



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



THURSDAY, OCTOBER 19, 2023 at 6:00 PM

AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MINUTES

- A) Approval of the minutes of the September 14th, 2023 [23-1367](#)
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 and update on the New Braunfels Vision [23-1368](#)
Zero program.

6. INDIVIDUAL ITEMS FOR CONSIDERATION

- A) Discuss and consider a recommendation to City Council [23-1370](#)
to install speed humps on E Zink Street.
- B) Discuss and consider a recommendation to City Council [23-1379](#)
to amend Section 126-346 of the Code of Ordinances of
the City of New Braunfels to establish a no parking zone
on the north side of Fair Lane adjacent to River Acres
Park.
- C) Discuss and consider a recommendation to City Council [23-1387](#)
to create Section 126-153 to set the speed limit on
Goodwin Lane and Conrads Lane.

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 221-4010 at least two (2) work days prior to the meeting so that appropriate arrangements can be made.



Transportation and Traffic Advisory Board Agenda Item Report

550 Landa Street
New Braunfels, TX

10/19/2023

Agenda Item No. A)



TRANSPORTATION AND TRAFFIC ADVISORY BOARD

Regular Meeting Minutes
September 14, 2023

Members Present:

Arthur Brinkkoeter	Ernesto Rodriguez
Gary Kirkham	Michael Yoder
Ron Munyan	Michael Dietert

Members Absent:

Garrett Mechler

Staff Present:

Garry Ford
Greg Malatek

Citizens Present:

1. **CALL TO ORDER** – called to order @ 6:00pm
2. **ROLL CALL** – Garry Ford did roll call.
3. **APPROVAL OF MINUTES**

Michael Yoder made a motion to accept minutes of the August 10th, 2023 meeting. Ernesto Rodriguez seconded the motion. All in favor.

4. **CITIZENS COMMUNICATIONS**

No citizen communication.

5. **PRESENTATION**

(A) Presentation and update on New Braunfels Public Transit.

Garry Ford explained the update on the New Braunfels Public Transit system. He pointed out the fixed route and non-fixed route and how they serve the community. City is bringing up ideas to see how they can get an efficient service to the City of New Braunfels.

6. **INDIVIDUAL ITEMS FOR CONSIDERATION**

A) Discuss and consider a recommendation to City Council to install speed humps on Ervemberg Avenue.

This item was moved to October meeting.

B) Discuss and consider a recommendation to City Council to amend the pavement, street, and pedestrian and bicycle facilities engineering standards.

Greg Malatek explained this item and the proposal amendments to the pavement thickness change on the streets and pedestrian and bicycle facilities engineering standards. Malatek showed the last few years the cost of street repairs, and 2023 was a total of \$414,258.00. He said they recommend going with thicker lane requirements. He showed the different sheet categories and width of the sheets and the added thickness of the proposed recommended ideas to pavement, street, and pedestrian and bicycle facilities. He also recommended to included TxDOT Roadway Design Manual and adopt TxDOT Disabilities ADA Street design. Michael Dietert made motion to go with staff recommendation and Ron Munyan second, all favor (passed).

C) Discuss and consider the election of a vice chair.

Michael Dietert made motion to go with Chairman Gary Kirkham recommendation of Michael Yoder to serve vice chair. Ernesto Rodriguez second, all favor (passed).

7. ADJOURNMENT

Michael Yoder motion to adjourn. Michael Dietert second the motion. Adjourn at 6:50 PM
Next meeting will be 3rd Thursday in October at 6:00 PM.

10/19/2023

Agenda Item No. A)

PRESENTER:

Garry Ford, Transportation and Capital Improvements Director

SUBJECT:

Presentation and update on the New Braunfels Vision Zero program.

