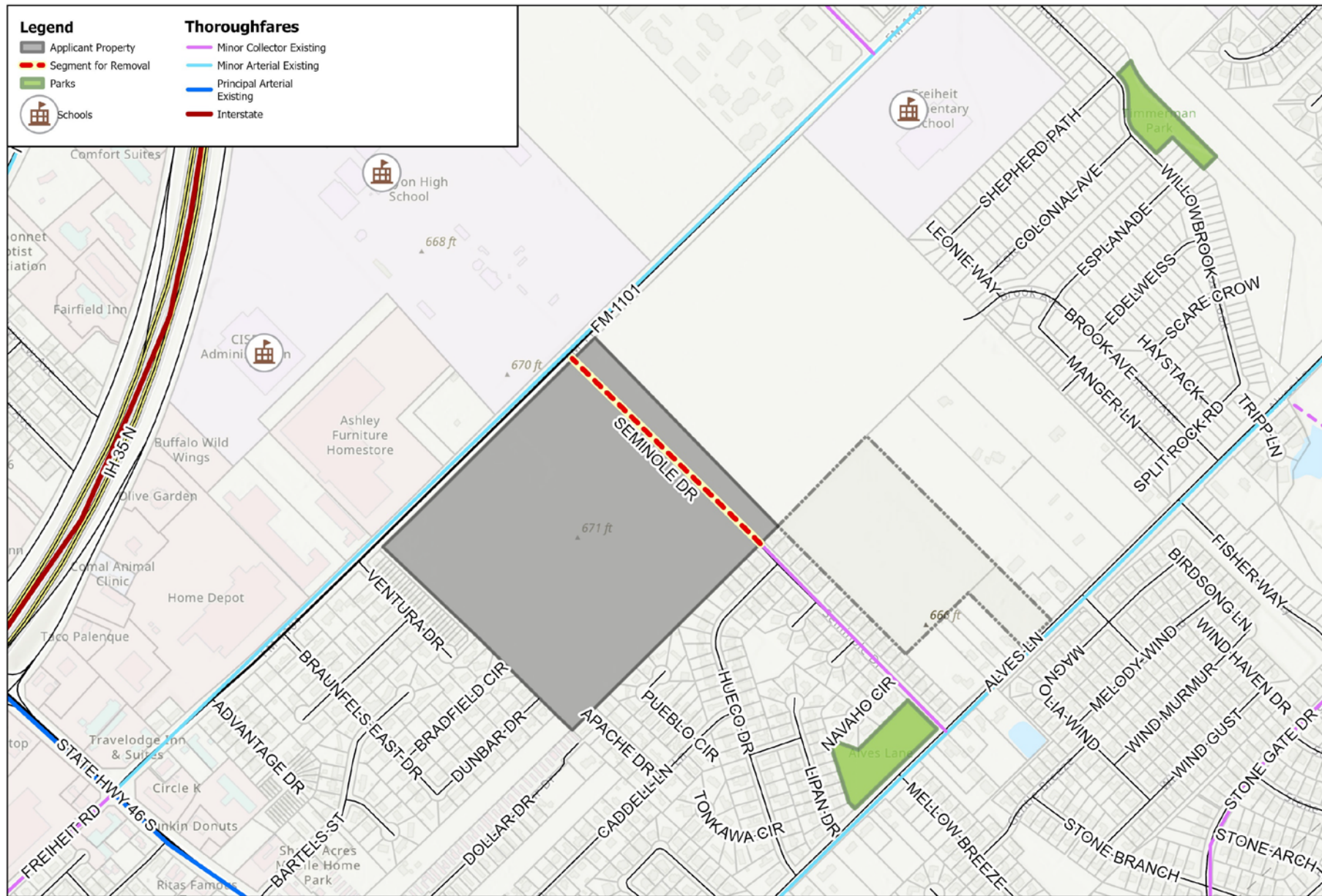
Regional Transportation Plan: Removal of proposed Minor Collector as the future extension of Seminole Dr

10/16/2023



Amendment Application

- Remove a segment of the Minor Collector thoroughfare on Seminole Dr from existing Seminole Dr to FM 1101
- Extension completing connection from Alves Ln to FM 1101
- Compliance with the Subdivision Platting Ordinance requires dedication and construction of Minor Collector



AMD23-072 Parc Haus

Source: City of New Braunfels GIS
Date: 4/6/2023

0 2,000 4,000
Feet
1:60,000



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Regional Transportation Plan

- Thoroughfare Plan adopted by City Council to guide growth and meet existing and future transportation needs
- Preserves corridors for the transportation system network
- Cities have legal authority for right-of-way dedication and street construction during platting within the City and ETJ
- Current plan adopted by City Council in 2012 in coordination with Comal County, Guadalupe County, and City of Seguin

Minor Collector

- Right-of-way: 60 feet
- Pavement width: 40 feet
- Minimum grade: 0.5%
- Maximum grade: 8%
- Design speed: 35 mph
 - Curves
 - Not posted speed
- Sidewalks: Yes
- Parking: Varies



