

Legislation Text

File #: 21-1239, **Version:** 1

PRESENTER:

Jessica Perry, Graduate Engineer

SUBJECT:

Discuss and consider a recommendation to City Council to amend Section 126-346(f)(63) of the City of New Braunfels Code of Ordinances to extend the existing no parking 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. The crosswalks and all-way stop control requests were considered by the Transportation and Traffic Advisory Board at their July 8, 2021 meeting and the extension of the existing school zone on Avery Parkway was approved by City Council at their meeting on September 27, 2021.

Avery Parkway is a two-lane local street with a posted speed limit of 30 mph and is approximately 30 feet wide. There is an existing no parking, tow-away zone on Avery Parkway from SH 46 to the intersection with Dorman Drive. Clear Spring Elementary School is located on Avery Parkway within the Avery Park subdivision. There is a school speed zone with static signs posted on Avery Parkway from the intersection with Wood Drake to 200 feet northeast of Avery Ranch Drive.

Traffic volume data was collected on Thursday, October 29, 2020 for Avery Parkway near Avery Ranch Drive. The average daily traffic (ADT) on Avery Parkway was 1,899 vehicles per day (vpd).

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 2021 to evaluate vehicle traffic and parallel parking 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.

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.

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. Yellow center line pavement markings were requested on Avery Parkway to mediate this issue. This generally only occurs during the PM peak times, as parents are waiting for the school to release children. The majority of vehicles queue along Avery Parkway northeast-bound at the first school driveway. Few other vehicles queue southwest-bound along Avery Parkway. However the issue lies with those whom park and wait for their child to be released to walk home, but instead walk to their parents' waiting vehicles.

During the observations, a total of 15 vehicles were counted parking southwest-bound on Avery Parkway opposite the school. Larger vehicles such as buses and solid waste trucks also use Avery Parkway during this time and end up having to go around the parked vehicles as well as the passenger vehicles.

Sections 3B.01 and 3B.02 of the *Texas Manual on Uniform Traffic Control Devices* (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.

Avery Parkway does not have vertical or horizontal curves in front of the school, so these vehicles have adequate sight distance for these maneuvers. However, the engineering study that was conducted indicates a need for center line markings and for a no-passing zone due to school traffic.

ISSUE:

The requested yellow center line pavement markings on Avery Parkway will necessitate the extension of the existing no parking zone so that drivers can use Avery Parkway without crossing the double yellow to avoid parked vehicles.

FISCAL IMPACT:

Total cost for pavement markings will be approximately \$12,500. The cost for signs will be approximately \$150 each. Sufficient funding is available in the FY 2022 approved streets and drainage budget for the installation of "No Parking" signs and for double yellow center line pavement markings on Avery Parkway.

RECOMMENDATION:

Staff recommends yellow center line markings on Avery Parkway from the southernmost intersection with Alton Loop/Westover Loop to Cypress Mill. Additionally, staff recommends amending Section 126-346(f)(63) of the City of New Braunfels Code of Ordinances to extend the existing no parking zone on Avery Parkway to

the intersection with Cypress Mill.