DEPARTMENT: Transportation & Capital Improvements**BACKGROUND INFORMATION:**

Staff will present an update on the development of the New Braunfels Vision Zero Action Plan. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. Vision Zero is a significant departure from the status quo in two major ways:

1. Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.
2. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility - including roadway design, speeds, behaviors, technology, and policies - and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

A Vision Zero Action Plan identifies priorities and actionable strategies for roadway safety. The process of developing the plan is critical by aligning stakeholders, including agency staff and elected and community leaders, on traffic safety, policies, and projects. Plans center around the U.S. Department of Transportation's Safe System Approach which includes five elements that create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. Additionally, having a Vision Zero Action Plan provides implementation funding opportunities through the Safe Street and Roads for All grant program.

10/19/2023

Agenda Item No. A)

PRESENTER:

Carly Farmer, Engineer

SUBJECT:

Discuss and consider a recommendation to City Council to install speed humps on E Zink Street.

DEPARTMENT: Transportation and Capital Improvements**COUNCIL DISTRICTS IMPACTED:** 5**BACKGROUND INFORMATION:**

Residents submitted a request for the installation of speed humps on E Zink Street from N Seguin Avenue to the eastern intersection with N Market Avenue. E Zink Street is a local street in a residential and commercial area with an assumed speed limit of 30 mph and is not classified on the 2012 City of New Braunfels Thoroughfare Plan. Both sides of E Zink Street are within Parking by Permit Area H which is in effect year-round from 8 AM to 8 PM daily. The request was evaluated based on petition, operational and geometric requirements established in the City of New Braunfels Speed Hump Policy approved in 1999.

9 signatures were required to meet the two-thirds requirement, and 9 signatures were received. An operational requirement in the policy is that the 85th percentile speed must be at least 5 miles per hour over the regulatory speed limit of 30 mph. Traffic data collected over 24 hours in Summer 2023 showed the 85th percentile speed of 24 miles per hour which does not meet the speed criteria in the Speed Hump Policy. Additionally, the volume requirement in the approved speed hump policy is a daily traffic volume of at least 800 vehicles per day. The traffic data collected measured 1,384 vehicles per day. These requirements are listed in the attachment to this report.

The Speed Hump Policy also requires proposed speed humps on a street to be approved by the emergency services departments. The New Braunfels Fire Department and the New Braunfels Police Department have no objections to the installation of speed humps on the requested street.

Traffic crash data was found through TxDOT's Crash Records Information System and shows zero crashes reported in the last three years.

If the request is approved, the street will be placed on the list of streets eligible for speed hump installation for up to three years. Speed hump projects will be prioritized according to the criteria established in the Speed Hump Policy.

The Speed Hump Policy also states that the alteration or removal of speed humps requires the same petition process as the installation request, with at least two-thirds of all adjacent households and businesses in favor of

speed hump removal. The city will not provide any funding for the removal of speed humps if it is requested.

ISSUE:

Residents have requested speed humps be installed on E Zink Street due to speeding and safety concerns.

FISCAL IMPACT:

The City has specific funding for the installation of traffic calming. This is the second speed hump request submitted for the 2024 fiscal year. Speed hump installation cost including speed cushions, signing and pavement markings at two locations cost approximately \$30,000, depending on location.

RECOMMENDATION:

Staff does not recommend approval of speed humps on E Zink Street as it does not meet the speed criteria established in the Speed Hump Policy.

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.	N/A

Operational and Geometric Characteristics of the Street

Requirement		Satisfied?
1.	The street shall provide access to abutting residential and/or commercial properties.	Yes
2.	The street shall not have more than one lane of traffic in each direction.	Yes
3.	The street shall have a regulatory speed limit of 30 mph or less as determined in accordance with State Law.	Yes: 30 mph
4.	The 85 th percentile speed on the street must be at least 35 mph or 5 mph over the regulatory speed limit.	No: 24 mph
5.	The speed humps should not be located on a horizontal curve, on vertical curves where visibility of the hump is restricted, or on approaches to these curves.	Yes
6.	The street should have curb and gutter. Considerations may be given to street without curb and gutter to accommodate drainage and prevent vehicle run-arounds.	Yes
7.	The street must be approved by the emergency services departments.	Yes ^a
8.	The street must have a 24-hour traffic volume of at least 800 vehicles.	Yes: 1384 vpd average

^a Parking may be restricted at speed hump locations to maintain emergency response.


