



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



THURSDAY, OCTOBER 14, 2021 at 6:00 PM

AGENDA

- 1. **CALL TO ORDER**
- 2. **ROLL CALL**
- 3. **APPROVAL OF MINUTES**
- 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) City of New Braunfels Capital Improvement Plan Update [21-969](#)
Mary Hamann, Engineer
- B) City of New Braunfels Traffic Impact Analysis [21-1010](#)
Requirements and City Process
Mary Hamann, 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 [21-970](#)
Transportation and Traffic Advisory Board.
Mary Hamann, Engineer

- 7. **INDIVIDUAL ITEMS FOR CONSIDERATION**

- A) Discuss and consider a recommendation to City Council [21-1007](#)
regarding a new parking by permit area on the 100 block
of Hampe Street.
Jessica Perry, Graduate Engineer
- B) Discuss and consider a recommendation to City Council [21-992](#)

to restrict parking on Willowbrook at the intersection with FM 1101.

Jessica Perry, Graduate Engineer

- C) Discuss and consider a recommendation to appoint a [21-1036](#) board member as the Transportation and Traffic Advisory Board representative to the Bond Advisory Committee.

Mary Hamann, Engineer

8. 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.

10/14/2021

Agenda Item No. A)

PRESENTER:

Mary Hamann, Engineer

SUBJECT:

City of New Braunfels Capital Improvement Plan Update

DEPARTMENT: Citywide

COUNCIL DISTRICTS IMPACTED: Citywide

BACKGROUND INFORMATION:

The Capital Improvement Plan (CIP) is a community planning and fiscal management tool used to coordinate the timing and financing of city capital projects over a five-year period. The CIP was last updated in 2012 and staff proposed a new update in preparation for a potential bond election in 2023.

A Request for Qualifications was issued on May 11, 2021 for professional services to support City staff in updating the CIP and preparing for a potential bond election. The City received three (3) responses and staff is recommended Freese and Nichols, Inc for the services based on qualifications and selection interviews.

The scope of services was developed in two phases. The first phase, Phase I, includes identifying capital needs by reviewing current plans, coordinating with stakeholders, and engaging the community. Capital projects will be developed with objectives, descriptions, and “high level” capital cost estimates for inclusion in the CIP. It is anticipated that capital projects will be developed for transportation, drainage, parks, and facilities supporting various city departments and community needs. The CIP will include a preliminary list of capital projects to be evaluated and prioritized by the Bond Advisory Committee and City Council.

Phase II will include conducting preliminary design to finalize the CIP through the Bond Advisory Committee and City Council. It will also identify projects and prepare for a potential bond election in 2023.

The total cost for Phase I of professional services to update the CIP is \$300,000. Funding is incorporated into the FY 2022 Proposed Budget to support the services as described above. This contract with Freese and Nichols, Inc. was approved by City Council on July 26, 2021.

ISSUE:

N/A

FISCAL IMPACT:
N/A

RECOMMENDATION:
N/A

10/14/2021

Agenda Item No. B)

PRESENTER:

Mary Hamann, Engineer

SUBJECT:

City of New Braunfels Traffic Impact Analysis Requirements and City Process

DEPARTMENT: Public Works, Planning and Development Services

COUNCIL DISTRICTS IMPACTED: Citywide

BACKGROUND INFORMATION:

Traffic impact analysis (TIA) studies are intended to determine the need for any improvements to the adjacent and nearby transportation system in order to maintain a satisfactory level of service, an acceptable level of safety, and the appropriate access provisions for a proposed development. Section 118-46 (y) of the City of New Braunfels Code of Ordinances lists the requirements for a TIA in the city limits or ETJ.

The current process for submitting a TIA to the city begins with the applicant submitting a completed a TIA Determination Form and Proposed Site Exhibit to the city. Engineering staff reviews the materials submitted, determines the TIA requirements (TIA Worksheet or TIA Report), and returns a determination letter to the applicant.

If only a TIA Worksheet is required, the TIA process is finalized, and the applicant can submit their TIA Worksheet with the next step required by their proposed development.