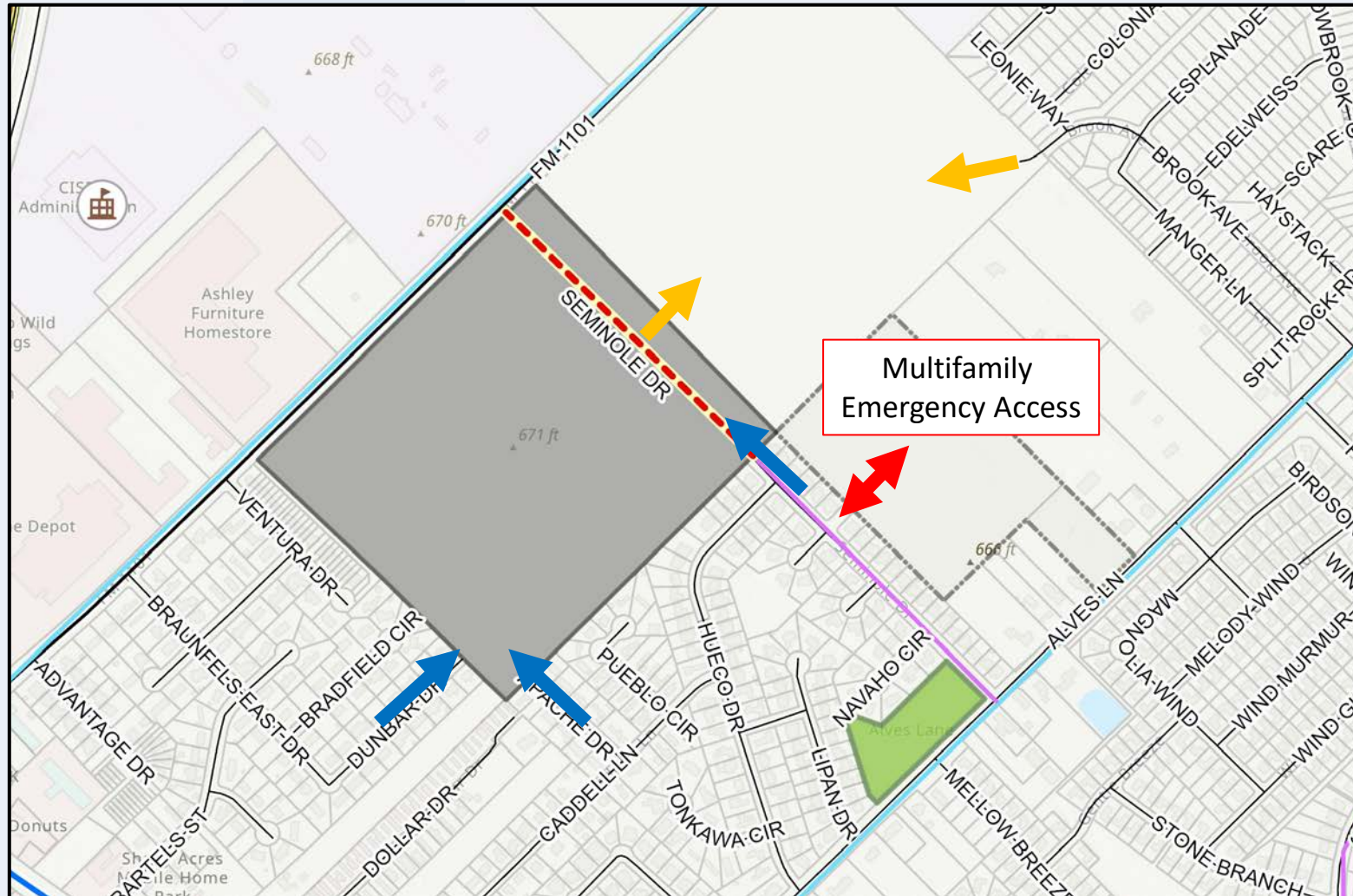
Amendment Review

- Land use and development requirements
- Transportation planning review
 - Assistance with Freese & Nichols
 - Thoroughfare connections
 - Mobility needs
- Community concerns

Land Use & Development Requirements

- Traditional single and two-family developments include street stub-outs to continue the public street network
- Transition to multifamily, private rental, and county areas (no zoning) may discontinue the street network
- *Only public street connection and location requirement is the thoroughfare plan*

