



**CITY OF NEW BRAUNFELS, TEXAS
 TRANSPORTATION & TRAFFIC ADVISORY
 BOARD MEETING
 TEJAS ROOM
 550 LANDA STREET**



THURSDAY, AUGUST 8, 2024 at 6:00 PM

AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MINUTES

- A) Approval of the minutes of the June 13th, 2024 [24-986](#)
 Transportation and Traffic Advisory Board meeting.

4. CITIZENS' COMMUNICATIONS

This time is for citizens to address the Transportation and Traffic Advisory Board on issues and items of concerns not on this agenda. There will be no Transportation and Traffic Advisory Board action at this time.

5. PRESENTATIONS

- A) Presentation, discussion, and possible recommendation [24-985](#)
 to staff on a Speed Management Program to replace the
 current Speed Hump Policy.

6. INDIVIDUAL ITEMS FOR CONSIDERATION

- A) Discuss and consider a recommendation to City Council [24-988](#)
 to implement a traffic calming plan on Howard Street.
- B) Discuss and consider a recommendation to City Council [24-989](#)
 to implement a traffic calming plan on Caddell Lane.

7. ADJOURNMENT

CERTIFICATION

I hereby certify the above Notice of Meeting was posted on the bulletin board at the New Braunfels City Hall.

Board Liaison

NOTE: Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services such as interpreters for persons who are deaf or hearing impaired, readers, or large print, are requested to contact the City Secretary's Office at (830) 221-4010 at least two (2) work days prior to the meeting so that appropriate arrangements can be made.



Transportation & Traffic Advisory Board Agenda Item Report

550 Landa Street
New Braunfels, TX

8/8/2024

Agenda Item No. A)

**DRAFT - MINUTES
OF THE NEW BRAUNFELS TRANSPORTATION & TRAFFIC ADVISORY BOARD
REGULAR MEETING OF THURSDAY, JUNE 13, 2024**

AGENDA

1. CALL TO ORDER

Chair Kirkham called the meeting to order at 6:00 p.m.

2. ROLL CALL

The following members were present: Arthur Brinkkoeter, Michael Dietert, Michael Yoder, Ernesto Rodriguez, Gary Kirkham, Garrett Mechler, Ken Dalfonso.

The following members were absent: None.

3. APPROVAL OF MINUTES

A) Approval of the minutes of the April 11th, 2024
Transportation and Traffic Advisory Board meeting.

Ken Dalfonso made a motion to accept the April 11, 2024, minutes as written. Michael Dietert seconded the motion. All in favor, motion carried.

4. CITIZENS' COMMUNICATIONS

This time is for citizens to address the Transportation and Traffic Advisory Board on issues and items of concerns not on this agenda. There will be no Transportation and Traffic Advisory Board action at this time.

None.

5. PRESENTATIONS

A) Presentation on the City of New Braunfels requirements and process for the authorization and installation of traffic control devices.

Garry Ford presented this item and explained the process of the authorization and installation of traffic control devices using the TMUTCD as a guide and the National MUTCD. Engineering department also uses police chief and his department, public works, city council input, and the public for their studies and the T&T board.

6. INDIVIDUAL ITEMS FOR CONSIDERATION

- A) Discuss and consider a recommendation to City Council to amend Section 126-346 of the Code of Ordinances of the City of New Braunfels to extend a no parking zone on both sides of Springs Nursery.

Carly explained this request for no parking on both sides of Springs Nursery.

Don LeMaster said people drive on the grass to pass a parked car. Wade Sinclair also explained his concerns on these problems. Both explained why they would like to see the existing no parking extended. Lemaster also said they hit a street sign that is near his corner of the street. After some discussion from board and staff, Garrett made a motion to go with Staff and maintain the existing parking restriction on Spring Nursery, Ernest Rodriguez 2nd the motion, 3 yes and 4 no. Not passed. Dietert made the motion to extend the no parking as requested. Yoder 2nd the motion, 4 yes, and 3 no. Motion passed.

- B) Discuss and consider a recommendation to City Council to amend Section 126-346 and Section 86-7 to revise no parking zones in Cypress Bend Park.

Carly discussed this item and explained the map as shown where the new parking zones would be. Ken was concerned about losing a number of parking spaces. Chairman Gary Kirkham made motion to go with staff recommendation to establish no parking zones along portions of Jesse Guerrero circle and authorizing city staff to prohibit the parking of vehicles in the park parking lots other than in marked designated parking spaces. Ken 2nd, all in favor motion carried.

7. ADJOURNMENT

The meeting adjourned at 6:43 p.m.

By: _____
GARY KIRKHAM, CHAIR

Attest:

CARLY FARMER, BOARD LIAISON

8/8/2024

Agenda Item No. A)

PRESENTER:

Garry Ford, Transportation and Capital Improvements Director
Carly Farmer, Engineer

SUBJECT:

Presentation, discussion, and possible recommendation to staff on a Speed Management Program to replace the current Speed Hump Policy.

DEPARTMENT: Transportation and Capital Improvements

COUNCIL DISTRICTS IMPACTED: All

BACKGROUND INFORMATION:

The City's Speed Hump Policy was adopted by the City Council in 1999. Staff is developing a new Speed Management Program to replace the existing policy to be more responsive to the community, address traffic safety issues and concerns, and develop a program to the latest state of the practice. Developing a new Speed Management Program is a recommended policy from the City's Street Safety Action Plan adopted by the City Council in early 2024.