If a TIA Report is required, a TIA scoping meeting is held between the applicant and Engineering staff. TxDOT, other City staff, or county staff are included on a case-by-case basis, depending on the proposed development. During this TIA scoping meeting, the parameters to be included in the report are discussed and agreed upon. After the TIA scoping meeting, the TIA process is finalized, and the applicant can submit their TIA Report and TIA Worksheet with the next step required by their proposed development.

ISSUE:

N/A

FISCAL IMPACT:

N/A

RECOMMENDATION:

N/A

Sec. 118-46. Streets.

(y) *Traffic impact analysis.*

- (1) *Requirements.* No master plan, plat, building permit or driveway access shall be approved unless a traffic impact analysis (TIA) worksheet or TIA, as provided for in this section, is completed by the developer and approved by the city engineer. A TIA may also be required by the planning director, the commission or the city council as part of a zoning change application. If the specific land use is unknown, the TIA worksheet or appropriate level TIA shall be based on the Future Land Use Plan with consideration to existing topography and comparable properties.

A TIA Determination Form is required to be approved by the city engineer to confirm the TIA submittal type required by this chapter.

- (2) *Impact area.* The impact area is the area within which any traffic impact analysis is conducted in order to determine compliance with the level of service standards. This area shall be based on the size of the development and the PHTs projected to be generated by the proposed development. The impact areas shall be established as shown in the following table:

TIA Impact Area Table

Submittal Type	Impact Area
Level 1 or Level 2 TIA	The site and area within one-quarter mile from the boundary of the site.
Level 2 TIA	The city engineer may require the area of study to be extended up to a maximum of one mile from the boundary of the site.
Level 3 TIA	The site and area within one mile from the boundary of the site.

- (3) *Level 1 TIA.* A level 1 TIA shall be signed and sealed by a professional engineer, registered to practice in the state. The level 1 TIA shall consist of the following minimum information:

a. *Impact area.*

1. Land use, site and study area boundaries, as defined (provide map).
2. Existing and proposed site uses.
3. Existing land uses on both sides of boundary streets for all parcels within the study area (provide map).
4. All major driveways and intersecting streets adjacent to the property shall be illustrated in detail sufficient to serve the purposes of illustrating traffic function; this may include showing lane widths, traffic islands, medians, sidewalks, curbs, traffic control devices (traffic signs, signals, and pavements markings), and a general description of the existing pavement condition.
5. Photographs of adjacent streets of the development.

b. *Peak hour trip generation.*

1. The estimates of peak hour trips generated by the development during a street peak hour (provide table).

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2. Estimates for the percentage distribution of such trips from each site exit and to each site entrance (provide map).
 - c. Narrative describing mitigation measures, conclusions and recommendations consistent with this section.
- (4) *Level 2 and 3 TIA format.* A level 2 and 3 TIA shall be signed and sealed by a professional engineer, registered to practice in the state. The level 2 and 3 TIA shall consist of the following minimum information:
- a. *Impact area.*
 1. Land use, site and study area boundaries (provide map).
 2. Existing and proposed site uses.
 3. Existing and proposed land uses on both sides of boundary streets for all parcels within the study area (provide map).
 4. Existing and proposed roadways and intersections of boundary streets within the study area of the subject property, including traffic conditions (provide map).
 5. All major driveways and intersecting streets adjacent to the property will be illustrated in detail sufficient to serve the purposes of illustrating traffic function; this may include showing lane widths, traffic islands, medians, sidewalks, curbs, traffic control devices (traffic signs, signals, and pavement markings), and a general description of the existing pavement condition.
 6. Photographs of adjacent streets of the development and an arterial photograph showing the study area.
 - b. *Trip generation and design hour volumes (provide table).*
 1. A trip generation summary table listing each type of land use, the building size assumed, the average trip generation rates used (total daily traffic and a.m./p.m. street peaks), and the resultant total trips generated shall be provided.
 2. Generated vehicular trip estimates may be discounted in recognition of other reasonable and applicable modes, e.g., transit, pedestrian, bicycles. Furthermore, trip generation estimates may also be discounted through the recognition of pass by trips and internal site trip satisfaction.
 - c. *Trip distribution.* Provide the estimates of percentage distribution of trips by turning movements to and from the proposed development by site access location (provide table and figure).
 - d. *Trip assignment.* Provide the direction of approach and departure of site traffic via the area's street system (provide figure by site entrance and boundary street).
 - e. *Projected traffic volumes (provide figure for each item).* Projected traffic volumes are the numbers of vehicles, excluding the site-generated traffic, on the streets of interest during the time periods listed below, in the build-out year.
 1. A.M. street peak hour site traffic (including turning movements).
 2. P.M. street peak hour site traffic (including turning movements).
 3. A.M. street peak hour total traffic including site-generated traffic and projected traffic (including turning movements).