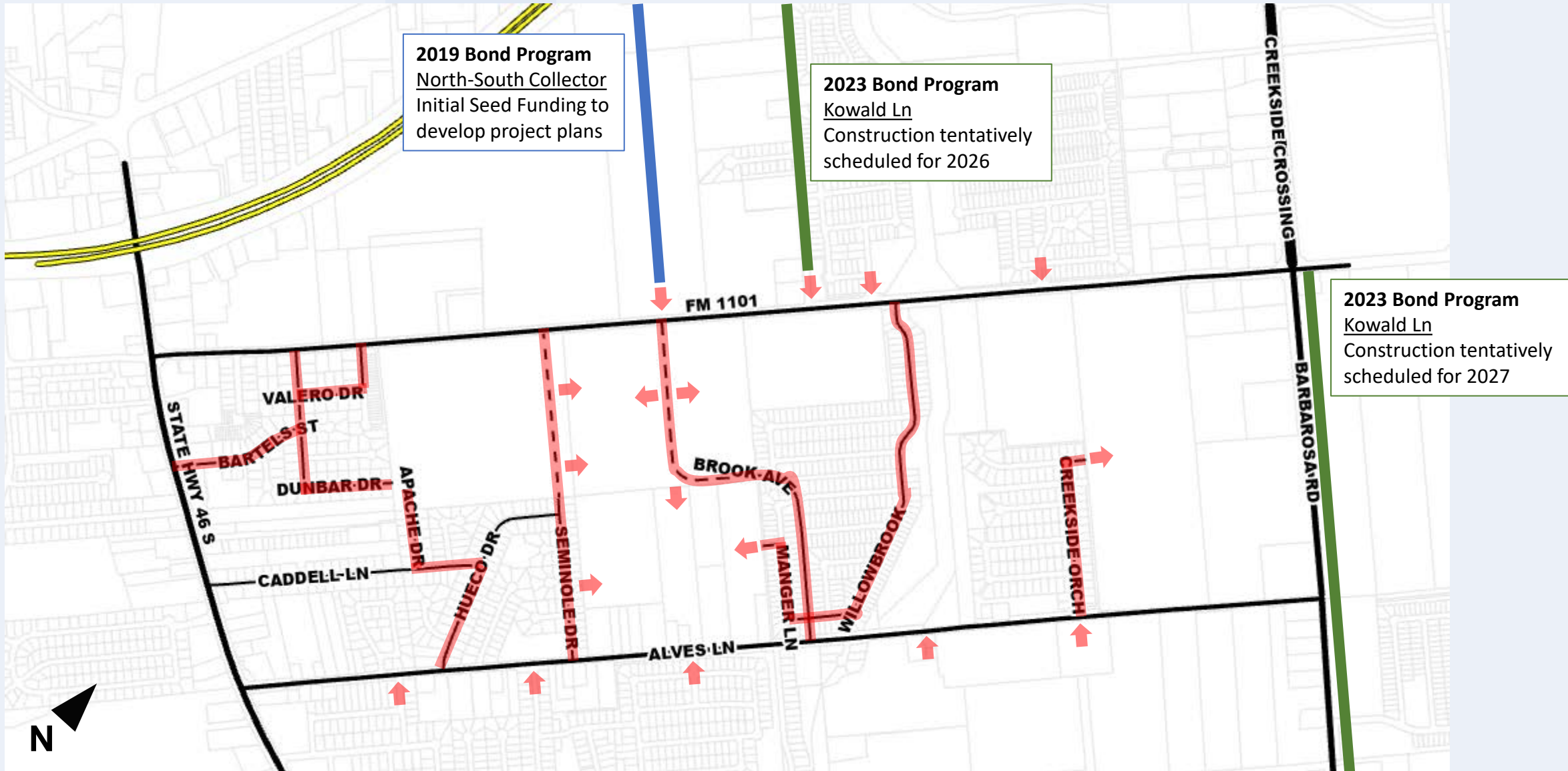
Stub-Outs at Applicant Property



Transportation Planning Review

Thoroughfare Connections

- Limited due to various land use and street connection requirements other than the thoroughfare plan
- Connection between FM 1101 & Alves Ln
 - Seminole Dr is the only thoroughfare connection
 - Willowbrook Ave/Brook Ave is the only current public connection
 - Brook Ave extension to FM 1101 and ultimately to IH 35 is proposed with a thoroughfare plan update (2023-2024)
 - Apache Dr to Dunbar Dr will be another public connection with the proposed Parc Haus SUP site plan



Transportation Planning Review

Mobility Needs

- Local and regional area experiencing high growth
- Limited capacity and connections to accommodate growth – *corridor preservation should be prioritized*
- Insufficient roadway redundancy in the area
- Need to provide pedestrian and bicycle connectivity to schools at the request of CISD and due to bussing changes
- Seminole Dr is a project on the Roadway Impact Fee Capital Improvements Plan approved by Planning Commission and City Council in 2020

Recommendation

- Freese & Nichols: Defer removal until other relevant planning initiatives are finalized for acceptance
 - Consideration of adding Brook Ave to thoroughfare plan
 - Preserve connectivity for efficiency, multimodal transportation, schools, and emergency services

Staff Recommendation

- City staff does not recommend removal of the Minor Collector extension of Seminole Dr to FM 1101
 - Needed transportation connection in the area and meets City development requirements approved by Planning Commission and City Council
 - Staff understands the traffic concern and work in many areas to mitigate concerns and preserve mobility
 - Access that require backing into a collector not allowed on new collectors (2018) – continuing in vested developments
 - Sidewalk waivers moved to City Council (2015)

Staff Recommendation

- Require Traffic Impact Analysis before SUP action
- Existing zoning (R-2 single and two-family) with public streets and additional stub-outs further support area street connectivity
- Consider additional intersection improvements and traffic control devices to existing Seminole Dr
 - As required by traffic impact analysis or by the Planning Commission for traffic safety and efficiency (Section 118-46(w))
- Consider traffic calming and other roadway measures as part of the recommendation and/or SUP
- Consider sidewalk or other pedestrian and bicycle infrastructure to connect to schools as part of the recommendation and/or SUP

Planning Commission Recommendation

- Voted unanimously to recommend removal of the future extension of Seminole Drive from the thoroughfare plan
- Did not discuss any other connectivity recommendations
- Did not offer any recommended develop requirement changes or other options to address mobility needs

