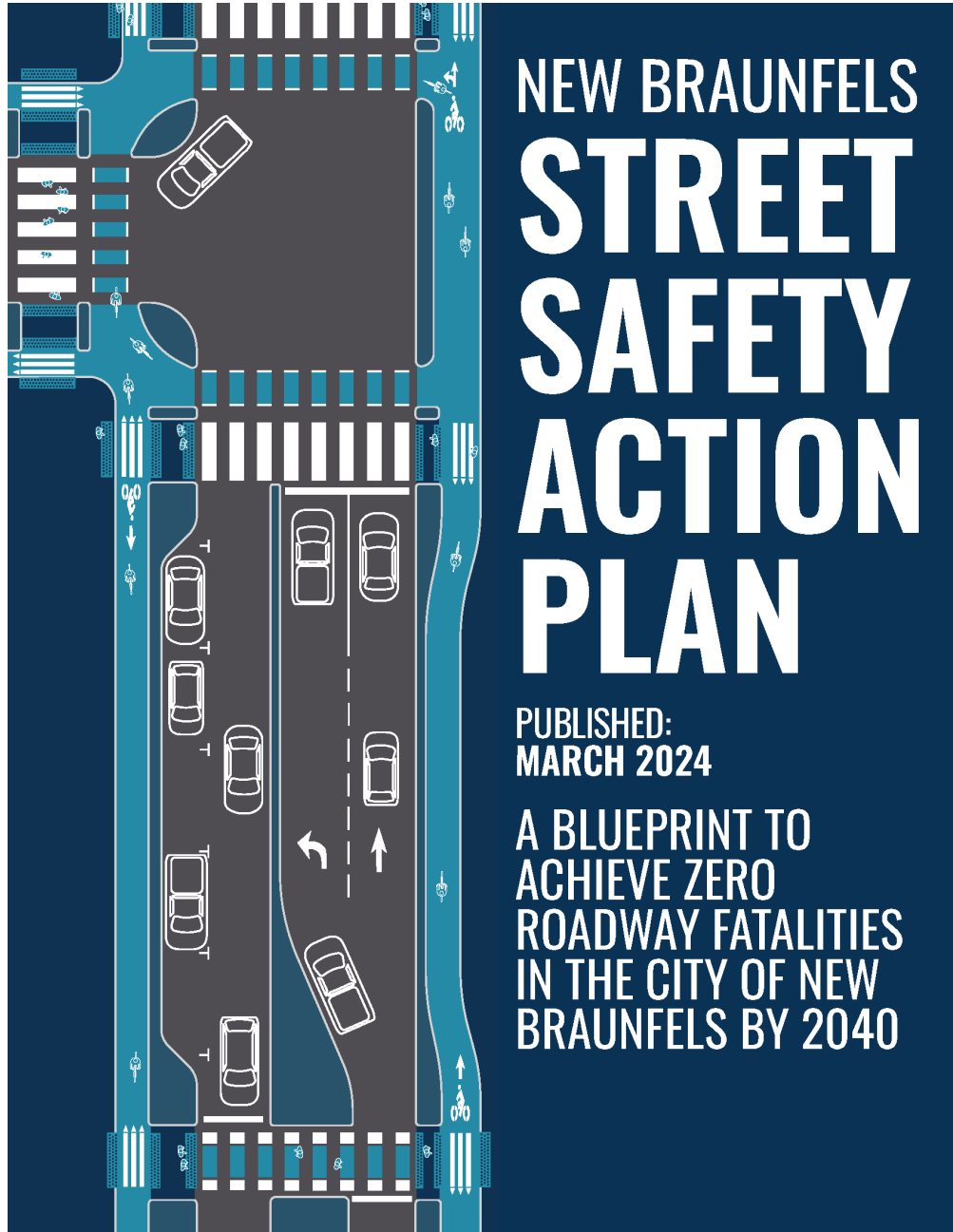




CLEARING THE WAY FOR SAFER STREETS

Integrating Quick Builds and Rapid Evaluation into
