

## Legislation Text

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Presenter/Contact  
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**SUBJECT:**

Discuss and consider approval of the first reading of an ordinance to install an all-way stop at the intersection of Hunter Road and Rapids Road.

**BACKGROUND / RATIONALE:**

**Council District:** 4

The Engineering Division received a request in 2018 for the removal of the speed humps on Hunter Road near the intersections with Rapids Road due to noise concerns from vehicles driving over the speed humps. This request was taken to the Transportation and Traffic Advisory Board at their meeting on August 9, 2018, and the board tabled the removal of speed humps so that the intersection of Hunter Road and Rapids Road could be studied for an all-way stop.

The intersection has four approaches and is currently controlled by stops on Rapids Road. Rapids Road and the portion of Hunter Road north of Rapids Road have a posted speed limit of 30 mph. The portion of Hunter Road south of the intersection with Rapids Road has a posted speed limit of 20 mph. Rapids Road is a residential street and Hunter Road is classified and functions as a minor collector.

A sight distance investigation and engineering review was conducted in accordance with the *Texas Manual on Uniform Traffic Control Devices* (TMUTCD) and *A Policy on Geometric Design of Highways and Streets*. Additionally, traffic counts were conducted and the intersection crash history was reviewed.

In addition to the all-way stop warrant study, an analysis of the intersection was conducted using Synchro 10 software to determine the change in delay if an all-way stop was installed. The results demonstrate that the delay for the currently uncontrolled traffic on Hunter Road increases from almost no delay at the intersection to 13.7 seconds per vehicle with the addition of an all-way stop during normal operations. Special events and weekends will likely experience significant delays that will back traffic up on Hunter Road with minimal traffic on Rapids Road. It is important to note that this analysis does not account for future growth in the area, which is anticipated to increase traffic further on Hunter Road. Traffic volumes are not expected to increase by the same amount on Rapids Road.

Based on the result of these investigations, an all-way stop is not warranted at this intersection at this time. The installation of an all-way stop will likely result in safety issues with stop sign compliance. There are also citizen concerns with the all-way stop increasing noise with vehicles decelerating and accelerating at the intersection.

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

Envision New Braunfels Strategy 7: Connect All: Action 7.16: Develop a program and process for consideration of citizen requests for neighborhood traffic calming.

**FISCAL IMPACT:**

Traffic control signs cost approximately \$150 each. Sufficient funding is available in the FY18-19 approved street and drainage budget.

**COMMITTEE RECOMMENDATION:**

This request was considered by the Transportation and Traffic Advisory Board at their meeting on February 21, 2019. The Board recommended that an all-way stop not be installed on a motion that passed with six members in favor and one opposed.

**STAFF RECOMMENDATION:**

Staff does not recommend the installation of an all-way stop at the intersection of Hunter Road and Rapids Road because this intersection did not meet the warrants for an all-way stop specified in the TMUTCD.