



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



**THURSDAY, JULY 8, 2021 at 6:00 PM**

**To participate via Zoom use the following link:  
<https://us02web.zoom.us/j/84404549780> or  
call (833) 926-2300 Webinar ID# 844 0454 9780**

**AGENDA**

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. APPROVAL OF MINUTES**

- A) Approval of the minutes of the June 10, 2021 [21-650](#)  
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 pedestrian safety and traffic calming [21-620](#)  
improvements on East San Antonio Street.  
Garry Ford, Jr., Assistant Public Works Director/City Engineer

**6. CONSENT ITEMS**

*All items listed below are considered to be routine and non-controversial by the Transportation and Traffic Advisory Board and will be approved by one motion. There will be no separate discussion of these items unless a Board member or citizen so requests, in which case the item will be removed from the consent agenda and considered as part of the normal order of business.*

- A) Update on items previously considered by the [21-607](#)  
Transportation and Traffic Advisory Board.  
Mary Hamann, Engineer

**7. INDIVIDUAL ITEMS FOR CONSIDERATION**

- A) Discuss and consider a recommendation to City Council [21-550](#)  
to extend the existing school zone on Avery Parkway.

Jessica Perry, Graduate Engineer

- B) Discuss and consider a recommendation to City Council [21-611](#) to create school speed zones on South Walnut Avenue and West Klein Road.

Mary Hamann, Engineer

- C) Discuss and consider a recommendation to City Council [21-625](#) to amend Section 126-346 to establish a no parking zone on the south side of Elliot Knox Boulevard between South Peach Avenue and Magnolia Avenue.

Garry Ford, Jr., Assistant Public Works Director/City Engineer

## 8. **ADJOURNMENT**

### **CERTIFICATION**

I hereby certify the above Notice of Meeting was posted on the bulletin board at the New Braunfels City Hall.

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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

**7/8/2021**

Agenda Item No. A)

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**TRANSPORTATION AND TRAFFIC ADVISORY BOARD**

Regular Meeting Minutes

Held via ZOOM

June 10, 2021

**Members Present:**

Arthur Brinkkoeter

Gary Kirkham

Cutter Gonzalez (joined late)

Michael Yoder

Ron Munyan

**Staff Present:**

Mary Hamann

Jessica Perry

Carly Farmer

1. **CALL TO ORDER** – called to order at 6:00 pm
2. **ROLL CALL**
3. **APPROVAL OF MINUTES**
  - May 13, 2021 Regular Meeting – via Zoom  
Mr. Yoder made a motion to approve. Mr. Munyan seconded the motion. All in favor.  
Motion passed.

4. **CITIZENS COMMUNICATIONS**  
*None*

5. **PRESENTATIONS**

- A) Presentation on Neighborhood Traffic Calming options in the City of New Braunfels.  
*Mary Hamann, Engineer*

Ms. Hamann explained and presented the neighborhood traffic calming options, including the existing policy for speed humps approved by City Council in 1999. Options for traffic calming were presented as well as the next steps required for a new city traffic calming policy, including public involvement. William Rodgers (16 La Mesa Drive) asked if residents would be notified at all levels to help give input, which was confirmed by Ms. Hamann.

6. **CONSENT ITEMS**

- A) Update on items previously considered by the Transportation and Traffic Advisory Board.  
*Mary Hamann, Engineer*

Mr. Kirkham read the aforementioned caption, Consent agenda item A. No action was needed by the Transportation and Traffic Advisory Board for this item and no action was taken.

7. **INDIVIDUAL ITEMS FOR CONSIDERATION**

- A) Discuss and consider recommendation to City Council to install speed humps on Misty Acres Drive between SH 46 and Lake Front Avenue.  
*Carly Farmer, Graduate Engineer*



Ms. Farmer presented this item. Mr. Kirkham opened the floor to public input. The following residents spoke about this item: Aaron Michell, Jonathan Bunting, Karen Blakeman, Lisa Hardy, Stephanie Bilory, Victor L., Brianna Patterson, Cyndi, Jim Holster, Kim Boran, Michael Boran, and Paula Bernie.

Mr. Kirkham made a motion to recommend installing speed humps on Misty Acres Drive. Mr. Munyan seconded the motion. All in favor. Motion passed.

B) Discuss and consider a recommendation to City Council to restrict parking around the landscaped islands on the outside edges of Main Plaza.

*Mary Hamann, Engineer*

Ms. Hamann presented this item. Mr. Kirkham opened the floor to public input. William Rogers (16 La Mesa Drive) said maybe the Fire Marshal could stripe around the island to make it a no parking zone.

Mr. Yoder made a motion to recommend a no parking area at these islands, Mr. Gonzalez seconded the motion. All in favor. Motion passed.

## **8. ADJOURNMENT**

Mr. Yoder made a motion to adjourn. Mr. Munyan seconded the motion. All in favor. Meeting adjourned at 6:53 pm.

7/8/2021

Agenda Item No. A)

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**PRESENTER:**

Garry Ford, Jr., Assistant Public Works Director/City Engineer

**SUBJECT:**

Presentation on pedestrian safety and traffic calming improvements on East San Antonio Street.

**DEPARTMENT:** Public Works**COUNCIL DISTRICTS IMPACTED:** 5**BACKGROUND INFORMATION:**

Staff has received requests to enhance pedestrian safety in downtown New Braunfels, specifically at the crosswalk on E San Antonio St at the intersection with Market Ave. There is an existing marked crosswalk at this intersection, which is located approximately halfway between Main Plaza and the bridge over the Comal River. The posted speed limit on E San Antonio St is 30 mph.

After the completion of the reconstruction of the bridge over the Comal River, E San Antonio St between the bridge and Main Plaza was restriped from four to three lanes to provide a center turn lane as well as reduce the number of lanes for pedestrians to cross at the crosswalk at the intersection with Market Ave.

Based on site visits, staff has determined that additional measures are needed to further enhance safety for pedestrians in the downtown area and provide traffic calming for vehicles entering and exiting Main Plaza. The Economic and Community Development Department is working with the Public Works Department on a long-term solution to address pedestrian safety and an enhanced approach into downtown from Union Ave. The proposed improvement is considered a short-term improvement.

**ISSUE:**

Downtown New Braunfels is a significant pedestrian generator and providing safe pedestrian facilities is a priority listed in Envision New Braunfels. The proposed pavement markings will both shorten the crossing distance for pedestrians at the intersection of E San Antonio St and Market Ave and help to slow vehicular traffic between the bridge and Main Plaza by narrowing the travel lanes.

**FISCAL IMPACT:**

The proposed pavement markings at the intersections of Comal Ave, Market Ave, and Gilbert St with E San Antonio St cost approximately \$10,000.