the Project Delivery Process



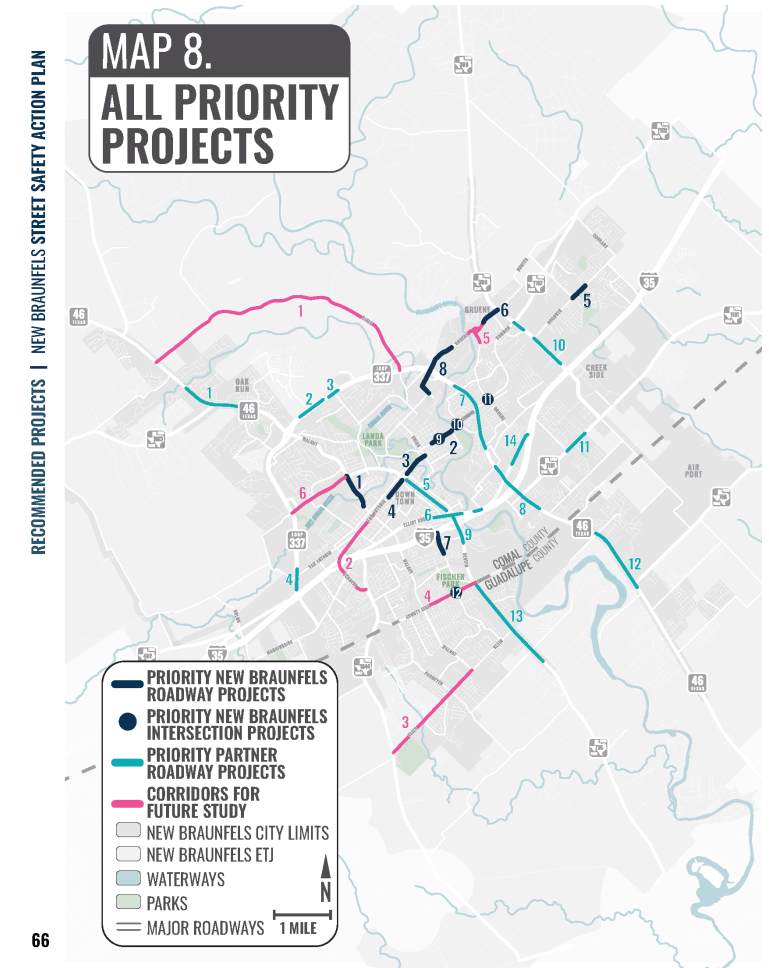
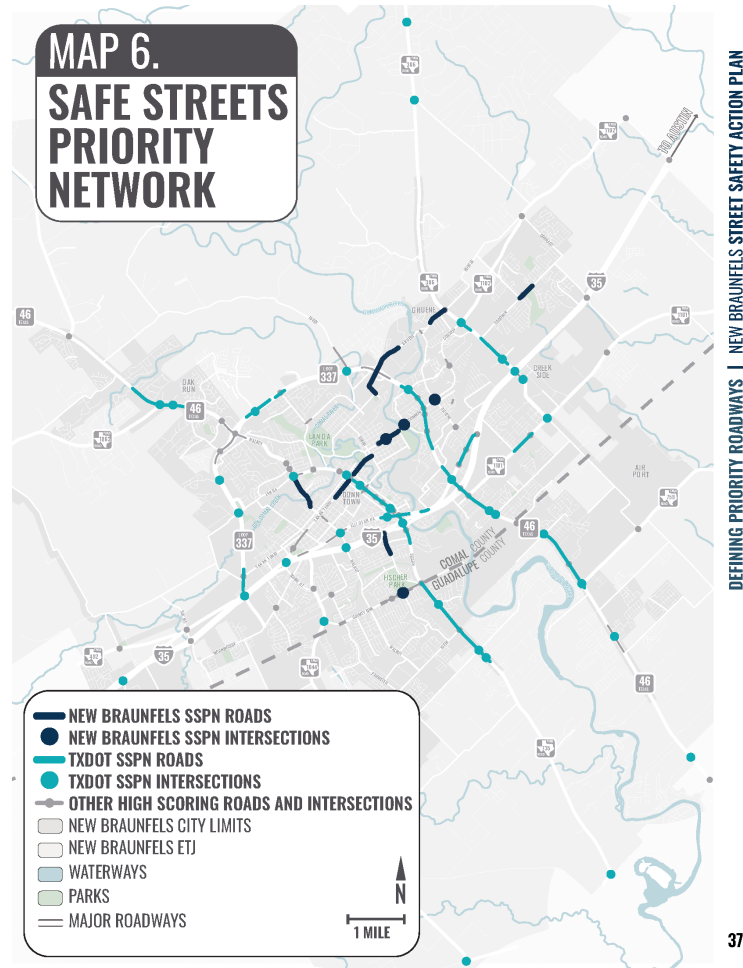
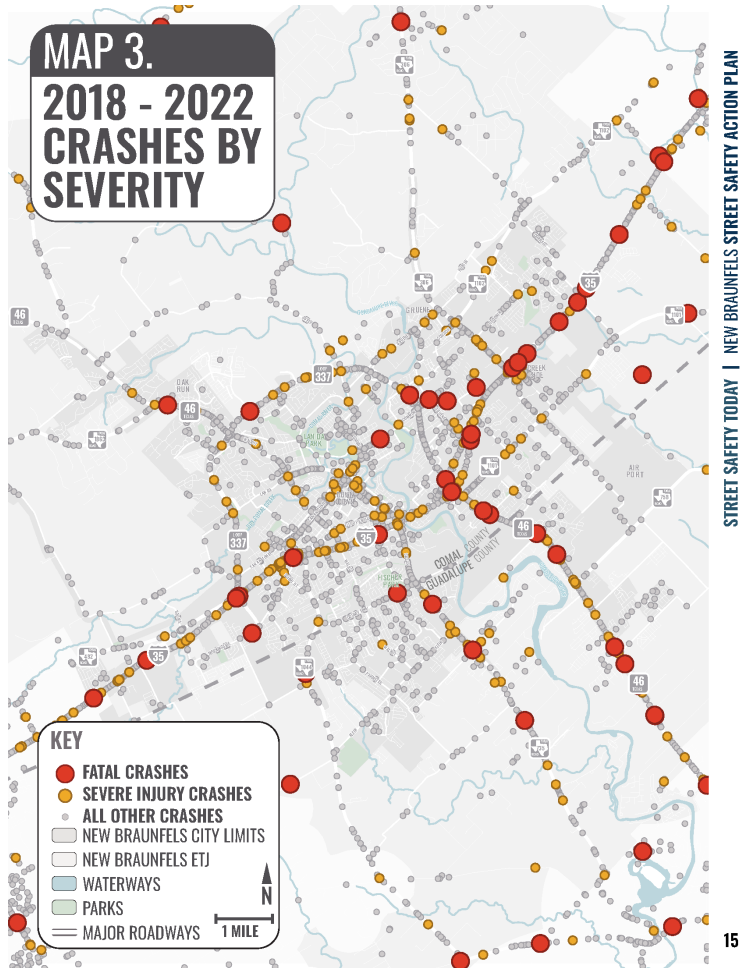
Passed this Monday, The City of New Braunfels Texas is one of the smallest cities in Texas to have an adopted and up to date Vision Zero Action Plan.