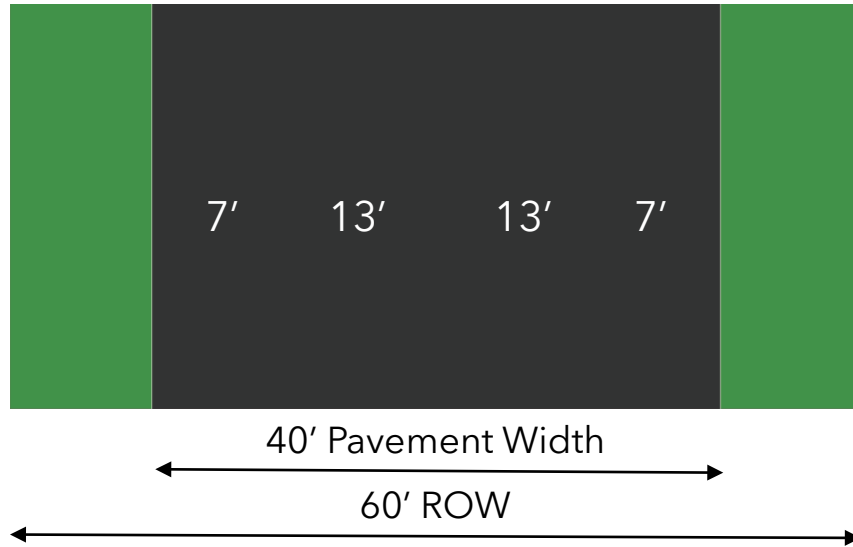


Seminole Drive

Treatment Recommendations

October 2023

Seminole Drive: Existing



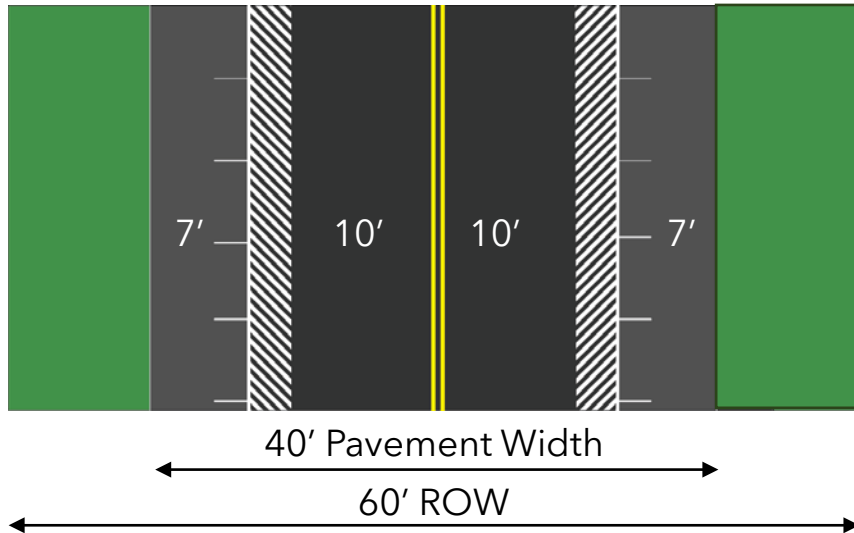
13' Unmarked travel lanes

7' Unmarked parking lanes

Capacity: ~480 vehicles/hour



Seminole Drive: Option 1



Maintains parking on both sides

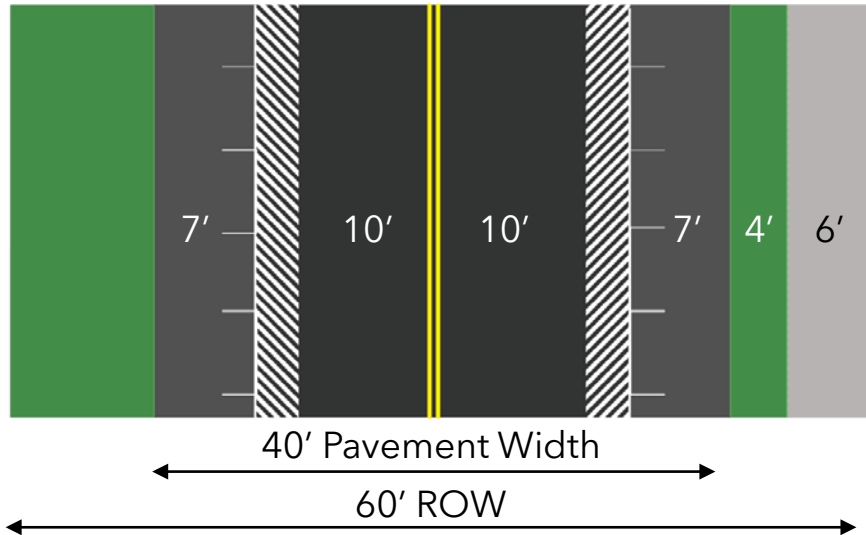
10' Marked travel lanes

7' Parking with 3' buffer

Capacity: ~480 vehicles/hour



Seminole Drive: Option 2



Maintains parking on both sides