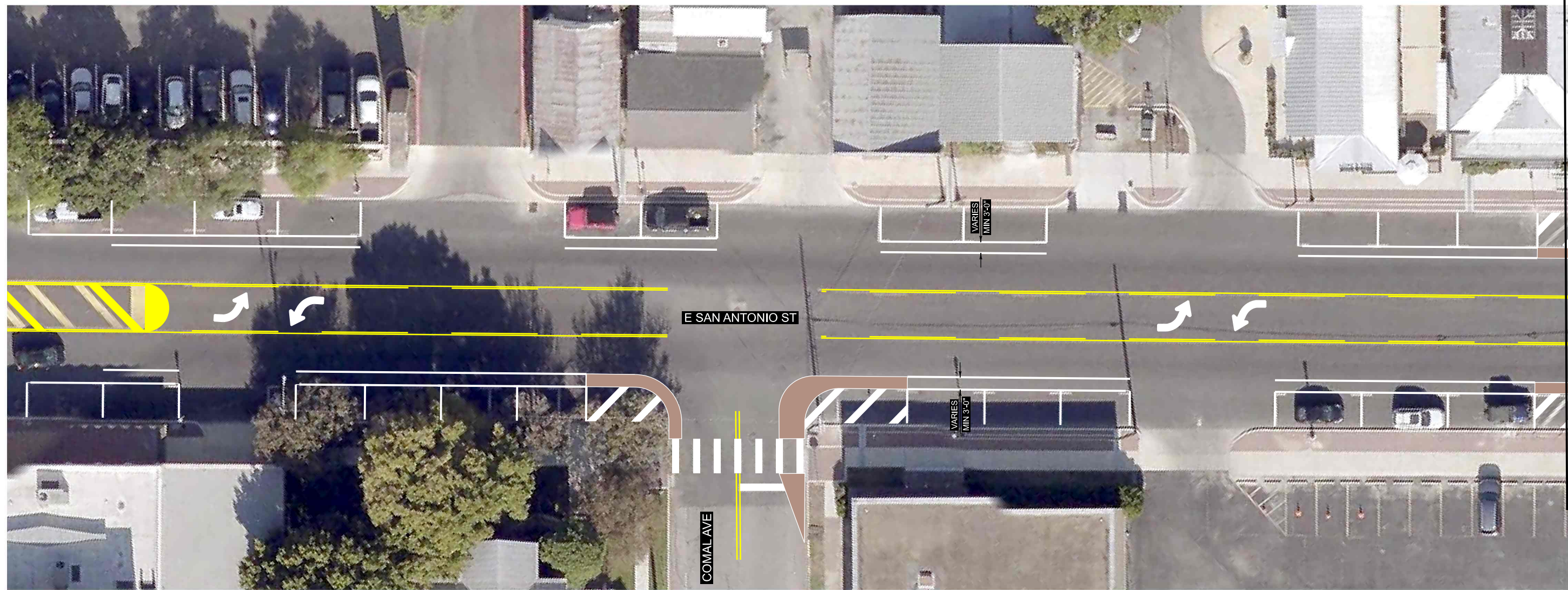
**RECOMMENDATION:**


Staff recommends the installation of pavement markings at the intersections of Comal Ave, Market Ave, and Gilbert St with E San Antonio St to enhance pedestrian safety and provide traffic calming for vehicles on E San

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Antonio St.