4. P.M. street peak hour total traffic including site-generated traffic and projected traffic (including turning movements).
 5. For special situations where peak traffic typically occurs at non-traditional times, e.g., major sporting venues, large specialty Christmas stores, etc., any other peak hour necessary for complete analysis (including turning movements).
 6. Total daily existing traffic for street system in study area.
 7. Total daily existing traffic for street system in study area and new site traffic.
 8. Total daily existing traffic for street system in study area plus new site traffic and projected traffic from build-out of study area land uses.
- f. *Capacity analysis (the applicant shall provide analysis sheets in appendices).*
1. A capacity analysis shall be conducted for all public street intersections and junctions of major driveways with public streets which are significantly impacted within the study area boundary as defined in his section as agreed to by the developer's engineer and the city engineer. A capacity analysis is required as shown below.

TIA Required Analysis Table

Volumes without and with site traffic	Boundary Street	Non-Boundary Street within Study Area
Existing conditions	Required	Required
First phase	Required	Not required
Intermediate phase	Required	Not required
Final phase	Required	Required

2. Capacity analysis will follow the principles established in the latest edition of the Transportation Research Board's Highway Capacity Manual (HCM), unless otherwise directed by the city engineer. Capacity will be reported in quantitative terms as expressed in the HCM and in terms of traffic level of service based on control delay by movement or lane group.
 3. Capacity analysis will include traffic queuing estimates for all critical applications where the length of queues is a design parameter, e.g., auxiliary turn lanes, and at traffic gates.
- g. *Conclusions and requirements.* Provide a narrative describing mitigation measures, conclusions and recommendations consistent with this section.
- (5) *Mitigation.* If the TIA's determination for roadways and intersections indicates that the proposed development would cause a reduction in the level of service for any roadway or intersection within the impact area that would cause the roadway to fall below the level of service C, the proposed development will be denied unless the developer agrees to one of the following conditions:
- a. The deferral of building permits until the improvements necessary to upgrade the substandard facilities are constructed;
 - b. A reduction in the density or intensity of development;
 - c. The dedication or construction of facilities needed to achieve the level of service required herein;
- or

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- d. Escrow with the city an amount equivalent to the cost of the improvements necessary to mitigate the adverse traffic impact.
 - e. Execute a development agreement with the city in accordance with this chapter.
 - f. Any combination of techniques identified herein that would ensure that development will not occur unless the levels of service for all roadways and intersections within the traffic impact analysis study are adequate to accommodate the impacts of such development.
- (6) *Implementation.* For phased construction projects, implementation of these traffic improvements must be accomplished no later than the completion of the project phase for which the capacity analyses show they are required. Plats for project phases subsequent to a phase for which a traffic improvement is required may be approved only if the traffic improvements are completed or secured as approved by the city engineer.
- (7) *Traffic mitigation concepts.*
- a. Voluntary efforts, beyond those herein required, to mitigate traffic impacts are encouraged as a means of providing enhanced traffic handling capabilities to users of the land development site as well as others.
 - b. Traffic mitigation concepts include, but are not limited to, pavement widening, turn lanes, median islands, access controls, curbs, sidewalks, traffic signalization, traffic signing, pavement markings, etc.
- (8) *Traffic signal warrants analysis.* A TIA that contains a traffic impact mitigation for installation of a new traffic signal location shall include a traffic signal warrants analysis satisfying the requirements of the Texas Manual of Uniform Traffic Control Devices.
- (9) *Turn lane requirements.* Turn lanes are exclusive deceleration and storage lanes that allow for vehicles to turn left and right at intersections outside the through lane. Design of deceleration lanes shall be in accordance with the latest edition of AASHTO A Policy on Geometric Design of Highways and Streets.
- a. Left and right turn lanes shall be required:
 - 1. At all driveway or street intersections with a daily entering traffic volume of 500 vehicle trips or 50 vehicle peak hour trips;
 - 2. At all driveway or street intersections on the state highway system at the option of TxDOT; or
 - 3. Based on other factors such as street classification, travel speeds, sight distance, truck traffic, crash history, and other site conditions.
 - b. The design of turn lanes shall be based on the existing centerline of the roadway. The existing and new pavement for turn lane improvements shall be designed based on the development traffic loads and may include rehabilitation. At minimum, a surface course treatment is required for the full improvements including taper and pavement marking area.
 - c. The construction of turn lanes may be limited due to topographic conditions or need to obtain right-of-way from adjacent property owners. The applicant must show that all reasonable efforts have been made to implement turn lanes required by the TIA or this chapter. This may include relocating driveways or streets to allow for the construction of turn lanes or alternate design options.

