

CITY OF NEW BRAUNFELS, TEXAS Braunfels TRANSPORTATION AND TRAFFIC ADVISORY BOARD MEETING



ZOOM

THURSDAY, APRIL 8, 2021 at 6:00 PM

To participate via zoom use the following link: https://us02web.zoom.us/j/87689825998 or call (833) 926-2300 Webinar ID# 876 8982 5998

TO PROTECT THE HEALTH OF THE PUBLIC AND LIMIT THE POTENTIAL SPREAD OF COVID-19, NO IN-PERSON PUBLIC ACCESS TO THIS MEETING IS AVAILABLE. READ ABOVE FOR WAYS TO PARTICIPATE IN THIS MEETING.

AGENDA

1. CALL TO ORDER

2. <u>ROLL CALL</u>

3. <u>APPROVAL OF MINUTES</u>

Approval of the minutes of the March 11, 2021 <u>21-311</u>
 Transportation and Traffic Advisory Board meeting.

4. <u>CITIZENS' COMMUNICATIONS</u>

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 on the proposed City of New Braunfels <u>21-351</u>
 Street Design Manual and Thoroughfare Plan Update.
 Garry Ford, Jr., Assistant Public Works Director/City Engineer

6. INDIVIDUAL ITEMS FOR CONSIDERATION

- A) Discuss and consider approval of the installation of <u>21-315</u> speed humps on Broadway Drive between Rusk Street and Flushing. *Jessica Perry, Graduate Engineer*
- B) Discuss and consider approval of the installation of <u>21-329</u> speed humps on Daisy Way between Marigold Way and Hibiscus. *Jessica Perry, Graduate Engineer*

7. ADJOURNMENT

CERTIFICATION

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

Board Liason

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 221-4010 at least two (2) work days prior to the meeting so that appropriate arrangements can be made.



4/8/2021

Agenda Item No. A)

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TRANSPORTATION AND TRAFFIC ADVISORY BOARD

Regular Meeting Minutes Held via ZOOM March 11, 2021

Members Present: Arthur Brinkkoeter Gary Kirkham Ron Munyan

Mike Dietert Michael Yoder

Staff Present: Mary Hamann

Jessica Perry

Carly Farmer

- 1. <u>CALL TO ORDER called to order at 6:00pm</u>
- 2. ROLL CALL

3. APPROVAL OF MINUTES

February 11, 2021 Regular Meeting – via Zoom
 Mr. Kirkham made motion to approve. Mr. Yoder seconded the motion. All in favor.

4. CITIZENS COMMUNICATIONS

None

5. INDIVIDUAL ITEMS FOR CONSIDERATION

A) Discuss and consider a recommendation to City Council to install an all-way stop at the intersection of Klein Meadows and Bentwood Way. *Carly Farmer, Graduate Engineer*

Ms. Farmer explained this request and showed us the map of the location of the all-way stop request. She said that there were no accidents reported at present time. She also pointed out that this is a fairly new subdivision. Bentwood Way already has stop signs but the request is for two signs on Klein Meadows. Morgan Reaneu spoke about the request and why she would like to see an all-way stop to help slow traffic speeders. Mr. Dietert made motion to go with staff recommendation not to install an all-way stop at the intersection of Klein Meadows and Bentwood Way. Mr. Yoder seconded the motion. All in favor. Motion passed.

B) Discuss and consider a recommendation to City Council to install speed humps on River Acres Drive between 1255 River Acres Drive and Fair Lane. *Carly Farmer, Graduate Engineer*

Ms. Farmer explained this item for request of speed humps on River Acres Drive. We opened it up for residents to explain why they recommend it. Matthew Eckmann, Cindy & Kevin Kelly, Magen Mayela, Jessica Lynn, Erica Betarich, and Matt Cavanaugh all explained why they requested speed humps. They said from speeders and reckless driving and they feel the street is dangerous for the families and children that live there. They see people speeding up and down the hill way over the 30 mph speed limit. They all mentioned that one day there will be a bad accident but hope they can get speed humps before that

happens. Mr. Yoder made a motion to install speed humps on River Acres Drive to slow down the speeding problems. Mr. Dietert seconded the motion. All in favor. Motion passed.

C) Discuss and consider a recommendation to City Council to reduce the speed limit on River Acres Drive.