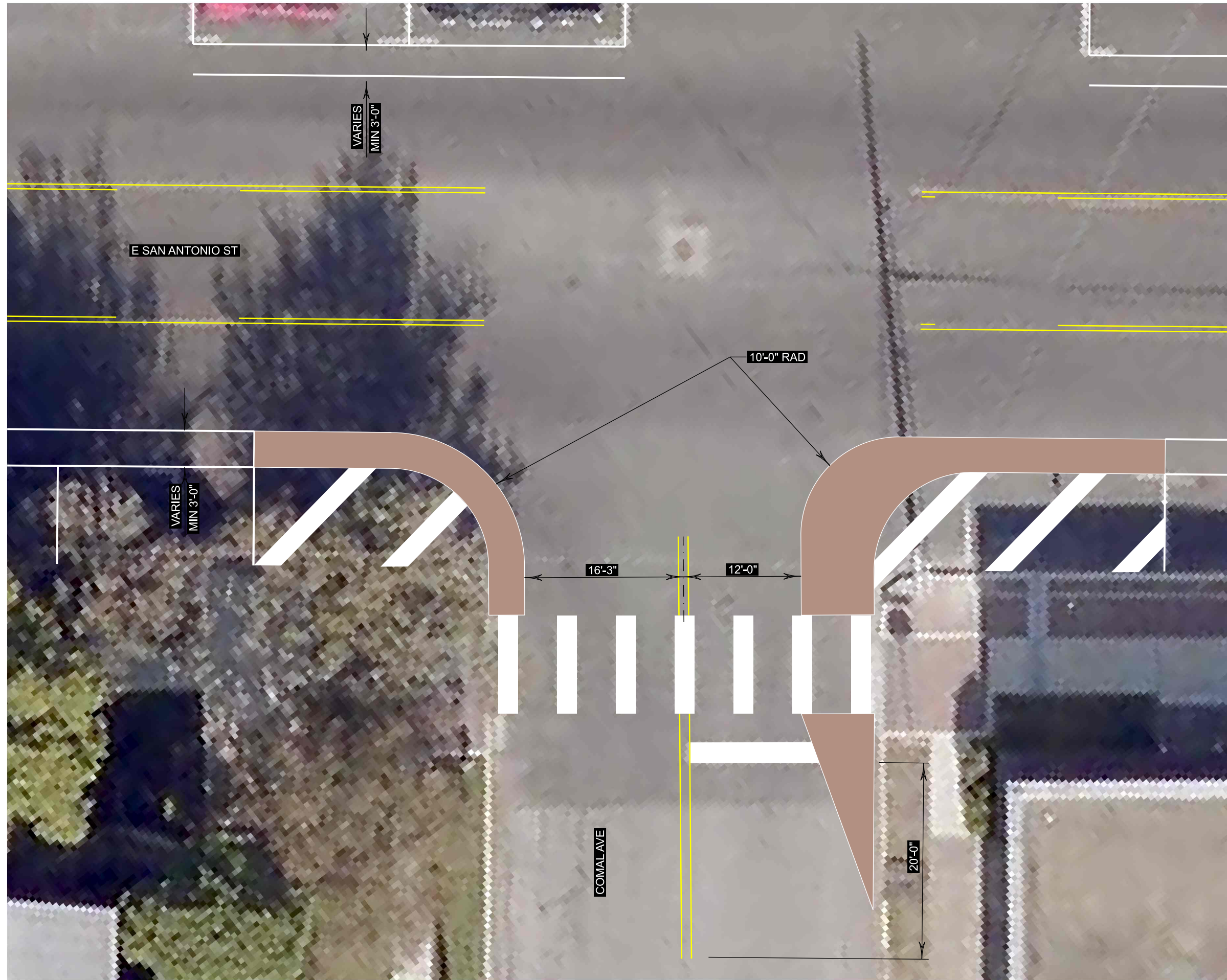
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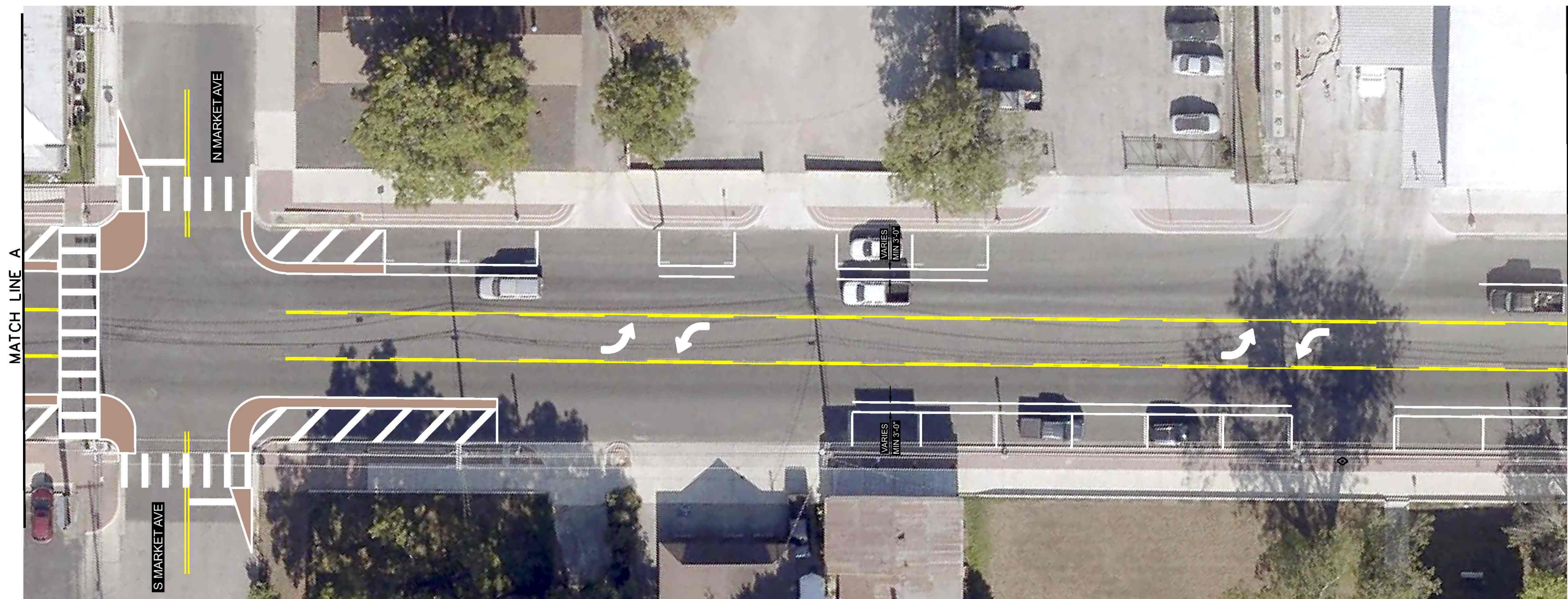
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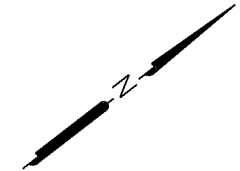
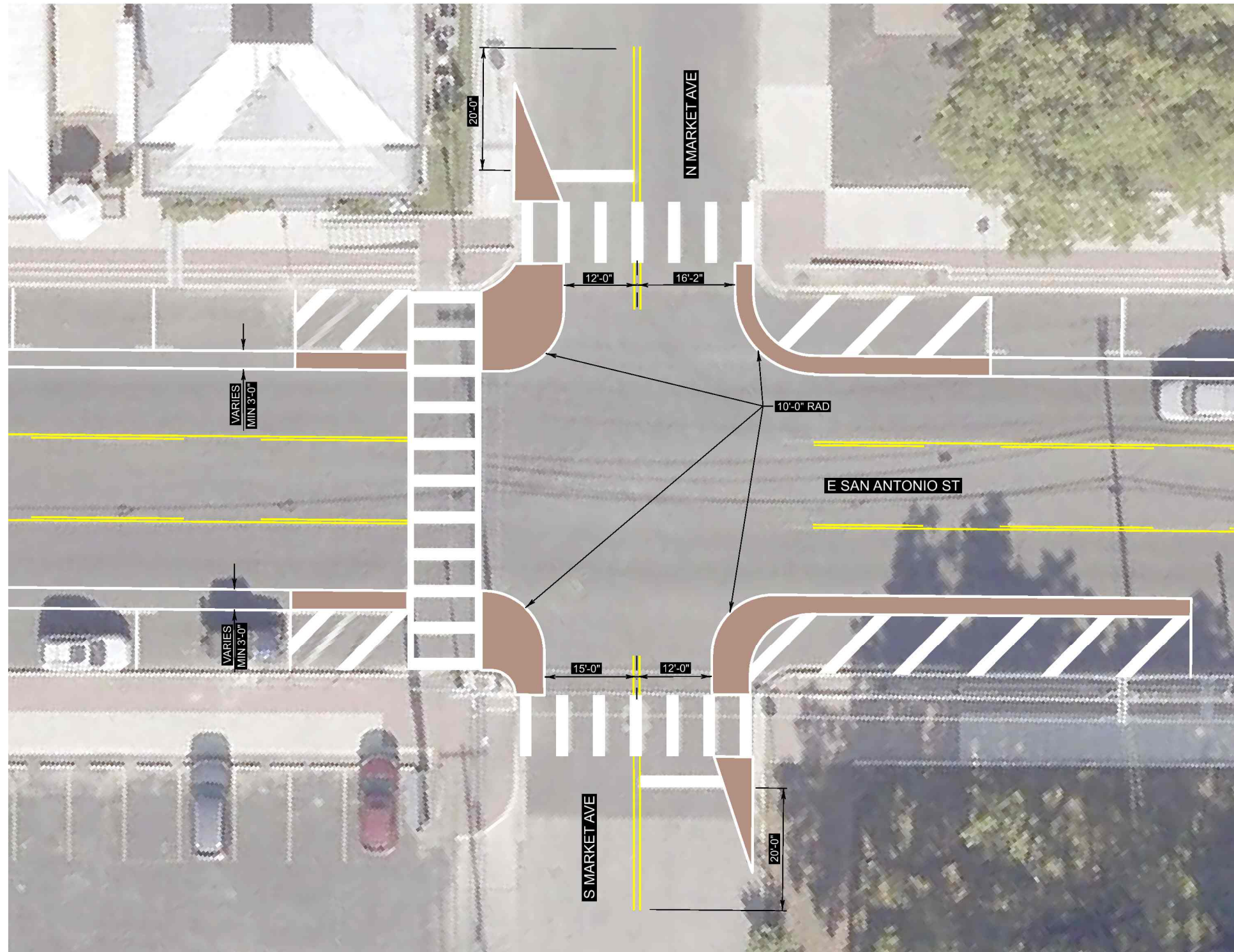
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New Braunfels**  
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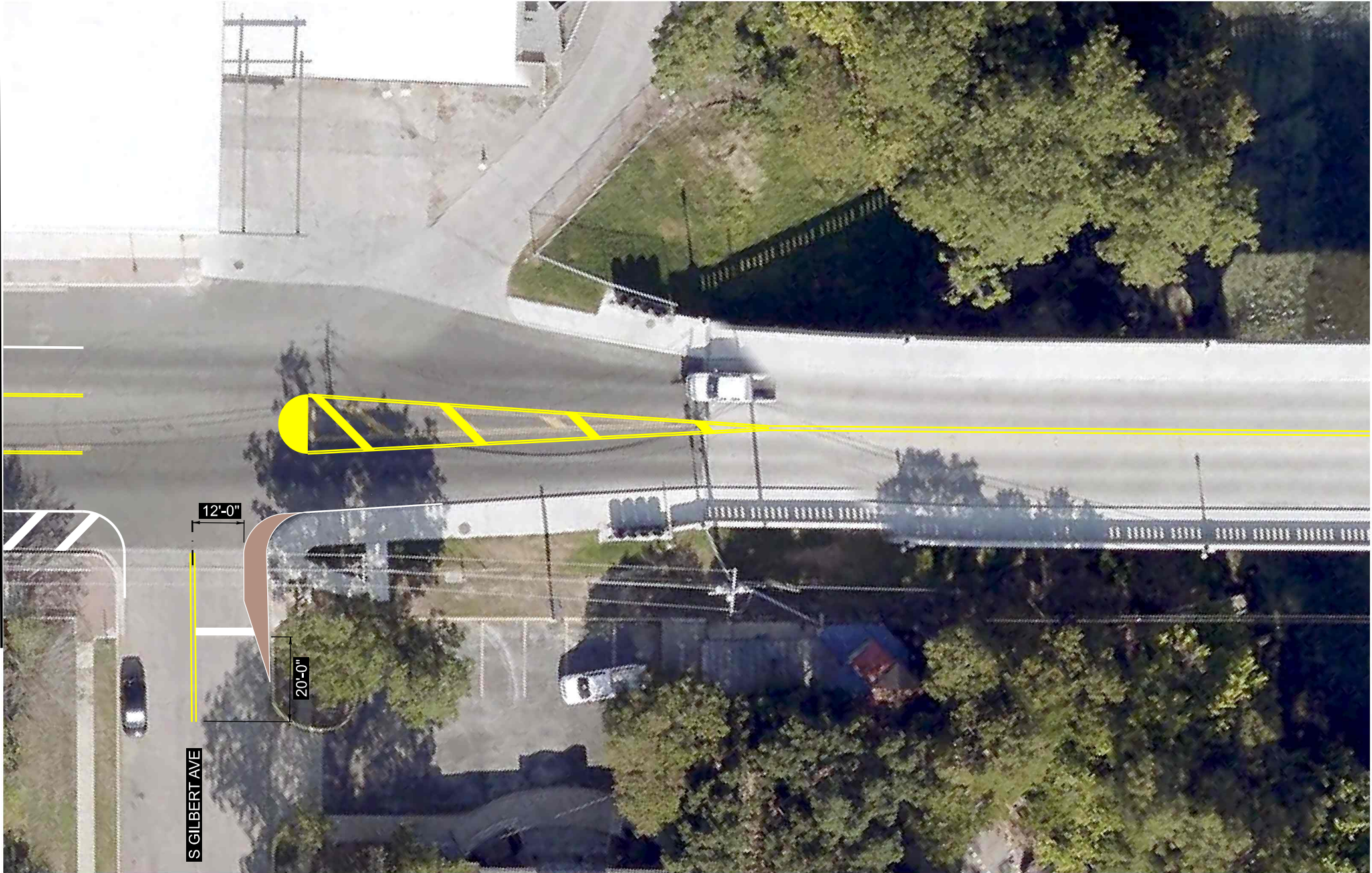
  
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 City of  
New Braunfels  
ENGINEERING DIVISION

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SCALE: 1"=30'	SHEET: 5 OF 5
COUNTY	PROJECT NO.
COMAL	



7/8/2021

Agenda Item No. A)

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**PRESENTER:**

Mary Hamann, Engineer

**SUBJECT:**

Update on items previously considered by the Transportation and Traffic Advisory Board.

