



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



THURSDAY, NOVEMBER 14, 2024 at 6:00 PM

AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MINUTES

- A) Approval of the minutes of the October 17th, 2024 [24-1444](#)
 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 City of New Braunfels [24-1446](#)
 Capital Projects and Initiatives.

6. INDIVIDUAL ITEMS FOR CONSIDERATION

- A) Discuss and consider a recommendation to City Council [24-1445](#)
 to implement a traffic calming plan on Wood Road.
- B) Discuss and consider a recommendation to City Council [24-1453](#)
 to amend Section 126-149 of the Code of Ordinances of
 the City of New Braunfels to revise the bounds of a
 school zone on FM 1863.

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

11/14/2024

Agenda Item No. A)

**DRAFT - MINUTES
OF THE NEW BRAUNFELS TRANSPORTATION & TRAFFIC ADVISORY BOARD
REGULAR MEETING OF THURSDAY, OCTOBER 17, 2024**

AGENDA

1. CALL TO ORDER

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

2. ROLL CALL

The following members were present: Arthur Brinkkoeter, Ken Dalfonso, Michael Yoder, Gary Kirkham

The following members were absent: Ernesto Rodriguez, Garrett Mechler, Michael Dietert

3. APPROVAL OF MINUTES

A) Approval of the minutes of the August 8th, 2024
Transportation and Traffic Advisory Board meeting.

Ken Dalfonso made a motion to accept the August 8, 2024, minutes as written. Michael Yoder 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.

None.

5. PRESENTATIONS

A) Presentation and update on the West San Antonio Street roadway reallocation.

Garry Ford presented the study and update of the West San Antonio Street from Castell Avenue to Clemens Avenue. This project is to help with safety and efficiency for pedestrians, bicyclists, transit users, children, older individuals, motorists, and freight vehicles. Garry also showed the lanes and how the parking will be designed.

B) Presentation and update on the Comal Avenue and East Faust Street bikeway facility design.

Garry Ford and Carly Farmer went over this item which explained the

planning of the vehicle, bike, pedestrian lanes and also parking on the streets of Comal Avenue from Tolle Street to Faust Street and Faust Street from Comal Avenue to Sanger Avenue.

6. INDIVIDUAL ITEMS FOR CONSIDERATION

A) 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 revise no parking and loading zones in the Cotton Crossing subdivision.

After discussion of the recommendation for no parking and loading zones in the Cotton Crossing subdivision, Stephen Falton explained why they requested this item. Carly explained which streets were affected and why. Yoder made motion to go with staff recommended no parking zones based on pavement width with installing loading zones for mail pick up areas. Dalfonso seconded. All in favor, motion passed.

B) Presentation and discussion on the Order of Business for the Transportation and Traffic Advisory Board meetings.

Carly went over the order of business for the Transportation and Traffic Advisory Board. Gary Kirkham explained why he brought this to the staff to clarify.

7. ADJOURNMENT

The meeting adjourned at 7:19 p.m.

By: _____
GARY KIRKHAM, CHAIR

Attest:

CARLY FARMER, BOARD LIAISON

11/14/2024

Agenda Item No. A)

PRESENTER:

Garry Ford, Transportation and Capital Improvements Director

SUBJECT:

Presentation and update on City of New Braunfels Capital Projects and Initiatives.

DEPARTMENT: Transportation and Capital Improvements

COUNCIL DISTRICTS IMPACTED: All

BACKGROUND INFORMATION:

The Transportation and Capital Improvements Department will provide an update on capital projects and initiatives associated with the 2019 Bond Program, 2023 Bond Program, Roadway Impact Fee Program, New Braunfels Economic Development Corporation, Alamo Area Metropolitan Planning Organization, transit, and other funding programs.

ISSUE:

N/A

STRATEGIC PLAN REFERENCE:

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

FISCAL IMPACT:

N/A

RECOMMENDATION:

N/A

11/14/2024

Agenda Item No. A)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

Discuss and consider a recommendation to City Council to implement a traffic calming plan on Wood Road.

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

Staff has received a request to evaluate Wood Road for traffic calming. Wood Road is a local residential street in the Parkview Estates subdivision connecting Walnut Avenue and Fredericksburg Road. It is a popular cut-through route for drivers avoiding the traffic signal at the intersection of Walnut Avenue and Landa Street. The posted speed limit is 30 mph. The request for traffic calming was due to safety concerns over speeding and cut-through traffic in a residential area near a school and parks.

The City of New Braunfels Speed Hump Policy approved in 1999 requires a petition 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 was verified to meet the two-thirds requirement. 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 May 2024 showed the 85th percentile speed of 32 mph 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 (vpd). The traffic data collected measured 1,502 vpd. Staff would not be able to recommend speed humps under the requirements of the Speed Hump Policy, but the high volume surpasses the 1,000 vpd maximum design volume for a local residential street due to the high cut-through traffic coming from Walnut Avenue and Landa Street. Most neighborhoods evaluated by city staff for speed humps have 85th percentile speeds measured at around 25 mph, so although the speeds on Wood Road do not meet Speed Hump Policy criteria, an 85th percentile speed of 32 mph is significant. Wood Road is fronted by single family homes, and Seele Elementary School, baseball fields, and Landa Park are all nearby. These uses are all high pedestrian and vehicle generators, which paired with the high cut-through traffic and inconsistent sidewalks, results in higher instances of conflict between road users and increased vulnerability for pedestrians and cyclists on and adjacent to the roadway. Slower speeds will result in better outcomes should a crash occur.