CITY OF NEW BRAUNFELS TRAFFIC IMPACT ANALYSIS (TIA) WORKSHEET

Complete this worksheet as a requirement for zoning, master plan, plat and permit as specified in City of New Braunfels Code of Ordinances Sections 114-99 and 118-46.
 Note: The Code provides the minimum information for a TIA report and it is recommended that a scoping meeting be scheduled with the Engineering Division.

Section 1: General Information

Project Name:				Date:			
Subdivision Plat Name:				Project Address/Location:			
Location? <input type="checkbox"/> City of New Braunfels		<input type="checkbox"/> New Braunfels ETJ		<input type="checkbox"/> Comal County		<input type="checkbox"/> Guadalupe County	
Owner Name:				Owner Email:			
Owner Address:				Owner Phone:			
Preparer Company:							
Preparer Name:				Preparer Email:			
Preparer Address:				Preparer Phone:			
TIA scoping meeting with City Engineering Division staff? (required for reports) <input type="checkbox"/> Yes. Date: _____				TIA Worksheet/Report approved with previous zoning, plan, plat or permit? <input type="checkbox"/> No. Complete Page 1 only.			
<input type="checkbox"/> No.				<input type="checkbox"/> Yes. Complete Pages 1 and 2.			
Application Type or Reason for TIA Worksheet/Report							
<input type="checkbox"/> Zoning/Concept Plan/Detail Plan		<input type="checkbox"/> Master Plan		<input type="checkbox"/> Preliminary Plat		<input type="checkbox"/> Final Plat	
				<input type="checkbox"/> Permit		<input type="checkbox"/> Other	
TIA Submittal Type (A TIA Worksheet is required with all zoning, plan, plat and permit applications)							
<input type="checkbox"/> TIA Worksheet Only (100 peak hour trips or less)				<input type="checkbox"/> Level 1 TIA Report (101-500 peak hour trips)			
<input type="checkbox"/> TIA Worksheet Only – Previous TIA Report Approved				<input type="checkbox"/> Level 2 TIA Report (501-1,000 peak hour trips)			
<input type="checkbox"/> TIA Worksheet Only – Previous TIA Report not required (supporting documentation may be required)				<input type="checkbox"/> Level 3 TIA Report (1,001 or more peak hour trips)			

Section 2: Proposed Land Use and Trip Information for Application

Unit	Land Use	ITE Code ¹	ITE Unit ²	Est. Project Units	Critical Peak Hour	AM Peak Hour Rate	PM Peak Hour Rate	WKND Peak Hour Rate	Daily Trip Rate	AM Peak Hour Trips	PM Peak Hour Trips	WKND Peak Hour Trips	Daily Trips
<i>Total from additional tabulation sheet (if necessary):</i>													
Total:													

¹Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition or most recent; ²E.g., Dwelling Units, Acres, Employees, KSF, etc.

Internal Use Only	Reviewed by:			Date:		
	<input type="checkbox"/> TIA Worksheet is acceptable.	<input type="checkbox"/> TIA Worksheet requires corrections.	<input type="checkbox"/> TIA Report required.	<input type="checkbox"/> TIA Report not required.		