ISSUE:

The City's Speed Hump Policy was adopted by the City Council in 1999 and is in need to be updated to the latest state of the practice.

STRATEGIC PLAN REFERENCE:

Economic Mobility Enhanced Connectivity Community Identity
 Organizational Excellence Community Well-Being N/A
[Enter Objectives/Performance Measures Supported]

FISCAL IMPACT:

A new Speed Management Program will require designated funds to successfully implement measures to manage speed on the City's transportation network.

RECOMMENDATION:

Staff recommends developing a new Speed Management Program to replace the existing Speed Hump Policy.

8/8/2024

Agenda Item No. A)

PRESENTER:

Carly Farmer, Engineer

SUBJECT:

Discuss and consider a recommendation to City Council to implement a traffic calming plan on Howard Street.

DEPARTMENT: Transportation and Capital Improvements**COUNCIL DISTRICTS IMPACTED:** 3**BACKGROUND INFORMATION:**

Staff has received a request to evaluate Howard Street for traffic calming. Howard Street is a local residential street in the Parkview Estates subdivision connecting Walnut Avenue and Fredericksburg Road. It is a popular cut-through route for drivers avoiding the traffic signal at the intersection of Walnut Avenue and Landa Street. The posted speed limit on Howard Street is 30 mph, and nearly the entire length is within the 20 mph school zone for Seele Elementary. The request for traffic calming was due to safety concerns over speeding and cut-through traffic in a residential area with a school and parks.

The City of New Braunfels Speed Hump Policy approved in 1999 requires a petition be submitted with signatures from two-thirds of the properties adjacent to the street segment on which speed humps are requested. A petition was received and was verified to meet the two-thirds requirement. An operational requirement in the policy is that the 85th percentile speed must be at least 5 miles per hour over the regulatory speed limit of 30 mph. Traffic data collected over 24 hours in May 2024 showed the 85th percentile speed of 24 mph which does not meet the speed criteria in the Speed Hump Policy. Additionally, the volume requirement in the approved speed hump policy is a daily traffic volume of at least 800 vehicles per day (vpd). The traffic data collected measured 2,250 vpd. Staff would not be able to recommend speed humps under the requirements of the Speed Hump Policy, but the high volume surpasses the 1,000 vpd maximum design volume for a local residential street due to the high cut-through traffic coming from Walnut Avenue and Landa Street. Because the majority of the street is within a school zone, it is difficult to evaluate speeding concerns solely using the 85th percentile speed. Although the 85th percentile speed is well below the posted speed limit of 30 mph (outside the active school zone time), Howard Street is fronted by single family homes, an elementary school, and baseball fields, and is adjacent to Landa Park. These uses are all high pedestrian and vehicle generators, which paired with the high cut-through traffic and inconsistent sidewalks, results in higher instances of conflict between road users and increased vulnerability for pedestrians and cyclists on and adjacent to the roadway. Slower speeds and increased visibility of crossing areas will result in better outcomes should a crash occur.

The City of New Braunfels recently enacted the Street Safety Action Plan. This plan made recommendations for new policies, programs, and projects to achieve the goal of ending severe and fatal roadway crashes on the City of New Braunfels Roads. City staff recognizes that the current 1999 Speed Hump Policy being the lone

traffic calming procedure is insufficient for evaluation of neighborhood traffic speeding concerns. Part of the Street Safety Action Plan is a recommendation to update the speed hump policy, default speed limits in residential areas, and additional traffic calming measures with objective evaluation criteria that city staff can implement when investigating speeding and safety concerns on residential streets. City staff is currently drafting a new Speed Management Policy to replace the 1999 Speed Hump Policy.

Based on the documented high cut-through traffic volumes and the high pedestrian activity associated with the homes, school, baseball fields, and Landa Park, city staff drafted a traffic calming plan for Howard Street that includes methods such as speed humps, but also incorporates pavement markings to create bulb-outs at intersections, narrow travel lanes, and delineate on-street parking. City staff aims to present the traffic calming plan and give the community an opportunity to provide public comment. With no dedicated funding for traffic calming this fiscal year outside of the annual speed hump budget, the city cannot implement the plan until dedicated traffic calming funding is identified. However, the budget for the upcoming 2025 Fiscal Year may allocate funding specifically for traffic calming, allowing the city to move forward with installing any approved traffic calming plans.

Because of the subdivision layout in Parkview Estates, other streets in the neighborhood may also be experiencing impacts from cut-through traffic, and these impacts may change with the implementation of the traffic calming plan on Howard Street. City staff is already evaluating current conditions on Wood Road, a parallel cut-through street, and working with the residents on submitting a petition to apply for traffic calming.

ISSUE:

Residents have requested traffic calming be installed on Howard Street due to speeding and safety concerns about cut-through traffic in a residential and school area.

FISCAL IMPACT:

The City has specific funding for the installation of traffic calming. Installation of speed humps, including speed cushions, signing, and pavement markings at two locations and pavement markings cost approximately \$30,000. There is insufficient funding in the FY 2024 Streets and Drainage budget. Staff is seeking additional funding for traffic calming plans in future budget cycles.