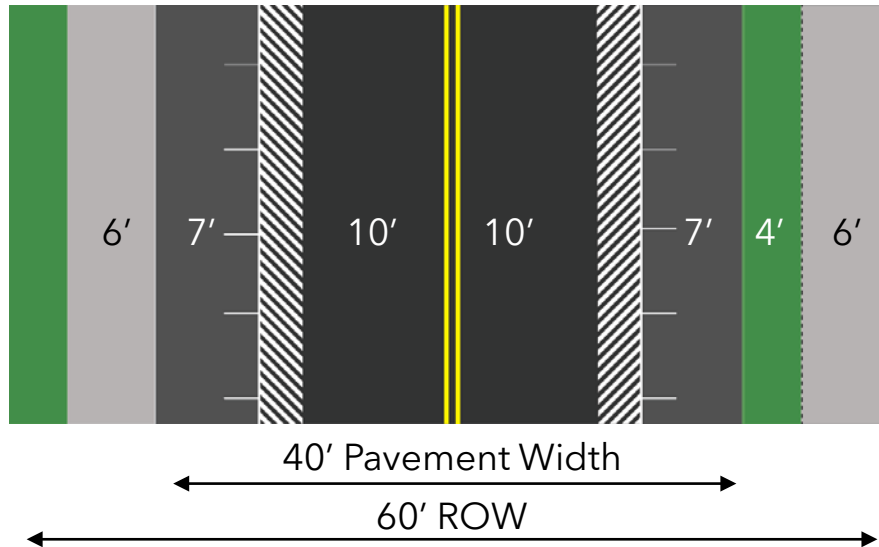
Added 6' sidewalk along northern ROW

4' Buffer

Capacity: ~480 vehicles/hour



Seminole Drive: Option 3



Maintains parking on both sides

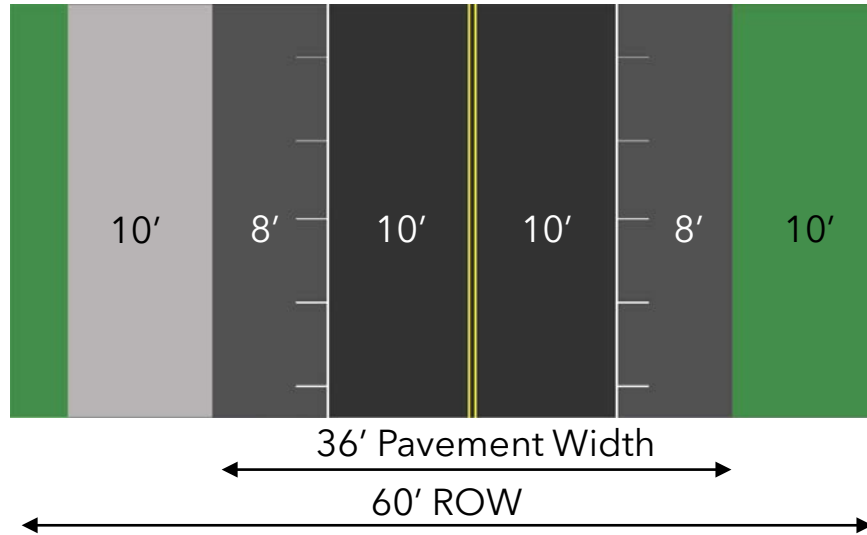
Added 6' sidewalk along northern and southern ROW

4' Buffer

Capacity: ~480 vehicles/hour



Seminole Drive: Option 4



10' marked travel lanes

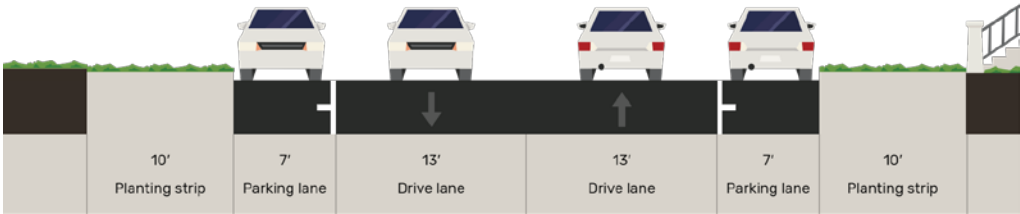
Maintains parking on both sides and maintains existing northern curb line