**DEPARTMENT:** Public Works

**COUNCIL DISTRICTS IMPACTED:** Citywide

**BACKGROUND INFORMATION:**

The attached table shows the latest status of items previously considered by the Transportation and Traffic Advisory Board. Items will be removed from the table as they are completed.

**ISSUE:**

Staff has received a request to provide updates to the Transportation and Traffic Advisory Board on items previously considered by the Board.

**FISCAL IMPACT:**

N/A

**RECOMMENDATION:**

N/A

### Status Update for Previous Transportation and Traffic Advisory Board Items

T&T Meeting Date	Request	Current Status
2021-06-10	Speed humps on Misty Acres Drive between SH 46 and Lake Front Avenue.	Will be presented to City Council at the July 12, 2021 meeting.
2021-06-10	No parking zones around the landscaped islands on the outside edges of Main Plaza.	Will be presented to City Council at the July 12, 2021 meeting.

7/8/2021

Agenda Item No. A)

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**PRESENTER:**

Jessica Perry, Graduate Engineer

**SUBJECT:**

Discuss and consider a recommendation to City Council to extend the existing school zone on Avery Parkway.

**DEPARTMENT:** Public Works

**COUNCIL DISTRICTS IMPACTED:** 2

**BACKGROUND INFORMATION:**

Engineering staff received a request to investigate Avery Parkway during school peak hours to add yellow center line pavement markings, crosswalks, and all-way stop control at the intersections with Conner Drive and Avery Ranch Drive. This request is related to speeding concerns and pedestrian safety. Avery Parkway is a two-lane local street and is the major street at these intersections at this time. Avery Ranch Drive is classified on the 2012 Regional Transportation Plan as a minor collector and is proposed to continue northwest outside of the Avery Park subdivision with development. Avery Ranch Drive and Conner Drive are both currently stop controlled at their intersections with Avery Parkway. Conner Drive is a two-lane local street. The speed limit on all streets is 30 mph.

Clear Spring Elementary School is located on Avery Parkway within the Avery Park subdivision. There is an existing school zone with static school zone signs on Avery Parkway at the intersection with Wood Drake to approximately 500 feet north of Conner Drive.

Traffic speed and volume data were collected on Thursday, October 29, 2020 for Avery Parkway near Avery Ranch Drive, outside of the currently posed school zone. The average daily traffic (ADT) on Avery Parkway was 1,899 vehicles per day (vpd) and the 85th percentile speed was 34 mph.

Crash data for 2018 through May 2021 was found through TxDOT's Crash Records Information System database. There were five (5) reported crashes on Avery Parkway between Whispering Way and Cypress Mill during this time. Two (2) crashes occurred in the daytime on weekdays. None of the five crashes seem to be speed related.

A site investigation was completed in September 2020 to evaluate vehicle and pedestrian traffic during morning and afternoon school peak times on Avery Parkway between Whispering Way and Avery Ranch Drive. School peak times are approximately 7 am to 7:30 am and 3 pm to 3:30 pm. The pavement width of Avery Parkway is approximately 30 feet.

A marked crosswalk with police crossing guard during both morning and afternoon school peak times is present on Avery Parkway at Dorman Drive. The intersection of Avery Parkway and Dorman Drive is controlled by an

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all-way stop. All children are gathered and escorted by teachers at afternoon release in a single-file line to this crosswalk location before crossing the street all together in one group. During this time, all vehicles are stopped at the intersection by the police officer for approximately 5-10 minutes before resuming normal operation. In the mornings just as well as afternoons, children all appear to use only the existing crosswalk at Dorman Drive in order to cross Avery Parkway to get to the school.

The northeastern corner of Dorman Drive at Avery Parkway also serves as a bus stop for another school, likely middle school. Children wait near the stop sign at this corner for morning bus pick-up. Avery Parkway carries the majority of the pedestrian traffic, but Briggs Drive - parallel to and north of Avery Parkway - serves some pedestrian traffic too. Several children walk and bike to school in the mornings, however pedestrian activity is much heavier in the afternoons leaving school - some getting picked up along Avery Parkway to skip the parent vehicle pick-up line, and some walking and biking home.

During the morning peak time, parents enter and exit the school parking lot for drop-off using the northeastern driveway while the buses use the southwestern driveway. In the afternoons, the driveway functions switch, where the parents use the southwestern driveway and the buses use only the northeastern driveway. The parent line is long as is usual and can be expected at an elementary school, but traffic does appear to function smoothly.

#### **ISSUE:**

Parents parallel park southwest-bound on Avery Parkway opposite the school, causing other vehicles to go into the middle of Avery Parkway in order to go around them. Avery Parkway does not have vertical or horizontal curves in front of the school, so these vehicles do have adequate sight distance for these maneuvers. Yellow center line pavement markings were requested on Avery Parkway to mediate this issue.

There is a horizontal curve on Avery Parkway northeast of Avery Ranch Drive. As mentioned previously, this intersection is stop-controlled on Avery Ranch Drive, but Avery Parkway does not stop. The south side of Avery Parkway west of the intersection with Avery Ranch Drive does not have a sidewalk. Children cross Avery Parkway on foot and bicycles to get to the sidewalk on the north side of Avery Parkway on their route to school, and the opposite path in the afternoons on their way home from school. The crossing location is currently not marked and outside of the existing posted school zone. An all-way stop as well as a marked crosswalk was requested at this location for the safety of the children. The requested all-way stop was studied, does not meet warrants, and is not recommended at this time.

The all-way stop request at the intersection of Avery Parkway and Conner Drive was studied, does not meet warrants, and is not recommended at this time.

#### **FISCAL IMPACT:**

Sufficient funding is available in the FY 2021 approved streets and drainage budget for the installation of crosswalk markings on Avery Parkway at Avery Ranch Drive and for double yellow center line pavement markings on Avery Parkway.

Total cost for pavement markings will be approximately \$5,500. The cost for signs will be approximately \$150 each.