Speed and Volume Data

	≤25 mph	26-30 mph	31-35 mph	36-40 mph	41+ mph
Average vpd (01/2023)	1249	113	20	2	0

Project Prioritization Criteri

Criteria		Points Assigned
1. Crash	0 reported crashes over a period of 3 consecutive years	0
2. Speed	0 mph difference between 85 th percentile speed and regulatory speed limit	0
3. Traffic Volume	Two-way peak hour volume of 142 vph	1
4. Type of Neighborhood	1. Schools within a ½ mile radius of the project street	1
	2. Absence of sidewalks on the project street	1
Total:		3



 Signature Received



 Speed Hump Proposed Location  Speed Hump Signs Proposed Location

10/19/2023

Agenda Item No. B)

PRESENTER:

Carly Farmer, Engineer

SUBJECT:

Discuss and consider a recommendation to City Council to amend Section 126-346 of the Code of Ordinances of the City of New Braunfels to establish a no parking zone on the north side of Fair Lane adjacent to River Acres Park.

DEPARTMENT: Transportation and Capital Improvements

COUNCIL DISTRICTS IMPACTED: 4

BACKGROUND INFORMATION:

Under Section 126-33 of the Code of Ordinances of the City of New Braunfels, the Chief of Police is empowered to make regulations necessary to make and enforce temporary regulations to cover emergencies or special conditions. These regulations may remain in effect for no longer than 90 days. On May 8, 2020, the Chief of Police authorized a no parking zone on the north side of Fair Lane from Common Street to the eastern limit of River Acres Park as part of precautions related to the spread of COVID-19. No parking signs with tow-away provisions were installed and have remained beyond the 90-day limit of a temporary regulation. As concerns over COVID-19 in city parks has waned, city staff has investigated the need to maintain or remove the parking restriction next to River Acres Park. To make the no parking zone permanent and enforceable, an ordinance is required.

Fair Lane is a residential street located off Common Street and runs parallel to the Guadalupe River. It is classified as a minor collector on the 2012 Regional Transportation Plan and is a popular cut-through route for traffic avoiding congestion at the intersection of Common Street and SL 337. Several segments of Fair Lane are included in Parking by Permit Area D which was established due to the popularity of River Acres Park and access to the Guadalupe River by both out of town visitors and New Braunfels residents that live in other areas of the city. Fair Lane has a pavement width of 38 feet, which is able to accommodate 11 foot through lanes in each direction as well as 8 foot wide on-street parking on both sides. Prior to the May 8, 2020 traffic control authorization, on-street parallel parking was available on both sides of Fair Lane adjacent to River Acres Park. The south side has capacity for approximately 22 vehicles and the north side has approximately 18.

City staff inquired with the traffic section of the Police Department about the need to retain the parking restriction on the north side of Fair Lane. The Police Department supports maintaining the parking restriction due to the high volumes of both traffic and pedestrians on and near Fair Lane. This reduces the number of pedestrians crossing Fair Lane to access the park as the only parking will be on the park-side of the street. There were zero reported crashes in the three years preceding the temporary no parking regulation and zero reported crashes since the regulation was authorized.

ISSUE:

Staff is investigating the need to maintain a temporary no parking zone on Fair Lane.

FISCAL IMPACT:

Traffic control signs cost approximately \$150 each. Sufficient funding is available in the FY 2024 approved streets and drainage budget.

RECOMMENDATION:

Staff recommends a permanent no parking zone on the north side of Fair Lane adjacent to River Acres Park.



— Proposed No Parking Zone

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:

(148) On the north side of Fair Lane from the intersection with Common Street easterly for a distance of 540 feet. Such no parking zone shall be designated as a tow-away zone.



POLICE DEPARTMENT

May 8, 2020

Traffic Control Authorization

Temporary No Parking Zone on Fair Lane

Under Section 126-33 in the New Braunfels City Ordinances, the Chief of Police is empowered to make regulations necessary to make and enforce temporary or experimental regulations to cover emergencies or special conditions.