10' Shared Use Path

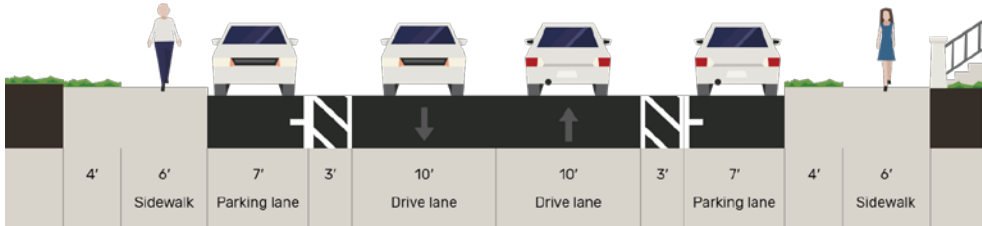
Capacity: ~480 vehicles/hour



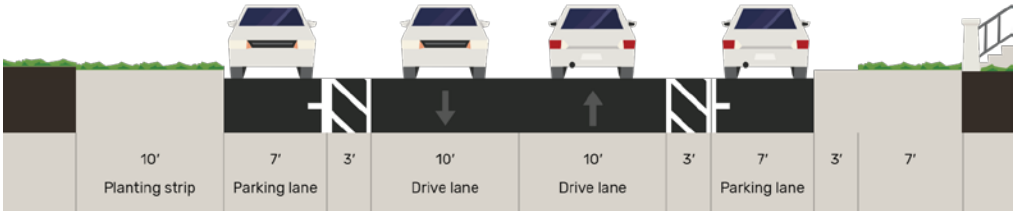
Existing



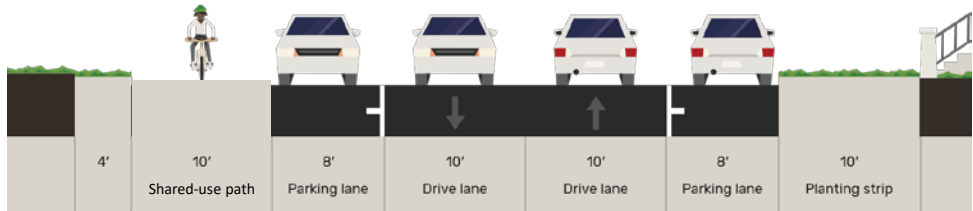
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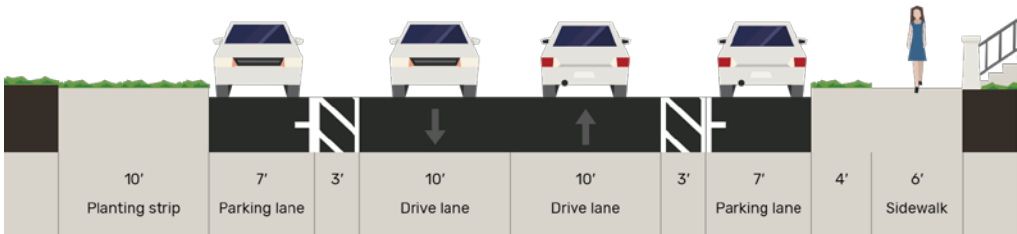
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4



2



	ROW	Pavement Width	Capacity (vehicles/hour)
Existing	60'	40'	480
Option 1	60'	40'	480
Option 2	60'	40'	480
Option 3	60'	40'	480
Option 4	60'	36'	480