10/14/2021

Agenda Item No. A)

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
2021-04-08	Speed humps on Broadway Dr between Rusk St and Flushing.	City Council approved the request at the May 10, 2021 meeting. All adjacent property owners approved proposed locations and speed humps will be installed at the beginning of the next fiscal year (after October 1, 2021).
2021-06-10	Speed humps on Misty Acres Drive between SH 46 and Lake Front Avenue.	Approved by City Council at July 12, 2021 meeting. Staff is waiting on approval of speed hump locations from adjacent property owners.
2021-06-10	No parking zones around the landscaped islands on the outside edges of Main Plaza.	Signs installed in August 2021.
2021-07-08	Extend school speed zone on Avery Pkwy.	Second reading of the ordinance approved by City Council at the September 27, 2021 meeting.
2021-07-08	Create school speed zones on S Walnut Ave and W Klein Rd.	Signs installed in August 2021.
2021-07-08	No parking zone on Elliot Knox Blvd between S Peach Ave and Magnolia Ave.	Second reading of the ordinance approved by City Council at the September 13, 2021 meeting.
2021-08-12	No parking zones on Hudson Lane and Bellesop Boulevard.	Second reading of the ordinance approved by City Council at the September 27, 2021 meeting.
2021-08-12	No parking zones in Prince Solms Park.	Second reading of the ordinance approved by City Council at the September 27, 2021 meeting.

10/14/2021

Agenda Item No. A)

PRESENTER:

Jessica Perry, Graduate Engineer

SUBJECT:

Discuss and consider a recommendation to City Council regarding a new parking by permit area on the 100 block of Hampe Street.

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

Staff received a request from a property owner within the 100 block of Hampe Street to establish a new parking by permit area. The area consists of one auto shop and four single family homes, one of which is a currently vacant rental.

A signed petition has been received from the property owner requesting to establish a parking by permit area on the southeast side of Hampe Street between South Seguin Avenue and Comal Avenue. This request is for Monday through Saturday between 7:00 a.m. to 8:00 p.m.

Three of the six property owners have signed the petition. Two-thirds of the property owners are required to sign to validate the petition, and therefore staff cannot recommend approval at this time. The last required signature, however, is expected to be received before the scheduled October Transportation and Traffic Advisory Board meeting. Any updated information will be presented at the meeting.

The proposed designated parking by permit area is one side of one contiguous block. Less than two thirds of the affected residents have submitted a signed statement of the following for the initial requested area:

We the undersigned are residents and/or property owners of the proposed designated permit area described in this application. We understand that: (i) if this area is designated, certain restrictions will be placed upon on-street parking within the area; (ii) residents and/or residential property owners of the area will be entitled to obtain a limited number of parking permits exempting their vehicles from such parking restrictions, but if a resident and/or property owner owns a vehicle without having a permit displayed, that vehicle will be subject to the parking restrictions; (iii) parking permits will be issued for a term of one year and require replacement each year; (iv) the cost of issuing the annual parking permits will be paid by the residents and/or property owners.

The public hearing will be at a future City Council meeting and notices will be sent in advance of the meeting. The requested permit area meets the area requirements in the City of New Braunfels Code of Ordinances.

ISSUE:

Residents of the southeast side of the 100 block of Hampe Street have signed a petition to establish a parking by permit area on Monday through Saturday between 7:00 a.m. to 8:00 p.m.

FISCAL IMPACT:

Traffic control signs cost approximately \$150 each. Sufficient funding is available in the FY 2022 approved streets and drainage budget.

RECOMMENDATION:

Staff can not recommend establishing a parking by permit area on the southeast side of Hampe Street between South Seguin Avenue and Comal Avenue on Monday through Saturday between 7:00 a.m. to 8:00 p.m. at this time because the number of signatures currently submitted does not meet the petition requirements in the City of New Braunfels Code of Ordinances.

Sec. 126-354. - Parking by permit only.

(c) Designated permit areas. No person shall park and leave standing any vehicle whether attended or unattended between the times listed and locations designated below without first having obtained a valid parking permit for the designated permit area from the city. Said designated permit area shall be designated as a tow-away zone:

(17) Area P, Monday through Saturday between the hours of 7:00 a.m. and 8:00 p.m., year-round.

a. On the southeast side of Hampe Street between South Seguin Avenue and Comal Avenue.

