

Legislation Details (With Text)

File #: 20-459 **Name:**
Type: Report **Status:** Individual Item Ready
File created: 6/25/2020 **In control:** City Council
On agenda: 7/27/2020 **Final action:**
Title: Discuss and consider a recommendation to reduce the speed limit within the Oak Run subdivision.
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
7/27/2020	2	City Council		

Presenter/Contact

Greg Malatek, Public Works Director
(830) 221-4020 - gmalatek@nbtexas.org

SUBJECT:

Discuss and consider a recommendation to reduce the speed limit within the Oak Run subdivision.

BACKGROUND / RATIONALE:

Council District: 3

Engineering staff has a request to lower the speed limit within the Oak Run subdivision from the existing posted 30 mph. The Oak Run subdivision is located north of SH 46 on the west side of New Braunfels. Oak Run Parkway, classified as a major collector in the city's thoroughfare plan, bisects the subdivision and connects SH 46 to the Veramendi development. Due to its classification as a major collector, Oak Run Parkway was not considered as a part of this study. All other local roads within the subdivision were included.

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 multiple locations within the Oak Run subdivision in October and November 2019. The specific locations and results of the traffic data collection are shown in the attached traffic study summary. There were no reported crashes within the entire subdivision for 2016 through November 2019.

The site investigation found the roadside environment includes single-family residences along each local road with on-street parking available. There is pedestrian activity within the subdivision, both recreational as well as elementary and middle school children going to and from the schools adjacent to the subdivision. Sidewalk improvements are planned with the City of New Braunfels 2019 Bond Program to address sidewalk gaps on Timber Hollow and portions of Crown Ridge and Oak Glen.

Based on the site investigation and collected speed data, it is recommended that the regulatory speed limit within the Oak Run subdivision be maintained at 30 mph at this time. 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.

ADDRESSES A NEED/ISSUE IN A CITY PLAN OR COUNCIL PRIORITY:

Envision New Braunfels Strategy 7: Connect All: Action 7.22: Adopt a Complete Streets policy to ensure ease of access for all people and all transportation modes.

FISCAL IMPACT:

Traffic control signs cost approximately \$150 each. Sufficient funding is available in the FY19-20 approved street and drainage budget.

COMMITTEE RECOMMENDATION:

At a January 9th meeting, the Transportation & Traffic Citizen Advisory Board voted to maintain the existing 30mph speed limit.

STAFF RECOMMENDATION:

Staff recommends maintaining the existing 30 mph speed limit throughout the Oak Run subdivision at this time.