Seminole Drive Intersection Treatments

Recommended Options

Hueco Drive

Enhanced crosswalk, potential raised intersection

Connection to community to the south



Salado Drive

Four-way intersection, no driveway or parking conflicts

Mini traffic circle



Dakota Circle

No additional improvements



Hueco Drive

Enhanced crosswalk, potential raised intersection

Connection to community to the south



Salado Drive

Four-way intersection, no driveway or parking conflicts

Mini traffic circle



Dakota Circle

No additional improvements



Dakota Circle

No additional improvements



Navaho Circle

Enhanced crosswalk,
potential raised intersection

Proximity to park



Alves Lane

Existing sidewalks provide
connection opportunity

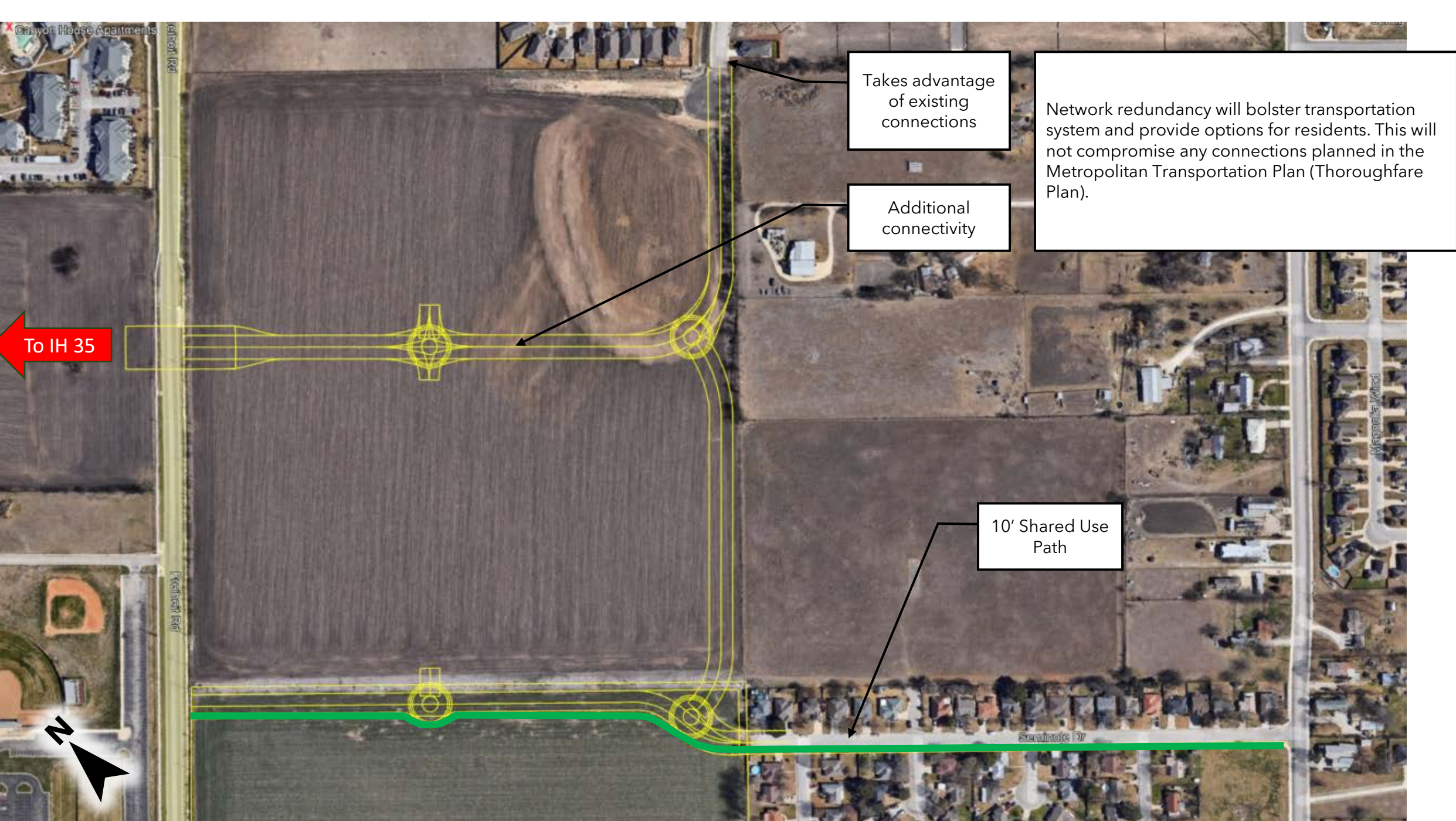
No additional improvements





Seminole Area Network Connections

Recommended Options



Takes advantage of existing connections

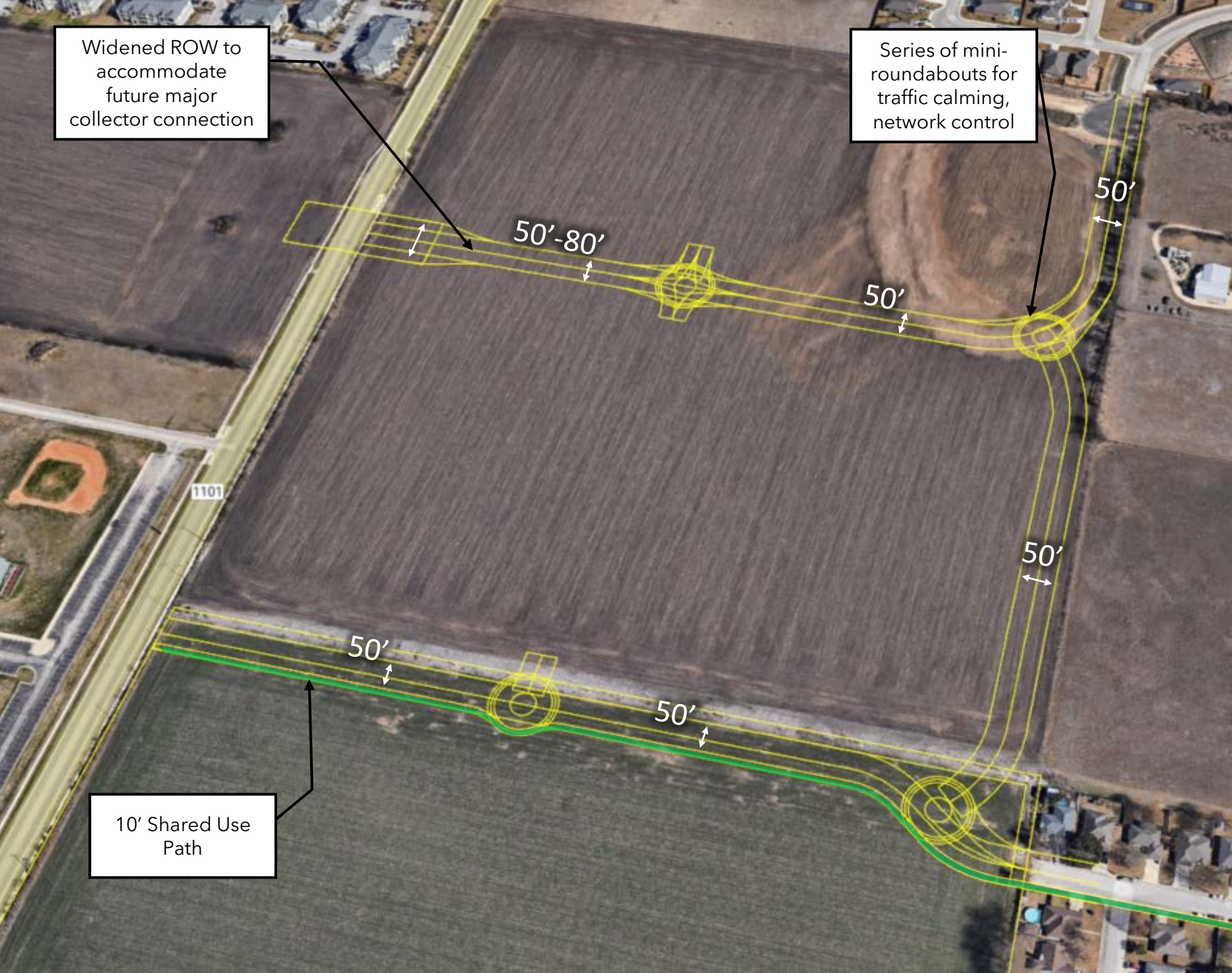
Additional connectivity

Network redundancy will bolster transportation system and provide options for residents. This will not compromise any connections planned in the Metropolitan Transportation Plan (Thoroughfare Plan).

