



AT A GLANCE

10+ MILES OF TRAILS
AND WALKING PATHS

46 CAPITAL
IMPROVEMENTS
SUPPORTING WALKABILITY
PLANNED BETWEEN 2013-2022

323
MILES OF STREETS
MAINTAINED BY THE CITY



TRANSPORTATION

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EXISTING CONDITIONS

As New Braunfels continues to grow, it is important to examine the existing roadway network to develop plans and alternatives to move forward in developing a transportation system that meets the current and future needs of the city. The Transportation Plan Element advises on appropriate goals, policies and objectives as they relate to the vision of the city's transportation network, the transportation/land use relationship, and how it connects and interacts with the region via all modes from walking to air travel.

ROADWAY NETWORK

The functional class system is used to group the city's roads into different classes per the service that they provide. The city's roads are grouped into six classes: interstate/expressways, principal arterials, minor arterials, parkways, major collectors and minor collectors. These functional classifications are defined in the 2012 Regional Transportation Plan, which provides the classification for designing the roadway network.

Interstate Expressways

Interstates and expressways are designed with mobility and long-distance travel in mind. They should serve major centers of activity and the highest traffic volume corridors. These are typically multilane, divided roads with no at-grade intersections.

Principal Arterials

Like interstates and expressways, principal arterials provide a high degree of mobility. However, while they do limit access more than other surface roads, they offer more access than freeways.

Minor Arterials

Minor arterials provide service for shorter travel length than principal arterials and are typically smaller than principal arterials. They provide connectivity to the principal arterial system.

Parkways

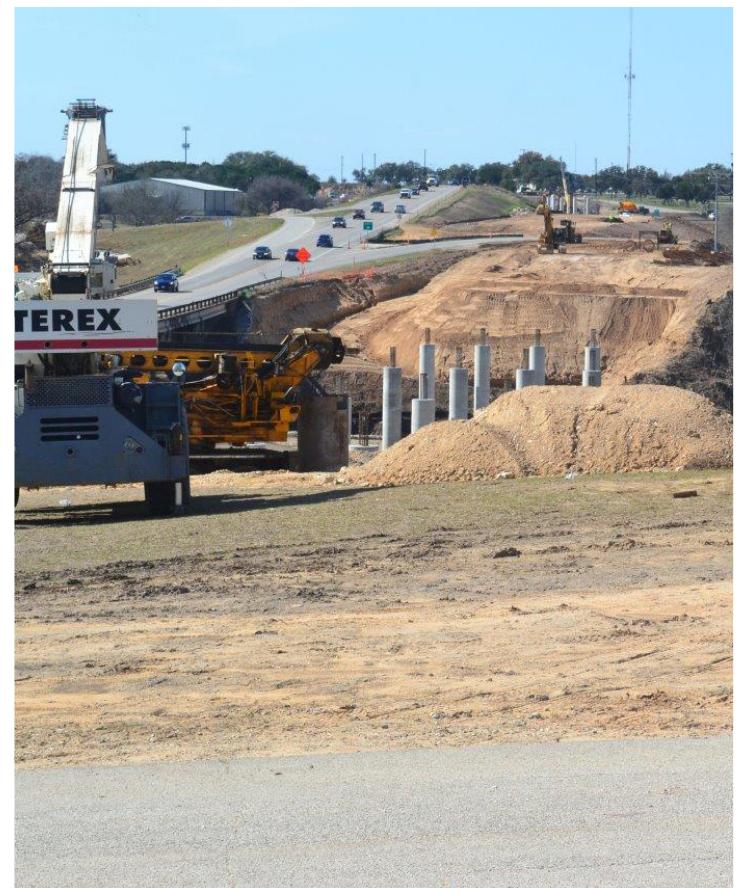
Parkways provide connectivity between sensitive areas within a region. They usually have grade separations and environmental treatments including vegetative buffer and enhanced stormwater management.

Major Collectors

Major collectors provide access to higher classified roads. In urban areas, they may include the street grid that provides for traffic circulation. Major collectors distribute trips from the arterials to destinations, and from local streets to arterials.

Minor Collectors

Minor collectors are like major collectors in that they connect arterials to destinations. They are typically shorter in length, have slower speeds, and lower traffic volumes than major collectors. Minor collectors may be located throughout residential neighborhoods.



2013-2022 CAPITAL IMPROVEMENTS PLAN (CIP)

This nine-year plan (2013-2022) includes a number of potential roadway and pedestrian improvements.

Potential street improvements are anticipated to occur after the 2022 CIP period.