RECOMMENDATION:

Staff recommends approval of the traffic calming plan on Howard Street, which will be installed as funding is available.

Petition

Requirement		Satisfied?
1.	A petition from the residents and business owners documenting that at least two-thirds support the installation of speed humps.	Yes
2.	Verification statement from contact person confirming signatures are valid and represent at least two-thirds support.	Yes
3.	A statement from the neighborhood association endorsing speed hump installation.	N/A

Operational and Geometric Characteristics of the Street

Requirement		Satisfied?
1.	The street shall provide access to abutting residential and/or commercial properties.	Yes
2.	The street shall not have more than one lane of traffic in each direction.	Yes
3.	The street shall have a regulatory speed limit of 30 mph or less as determined in accordance with State Law.	Yes: 30 mph
4.	The 85 th percentile speed on the street must be at least 35 mph or 5 mph over the regulatory speed limit.	Yes: 23.8 mph
5.	The speed humps should not be located on a horizontal curve, on vertical curves where visibility of the hump is restricted, or on approaches to these curves.	Yes
6.	The street should have curb and gutter. Considerations may be given to street without curb and gutter to accommodate drainage and prevent vehicle run-arounds.	Yes
7.	The street must be approved by the emergency services departments.	Yes ^a
8.	The street must have a 24-hour traffic volume of at least 800 vehicles.	No: 2250 vpd average

^a Parking may be restricted at speed hump locations to maintain emergency response.

Speed and Volume Data

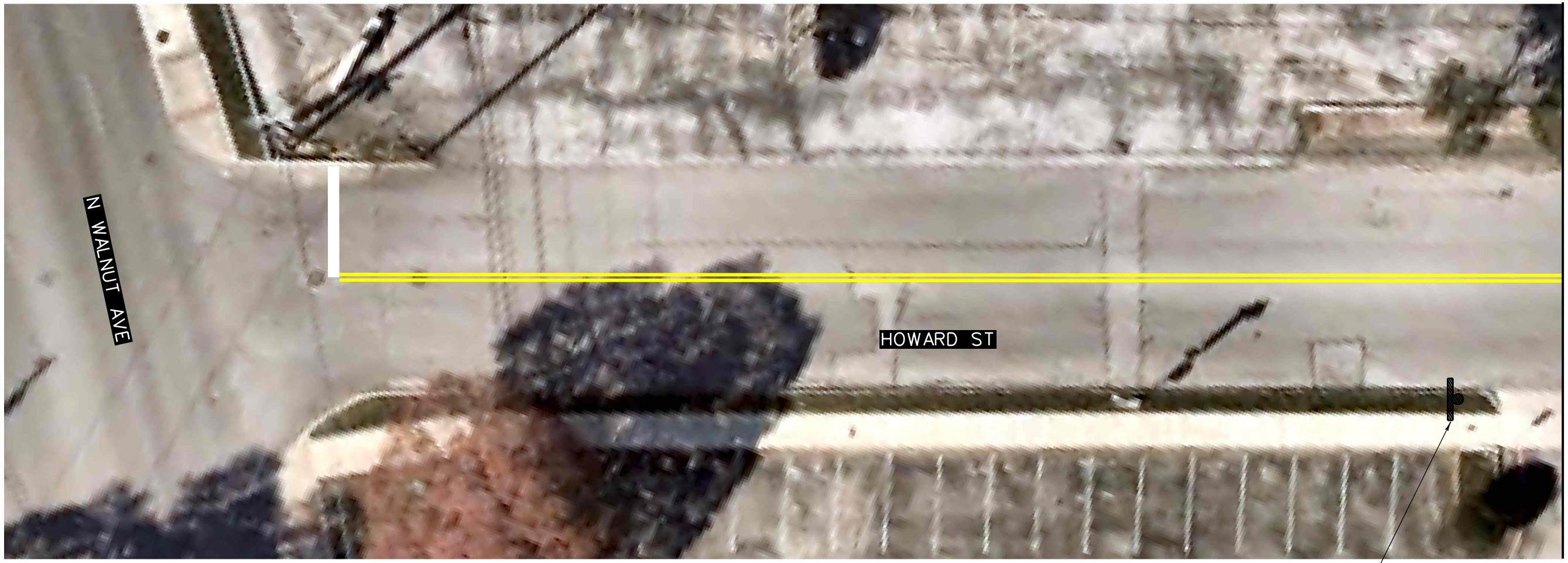
	≤25 mph	26-30 mph	31-35 mph	36-40 mph	41+ mph
Average vpd (05/2024)	1999	203	39	8	1

Project Prioritization Criteria

Criteria		Points Assigned
1. Crash	2 reported crashes over a period of 3 consecutive years	0
2. Speed	-6 mph difference between 85 th percentile speed and regulatory speed limit	0
3. Traffic Volume	Two-way peak hour volume of 265 vph	2
4. Type of Neighborhood	1. Schools within a ½ mile radius of the project street 2. Absence of sidewalks on the project street	1 1
Total:		4

Signature Received
 Signature Not Received





SPEED
HUMP
AHEAD
30x30

ITEM DESCRIPTION	UNIT	EST	FINAL
REFL PAV MRK TY 1(Y)6"(SLD)(100MIL)	LF	436	
REFL PAV MRK TY 1(W)24"(SLD)(100MIL)	LF	20	
INSTALL SPEED HUMP AHEAD SIGN 30x30	EA	1	

NO.	DATE	REVISION	APPROV.