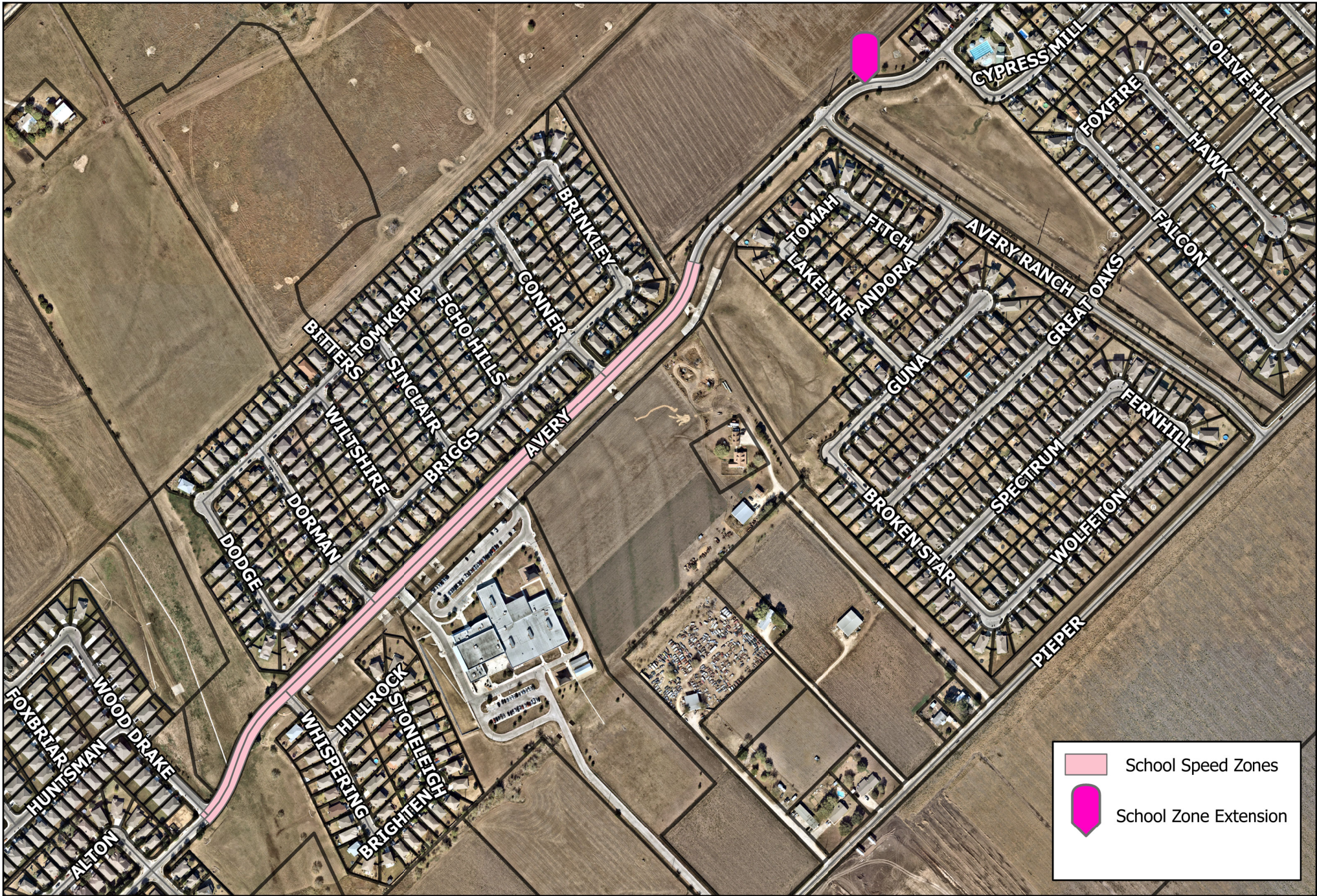
#### **RECOMMENDATION:**


Staff recommends an extension of the existing school zone on Avery Parkway on the northeast side to 200 feet northeast of Avery Ranch Drive with no changes to time frames; installation of crosswalk markings on Avery


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Parkway at the intersection with Avery Ranch Drive; and double yellow center line pavement markings on Avery Parkway from SH 46 to Cypress Mill.






School Speed Zones


School Zone Extension

# School Zone on Avery Parkway



Sec. 126-136. - Speed zones—Twenty miles per hour on school days—Thirty miles per hour at other times.

- (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 20 miles per hour; and 30 miles per hour at every other time:

Avery Parkway between 570 feet south of Whispering Way and ~~535~~200 feet north of ~~Conner Drive~~Avery Ranch Drive;

## Traffic Study Summary

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Date:	June 17, 2021
Prepared By:	Jessica Perry, E.I.T., Graduate Engineer
Request:	All-way stops at Avery Parkway and Avery Ranch Drive and at Avery Parkway and Conner Drive; crosswalks on Conner Drive at Avery Parkway and on Avery Parkway at Avery Ranch Drive; and yellow center line pavement markings on Avery Parkway
Recommendation:	Extension of the existing school zone on Avery Parkway; installation of a crosswalk on Avery Parkway at Avery Ranch Drive; and double yellow center line pavement markings on a portion of Avery Parkway

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### Background

Engineering staff received a request to investigate Avery Parkway during school peak hours to consider adding yellow center line pavement markings, crosswalks, and all-way stop control at the intersections with Conner Drive and Avery Ranch Drive. Avery Parkway is a two-lane roadway classified as a local street and is the major street at these intersections at this time. Avery Ranch Drive is classified on the 2012 Regional Transportation Plan as a minor collector and is proposed to continue northwest outside of the Avery Ranch subdivision with development. Avery Ranch Drive and Conner Drive are both currently stop controlled at their intersections with Avery Parkway. Conner Drive is a two-lane local street. The speed limit on all streets is 30 mph.

Clear Spring Elementary School is located on Avery Parkway within the Avery Ranch subdivision. There is an existing school zone with static school zone signs on Avery Parkway at the intersection with Wood Drake to approximately 500 feet north of Conner Drive.



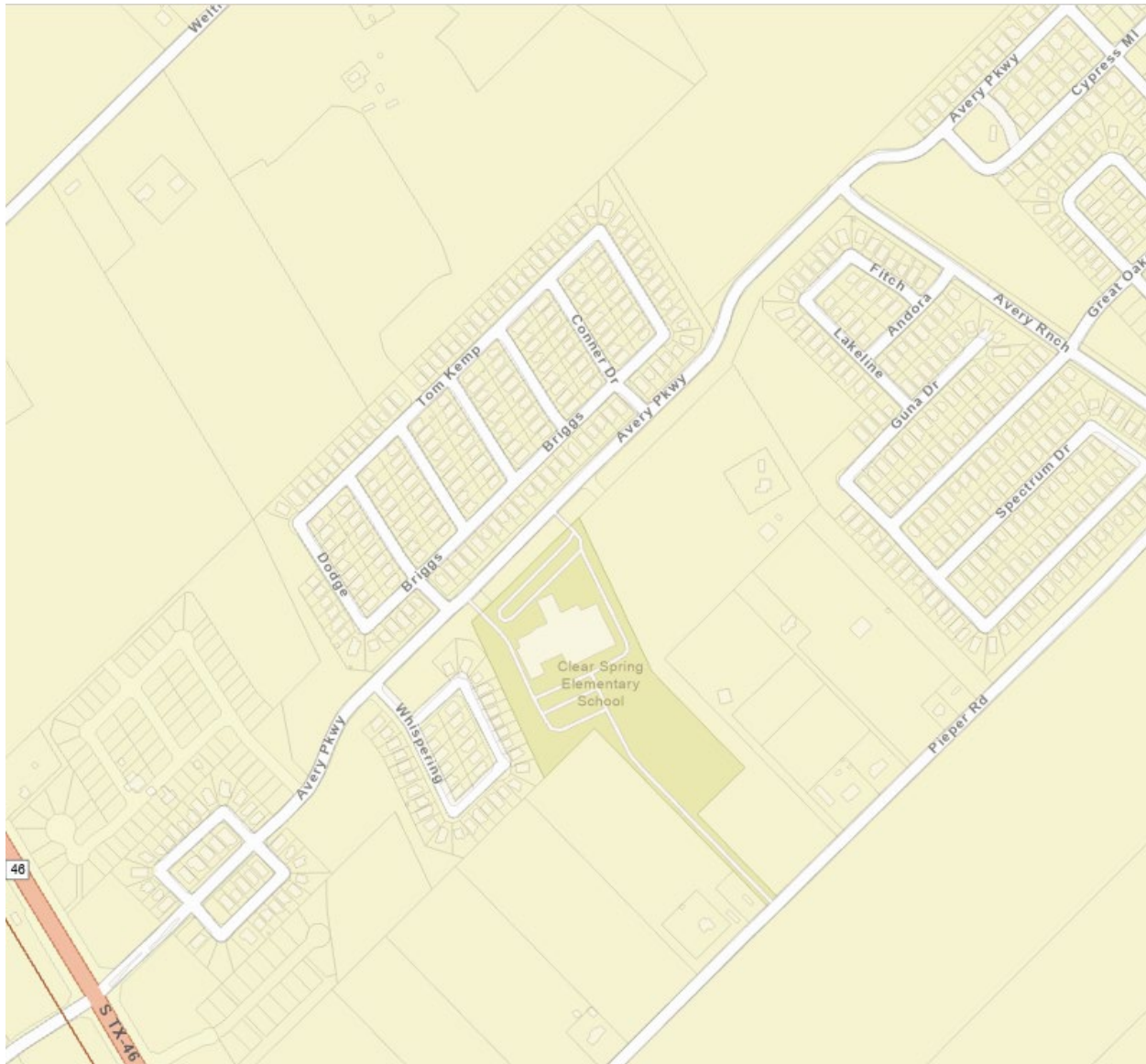


Figure 1. Avery Parkway from SH 46 to Cypress Mill

## Guidance

Section 2B.04 of the *Texas Manual on Uniform Traffic Control Devices* (TMUTCD) provides support and guidance for right-of-way at intersections. The following TMUTCD guidance was considered for the all-way stop control requests,

*Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

Based on the existing traffic control and local street network, TMUTCD guidance from Section 2B.07 was used for engineering judgement. The attached multi-way stop evaluation details the specific criteria evaluated.