- Walnut Avenue Widening (2011-14 CIP)
- Orion Drive Phase 1 (CIP)
- Gruene Road to Post Road to Business 35 (CIP)
- Glennbrook Drive Reconstruction (CIP)
- Railroad Quiet Zone Project (2011-16 CIP)
- Pavement Management Program Improvements (Engineering)
- Ridge Hill Left Turn Lane (CIP)
- Gruene Crossing Improvements (2011-12 CIP)
- Post Road Reconstruction (2018)
- Morningside Drive Reconstruction (2018-20)
- Ruekle Road (2018-20 CIP)
- FM 306 Extension to 758 (CIP)
- Extension of FM 1863 (CIP)
- Klein Road Reconstruction, Walnut to 1044 (2018-20)
- TxDOT San Antonio Street Bridge (anticipated 2019)
- Street and Signal Improvements at Union/ Common/San Antonio
- Gruene Road Improvements (Gruene Apple Settlement) (2013-14)
- Water Lane Improvements (CIP)
- New Traffic Signals
- South Kowald Reconstruction
- Cedar Elm Street Reconstruction
- Hanz Drive
- Klein Road Phase 2
- LouAnn Drive Reconstruction
- North Academy Avenue
- Orion Drive Phase 2
- Sunset Drive Reconstruction
- Traffic Signal Upgrades
- Divine Way
- Dunlap Drive Reconstruction
- East Common Street
- East County Line Road
- FM 725
- TxDOT FM 1044
- FM 1102 (FM 306 to City Limits and Orion Drive to City Limits)
- Fredericksburg Bridge
- Mission Valley Road
- North-South Collector (CIP)
- Oak Run Parkway
- Ohio Avenue
- Old Mission Lane
- Orion Drive Phase 3
- Saengerhalle Road
- Seminole Drive
- West County Line Road
- Waterway Lane
- Windgate Drive

The potential pedestrian and bicycle improvements shown in the CIP are:

- Dry Comal Hike and Bike Trail (CIP)
- Elizabeth Street Bridge (2013 Citywide Street Improvements Bond)
- Faust Street Bridge Improvements
- Market Plaza Renovations
- Dry Comal Trail Extension (CIP)
- River Trail – Cypress Bend to Fairgrounds
- Trail Development

The 2013 bond funded projects included:

Proposition 1:

- Citywide Street Improvements (Post, Common, Wald, Walnut, & Saur)
- Morningside Drive Reconstruction
- Ruekle Road
- Klein Road Reconstruction

Proposition 2:

- Alves Lane Improvements
- Live Oak Avenue/Katy Street Improvements

Proposition 3:

- Dry Comal Hike and Bike Trail
- Dry Comal Trail Extension

Proposition 4:

- Central Texas Technology Center

2012 REGIONAL TRANSPORTATION PLAN

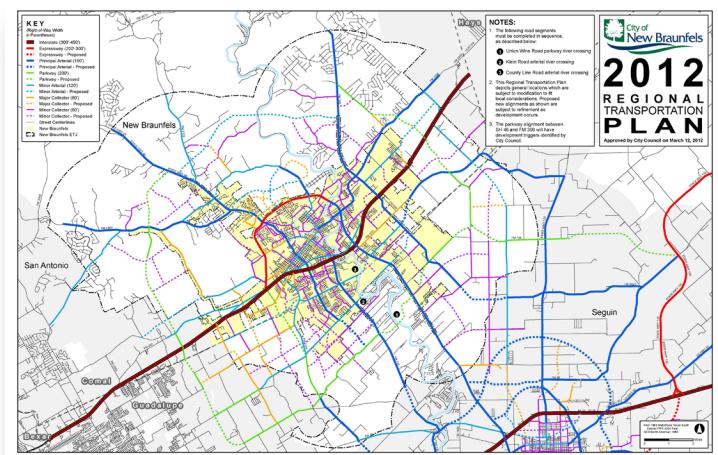
The Regional Transportation Plan was adopted in 2012 and is currently in effect. The plan reviews existing plans for the cities and counties and determines transit and bike/pedestrian needs and networks. The plan also reviews the environmental aspects of proposed roadway work. The 2012 Regional Transportation Plan identified several inconsistencies among the New Braunfels Thoroughfare Plan, Guadalupe County Major Thoroughfare Plan and Seguin Comprehensive Master Plan for the following roadways: Cordova Road, SH 46, Huber Road, FM 725, Marion Road, Outer Loop and FM 1044/FM 775 Connector. The plan makes recommendations for reconciling these inconsistencies.