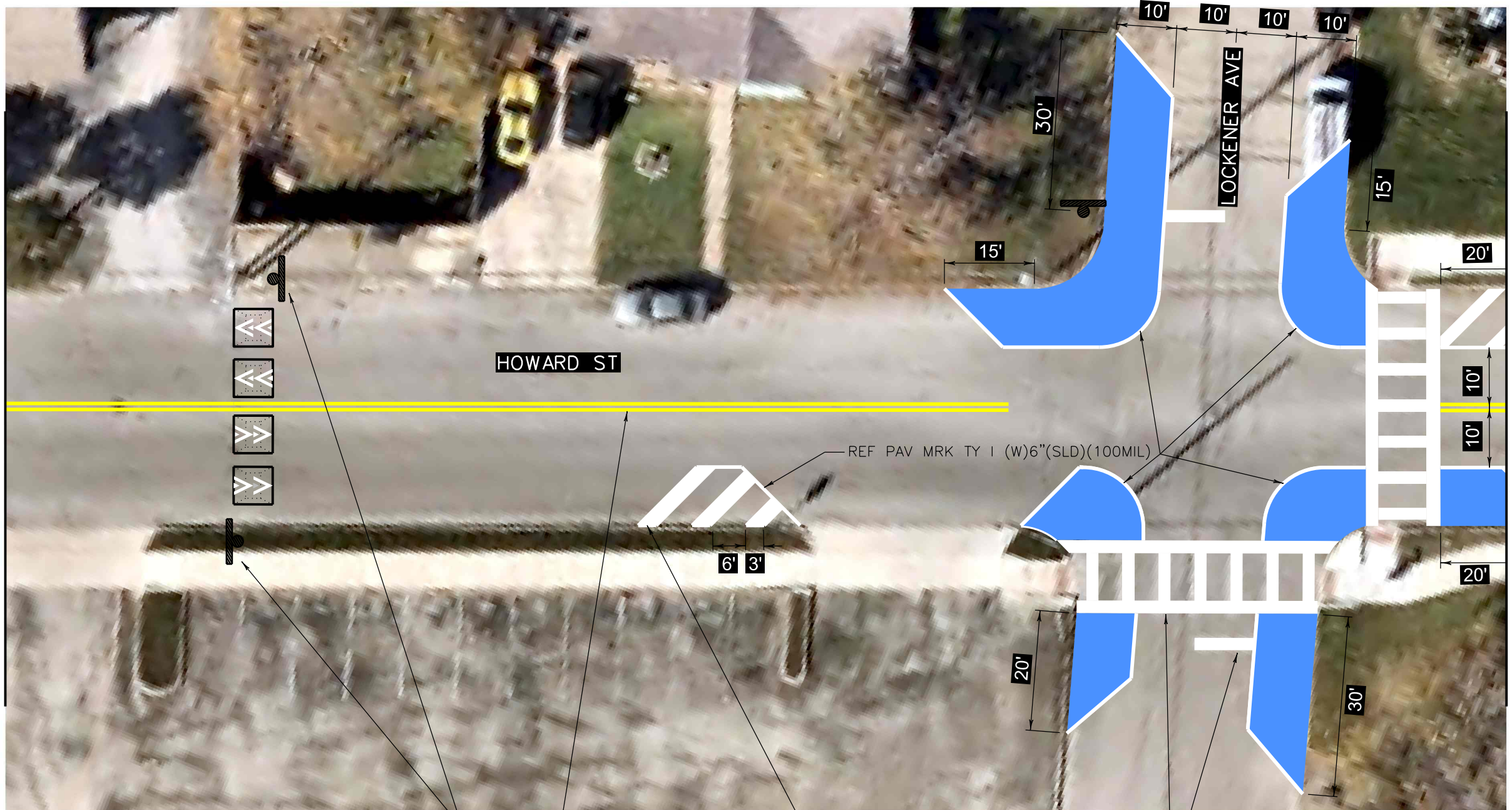


HOWARD ST STRIPING LAYOUT
SCALE: 1"=20' SHEET: 1 OF 8

7/16/2024 9:12:39 AM
**File-02\User\S\S\Pub\Lic Works\for\row\Documents\L\Layouts#Power dr of\Striping Layouts#Howard St\Howard_St_001.dgn

7/16/2024 9:14:24 AM
 File-02\user s s\Pub Lic Works\for\ow\Documents\L\youts#Power of t*Striping Layouts#Howard St*Howard St_002.dgn

MATCHLINE A



MATCHLINE B



REF PAV MRK TY 1 (Y)6"(SLD)(100MIL)

REF PAV MRK TY 1 (W)6"(SLD)(100MIL)

REF PAV MRK TY 1 (W)24"(SLD)(100MIL)

ITEM DESCRIPTION	UNIT	EST	FINAL
REFL PAV MRK TY 1(W)6"(SLD)(100MIL)	LF	280	
REFL PAV MRK TY 1(Y)6"(SLD)(100MIL)	LF	340	
REFL PAV MRK TY 1(W)24"(SLD)(100MIL)	LF	340	
INSTALL W17-1 SIGN 30x30	EA	2	
INSTALL W13-1P SIGN 18x18	EA	2	
PAV MRK TY 1(B)(ISLAND)(100MIL)	SF	1,911	

NO.	DATE	REVISION	APPROV.