The City of New Braunfels recently enacted the Street Safety Action Plan. This plan made recommendations for new policies, programs, and projects to achieve the goal of ending severe and fatal roadway crashes on the City of New Braunfels Roads. City staff recognizes that the current 1999 Speed Hump Policy being the lone traffic calming procedure is insufficient for evaluation of neighborhood traffic speeding concerns. Part of the

Street Safety Action Plan is a recommendation to update the speed hump policy, default speed limits in residential areas, and additional traffic calming measures with objective evaluation criteria that city staff can implement when investigating speeding and safety concerns on residential streets. City staff is currently drafting a new Speed Management Policy to replace the 1999 Speed Hump Policy.

Based on the documented high cut-through traffic volumes, the higher-than-average 85th percentile speed in a residential area, and the high pedestrian activity associated with the homes, school, baseball fields, and Landa Park, city staff drafted a traffic calming plan for Wood Road comprised of speed humps. City staff aims to present the traffic calming plan and give the community an opportunity to provide public comment.

Because of the subdivision layout in Parkview Estates, other streets in the neighborhood may also be experiencing impacts from cut-through traffic, and these impacts may change with the implementation of the traffic calming plan on Wood Road. City staff has already obtained approval for a traffic calming plan on Howard Street, a parallel cut-through street.

ISSUE:

Residents have requested traffic calming be installed on Wood Road due to speeding and safety concerns about cut-through traffic in a residential area.

FISCAL IMPACT:

The City has specific funding for the installation of traffic calming. Installation of speed humps, including speed cushions, signing, and pavement markings at four locations cost approximately \$32,000. There is sufficient funding in the FY 2025 budget.

RECOMMENDATION:

Staff recommends approval of the traffic calming plan on Wood 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

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: 32 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: 1502 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 (05/2024)	436	676	310	64	16

Project Prioritization Criteria

Criteria		Points Assigned
1. Crash	0 reported crashes over a period of 3 consecutive years	0
2. Speed	2 mph difference between 85 th percentile speed and regulatory speed limit	0
3. Traffic Volume	Two-way peak hour volume of 143 vph	1
4. Type of Neighborhood	1. Schools within a ½ mile radius of the project street 2. Absence of sidewalks on the project street	1 1
Total:		3



PRINCE

WOOD

INSPIRATION

LOCKENER

PARKVIEW

FREDERICKSBURG



Speed Hump Proposed Location Speed Hump Signs Proposed Location



Speed Hump Proposed Location Speed Hump Signs Proposed Location



 Speed Hump Proposed Location  Speed Hump Signs Proposed Location



 Speed Hump Proposed Location  Speed Hump Signs Proposed Location

11/14/2024

Agenda Item No. B)

PRESENTER:

Carly Farmer, Assistant City Engineer

SUBJECT:

Discuss and consider a recommendation to City Council to amend Section 126-149 of the Code of Ordinances of the City of New Braunfels to revise the bounds of a school zone on FM 1863.

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

The New Braunfels Christian Academy (NBCA) campus on FM 1863 has requested to change the bounds of the school speed zone on FM 1863 due to an expansion project for the school. The posted speed limit on FM 1863 in the vicinity of the school is 40 mph and increases to 55 mph moving west on FM 1863 outside of city limits. A school speed zone with flashing beacons exists in front of the school and has a posted speed limit of 35 mph during the active school zone times. The school speed zone is currently 1,625 feet in length.

NBCA is constructing an expansion of the school grounds with additional facilities to the west of the existing campus. Based on guidance in the Texas Manual on Uniform Traffic Control Devices (TMUTCD) and a recommendation from TxDOT, the project engineer has requested to extend the boundary of the school speed zone to account for the expanded campus frontage on FM 1863. City staff reviewed the proposal and guidance in the TMUTCD and agree with the relocation proposal.

A temporary traffic order has been requested from the Chief of Police in order for the school speed zone signs and flashing beacons to be relocated while city staff presents the ordinance revision to City Council for approval. NBCA has a contractor available to relocate the signs and flashing beacon and will be coordinating with Public Works on inspection and acceptance of the work.

ISSUE:

The New Braunfels Christian Academy has requested to extend the school zone in front of the campus on FM 1863 due to an expansion project for the school.

FISCAL IMPACT:

New Braunfels Christian Academy is responsible for the cost of the signs, equipment, and installation.

RECOMMENDATION:

Staff recommends extending the school zone on FM 1863.

Sec. 126-149. Speed limits on FM 1863.

- (a) No person shall drive any vehicle on the following streets within the areas designated in this subsection during the posted hours or when the school zone flashing lights are operating from 7:00 a.m. to 5:00 p.m. on each scheduled school day during every authorized school term, in excess of 35 miles per hour; and 40 miles per hour at every other time:

FM 1863 from a point 930 feet west of the intersection with State Highway 46 westerly for a distance of 2,450 feet.