Sections 3B.01 and 3B.02 of the TMUTCD provide support and guidance for the application of yellow center line and no-passing zone pavement markings and warrants, respectively. The following TMUTCD guidance was considered for the yellow center line pavement marking request,

*Center line markings should be placed on paved urban arterials and collectors that have a traveled way of 20 feet or more in width and an ADT of 4,000 vehicles per day or greater....Center line markings should also be placed on other traveled ways where an engineering study indicates such a need.*

*On two-way, two- or three-lane roadways where center line markings are installed, no-passing zones shall be established at vertical and horizontal curves and other locations where an engineering study indicates that passing must be prohibited because of inadequate sight distances or other special conditions.*

Section 3B.18 of the TMUTCD provides guidance for the installation of crosswalks,

*An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.*

Section 7C.02 of the TMUTCD provides support and guidance for the establishment of crosswalk markings at intersections to mark designated pedestrian routes to schools.

*Crosswalks should be marked at all intersections on established routes to a school where there is substantial conflict between motorists, bicyclists, and student movements; where students are encouraged to cross between intersections; where students would not otherwise recognize the proper place to cross; or where motorists or bicyclists might not expect students to cross.*

*Crosswalk lines should not be used indiscriminately. An engineering study considering the factors described in Section 3B.18 should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign.*

## Crash History

Traffic crash data for 2018 through May 2021 was found through TxDOT's Crash Records Information System. There were five (5) reported crashes on Avery Parkway between Whispering Way and Cypress Mill during this time. Two (2) crashes occurred in the daytime on weekdays. One crash was due to assault between the driver and passenger, causing them to crash into a light pole; the other involved a

6-year-old running into a car with his bike. The remaining three (3) of the five were at night. Two involved impaired judgement due to drugs or alcohol; the third involved an unlicensed, teen driver with diverted attention who ran into a fence. None of the five crashes seem to be speed related.

## Data Collection

Traffic speed and volume data were collected on Thursday, October 29, 2020 for Avery Parkway at Avery Ranch Drive. The average daily traffic (ADT) on Avery Parkway was 1,899 vehicles per day (vpd) and the 85th percentile speed was 34 mph. The ADT on Avery Ranch Drive near the intersection with Avery Parkway was 672 vpd.

## Site Investigation

A site investigation was completed in September 2020 to evaluate vehicle and pedestrian traffic during morning and afternoon school peak times on Avery Parkway between Whispering Way and Avery Ranch Drive(see Figure 1). School peak times are approximately 7 am to 7:30 am, and 3 pm to 3:30 pm. Pavement width of Avery Parkway is approximately 30 feet.

Parents parallel park southwest-bound on Avery Parkway opposite the school, causing other vehicles to go into the middle of Avery Parkway in order to go around them (see Figure 2 below). However, Avery Parkway does not have vertical or horizontal curves in front of the school, so these vehicles do have adequate sight distance for these maneuvers.



Figure 2. Parallel-parked parent during PM pick-up

There is a horizontal curve on Avery Parkway northeast of Avery Ranch Drive as seen in Figure 3 below. The south side of Avery Parkway west of the intersection with Avery Ranch Drive does not have a sidewalk. Children cross Avery Parkway on foot and bicycles to get to the sidewalk on the north side of Avery Parkway on their route to school, and the opposite path in the afternoons on their way home

from school. The crossing location is currently not marked and outside of the existing posted school zone.



**Figure 3. Avery Parkway looking northeast at Avery Ranch Drive**

Conner Drive is approximately 150 feet northeast of the northernmost school driveway. A sidewalk exists spanning the entire length of the north side of Avery Parkway, however the sidewalk on the south side of the street ends at the northernmost school driveway (Figures 2 and 4). Little to no traffic was observed turning onto or out of Conner Drive at Avery Parkway during both the morning and afternoon school peak times. This intersection is stop controlled on Conner Drive, and vehicles do not appear to have a problem approaching the intersection slowly or stopping at the stop sign. Based on the observations conducted, children do not have any issues crossing Conner Drive without a marked crosswalk.





Figure 4. Avery Parkway at Conner Drive



Figure 5. Conner Drive at Avery Parkway Looking Northeast

A marked crosswalk with police crossing guard during both morning and afternoon school peak times is present across Avery Parkway at Dorman Drive (Figure 6). The intersection of Avery Parkway and Dorman Drive is controlled by an all-way stop. All children are gathered and escorted by teachers at afternoon release in a single-file line to this crosswalk location before crossing the street all together in one group. During this time, all vehicles are stopped at the intersection by the police officer for approximately 5-10 minutes before resuming normal operation. In the mornings just as well as afternoons, children all appear to use only the existing crosswalk at Dorman Drive in order to cross Avery Parkway to get to the school.



**Figure 6. Marked Crosswalks at Avery Parkway and Dorman Drive**

The northeastern corner of Dorman Drive at Avery Parkway also serves as a bus stop for another school, likely middle school. Children can be seen in Figure 7 waiting near the stop sign at this corner for morning bus pick-up. Avery Parkway carries majority of the pedestrian traffic, but Briggs Drive – parallel to and north of Avery Parkway – serves some pedestrian traffic too. Several children walk and bike to school in the mornings, however pedestrian activity is much heavier in the afternoons leaving school – some getting picked up along Avery Parkway to skip the parent vehicle pick-up line, and some walking and biking home.



**Figure 7. Children waiting for the bus at Avery Parkway and Dorman Drive**

During the morning peak time, parents enter and exit the school parking lot for drop-off using the northeastern driveway while the buses use the southwestern driveway. In the afternoons, the driveway functions switch, where the parents use the southwestern driveway and the buses use only the northeastern driveway. The parent line is long as is usual and can be expected at an elementary school, but traffic does appear to function smoothly. Figure 8 shows the parent drop off line during the morning peak time.



**Figure 8. Two-lane utilization at northeast school driveway during morning drop-off**

## Recommendations

Avery Parkway was evaluated for yellow center line pavement markings following the guidance in the TMUTCD and does not currently meet any warrants based on ADT or sight distance issues. However, based on the site investigation and engineering judgement, it is recommended that double yellow center line pavement markings be installed from SH 46 to Cypress Mill at this time.

The intersection of Avery Parkway and Avery Ranch Drive was evaluated for an all-way stop following the guidance in the TMUTCD. It does not currently meet any of the warrants for an all-way stop (see multi-way stop evaluation attached).

Data was not collected for the intersection of Avery Parkway and Conner Drive for the requested all-way stop. Staff did not conduct a full all-way stop warrant analysis because of the large difference in traffic



volumes between the two roadways. None of the other non-volume all-way stop warrants from the TMUTCD were met and an all-way stop is not recommended for this intersection at this time.

The requested marked crosswalk on Conner Drive at Avery Parkway also does not appear to warrant based on the guidance in the TMUTCD. Instead, based on the site investigation and engineering judgement, it is recommended that the existing school zone on Avery Parkway be extended on the northeast side to 200 feet northeast of Avery Ranch Drive. Also, crosswalk markings are recommended at this time on Avery Parkway at Avery Ranch Drive with a School Crossing Assembly with downward-pointing arrow (S1-1; SW16-7P) at both approaches of the crosswalk on Avery Parkway.