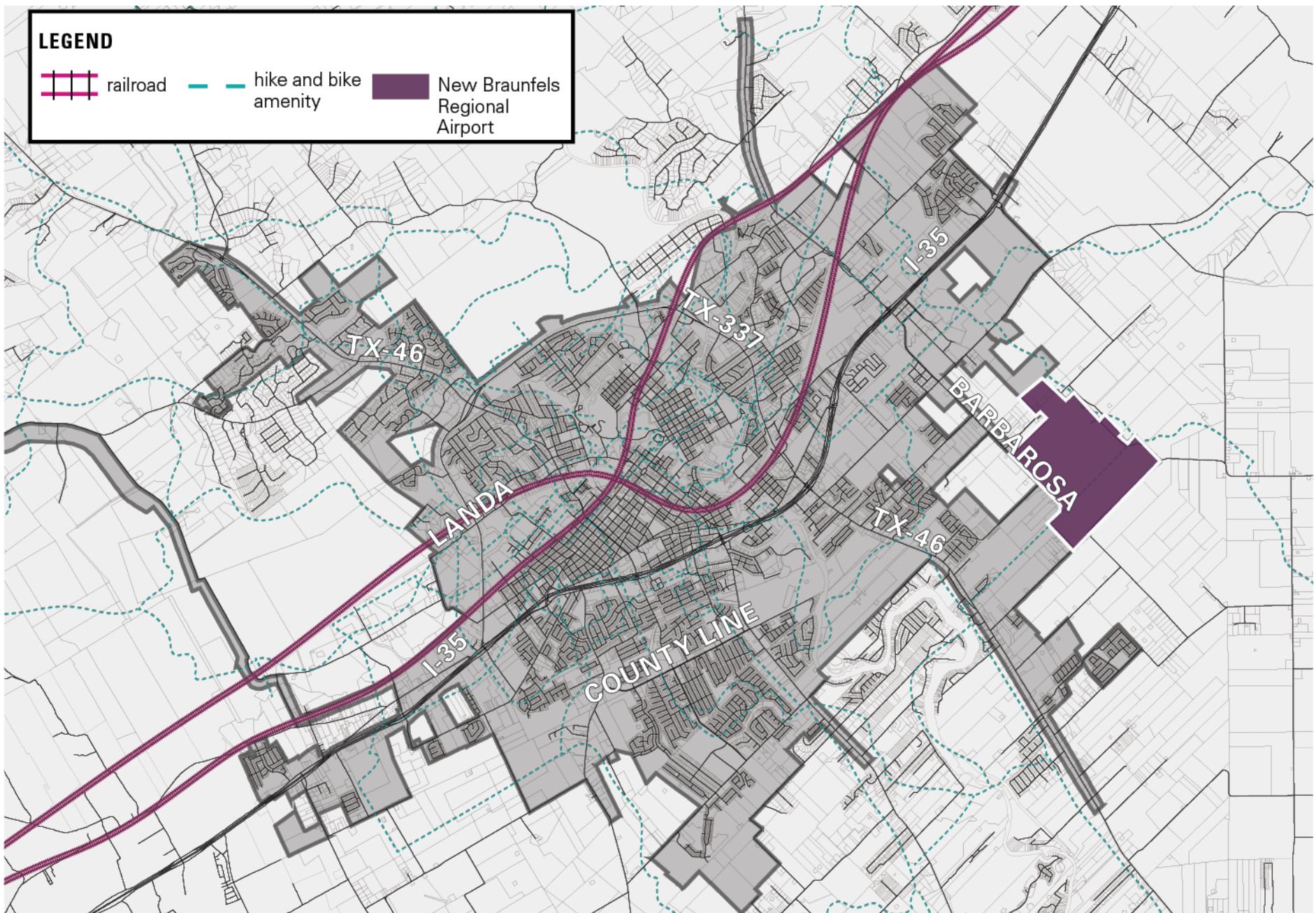
The Regional Transportation Plan identifies the need for public transit within New Braunfels. The plan states that AACOG, in coordination with the City of New Braunfels, plans to implement a local bus service to operate within the city limits. The Lone Star Rail commuter line, if re-engaged, will travel between Austin and San Antonio and should also have a stop in New Braunfels. The plan recommends the following corridors be evaluated for public transit: Common Street, Union Avenue, FM 306, Landa Street, Seguin Avenue, Walnut Avenue and Elliot Knox Avenue.

The final recommendations from the Regional Transportation Plan include developing and incorporating regional bicycle route signage into local and regional bicycle and pedestrian networks, travel demand modeling, coordinating with the Texas Department of Transportation and the railroads to relocate freight rail tracks to a more desirable area as the cities grow, another bridge over the Guadalupe River between Interstate Highway 35 and McQueeney, and taking a proactive approach to improve air quality through increased transit service, bike and pedestrian facilities, and vehicle emission testing.

COMPLETE STREETS

Complete streets aim to provide safe access for vehicles, pedestrians, bicyclists, and transit riders. Roadways are designed to increase road capacity by enhancing pedestrian crossings and sidewalks or using unnecessary travel lanes for bike lanes or transit rather than by adding travel lanes. This can help encourage people to use modes of transportation other than vehicles, which helps to reduce congestion. To be a “complete street”, the street or street segment does not need to accommodate all modes, but should accommodate all modes within the context of its location.