Under this authority, and at the request of City Administration, as part of precautions related to the spread of COVID-19:

There shall be a No Parking Zone on the North side of Fair Lane, extending from Common Street for the entire length of River Acres Park.

There shall be 21 parallel parking spaces on the South Side of Fair Lane, extending from Common Street for the entire length of River Acres Park.

The “hammerhead” road extending off Fair Lane across from River Acres Park shall be closed and barricaded.

Signed,

Thomas Wibert
Chief of Police

10/19/2023

Agenda Item No. C)

PRESENTER:

Carly Farmer, Engineer

SUBJECT:

Discuss and consider a recommendation to City Council to create Section 126-153 to set the speed limit on Goodwin Lane and Conrads Lane.

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

Staff received a request to evaluate the speed limit on Goodwin Lane due to concerns about an inappropriate speed limit near the intersection with FM 306 after the intersection was converted to all-way stop control. The attached traffic study summary details the engineering study completed to evaluate the appropriate speed limits on Goodwin Lane and Conrads Lane.

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 almost always 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 Goodwin Lane and Conrads Lane in Summer 2023. The data collection points were selected to represent the differing adjacent land uses along different segments of these roadways. There were 38 total reported crashes between both roadways for October 2020 through October 2023, 14 of which were speeding related.

Based on the site investigation and collected speed data, it is recommended that the regulatory speed on Goodwin Lane be revised to 35 mph from the intersection with FM 306 to the southern intersection with Conrads Lane. The measured 85th percentile speeds in the 36-44 mph range do not support a speed limit of 30 mph. However, the direct residential driveway access and pedestrian activity around the school with scarce pedestrian facilities are conditions for which a 40 mph speed limit is not suitable. The regulatory speed on both

segments of Conrads Lane and on the short length of Goodwin Lane between them is recommended to be maintained at 40 mph. This area has high 85th percentile speeds between 43 and 45 mph and very few direct access driveways or pedestrian activity. 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.

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.

ISSUE:

City staff received a request to evaluate the speed limit on Goodwin Lane due to speeding and safety concerns.

FISCAL IMPACT:

Traffic control signs cost approximately \$150 each. Sufficient funding is available in the FY 2024 approved streets and drainage budget.

RECOMMENDATION:

Staff recommends the following regulatory speed limits:

- Goodwin Lane from the intersection with FM 306 to the southern intersection with Conrads Lane- 35 mph
- Goodwin Lane from the southern intersection with Conrads Lane to the northern intersection with Conrads Lane- 40 mph
- Conrads Lane from IH 35 to FM 1102- 40 mph

Traffic Study Summary

Date:	October 6, 2023
Request:	Lower existing 40 mph speed limit on Goodwin Lane near FM 306
Recommendation:	Establish speed limit of 35 mph on Goodwin Lane between FM 306 and Conrads Lane and maintain the 40 mph speed limit on Conrads Lane

Background

An engineering study was completed to evaluate the appropriate speed limits on Goodwin Lane and Conrads Lane. The study was completed in response to a safety concern about the speed limit on Goodwin Lane near the intersection with FM 306 where an all-way stop was recently implemented. 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.

Goodwin Lane is an approximately 2-mile-long minor arterial that spans from FM 306 to Conrads Lane. It provides access to commercial, residential, and industrial uses. The posted speed limit on Goodwin Lane is 40 mph from FM 306 to a point just south of the intersection with Aspen Waters. The speed limit is then posted at 30 mph until the first intersection with Conrads Lane where it returns to 40 mph. There is a school zone along Goodwin Lane for Oak Creek Elementary School. During the active hours of the school zone, the speed limit is 20 mph. Goodwin Lane is currently stop-controlled at FM 306. Other than the frontage of Oak Creek Elementary School and the Wasser Ranch subdivision, there are no sidewalks on Goodwin Lane. Conrads Lane is a major collector that spans from IH 35 to FM 1102. At the intersection with Goodwin Lane, the two segments of Conrads Lane are offset by approximately 1,000 feet. Conrads Lane provides access to several existing single family residential subdivisions and will provide future access to commercial and multi-family properties currently being developed. The posted speed limit on both segments of Conrads Lane is 40 mph. Conrads Lane has sidewalks near the intersection with IH 35 in the project limits of TxDOT's Conrads/Kohlenberg overpass reconstruction.