Carly Farmer, Graduate Engineer

Ms. Farmer introduced item 5C which was from the same residents on River Acres Drive to request that the speed limit be lowered to 20 mph. Mr. Yoder and Mr. Kirkham had a few questions about the speed limit. Mr. Munyan also asked about speed limit sign with flashing lights or one that shows the speed vehicle is going. Residents Matthew Eckmann, Magen Mayela, and Erica Betarich all asked if we could lower the speed limit. Mr. Yoder made a motion to lower the speed limit to 25 mph but failed to get a second. Motion failed. Mr. Dietert recommend waiting on the speed limit change to see if council passed the speed hump request and see if that will slow down traffic. Mr. Brinkkoeter seconded the motion. All in favor. Motion passed.

6. ADJOURNMENT

Mr. Munyan made motion to adjourn. Mr. Dietert seconded the motion. All in favor. Meeting adjourned at 7:03 pm. Next meeting will be held on April 8, 2021 at 6:00 PM.



4/8/2021

Agenda Item No. A)

PRESENTER:

Garry Ford, Jr., Assistant Public Works Director/City Engineer

SUBJECT:

Presentation on the proposed City of New Braunfels Street Design Manual and Thoroughfare Plan Update.

DEPARTMENT: Public Works/Planning and Development Services

COUNCIL DISTRICTS IMPACTED: Citywide

BACKGROUND INFORMATION:

The City of New Braunfels identified the need to provide guidance on street design and apply a consistent approach for designing streets, intersections, pavements, and structures. Current street design guidance is provided in various locations including Chapters 114 and 118 of the Code of Ordinances, city checklists and standard details, federal and state manuals, and City of San Antonio design requirements. It was determined that the City needed a street design guide to provide modern guidance and a stand-alone document to assist in planning, designing, and constructing streets in New Braunfels.

The City hired Kimley-Horn and Associates, Inc to assist in preparing the proposed Street Design Manual in a phased effort. Kimley-Horn assisted other cities like New Braunfels to develop a street design criterion from the ground up. The manual was developed in coordination with City Departments and the proposed Thoroughfare Plan update. The next phase is to present the proposed Street Design Manual to the community for review and feedback. The phase will include providing outreach to the Transportation and Traffic Advisory Board and development, engineering, and construction communities. Additionally, a webpage will be created to download the document and associated standards and provide an opportunity for comments. Kimley-Horn and City staff will review feedback received and make final adjustments to the manual for City Council approval.

The timeline of the Street Design Manual corresponds with the update to the City's Thoroughfare Plan update and required amendments to the Code of Ordinances. The Thoroughfare Plan update was delayed last year, and the development of the design manual allowed for additional revisions to the street principles and classification. The major revision includes the combination of a residential collector and local street for commercial, industrial, and multifamily land uses to a "Local B Street." The community outreach for Street Design Manual and Thoroughfare Plan update is anticipated in May through July 2021.

City staff will present a summary and timeline of the proposed Street Design Manual and Thoroughfare Plan update.

ISSUE:

N/A

FISCAL IMPACT: N/A

RECOMMENDATION: N/A

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MEMORANDUM – DEVELOPMENT

Garry Ford, PE – City of New Braunfels
Trey Neal, PE – Kimley-Horn and Associates, Inc.
March 31, 2021
Memorandum - Street Design Manual and Construction Standards – Development Phase

Kimley-Horn and Associates, Inc. (Kimley-Horn) was hired by the City of New Braunfels (City) to evaluate the City's current street design guide and construction standards, provide recommendations, and develop new street design requirements. The study includes five major phases: (1) Evaluation; (2) Recommendation; (3) Development; (4) Concurrence; and (5) Implementation. The following memorandum provides a summary of the Development Phase for the City's consideration. Upon City concurrence, Kimley-Horn will assist the City to provide outreach to development, engineering, and construction communities to introduce the new draft manual and standard details for review and comment.

DEVELOPMENT PHASE

Kimley-Horn has updated the Street Design Manual into a stand-alone document. The reason for separating the content is to isolate information that will be used in the planning and design phases from the information that will be used during procurement and construction.

This memorandum includes the following:

Street Design Manual; Table of Contents

• Section Summaries Standard Details

1) STREET DESIGN MANUAL

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Table of Contents

1 GENERAL

- - Establish standards for design and construction of street facilities
 - Reference documents