HOWARD ST STRIPING LAYOUT
 SCALE: 1"=20' SHEET: 2 OF 8



REF PAV MRK TY I (Y)6"(SLD)(100MIL)

REF PAV MRK TY I (W)6"(SLD)(100MIL)

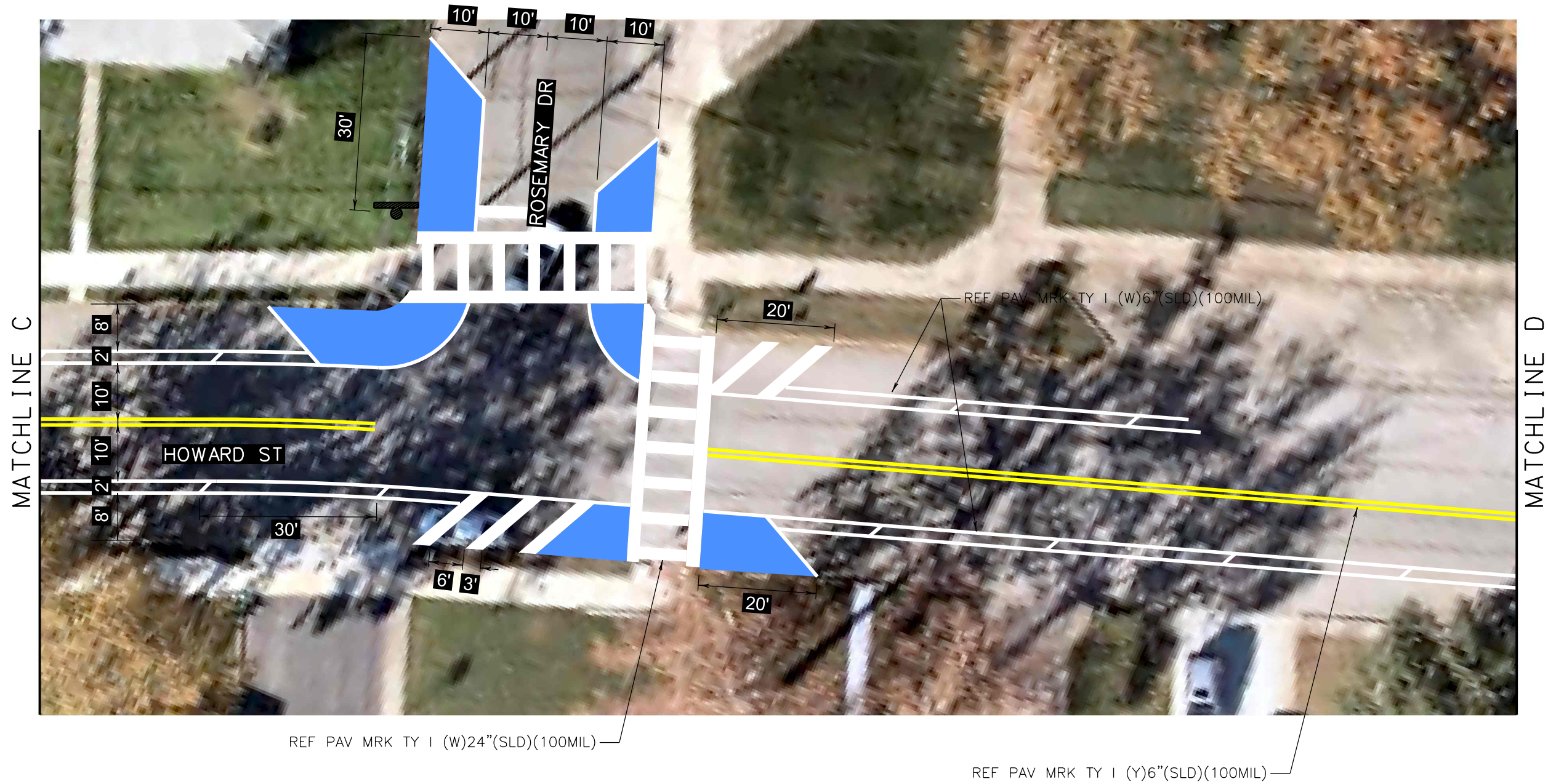
ITEM DESCRIPTION	UNIT	EST	FINAL
REFL PAV MRK TY I(W)6"(SLD)(100MIL)	LF	1,064	
REFL PAV MRK TY I(Y)6"(SLD)(100MIL)	LF	500	
REFL PAV MRK TY I(W)24"(SLD)(100MIL)	LF	14	

NO.	DATE	REVISION	APPROV.