To IH 35

10' Shared Use Path





Recommendations

- 50' ROW (30' Pavement) for Minor Collectors
- 50' ROW (30' Pavement) for Local Roads
- 80' ROW widened near future major connections
- 10' Shared Use Path from Alves Lane to FM1101 (Option 4)
 - Alternatively, 6' sidewalk with space for buffer
- Mini-Roundabouts:
 - 80'-90' Inscribed Circle
 - Mountable Center Island
 - No truck thru-traffic
 - 20' Circulating Roadway
 - 15° Angle of Entrance Deflection

**NOT TO SCALE
FOR PLANNING PURPOSES ONLY**

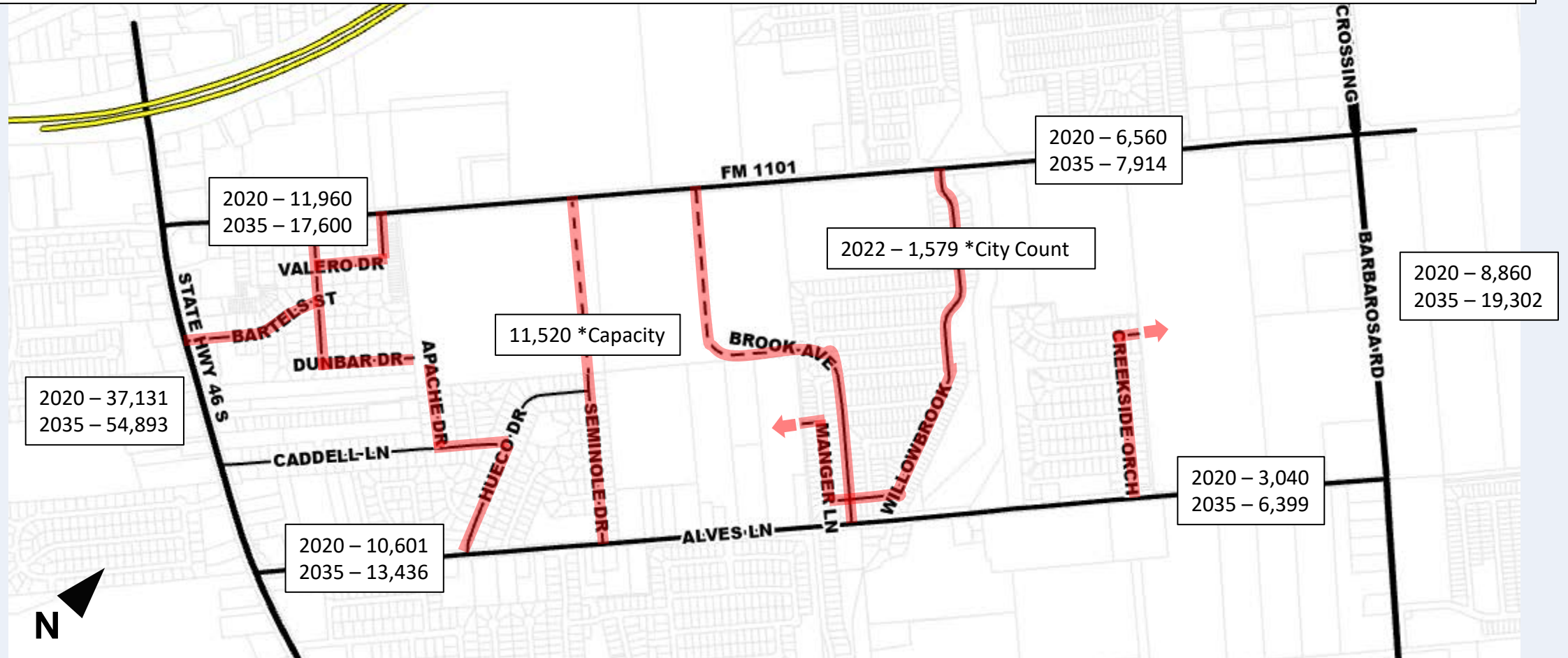
Community Discussion

- Support the removal of Seminole Dr extension
- City failed to discuss North-South Collector
- Question impact/improvements on Hueco Dr, Cadell Ln, and surrounding streets
- Question anticipated traffic on Seminole Dr with the extension and during special events

Community Input on Treatments

- No or minimal impact on existing driveway access and on-street parking
- Do not support raised intersections and mini traffic circle
- Request construction of other thoroughfares – Brook Ave and North-South Collector

Alamo Area Metropolitan Planning Organization Travel Demand Model



Developer Input on Treatments

- Scheduled for 10/16

DISCUSSION