In 2 weeks, the City Council and Mayor will be declaring a goal of Vision Zero – another progressive step forward for small towns in Texas.

This is a visionary plan – but as we have seen in many cities – visionary plans do not always result in visionary action.

MISSING ACTION IS SOMETHING THE CITY OF NEW BRAUNFELS AIMS TO AVOID IN THIS PLAN.

THE NEW BRAUNFELS SSAP DEFINES A PRIORITY NETWORK....



ANALYZES CRASH DATA MORE BROADLY TO CALL OUT KEY TRENDS.....

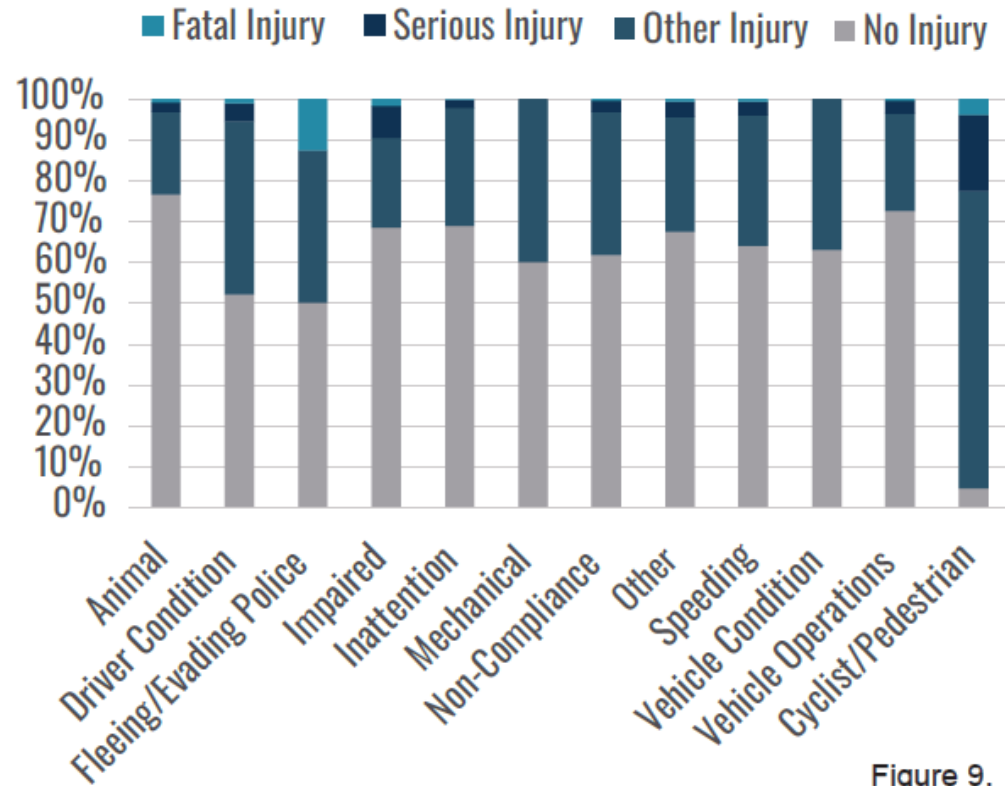


Figure 9.

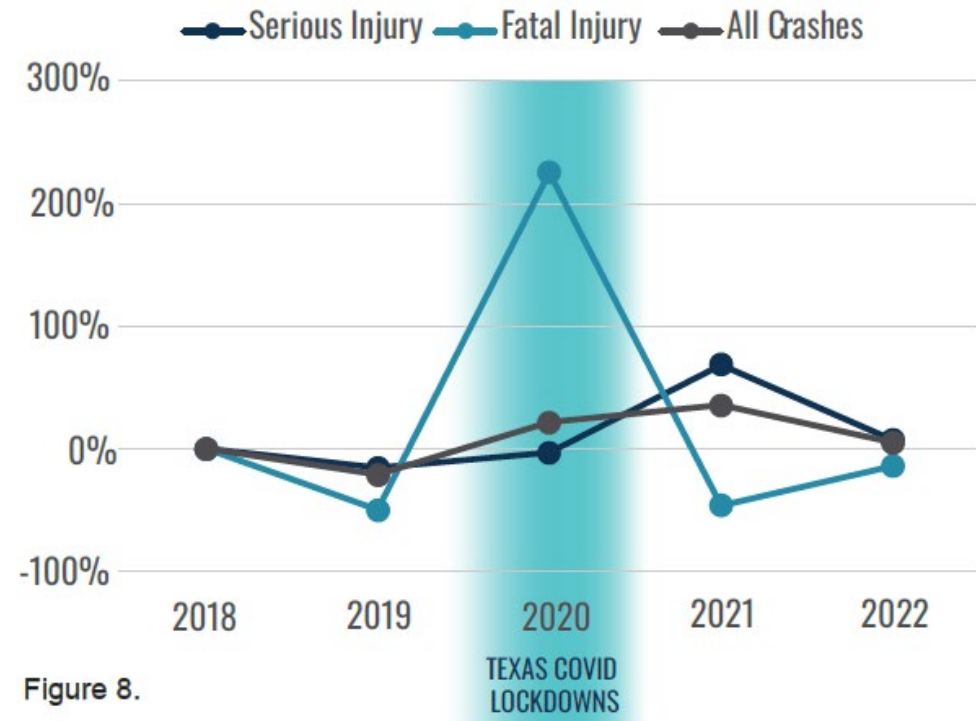


Figure 8.