10/14/2021

Agenda Item No. B)

PRESENTER:

Jessica Perry, Graduate Engineer

SUBJECT:

Discuss and consider a recommendation to City Council to restrict parking on Willowbrook at the intersection with FM 1101.

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

Staff was contacted by three residents of August Fields subdivision regarding on-street parking along Willowbrook, specifically at the entrance near FM 1101 during school pick-up and drop-off times. Residents have stated that cars routinely block subdivision entry and exit lanes, as well as the northeast-bound right turn lane on FM 1101 entering the subdivision. Construction vehicles stopping in this area to drop-off materials have also been reported as being a problem.

The entrance to the subdivision has three lanes: one entrance and two exiting dedicated left-and right-turn lanes. Staff conducted site visits and measured the pavement width of the travel-way as well as the entryway on Willowbrook at 30 feet and 36 feet, respectively.

Site visits were first conducted during drop-off and pick-up peak hours during the end of the spring 2021 semester. School activity was irregular however, due to unusually bad weather and unusual school conditions due to COVID. Site investigation continued after the start of the 2021 fall semester during both morning drop-off and afternoon pick-up school peak hours.

There is an open space lot on either side of the entrance to the subdivision. The sidewalk is currently constructed from FM 1101 approximately to the extents of the frontage of these open space lots. Residential lots exist beyond the sidewalks on either side of the road, and therefore no parking zones would not be recommended beyond the current limits of the sidewalks.

The subdivision is less than halfway complete, with many homes under construction in Phases 1 - 3 of the development. Phases 4 and 5 propose over 100 more homes and Phase 6 proposes commercial land use. The front of the subdivision has several lots empty pending home construction, and therefore there are gaps in the sidewalk along those lots on either side of Willowbrook. Traffic from ongoing home and road construction includes large construction vehicles within the neighborhood, reducing travel width and sight distance.

ISSUE:

Residents of August Fields subdivision have contacted the City regarding on-street parking within their subdivision, especially the entrance during school pick-up and drop-off times. Their concerns are with entry and exit lanes, as well as the northeast-bound right turn lane on FM 1101 being blocked by parked or stopped vehicles.

FISCAL IMPACT:

Traffic control signs cost approximately \$150 each. Sufficient funding is available in the FY 2022 approved streets and drainage budget.

RECOMMENDATION:

Staff recommends a no parking zone on the southwest side of Willowbrook from the intersection with FM 1101 for approximately 174 feet and on the northeast side of Willowbrook from the intersection with FM 1101 for approximately 292 feet.



Vehicle stopped in northwest-bound right-turn lane on Willowbrook at FM 1101 to pick-up child(ren)



Vehicle turning around after child pick-up at front of subdivision. Roadway is blocked temporarily.



Cars parked on either side of Willowbrook in front of the model home (721 Willowbrook). Road is wide enough for a third vehicle to drive through between them.



Visual of roadway width and current state of sidewalk at front of subdivision. Gap is visible on the southeast side of Willowbrook.



Pavement width measured at 36 feet at entrance of subdivision where road is striped for 3 lanes. Pavement width further within subdivision measured at 30 feet.

Proposed No Parking Zone on Willowbrook at the Intersection with FM 1101



10/14/2021

Agenda Item No. C)

PRESENTER:

Mary Hamann, Engineer

SUBJECT:

Discuss and consider a recommendation to appoint a board member as the Transportation and Traffic Advisory Board representative to the Bond Advisory Committee.

DEPARTMENT: N/A

COUNCIL DISTRICTS IMPACTED: Citywide

BACKGROUND INFORMATION:

The Transportation and Traffic Advisory Board has been asked to select a member for appointment to the Bond Advisory Committee to support a proposed 2023 Bond Election.

The Bond Advisory Committee is tasked with reviewing proposed projects, assessing resident and city needs, considering resident input and board recommendations, and making recommendations to City Council. Bond Advisory committee members can expect to meet frequently and will be a crucial element in the development of projects for the proposed bond ballot.

It is anticipated that a formal appointment of the Bond Advisory Committee will occur in November or December 2021, and begin meeting in January 2022.

ISSUE:

N/A

FISCAL IMPACT:

N/A

RECOMMENDATION:

N/A