The Lone Star Rail commuter line, if re-engaged, will travel between Austin and San Antonio and should also have a stop in New Braunfels.

HIKE AND BIKE TRAILS

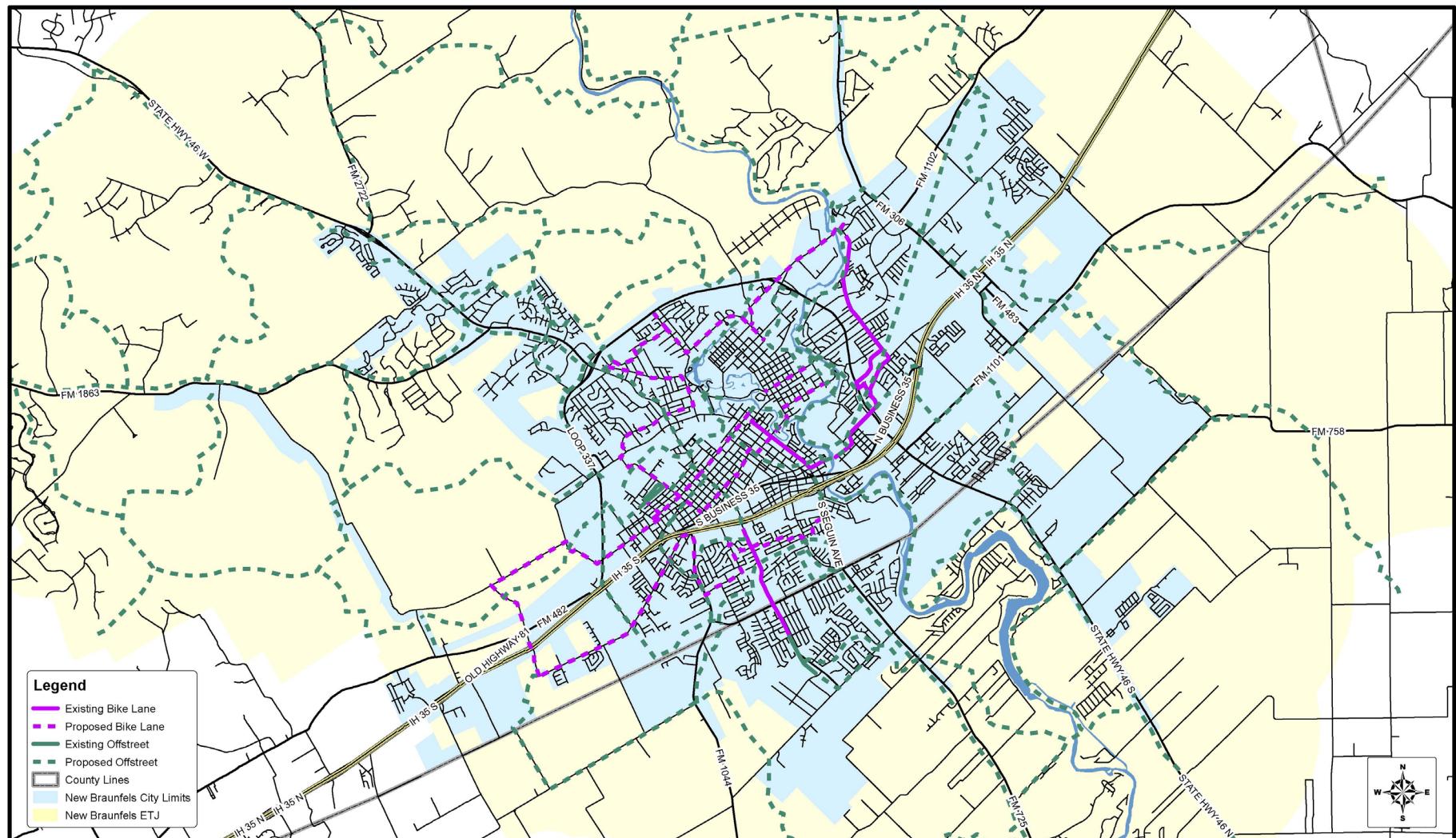
The City of New Braunfels has developed an extensive hike and bike trail system for pedestrians and bicycle users. The current trail and walking path network is mainly used for recreational opportunities.