AND BUILDS IN A NEW EXPANDED TRAFFIC CALMING TOOLKIT TO THE CITY'S SPEED HUMP ORDINANCE.

ROADWAY TOOLS:

ROADWAY TOOLS:

INTERSECTION TOOLS:

TOOL	GRAPHIC	DESCRIPTION	APPROPRIATE ROADWAY
11 BULB OUT		A curb extension extends the sidewalk into the street, making the vehicular turning radius tighter. This gives better visibility to pedestrians and slows turning vehicles.	<ul style="list-style-type: none"> LOCAL COLLECTOR ARTERIAL SPEED: ANY TRAFFIC: ANY
12 TRAFFIC CIRCLE		A traffic circle is a raised circle in the middle of the intersection that is not traversable by pedestrians. This causes drivers to slow through the intersection.	<ul style="list-style-type: none"> LOCAL COLLECTOR ARTERIAL SPEED: LOW TRAFFIC: LOW
13 RAISED INTERSECTION		A raised intersection is an extension of the sidewalk through the intersection with ramps on all approaches, causing vehicular traffic to slow through the intersection.	<ul style="list-style-type: none"> LOCAL COLLECTOR ARTERIAL SPEED: LOW TRAFFIC: LOW
14 REALIGNED INTERSECTION		A realigned intersection adds a physical barrier to the middle of a T-intersection, creating a curved street. This causes a reduction in vehicle speed through the intersection.	<ul style="list-style-type: none"> LOCAL COLLECTOR ARTERIAL SPEED: LOW TRAFFIC: ANY
15 DIAGONAL DIVERTER		Meant to reduce traffic volumes by preventing traffic moving through the intersection, diagonal diverters are placed diagonally in the intersection with a crossing provided for pedestrians and cyclists.	<ul style="list-style-type: none"> LOCAL COLLECTOR ARTERIAL SPEED: LOW TRAFFIC: LOW

These traffic calming tools include 20 different applications at both intersections and on roadways to slow and stop traffic.

It also lists their applicability in certain contexts and how limitations in dealing with different issues.

ALMOST ALL ACCOUNT FOR EXPANDED PEDESTRIAN MOBILITY.

THE SAME DAY THAT THE CITY ADOPTED THIS PLAN – THEY APPROVED A NEW EXPANDED TRAFFIC CALMING PLAN WITH THIS TOOLKIT.



**BUT IT IS NOT JUST THE DESIGNS
THAT MAKE THIS PLAN IMPACTFUL –
IT'S THE SPEED OF DEPLOYMENT**

QUICK BUILDS ARE A CORE COMPONENT OF TRAFFIC OF VISION ZERO PROJECTS

DEPLOYING THE SAFE STREETS TOOLKIT ON LOCAL FACILITIES

In addition to projects deploying traffic calming infrastructure that feature set boundaries defined by the SSPN, the City can also deploy the Safe Streets Toolkit on local facilities.

While much of this plan prioritizes roadways and implementations using analysis attribute scores based on crash data and defined in Figure 20, many local facilities have not experienced a crash in this plan's analysis window, and may not have any SSPN score. Therefore, identifying specific safety solutions for a specific local roadway segment and looking at its high scoring analysis attributes, may not be appropriate.

Instead, the City can begin by continuing its robust sidewalk program, building basic infrastructure on all local streets and intersections. Led by community request or to address emerging issues on local roadways, the City should analyze potential traffic calming infrastructure using a three-step process:

STEP 1: LISTEN TO THE COMMUNITY

- Community comments usually seek to address specific issues.
- Different tools in the toolkit are useful in different contexts. Chicanes and/or speed humps may improve safety while median barriers best address through traffic.
- Center the approach on the desire of the community.

STEP 2: IDENTIFY CONSTRAINTS

- Not all Safe Street Tools are appropriate at all locations - whether based on technicalities like drainage and slope or community preferences like the need for parking or turning actions.
- Based on these constraints and challenges, the City should remove tools from consideration that are not feasible in the context of a local roadway.