The city is currently working on the final design of a roadway project for Goodwin Lane and Conrads Lane from Goodwin Lane to IH 35. The project includes roadway widening, sidewalks, turn lanes, and traffic control upgrades. Upon completion of the project, the speed limit will be reevaluated, but with construction being several years out and active concerns about traffic safety, a pre-project study is warranted to determine potential near-term actions.

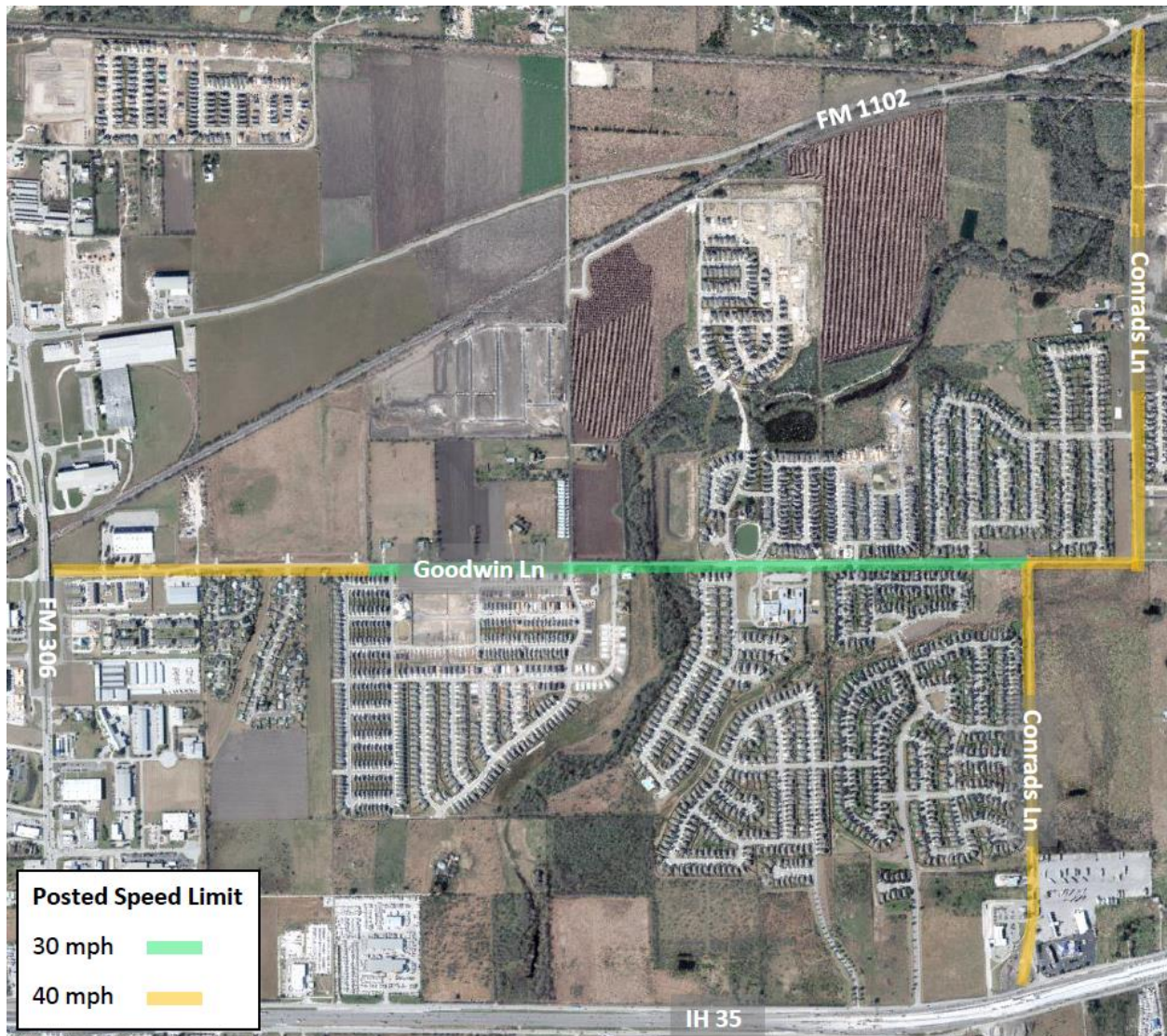


Figure 1. Posted Speed Limits on Goodwin Lane and Conrads Lane

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.

The maximum speed limits posted should be based primarily on the 85th percentile speed - the speed at or below which 85 percent of vehicles travel. Other factors that may be considered when establishing or reevaluating speed limits include the following:

- Road characteristics
- Roadside development and environment
- Parking practices and pedestrian activity
- Reported crash experience

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 Goodwin Lane and Conrads Lane in the Summer of 2023. Goodwin Lane provides direct access to multiple commercial and industrial businesses, as well as an elementary school. Many residential subdivisions connect to Goodwin Lane, but there are still homes along Goodwin Lane with driveways fronting the roadway.

City staff determined that the current posted speed limit of 40 mph on sections of Goodwin Lane and the entirety of Conrads Lane is not supported by ordinance. Any posted speed limit other than 30 mph is required to be documented in the City of New Braunfels Code of Ordinances.

Crash History

Traffic crash data for October 2020 through October 2023 was found through TxDOT's Crash Records Information System. There were 21 reported crashes on Goodwin Lane during this time, of which 11 were speeding related. There were 17 reported crashes on Conrads Lane during this time, of which 3 were speeding related.

Data Collection