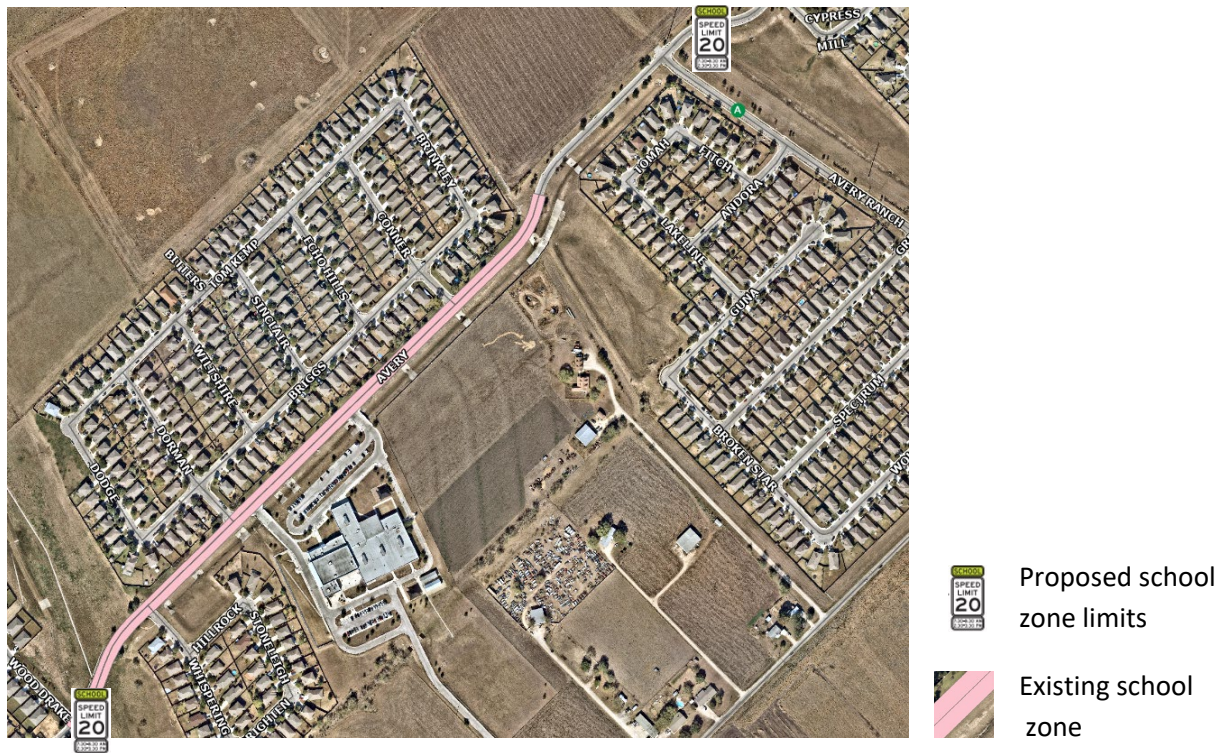


Figure 8. Recommended school zone extension on Avery Parkway

## Attachments

Multi-way Stop Application Evaluation – Avery Parkway and Avery Ranch Drive



## Multi-way Stop Application Evaluation

### Avery Parkway at Avery Ranch Drive – October 2020

Section 2B.07 of the Texas Manual on Uniform Traffic Control Devices (TMUTCD) provides support and guidance for the application of multi-way (all-way) stop applications. Table 1 provides the guidance criteria and current traffic data and Table 2 provides other criteria that may be considered in the engineering study.

**Table 1. Multi-way Stop Guidance Criteria (TMUTCD Section 2B.07)**

Criteria	Minimum Values	Current Values	Criteria Met?
A. Traffic signal <ul style="list-style-type: none"><li>Interim measure for the installation of a traffic signal.</li></ul>	-	-	No
B. Crashes <ul style="list-style-type: none"><li>Right- and left-turn and right-angle collisions</li><li>12-month period</li></ul>	5	0	No
C.1. Major street volume <ul style="list-style-type: none"><li>Total of both approaches</li><li>Average of any 8 hours of an average day; <b>and</b></li></ul>	300	101	No
C.2. Minor street volume <ul style="list-style-type: none"><li>Total of both approaches</li><li>Average of same 8 hours of major street with an average delay of at least 30 seconds per vehicle during the highest hour; but</li></ul>	200	45	
C.3. High-speed criteria <ul style="list-style-type: none"><li>85th-percentile approach speed of the major-street traffic exceeds 40 mph.</li></ul>	Major street 85 <sup>th</sup> -percentile approach speed = <b>34 mph</b>		
<ul style="list-style-type: none"><li>70 percent of major street volume</li></ul>	210	101	No
<ul style="list-style-type: none"><li>70 percent of minor street volume</li></ul>	140	45	
D. Combination crash/volume criteria <ul style="list-style-type: none"><li>Where no single criterion is satisfied</li></ul>	Criteria B, C.1 and C.2 Met? <b>No</b>		
80 percent of crashes	4	0	No
80 percent of major street volume	240	101	No
80 percent of minor street volume	160	45	

**Table 2. Multi-way Stop Other Criteria (TMUTCD Section 2B.07)**

Criteria	Criteria Met?
A. The need to control left-turn conflicts;	No
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;	No
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and	No
D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.	No

7/8/2021

Agenda Item No. B)

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**PRESENTER:**

Mary Hamann, Engineer

**SUBJECT:**

Discuss and consider a recommendation to City Council to create school speed zones on South Walnut Avenue and West Klein Road.

**DEPARTMENT:** Public Works**COUNCIL DISTRICTS IMPACTED:** 2**BACKGROUND INFORMATION:**

The new New Braunfels Middle School on Settlers Crossing will open in Fall 2021. Two separate school speed zones are proposed to be created at this time for this new school as well as the existing Klein Road Elementary. A school zone is a section of roadway adjacent to a school or a school crosswalk where signs designating a school are present. A school speed zone is a special reduced speed zone for schools allowed by ordinance and defined by school speed signs. Ideally, school speed zones should be kept short to enhance driver compliance. School speed zones are intended for pedestrian safety and not to facilitate vehicle movements.

A 20 mph school speed zone on South Walnut Avenue is proposed to begin at a point 250 feet northwest of the intersection with Settlers Crossing and extend southeast to 250 feet southeast of the intersection with Settlers Crossing. A separate 20 mph school zone on West Klein Road is proposed to begin 325 feet southwest of the intersection with Klein Way and extend northeast to 300 feet northeast of the intersection with Klein Way. The proposed school zones and associated traffic control are based on a school route plan serving the existing elementary and proposed middle school.

**ISSUE:**

Consideration of the requested speed humps is consistent with the following action from Envision New Braunfels:

Action 7.21: Ensure that there is connected multi-modal access to all public facilities and from all parts of town.

**FISCAL IMPACT:**

Traffic control signs cost approximately \$150 each. Sufficient funding is available in the FY 2021 approved streets and drainage budget.

The school zone signs on South Walnut Avenue will be installed by the contractor for the New Braunfels Middle School and will be funded by New Braunfels ISD.

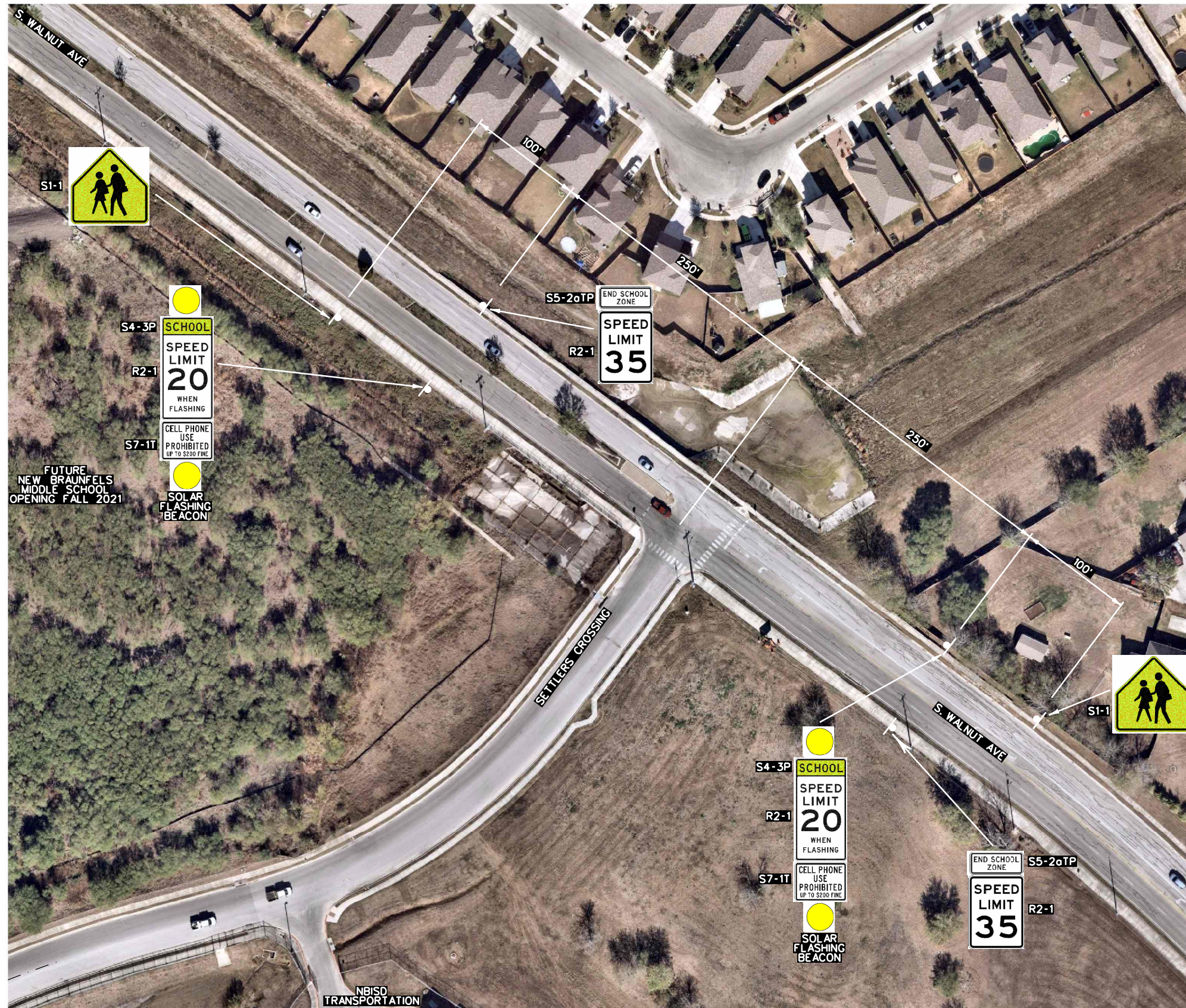
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**RECOMMENDATION:**