STEP 3: QUICK-BUILD, EVALUATE, INSTALL

- Once a tool is selected, the City should first deploy a quick build of this infrastructure to demonstrate to the community what a final implementation may look like.
- After 6 months, the City should analyze community comments to decide on removing the facility, installing a more permanent version, or leaving the existing quick build implementation.

RECOMMENDED PROJECTS | NEW BRAUNFELS STREET SAFETY ACTION PLAN

RECOMMENDED PROJECTS | NEW BRAUNFELS STREET SAFETY ACTION PLAN

RECOMMENDED PROJECTS

The projects recommended in this section are the logical result of combining the SSPN and the Safe Streets Toolkit— identifying where New Braunfels can deploy the toolkit solutions based on context-sensitive, data-driven analysis. In cases where roadways on the SSPN are not owned or maintained by the City of New Braunfels, this plan presents more generalized project recommendations for the City to pursue with partner agencies like TxDOT, Comal County, and Guadalupe County.

Next, this section identifies conditions that should be considered for future study and potential future safety initiatives. Finally, the guidance in this section addresses deploying Safe Streets Toolkit elements on local facilities, though it's important to note that some of these local implementations require collaboration with external partners to ensure project success.

For all of these projects, the implementation team must remember that the toolkit recommendations are not a replacement for meeting TxDOT compliance. Safe Street Priority Projects will go through three implementation stages, detailed below. Projects identified in this plan are at different stages, but many of them are projects that can be addressed entirely by the City of New Braunfels.

STEP 1: FUNDING, DESIGN AND DISCUSSION

- Priority projects are designed and presented to the community for input.
- Designs are refined based on community input.
- Projects are funded through local funds such as a bond election or the City's operating budget, and matched with state and federal granted opportunities

STEP 2: QUICK-BUILD AND IMPLEMENTATION

- Before full installation of a roadway redesign, quick build versions of such infrastructure is installed to test driver response.
- Designs are updated based on driver response.
- Full project is installed.

STEP 3: EVALUATION AND ANALYSIS

- After installation, City staff monitors driver response and any crashes at or along the project for 5 years.
- Community feedback is recorded and published for City Council review.
- Designs on future projects are altered based on the successful or unsuccessful reduction in severe and fatal crashes.

For all recommended projects and for the deployment of traffic calming facilities on local streets – quick builds and evaluations are recommended.

BUT WHAT IS A "QUICK-BUILD"?

**A TEMPORARY SOLUTION TO A
SAFETY ISSUE BEFORE.....**



**.....A COMPLETE REDESIGN IS
IMPLEMENTED**

THIS IS NOT A NEW IDEA...



The City of Austin has been an inspiration for many when it comes to the deployment of temporary or flexible infrastructure.

They allow for study of driver, landowner, and most importantly safety responses.



City of San Diego Awarded U.S.
Department of Transportation Safe
Streets and Roads for All Grant

Historically Disadvantaged Community Quick Build Program:

- About 39% of the City is considered historically disadvantaged by the U.S. Department of Transportation. These grant funds will help the City establish a Quick Build Program to evaluate and identify quick build safety projects on the high-injury network in the City's historically disadvantaged communities. The goal is to deliver roadway, pedestrian and bicycle improvement projects at one-tenth of the cost of traditional capital projects, and in a fifth of the time.

THE DEVELOPMENT OF THESE PROGRAMS CAN BE APPLIED FOR THROUGH THE FEDERAL SS4A GRANT PROGRAM.

BUT CITIES AT EVERY SCALE CAN DO THEM...



The City of San Marcos implemented a buffered bike lane as part of rolling maintenance to Craddock Ave.



THESE ALSO DON'T HAVE TO BE SEPARATE PROJECTS – QUICK BUILDS CAN BE A PART OF EVERY PROJECT TO TEST NEW DESIGNS AND IMPROVE KNOWN PROBLEMS QUICKLY.

HOW EVERY CITY CAN MAKE THEIR ROADWAYS SAFER TODAY...



**...WHILE LOWERING THE POLITICAL AND
PHYSICAL CAPITAL NEEDED TO SAVE LIVES.**