Walking Paths:

- Ernest Eikel Field and JAWS Skate Park – 0.27 miles
- Fischer Park – over two miles of greenway trails and connection to the linear County Line Memorial Trail
- Hinman Island Park
- Kraft Park – 0.29 miles, access to County Line Memorial Trail
- Landa Park – connects to Panther Canyon Nature Trail
- Prince Solms Park
- Solms Park – 0.34 miles
- Torrey Park – 0.23 miles, outlines the border of the park

Trails:

- County Line Memorial Trail – This trail is the newest addition, extending 2.18 miles from County Line Road to Highway 725. This is the first linear trail in the park system, including trees, rest areas with benches, and bridges connecting surrounding areas to the trail. There are wetlands near Highway 1044 along the trail.
- Dry Comal Nature Trail – This 2.25-mile loop off Loop 337 and Dry Comal Creek is only open to hike and bike traffic. The trail and 22.6-acre greenbelt surrounds the Little League Ball Fields and is the first mountain bike trail in the park system. It provides access to numerous types of habitats.
- Panther Canyon Nature Trail – This 0.8-mile trail runs through the Balcones Escarpment from Landa Park Drive to Ohio Avenue.
- Southern Walnut Creek Trail – This 7.3-mile trail begins at Govalle Park and ends near Johnny Morris Road and Daffen Lane.
- In 2010, New Braunfels City Council adopted a Hike and Bike Trail Plan that proposes extending on- and off-street bicycle and pedestrian amenities by connecting to the existing network. It is recommended that the city update this plan due to the age of the plan and the growth of the community. The new plan should address gaps in the current system, accessibility, locations and should be aligned to achieve the goals outlined in this plan.
- Partnership between City of New Braunfels and the Texas Department of Transportation for improvements that consist of a bike trail that links downtown New Braunfels to Historic District of Gruene, and lane widening and striping from the Faust Street Bridge to Sunnybrook Drive. The improvements were first initiated by Comal Trails Group. The project integrates with the Church Hill Drainage Project (significant portion of project follows the Church Hill alignment to Gruene Road, then along Gruene Road to Sunnybrook Drive). Design was completed in FY 07-08. Texas Department of Transportation bid and constructed in FY 08-09.

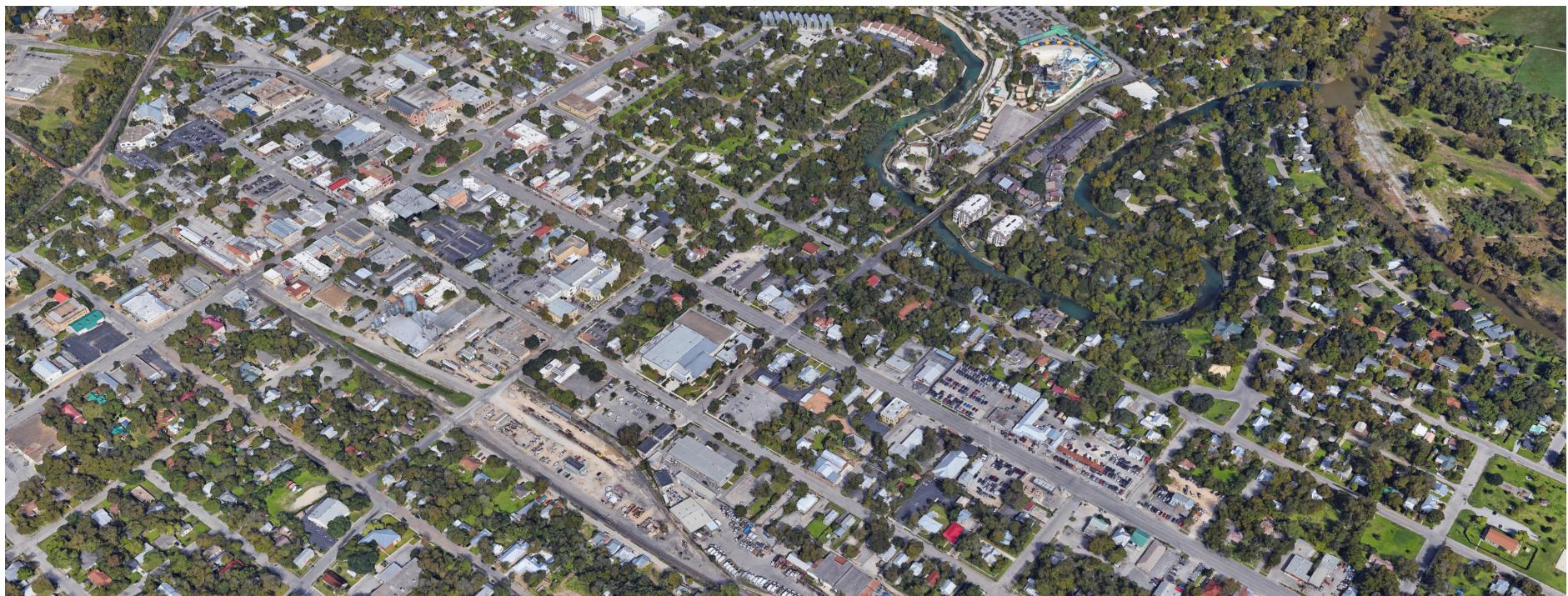


Hike and Bike Trail Plan
 Adopted by City Council on November 8, 2010
 Adopted as part of the Regional Transportation Plan on March 12, 2012