Staff recommends establishing two 20 mph school speed zones: (1) on South Walnut Avenue to begin at a point 250 feet northwest of the intersection with Settlers Crossing and extending southeast to 250 feet southeast of the intersection with Settlers Crossing and (2) on West Klein Road to begin 325 feet southwest of the intersection with Klein Way and extending northeast to 300 feet northeast of the intersection with Klein Way



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NOTE:  
TO BE INSTALLED BY NBISD.

NO.	DATE	REVISION	APPROV.



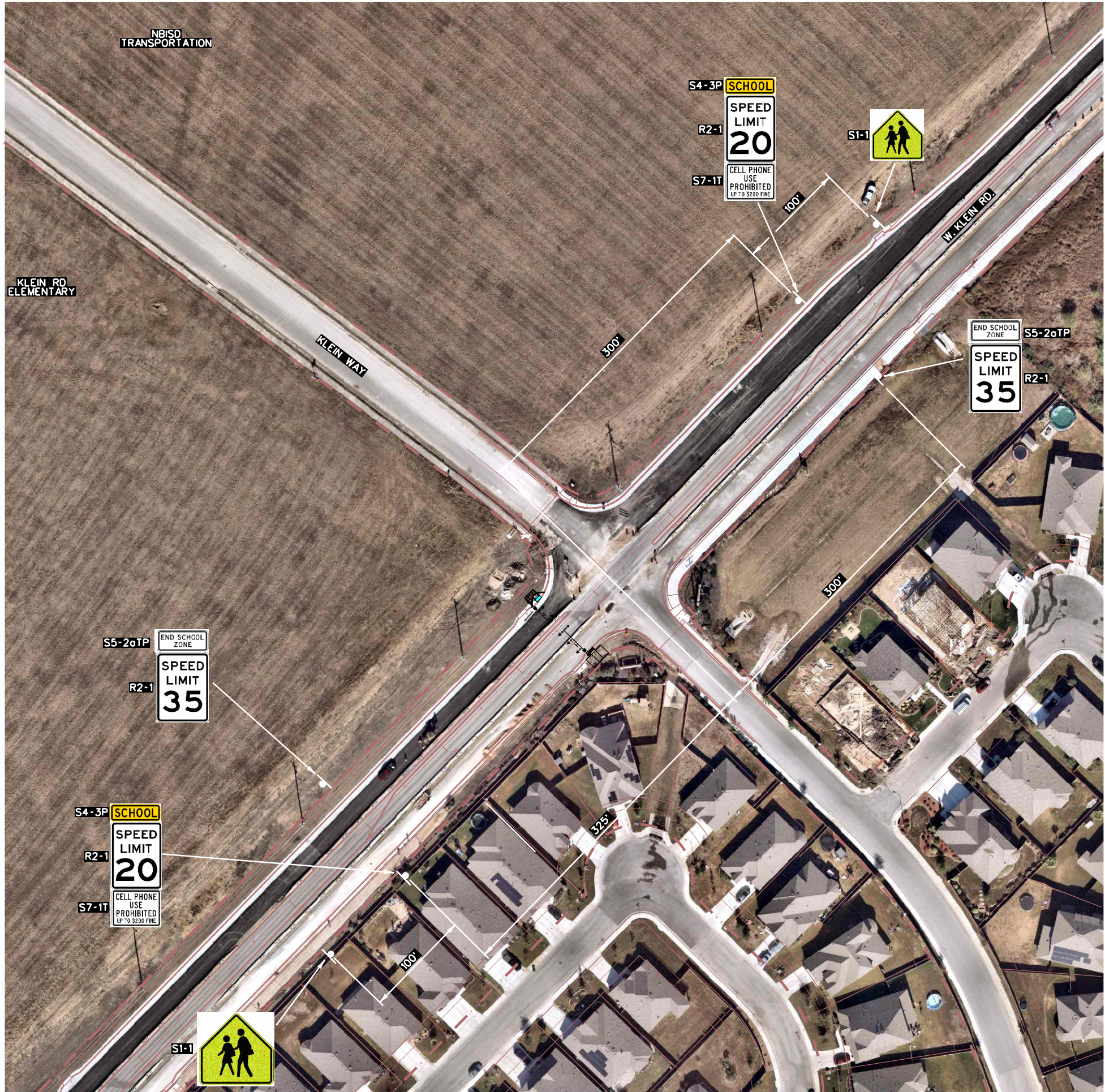
ENGINEERING DIVISION

KLEIN ELEMENTARY  
PROPOSED SIGNING LAYOUT

SCALE: 1"=100'	SHEET: 1 OF 2	
COUNTY	PROJECT NO.	
GUADALUPE		



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NO.	DATE	REVISION	APPROV.

 City of  
New Braunfels  
ENGINEERING DIVISION

KLEIN ELEMENTARY  
PROPOSED SIGNING LAYOUT

SCALE: 1"=100'	SHEET: 2 OF 2	
COUNTY	PROJECT NO.	
GUADALUPE		



7/8/2021

Agenda Item No. C)

**PRESENTER:**

Garry Ford, Jr., Assistant Public Works Director/City Engineer

**SUBJECT:**

Discuss and consider a recommendation to City Council to amend Section 126-346 to establish a no parking zone on the south side of Elliot Knox Boulevard between South Peach Avenue and Magnolia Avenue.

**DEPARTMENT:** Public Works**COUNCIL DISTRICTS IMPACTED:** 1**BACKGROUND INFORMATION:**

City of New Braunfels Police Department has identified a safety concern with vehicles parking along the TxDOT right-of-way on the south side of Elliot Knox Boulevard (Business IH 35) in order to access the Comal Tubes property. Elliot Knox Boulevard is a two-lane roadway at Peach Avenue and transitions to a three-lane roadway at Magnolia Avenue. In front of Comal Tubes, Elliot Knox Boulevard is a five-lane roadway. It is classified as a minor arterial in the 2012 Regional Thoroughfare Plan and has a posted speed limit of 40 mph. Patrons of Comal Tubes have been observed by staff to be jumping the curb to park in the right-of-way and walking across Elliot Knox Boulevard which poses a safety hazard to both those pedestrians crossing and the vehicles in the roadway. Staff recommends establishing this area as a no parking zone in the Code of Ordinances and installing appropriate signage. TxDOT is supportive of the ordinance, and the City will be responsible for the installation of the no parking zone.

Staff has received calls from residents in the homes adjacent to Comal Tubes with parking concerns related to customers during the summer this year and in previous years. Parking by permit has been suggested to address the resident concerns, but a completed form has not been received at this time.

**ISSUE:**

Proposed parking restriction on Elliot Knox Boulevard across from Comal Tubes to ensure safety for pedestrians and drivers on Elliot Knox Boulevard in this area.

**FISCAL IMPACT:**

Traffic control signs cost approximately \$150 each. Sufficient funding is available in the FY 2021 approved streets and drainage budget.

**RECOMMENDATION:**

Staff recommends revising the city ordinance to establish a no parking zone on the south side of Elliot Knox Boulevard between South Peach Avenue and Magnolia Avenue.



Requested No  
Parking Zone