HOWARD ST STRIPING LAYOUT
SCALE: 1"=20' SHEET: 3 OF 8

7/16/2024 9:16:34 AM
 File-02User s**Pub Lic Works**for row Documents\Layouts#Power of t*Striping Layouts#Howard St*Howard St_004.dgn



REF PAV MRK TY I (W)24"(SLD)(100MIL)

REF PAV MRK TY I (Y)6"(SLD)(100MIL)

ITEM DESCRIPTION	UNIT	EST	FINAL
REFL PAV MRK TY I(W)6"(SLD)(100MIL)	LF	834	
REFL PAV MRK TY I(Y)6"(SLD)(100MIL)	LF	335	
REFL PAV MRK TY I(W)24"(SLD)(100MIL)	LF	376	
PAV MRK TY I(B)(ISLAND)(100MIL)	SF	976	

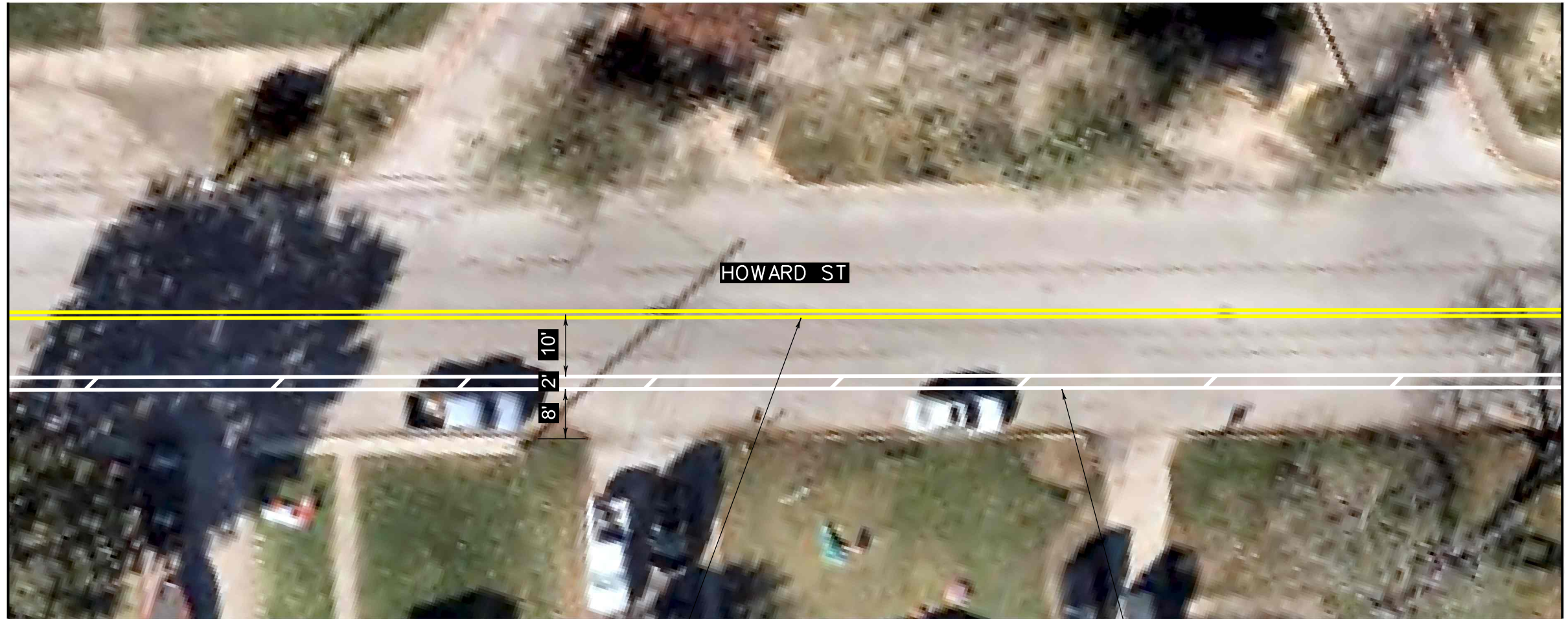
NO.	DATE	REVISION	APPROV.



HOWARD ST STRIPING LAYOUT
 SCALE: 1"=20' SHEET: 4 OF 8



MATCHLINE D



MATCHLINE E

REF PAV MRK TY I (Y)6"(SLD)(100MIL)

REF PAV MRK TY I (W)6"(SLD)(100MIL)

ITEM DESCRIPTION	UNIT	EST	FINAL
REFL PAV MRK TY I(W)6"(SLD)(100MIL)	LF	523	
REFL PAV MRK TY I(Y)6"(SLD)(100MIL)	LF	500	

NO.	DATE	REVISION	APPROV.



HOWARD ST STRIPING LAYOUT
 SCALE: 1"=20' SHEET: 5 OF 8

7/16/2024 9:19:30 AM
 **File-02\User\$S\$Pub.Lic.Works\$for\$Documents\LAYOUTS\$Power of \$Striping Layouts\$Howard St\$Howard.St_006.dgn



REF PAV MRK TY I (Y)6"(SLD)(100MIL)

ITEM DESCRIPTION	UNIT	EST	FINAL
REFL PAV MRK TY I(W)6"(SLD)(100MIL)	LF	1,021	
REFL PAV MRK TY I(Y)6"(SLD)(100MIL)	LF	396	
REFL PAV MRK TY I(W)24"(SLD)(100MIL)	LF	50	
PAV MRK TY I(B)(ISLAND)(100MIL)	SF	1,263	