DOWNTOWN IMPLEMENTATION PLAN

The Downtown Implementation Plan was developed in 2010 to examine the current conditions in downtown New Braunfels and recommend projects to create an attractive, vibrant, walkable, community-oriented district. The plan recommends key transportation and pedestrian-oriented projects including:

- Repairing broken sidewalks;
- Increasing the number of pedestrian-oriented amenities;
- Improving traffic circulation around Main Plaza;
- Adding and improving crosswalks;
- Adding sidewalks to fill in gaps in the sidewalk network;
- Break up megablocks downtown with pedestrian pathways to improve walkability;
- Traffic calming and connectivity strategies on W San Antonio Street and Seguin Avenue/ Business 46; and
- Improve bike connectivity and perform a Bike Mobility Study.



MAINTENANCE – STREET IMPROVEMENT PROGRAM (2017)

The city currently maintains around 323 miles of streets. Repair strategies include preventative maintenance (crack seal, limited overlay), rehabilitation (mill and overlay), repairs (potholes, utility cut, and blade level up), and reconstruction. Streets are evaluated with pavement management system software (PMSS), field verification, traffic utilization, coordination with utilities, overall cost, council input and citizen input.

Proposed General Fund improvements from 2017 include the following.

- Hunter Road
- E Klingemann Street
- Lakeview Boulevard
- E North Street
- E Commerce Street
- E Austin Street
- Hayselton Avenue
- Balcones Avenue
- Sierra Drive
- Napoleon Street
- Clemens Avenue
- S Sycamore Avenue
- Cross Street
- W Mill Street
- N Lone Star Avenue
- Secon Street
- N West End Avenue
- Pecan Corner
- Magnolia Avenue
- Daffodil Lane
- Heather Lane
- McQueeney Road
- W Merriweather Street
- Quail Ridge



TRANSIT SERVICE

Currently, New Braunfels does not have any fixed-route transit service. The Alamo Area Council of Governments currently offers ART (Alamo Regional Transit) which serves 12 rural counties including Comal, Guadalupe and Bexar County. This bus service is an on-demand public transportation system that does not have a fixed route or schedule, but considerations are being looked at for enhancements.

VIA VISION 2040 - STRATEGIC PLAN FOR TRANSIT STATION AREAS IN THE GREATER SAN ANTONIO REGION

VIA Metropolitan Transit, the mass transit agency serving the greater San Antonio region, developed the Vision 2040 Long Range Plan as an effort to ensure public transportation remains a priority within the growing region. The plan predicts a high level of congestion along Interstate Highway 35 between San Antonio and the City of New Braunfels by the year 2040. Due to future growth and increased congestion, VIA recommends the implementation of a Bus Rapid Transit line connecting New Braunfels to downtown San Antonio.

ALAMO AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)

AAMPO is the Metropolitan Planning Organization (MPO) for the greater San Antonio area, including New Braunfels. AAMPO is an independent agency governed by the Transportation Policy Board (TPB), comprised of 21 voting members representing the various cities, counties, departments, districts and organizations in the greater San Antonio area, including the Pedestrian Mobility Advisory Committee (PMAC), Bicycle Mobility Advisory Committee (BMAC) and Technical Advisory Committee (TAC). The City of New Braunfels has representation on the TPB, PMAC, BMAC, and TAC. There are three main plans AAMPO produces, and an additional bike and pedestrian study, listed below.

- Metropolitan Transportation Plan (MTP)
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)

METROPOLITAN TRANSPORTATION PLAN (MTP)

The MTP is a 25-year long-range plan and the basis for all of AAMPO's transportation planning. The current plan is Mobility 2040, adopted in 2014. Goals of the MTP include the following goals and projects.

Bicycle System Goals:

- Incorporate bicycling as a significant and required element for all transportation, land use, and economic development planning
- Prioritize, fund and implement bicycle facilities that will increase ridership
- Make bicycling safer through education, encouragement, and enforcement
- Identify and secure local, state, federal, private and grant funds for bicycle facilities and program improvements in the region

Pedestrian System Goals:

- Institutionalize transportation planning for pedestrians
- Prioritize, fund and implement projects that improve safety, accessibility and comfort for pedestrians
- Make walking safer through education, encouragement, and enforcement
- Identify and effectively use available funding for pedestrian improvements

Congestion Management Goals:

- Increase efficiency of the existing transportation system and decrease congestion through coordination of traffic operations and strategies to reduce travel demand
- Reduce congestion through a project implementation process that encourages other modes of transportation

Projects:

- FM 306 – Widen to four lanes with turn lanes at intersections from River Chase Way to FM 2673 (TxDOT FY 2035)
- FM 725 – Expand from two to four lanes with median, sidewalks and bike lanes from Comal/Guadalupe County Line to Zipp Road (TxDOT FY 2022)
- FM 306 Extension – Widen to four lanes with turn lanes at intersections from FM 1101 to FM 758 (TxDOT FY 2024)
- FM 1103 – Expand to four lanes with median, turn lanes, sidewalk, and bike lanes from Interstate Highway 35 to Guadalupe County Line (TxDOT FY 2020)
- Interstate Highway 35 – Expand from eight-lane to twelve-lane expressway through FM 3009 and six-lane to ten-lane expressway from FM 3009 to Comal County Line, add four new managed lanes (TxDOT 2020)
- Interstate Highway 35 – Operational improvements including ramp revisions and intersection improvements – convert frontage road to one way, from Guadalupe River to Hays/Comal County Line (TxDOT 2021)
- New Braunfels Pedestrian Connectivity – Construct sidewalks, ramps and other pedestrian infrastructure (New Braunfels FY 2019)
- Transit Station – Construct transit station in New Braunfels (VIA FY 2031)
- VA/ Austin/ San Antonio Regional Corridor Project – Studies, plans and projects associated with multimodal transportation solutions (AAMPO FY 2020)
- Westside Pedestrian Improvements – Construction of sidewalk improvements, pedestrian ramps, crossings, and signage from West New Braunfels in the Lone Star Elementary School area (New Braunfels FY 2018)

Transportation Improvement Program (TIP)

The TIP is a four-year list of prioritized transportation improvement projects. There are five categories of projects: capacity improvement projects (add lanes), preservation projects (reconstruction without adding lanes), bicycle projects, pedestrian projects and transit projects. The current plan is for FY 2017-2020.

Projects:

- Loop 337 – Expand to four-lane divided highway including sidewalk and bike accommodation from SH 46 to Interstate Highway 35 (TxDOT FY 17)
- Loop 337 N – Expand to four-lane divided highway including sidewalk and bike accommodation from River Road to Hillcrest Drive (TxDOT FY 17)
- Loop 337 – Expand to four-lane divided highway including sidewalk and bike accommodation from River Road to SH 46 (TxDOT FY 17)
- Interstate Highway 35 – Expand from eight-lane to twelve-lane expressway through FM 3009 and six-lane to ten-lane expressway from FM 3009 to Comal County Line, add four new managed lanes (TxDOT 2020)
- Interstate Highway 35 – Expand from six-lane to ten-lane expressway, add four new managed lanes from Guadalupe/Comal County Line to FM 1103 (TxDOT FY 2020)
- New Braunfels Pedestrian Connectivity – Construct sidewalks, ramps and other pedestrian infrastructure on San Antonio Street, Walnut Avenue, McQueeney Road and Seele Elementary (New Braunfels FY 2019)
- VA/ Austin/ San Antonio Regional Corridor Project – Studies, plans and projects associated with multimodal transportation solutions (AAMPO FY 2020)
- Westside Pedestrian Improvements – Construction of sidewalk improvements, pedestrian ramps, crossings, and signage from West New Braunfels in the Lone Star Elementary School area (New Braunfels FY 2018)
- San Antonio Street Bridge over the Comal River Bridge Widening Project - TxDOT is leading a project to rehabilitate, expand and enhance the San Antonio Street Bridge across the Comal River. This bridge, with one lane in each direction and narrow sidewalks, is the main artery directly into Downtown from the east. It provides connections from Downtown to river recreation areas and Christus Santa Rosa Hospital. Scheduled to begin construction in 2019, this project will include 15-foot vehicular travel lanes, 8-foot sidewalks on both sides of the bridge, new bridge railings and enhanced lighting. Along with widening the bridge's travel lanes and sidewalks to improve mobility and safety, this project also provides better emergency vehicles access for the community.

Unified Planning Work Program (UPWP)

The UPWP is the two-year work plan and budget for the Alamo Area MPO. This includes a regional thoroughfare plan study, bike share study, and attitude study.

AAMPO BIKE AND PEDESTRIAN STUDY

The AAMPO Bike and Pedestrian Study (2016) evaluates the current bike and pedestrian facilities for each city within the Alamo Area MPO. The study also provides recommendations for each city to use when planning.