1.2	Interpretation6
•	Minimum requirements for the design of public improvements Where other jurisdiction regulations are more restrictive, such regulations shall govern
1.3	Enforcement
•	City Engineer shall review for conformity Process for approval of design deviations
1.4	Amendments7
•	Process for amendment of standards for consideration
1.5	Accessibility Standards and Requirements7
•	Americans with Disabilities Act (ADA), Texas Accessibility Standards (TAS), and Public Right-of-Way Accessibility Guidelines (PROWAG). More restrictive shall govern
1.6	Submittal Requirements for Construction Plans7
•	Submitted in accordance with City Code
1.7	Easement and Right-of-Way Requirements7
• • •	May be required per City Code o Sight Visibility, access, sidewalks, trails, and traffic control City has the right of ingress and egress Right-of-Way shall be provided for future throughfares Engineers responsibility to comply with public utility provider
1.8	Subsurface Utility Engineering
•	Minimum Level C and D for any trenching and excavation Additional investigation may be required depending on complexity of the project - Level B and A
•	Responsibility of the Engineer to coordinate utility conflicts with the provider
1.9	Right-of-Way Excavation
• • •	Supplemental standards to City Code Open cuts on city streets constructed in the last 5 years will not be allowed Open cuts on city streets with pavement scores higher that 60 will not be allowed Alternate methods shall be pursued
1.10	Survey Requirements
•	Shall follow the minimum standards set by the Texas Board of Professional Engineers and Land Surveyors

• Al • M	ll surveys shall be referenced to the North American Datum of 1983 (NAD 83) onument, Lot Marker and Benchmark requirements
1.11	Computer Programs9
• AI	Il design files must be AutoCAD compatible
2 STREET I	DESIGN STANDARDS 10
2.1 Gen	neral
• St De Pl	treets, intersections, alleys, and access shall be designed in accordance with the <i>Street</i> esign <i>Manual</i> and in conformity with City Code, Thoroughfare Plan, and Comprehensive lan
• Im	nprovements on state highways shall follow TxDOT policies and procedures
2.2 Stre	eet Principles
 Standard Standard Standard Standard 	treet Classifications Interstate Expressway Parkway Principal Arterial Minor Arterial Major Collector Local Streets Alleys treet Design Manual establishes the minimum standards for the street classifications and upplements City Code he design of "context-sensitive," "complete," and "green" streets is supported and may be onsidered in coordination with the City Engineer treet Design Standards Establishes design standards based on street classification Right-of-Way Width, Curb and Gutter, Pavement Width, Roadside Width, Shoulder Width, Parking, Sidewalk Width, Sidewalk Buffer, Min and Max Grades, Centerline Radii, and Design Speed
• Ao wi • R	dditional guidance regarding pavement cross slope, curb and gutter, pavement widths, lane idths, roadside widths, median widths, shoulder widths, parking and sidewalks Requirements for vertical and horizontal alignments, clear zones, and transitions
2.3 Inte	rsections15
 Es ef Co Th 	stablishes intersection design requirements to facilitate the safety, convenience, and ficiency of the motor vehicles, bicycles, and pedestrians traveling through it onsiderations for roundabouts instead of traditional intersections hrough lanes shall line up

• Sight distance requirements

 Accommodations should be made for all existing and future pedestrian, bicycle, and public transportation movements Between 80 and 90 degrees for a min of 100' Minor roadway shall transition/tie to major roadway Inlets placed prior to entering arterial intersections Intersection offset requirements 	
2.4 Roundabouts	6
 Enhance guidance provided by reference documents Consideration for placement of roundabouts Geometric considerations and design vehicle requirements City fire truck parameters Right-of-Way requirements Inscribed Diameter requirements Approach and circulating lane widths Truck apron and island requirements Crosswalks Performance checks 	
2.5 Turn Lanes	1
 Requirements for Left, Right and Two Way Left Turn Lane (TWLTL) At all driveways or intersections with daily entering volume of 500 trips or 50 peak hour trips Follow TxDOT Roadway Design Manual 	
2.6 Sight Distance	2
 Necessary sight distance at all street and alley intersections Follow AASHTO Sight visibility easements may be required Site visibility for driveways per City Code 	
2.7 Traffic Control	3
 Follow City Sign and Pavement Marking Requirements, Texas Manual on Uniform Traffic Control Devices (TMUTCD) and TxDOT standards Traffic signals based on engineering study Temporary traffic control required when normal function of the street and/or ROW impacted by Construction Traffic control plan shall be included in all construction plans Partial or full road closures shall be coordinated with the City 10 business days prior to activity TIA to determine school area traffic control needs 	
2.8 Conduit Systems	5

