



AGENDA ITEM SUMMARY

District Impacted

- ☐ 1 = Anzollitto
- ☒ 2 = Woolard
- ☒ 3 = Boyd
- ☐ 4 = Cisneros
- ☐ 5 = Colvin
- ☐ All

AGENDA DATE	October 10, 2017
DESCRIPTION	CONSIDER ON FIRST READING ORDINANCE NO. 2017-79; AN ORDINANCE AMENDING ORDINANCE NO. 2016-29, ESTABLISHING THE DESIGNATION OF NO PARKING AREAS WITHIN THE CITY OF BOERNE; AND PROVIDING FOR A PENALTY OF NOT MORE THAN \$200 FOR EACH VIOLATION. <i>(In school zones, Boerne Middle School North, Johns Road, and Cibolo Creek Elementary, Herff Ranch Blvd.)</i>
STAFF'S RECOMMENDED ACTION (be specific)	Approve on first reading Ordinance No. 2017-79; An Ordinance amending Ordinance No. 2016-29, Establishing the designation of no parking areas within the City of Boerne; and providing for a penalty of not more than \$200 for each violation. <i>(In school zones, Boerne Middle School North, Johns Road, and Cibolo Creek Elementary, Herff Ranch Blvd.)</i>
CONTACT PERSON	Michael Mann – Public Works Director
SUMMARY	<p>As school enrollment and area traffic has increased, the congestion and pedestrian safety issues in areas around schools has intensified. Over the past few years, there have been pedestrian/vehicle impacts near Cibolo Creek Elementary and Boerne Middle School North (in addition to another near the former Fabra Elementary site). There are likely many factors that contributed to these incidents, but it is advisable to the City to make some street operations changes in addition to various BISD process modifications.</p> <p>Off street parking and pick-up/drop-off areas at Cibolo Creek Elementary and Middle School north are lacking. This has led to operational issues on the school sites as well as on the City Streets around the schools. A listing of proposed enhancements is included on the attached message between Boerne Police Chief Kohler and City and BISD Officials. Prior to sending his message, Chief Kohler had met with BISD and another meeting of City Staff from the Police, Public Works, Community Services and Administration Departments, was held. All concurred that the proposed changes would be beneficial.</p> <p>There are various policies and procedures that will need to be made by the School District. Vehicle operations along some City Streets adjacent to Cibolo Creek Parking will be the responsibility of the City to enact and enforce. The following includes a brief history of the issues intended to further support City Staff Recommendations to the Council.</p>

Cibolo Creek Elementary-

Pick-up/Drop-off traffic around this school currently queues along both sides of Herff Ranch Blvd. The traffic on the west side extends onto SH-46 in front of the Valero Corner Store. This queue effects pass-through traffic on the various streets and highways near the school and results in significant driver frustration. This frustration, coupled with unsafe pedestrian movements presents an obvious safety problem.

Staff recommends to the Council that we establish a No Parking, Standing or Stopping zone from 6:30 AM to 4:00 PM on School Days Only along the east side of Herff Ranch Blvd. The primary intent of this effort is to eliminate students (sometimes with escorts) crossing the street at various locations throughout the block to get to their rides. Student loading/unloading would still be allowed along the west side of the street adjacent to the School frontage.

Of course, the displaced vehicles from the east side of the street will relocate. This may increase stopping/standing along other City side streets temporarily, but there are crosswalks at those side street intersections that would be safer places for pedestrians to cross Herff Ranch Blvd. Hopefully however, with operational changes by BISD, more queuing space will be provided on-site minimizing this vehicle displacement to other City streets.

Boerne Middle School North-

(North side of Johns Road)

When the City was preparing to reconstruct Johns Road between School Street and Main Street in the early 2000's, Staff met with BISD declaring our intent to narrow the street pavement such that off-street pick-up and drop-off traffic for Middle School North and Fabra Elementary (then located along the south side of Johns) to minimize conflicts with increasing through traffic on the designated City collector street. After discussions with BISD, however, we agreed to keep the street wider if the District would allow only bus traffic load and unload along the curbs. Small vehicle student pick-up and drop-off traffic was to be limited to side streets since there was minimal room for this on either campus, especially at the Middle School. The City then established bus-only lanes along both sides of Johns Road between the schools.

Soon after Middle School North was renovated, however, the District requested to relocate bus loading/unloading to a queue area along

School Street and to be allowed to let small vehicle loading/unloading to occur along Johns. The previous arrangement apparently did not work for them as they had anticipated. After some discussion, the City reluctantly agreed. And as part of that agreement, the City established a no parking zone (from 7:00 AM to 4:30 PM on School Days Only) in the area immediately in front of the main school building in an attempt to minimize the effect of parked vehicles on the queue. This worked when compliance was forced. However, the queue has gotten longer due to increased enrollment, often extending into Main Street in both directions. Furthermore, parked cars along the north side of Johns Road outside the established no parking area typically results in double parking (standing) while drivers wait approach for student loading/unloading. Through traffic heading westward on Johns often crosses the middle stripe to maneuver around the double row of parked/standing vehicles.

To minimize through traffic conflicts Staff recommends that the established No Parking zone from 7:00 AM to 4:30 PM on School Days Only be extended the full length of the block between School Street and Live Oak Street. This should result in eliminating double stacking in front of the school. Hopefully, changes implemented by the School District (faculty parking restrictions) will provide more queuing availability on Live Oak and Schleicher streets to lessen the impacts on Main Street and the area of Johns Road between Live Oak and Main.

(South Side of Johns Road)

When Fabra Elementary was still located in this block, the limitation to bus loading along the south side of the street seemed to work well from the standpoint of pass-through vehicular mobility and pedestrian safety. After Fabra was relocated nearer to IH-10, the bus loading zone for Fabra was no longer needed. When the former Fabra Building was then converted to the Administration/Alternative School Building, the District requested that the no parking restrictions along the south side of Johns be removed.

The apparent result of these actions, however, has resulted in an increased number of mid-block crossings by students being picked-up or dropped-off across the street from the Middle School and also by some faculty and/or visitors to the Middle School after parking along the curb. Staff proposes a similar solution to the Herff Ranch Blvd. proposal above.

Staff recommends that a No Parking, Standing, or Stopping zone be established along the South Side of Johns Road between School Street and Live Oak Street from 7:00 AM to 4:30 PM on School Days. This

	<p>time frame would match that of the No Parking area along the north side of the same block. A substantially increased on-site parking area was constructed by BISD at the renovated Administration Building. Much of this available parking area remains unused through the day. Although these parking areas are across Johns Road from the Middle School, most of the observed available spaces are near the existing crosswalks at School Street or Live Oak. These crosswalks would be the appropriate places for students, faculty and visitors to cross Johns Road. Proper use of crosswalks will undoubtedly be safer for pedestrians in the long term as they cluster and cross in only two locations, which makes them more visible and also results in much less driver frustration for pass-through traffic.</p>
COST	\$3,000 - Signage
SOURCE OF FUNDS	Street Department Operating Fund
ADDITIONAL INFORMATION	Maps attached

This summary is not meant to be all inclusive. Supporting documentation is attached.