On-street bicycle facilities:

- Connecting the gaps in bike lanes on Walnut Avenue
- Adding bike lanes to Landa Street, Common Street, N Houston Avenue, W San Antonio Street, Spur Street, N Business 35, and FM 1101
- Quiet street treatment to Mill Street and possibly N Houston Avenue

Pedestrian facilities:

- West end sidewalk projects
- Connecting gaps and improvements to the Downtown sidewalk network (as mentioned in the Downtown Implementation Plan)
- Connecting the gaps along San Antonio Street
- Adding sidewalks to Seguin Avenue, N Liberty/Union Avenue, N and S Business 35, and Landa Street

Shared use facilities:

- Dry Comal Creek Trail
- Guadalupe River Trail

Intersections:

- Add pedestrian crossings at major roadways (for example, at Walnut and Loop 337)
- Provide in-town intersections in the more walkable areas of the city
- Barrier improvements for pedestrian safety at the intersection of Interstate Highway 35 and Walnut Avenue, N Business 35, Spur Street/Schmidt Avenue, and FM 306

NEW BRAUNFELS REGIONAL AIRPORT

The City of New Braunfels has one airport, the New Braunfels Regional Airport. The airport provides several services including airborne ambulance, aircraft maintenance and sales, charter services, dining facilities, flight instruction, fuel, hanger space, meeting and conference rooms, and technical education opportunities.

Recent improvements, including upgraded lighting and an extended runway, have equipped the airport to serve larger jets from more distant locations. Growth in airport capacity enables it to serve large regional business jets, enhancing New Braunfels' appeal to companies looking to locate in New Braunfels. In addition to serving as an attraction for investment, the city-owned airport is a revenue generator by itself, selling fuel and hangar space for planes and service equipment coming into and out of New Braunfels. Finally, as air traffic in neighboring San Antonio grows increasingly busy, the New Braunfels airport is slowly becoming a viable alternative for commercial air travel.

As the city continues to grow, future improvements to the airport will be necessary to keep up. A larger terminal, larger ramp to accommodate more jets, rehabilitation to the existing ramp and runway pavement, sewer connection, and an additional taxiway may be necessary for the airport to be more competitive and accommodate growth. These improvements will be important for the New Braunfels Airport to be come a viable alternative for commercial air travel.

2013 AIRPORT HAZARD AREAS

In 2011, City Council adopted The New Braunfels Airport Business Plan that sets development standards that protect residents from airport hazards and protect the airport from incompatible development. Airport Hazard Zoning provisions in Chapter 144, Zoning, Section 5.20 restricts building height and land uses in approach zones that currently extend 10,000 linear feet from the end of the runways. Additional sound attenuation requirements to achieve sound reduction levels from the outside to the inside of buildings also apply in these areas. The Texas Local Government Code Chapter 241 (Airport Zoning) provides cities with a population over 45,000 to extend such regulations into the ETJ. Per the 2010 Census, New Braunfels has a population over 57,740.



PLAN ELEMENT ADVISORY GROUP RECAP

STRENGTHS

- New Braunfels' historic street network is easily navigated by car.
- The growing regional airport will further enhance the movement of people and goods into and out of New Braunfels.

OPPORTUNITIES

- Adding bicycle amenities will promote ridership.
- Improving and connecting existing sidewalks will promote pedestrian safety and walkability. Expanding New Braunfels' data inventory to include sidewalks will aid these efforts.
- The State Highway 130 Southern Connector will help accommodate mobility between Austin and San Antonio.
- Provide complete streets.
- Provide more crossings and safer intersections at barriers like IH 35, Guadalupe River and Comal River to allow safer travel and a more connected transportation network.
- Keep up with and improve the level of maintenance on the current roadway network.
- Provide a citywide transit program and promote ridership.

PRIOR GOALS (2016)

The Plan Element Advisory Group conducted an inventory of the 2006 Comprehensive plan goals and determined which ones were and were not achieved and identified the gaps that Envision New Braunfels could work to complete. Refer to the [Technical Report Appendix](#) for a matrix of the reviewed goals.



TRANSPORTATION GOALS

1. Coordinate regional transportation investments with planned and existing economic centers.

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8

2. Improve vehicular connections into and within New Braunfels to reduce congestion while mitigating the impacts of the automobile on the urban fabric.

- 1
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3. Establish a self-sustaining and improved New Braunfels' public transit system.

- 1
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- 8

4. Promote healthy lifestyles and relieve automobile congestion through improved and increased pedestrian paths, on-street bicycle lanes, and off-street bicycle paths to major hubs within New Braunfels and beyond.

- 1
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5. Increase parking options in high-demand areas of New Braunfels, such as downtown, while ensuring efficient and economical land use strategies.

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8

APPLICABLE STRATEGIES
REFER TO PAGE 178



1
SUPPORT VIBRANT
CENTERS



2
ACTIVATE
NEIGHBORHOODS



3
BALANCE JOBS AND
HOUSING CHOICES



4
INNOVATE IN PARKS AND
PUBLIC SPACES



5
BOLSTER RESILIENT
INFRASTRUCTURE



6
COORDINATE CITY
INVESTMENTS



7
CONNECT ALL



8
CULTIVATE LOCAL AND
REGIONAL PARTNERSHIPS

 INDICATES A STRATEGY THAT SUPPORTS THE PLAN ELEMENT GOAL