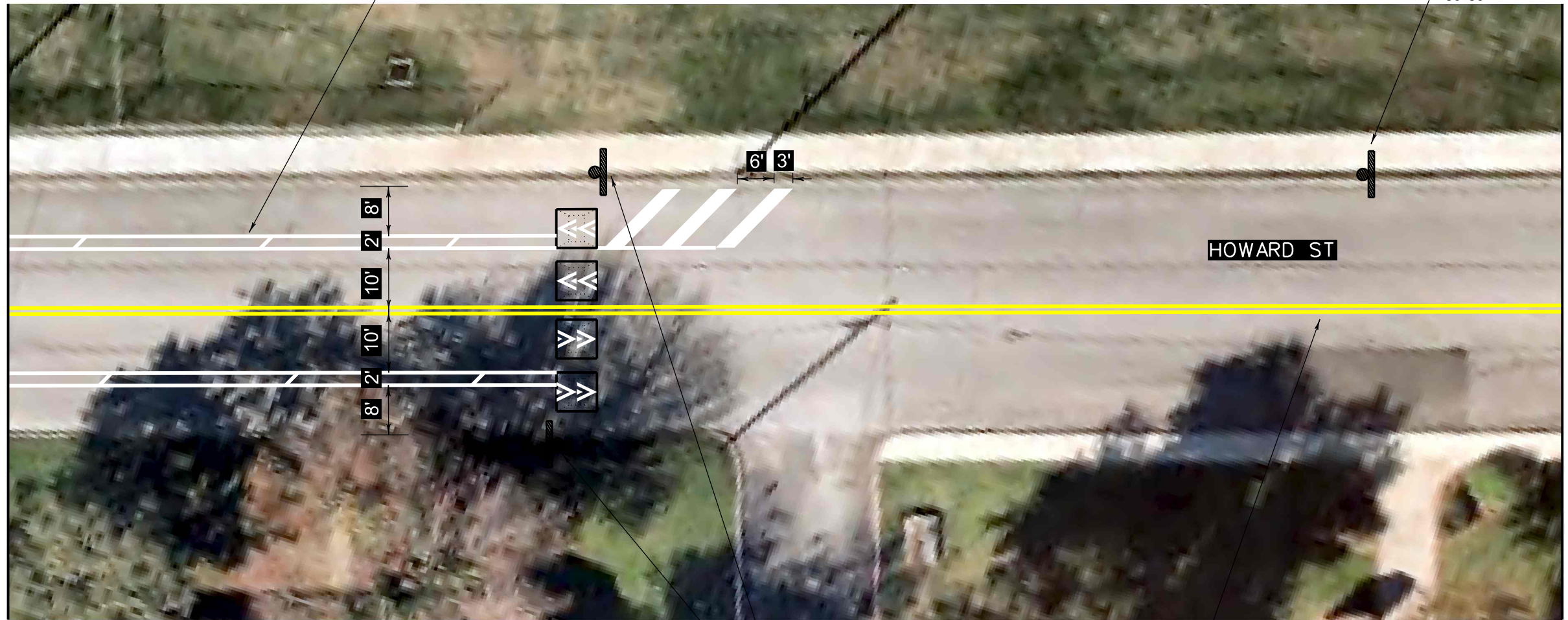
NO.	DATE	REVISION	APPROV.



HOWARD ST STRIPING LAYOUT
 SCALE: 1"=20' SHEET: 6 OF 8

7/16/2024 9:24:46 AM
 **File-02\User\$S\$Pub.Lic.Works\$forrow\Documents\LAYOUTS#Power of t*Striping Layouts#Howard St*Howard.St_007.dgn

MATCHLINE F



MATCHLINE G



ITEM DESCRIPTION	UNIT	EST	FINAL
REFL PAV MRK TY I(W)6"(SLD)(100MIL)	LF	369	
REFL PAV MRK TY I(Y)6"(SLD)(100MIL)	LF	482	
REFL PAV MRK TY I(W)24"(SLD)(100MIL)	LF	39	
INSTALL W17-1 SIGN 30x30	EA	2	
INSTALL W13-1P SIGN 18x18	EA	2	
INSTALL SPEED HUMP AHEAD SIGN 30x30	EA	1	

NO.	DATE	REVISION	APPROV.



HOWARD ST STRIPING LAYOUT

SCALE: 1"=20' SHEET: 7 OF 8



MATCHLINE G



HOWARD ST

END STRIPING WORK

93'

REF PAV MRK TY 1 (Y)6"(SLD)(100MIL)

NO.	DATE	REVISION	APPROV.

ITEM DESCRIPTION	UNIT	EST	FINAL
REFL PAV MRK TY 1 (Y)6"(SLD)(100MIL)	LF	430	



HOWARD ST STRIPING LAYOUT
SCALE: 1"=20' SHEET: 8 OF 8

8/8/2024

Agenda Item No. B)

PRESENTER:

Carly Farmer, Engineer

SUBJECT:

Discuss and consider a recommendation to City Council to implement a traffic calming plan on Caddell Lane.