Traffic speed and volume data were collected in August 2023 for multiple locations along Goodwin Lane and Conrads Lane. 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 85th percentile speed for each collection point is documented in Table 1.

Table 1. Traffic Speed and Volume Data

Roadway	Limits	Direction	ADT (vpd)	85th % speed (mph)
Goodwin Ln	FM 306 to Northgate Cir	Northbound	3,435	36
		Southbound	2,786	40
	Aspen Waters to Orion Dr	Northbound	2,250	44
		Southbound	1,661	43
	Dove Hollow Dr to Conrads Ln	Northbound	1,743	40
		Southbound	1,336	40
Conrads Ln	Goodwin Ln to Morning Quail	Eastbound	3,648	44
		Westbound	3,417	45
	NW Blvd to Black Cloud Dr	Eastbound	2,248	44
		Westbound	2,110	43

Recommendation

Based on the site investigation and collected speed data, it is recommended that the regulatory speed on Goodwin Lane be revised to 35 mph from the intersection with FM 306 to the southern intersection with Conrads Lane. The measured 85th percentile speeds in the 36-44 mph range do not support a speed

limit of 30 mph. However, the direct residential driveway access and pedestrian activity around the school with scarce pedestrian facilities are conditions for which a 40 mph speed limit is not suitable. The regulatory speed on both segments of Conrads Lane and on the short length of Goodwin Lane between them is recommended to be maintained at 40 mph. This area has high 85th percentile speeds between 43 and 45 mph and very few direct access driveways or pedestrian activity.

Sec. 126-153. - Speed limit on Goodwin Lane and Conrads Lane.

- (a) The maximum, reasonable and prudent speed limit on the section of Goodwin Lane from FM 306 to the southern intersection with Conrads Lane shall be no greater than 35 miles per hour.
- (b) The maximum, reasonable and prudent speed limit on the section of Goodwin Lane from the southern intersection with Conrads Lane to the northern intersection with Conrads Lane shall be no greater than 40 miles per hour.
- (c) The maximum, reasonable and prudent speed limit on the section of Conrads Lane from IH 35 to FM 1102 shall be no greater than 40 miles per hour.