DEPARTMENT: Transportation and Capital Improvements**COUNCIL DISTRICTS IMPACTED:** 5**BACKGROUND INFORMATION:**

Staff has received a request to evaluate Caddell Lane for traffic calming. The request was due to safety concerns over speeding and cut-through traffic in a residential area. Caddell Lane is a local residential street that runs parallel to Alves Lane and intersects SH 46. Like many streets that connect to SH 46 east of IH 35, Caddell Lane is a cut-through route for drivers avoiding congestion and trying to find faster alternative routes in the areas around SH 46, Barbarosa Road, and Alves Lane. The posted speed limit on Caddell Lane is 20 mph. There are no sidewalks or curbs. Caddell Lane is very narrow, with a pavement width of approximately 24 feet, leaving little to no buffer between residents out walking and passing vehicles.

The City of New Braunfels Speed Hump Policy approved in 1999 requires a petition be submitted with signatures from two-thirds of the properties adjacent to the street segment on which speed humps are requested. A petition was received and was verified to meet the two-thirds requirement. An operational requirement in the policy is that the 85th percentile speed must be at least 5 miles per hour over the regulatory speed limit of 20 mph. Traffic data collected over 24 hours in May 2024 showed the 85th percentile speed of 27 mph which meets the speed criteria in the Speed Hump Policy. Additionally, the volume requirement in the approved speed hump policy is a daily traffic volume of at least 800 vehicles per day (vpd). The traffic data collected measured 697 vpd. Staff would not be able to recommend speed humps under the requirements of the Speed Hump Policy, but an 85th percentile speed of 7 mph over the posted speed limit on a narrow residential street without sidewalks is a safety concern. In addition, a comparison of the number of homes along the street and the daily traffic volume demonstrates high cut-through traffic.

The City of New Braunfels recently enacted the Street Safety Action Plan. This plan made recommendations for new policies, programs, and projects to achieve the goal of ending severe and fatal roadway crashes on the City of New Braunfels Roads. City staff recognizes that the current 1999 Speed Hump Policy being the lone traffic calming procedure is insufficient for evaluation of neighborhood traffic speeding concerns. Part of the Street Safety Action Plan is a recommendation to update the speed hump policy, default speed limits in residential areas, and additional traffic calming measures with objective evaluation criteria that city staff can implement when investigating speeding and safety concerns on residential streets. City staff is currently drafting a new Speed Management Policy to replace the 1999 Speed Hump Policy.

Due to the narrow pavement width of the street, traffic calming tools such as bulb-outs, neck downs, and pavement markings are not feasible. Based on the documented high speeds recorded on Caddell Lane, the lack of sidewalks or curbs, and known traffic issues along the SH 46 corridor, city staff drafted a traffic calming plan that consists solely of speed humps. City staff aims to present the traffic calming plan and give the community an opportunity to provide public comment. With no dedicated funding for traffic calming this fiscal year outside of the annual speed hump budget, the city cannot implement the plan until dedicated traffic calming funding is identified. However, the budget for the upcoming 2025 Fiscal Year may allocate funding specifically for traffic calming, allowing the city to move forward with installing any approved traffic calming plans.

ISSUE:

Residents have requested traffic calming be installed on Caddell Lane due to speeding and safety concerns about cut-through traffic in a residential area.

FISCAL IMPACT:

The City has specific funding for the installation of traffic calming. Installation of speed humps, including speed cushions, signing, and pavement markings at five locations and pavement markings cost approximately \$40,000. There is insufficient funding in the FY 2024 Streets and Drainage budget. Staff is seeking additional funding for traffic calming plans in future budget cycles.

RECOMMENDATION:

Staff recommends approval of the traffic calming plan on Caddell Lane, to be installed as funding is available.

Petition

Requirement		Satisfied?
1.	A petition from the residents and business owners documenting that at least two-thirds support the installation of speed humps.	Yes
2.	Verification statement from contact person confirming signatures are valid and represent at least two-thirds support.	Yes
3.	A statement from the neighborhood association endorsing speed hump installation.	N/A

Operational and Geometric Characteristics of the Street

Requirement		Satisfied?
1.	The street shall provide access to abutting residential and/or commercial properties.	Yes
2.	The street shall not have more than one lane of traffic in each direction.	Yes
3.	The street shall have a regulatory speed limit of 30 mph or less as determined in accordance with State Law.	Yes: 20 mph
4.	The 85 th percentile speed on the street must be at least 35 mph or 5 mph over the regulatory speed limit.	Yes: 27 mph
5.	The speed humps should not be located on a horizontal curve, on vertical curves where visibility of the hump is restricted, or on approaches to these curves.	Yes
6.	The street should have curb and gutter. Considerations may be given to street without curb and gutter to accommodate drainage and prevent vehicle run-arounds.	No
7.	The street must be approved by the emergency services departments.	Yes ^a
8.	The street must have a 24-hour traffic volume of at least 800 vehicles.	No: 697 vpd average

^a Parking may be restricted at speed hump locations to maintain emergency response.

Speed and Volume Data

	≤25 mph	26-30 mph	31-35 mph	36-40 mph	41+ mph
Average vpd (05/2024)	514	143	31	7	2

Project Prioritization Criteria

Criteria		Points Assigned
1. Crash	0 reported crashes over a period of 3 consecutive years	0
2. Speed	7 mph difference between 85 th percentile speed and regulatory speed limit	4
3. Traffic Volume	Two-way peak hour volume of 64 vph	1
4. Type of Neighborhood	1. Schools within a ½ mile radius of the project street 2. Absence of sidewalks on the project street	0 1
Total:		6