•	Conduit shall be installed for all future irrigation, signals, and communications Divided arterial shall be built with conduits in the median - no more than 500' between ground boxes
٠	Conduit for residential street lighting typically by electric provider
2.9 T	raffic Calming
•	Practice employed to help reduce speeds Median islands, Pinchpoints, Bulb-out, Lane shifts, and Traffic circles
2.10	Pedestrian and Hike & Bike Facilities
•	Pedestrian facilities shall be designed to promote pedestrian safety and efficiency, minimize conflicts with motorized and non-motorized vehicle traffic, minimize tripping hazards and protruding objects, and accommodate accessibility needs of all pedestrians Design guidance for pedestrian and hike and bike facilities
2.11	Street Lighting
•	Collectors and residential local roadways lighting at intersections, cul-de-sacs, and throughout subdivision is required and shall be in accordance with New Braunfels Utilities standards
•	Lighting plans required for all new and modified street lighting
2.12	Utilities
2.12 •	Utilities 42 Preference for new utilities to be outside of pavement in ROW or Easement Designed in accordance with utility owner's requirements and submitted to City for approval
2.12 • 2.13	Utilities 42 Preference for new utilities to be outside of pavement in ROW or Easement 42 Designed in accordance with utility owner's requirements and submitted to City for approval 42 Railroad Crossings 42
2.12 • 2.13 •	Utilities 42 Preference for new utilities to be outside of pavement in ROW or Easement 42 Designed in accordance with utility owner's requirements and submitted to City for approval 42 Railroad Crossings 42 Early coordination/communication 42 Existing Railroad Quiet Zones (RRQZ) are established - no access will be granted within 100 ft of an existing or future crossing
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2.12 • 2.13 • 2.14 • • 2.15	Utilities 42 Preference for new utilities to be outside of pavement in ROW or Easement 42 Designed in accordance with utility owner's requirements and submitted to City for approval 42 Railroad Crossings 42 Early coordination/communication 42 Existing Railroad Quiet Zones (RRQZ) are established - no access will be granted within 100 ft of an existing or future crossing 43 Developer responsible for reconstructing and/or widening 43 Limits of improvements based on TIA Required improvements base on the Overall Condition Index (OCI) and Geotechnical report Minimum removal of 2' of existing pavement in widened sections 44 Alley Design 44

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•	Systematic control of the number, location, design, and construction of intersections, driveways, medians, and median openings Supplements requirements in City Code
3.1 A	dministration
•	Permit requirements City has the right to inspect all access improvments
3.2 D	riveways
٠	Design requirements - Width, Location, Spacing, Shared Access, Throat Length and Grades
3.3 N	1edians
• • •	Design requirements - Desirable on streets with four or more lanes and should be provided on Major Collectors, Arterials, and Parkways Raised or depressed Tree placement Opening requirements
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4.1 G	eneral
• • •	Flexible pavements - 20 year design Rigid pavements - 30 year design Standard sections established
4.2 G	eotechnical Investigation and Report51
• • • • • • •	All Capital Improvement Projects (CIP) and Development roadways shall have a geotechnical investigation If soil and subgrade parameters meet the established input parameters then standard pavement sections can be specified, if not a custom pavement design is required If soil and subgrade parameters exceed the established input parameters a pavement design can be done to reduce the section Traffic Impact Analysis (TIA) required to determine traffic volumes All findings shall be summarized in a Geotechnical Report - Signed and sealed Geotechnical Report for Roadways Checklist and Summary of Pavement Design Form to be completed Geotechnical Test Procedures
4.3 E	xisting Surface/Subsurface Investigation53
•	Field investigations - Borings and Sampling Laboratory investigations - Potential Vertical Rise (PVR), California Bearing Ratio (CBR), Liquid Limit (LL), Plasticity Index (PI), Resilient Modulus (Mr)

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 Subgrade verification letter following rough cuts to determine if soil conditions match the report 	
Re-evaluation requirements	
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 Arterial and Major Collector Effective Plasticity Index (Pleff) ≤ 30 Minor Collector/Commercial Street/Residential Street Effective Plasticity Index (Pleff) ≤ 40 Arterial and Major Collector Potential for Vertical Rise (PVR) ≤ 2.0 Minor Collector/Commercial Street/Residential Street Potential for Vertical Rise (PVR) ≤ 3.0 	
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Subgrade design - Lime Treatment, Cement Treatment, Remove and Replace, Moisture Treatment and Geogrid	
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5.1 Purpose and Scope	. 61
 Establish design guidance for bridges, foundations, retaining walls, screening walls, headwalls and wingwalls, culverts, embankments, creek and channel structures, aerial crossing, and other civil structures Permitting requirements per City Code Inspection requirements Use of TxDOT standard sheets Use of aesthetic treatments must be approved Structural plan requirements 	
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 At a minimum, all structures shall be designed using the current standards as adopted by City and shall meet all applicable local, state, and federal standards Reference documents 	the
5.3 Excavation Support	. 62

kimley-horn.com 10814 Jollyville Road, Campus IV, Suite 200, Austin, TX 78759

٠	Trench support or temporary special shoring required on excavations greater than 5 ft
5.4 G	eotechnical Performance Specifications63
•	Field investigation, geotechnical testing, and geotechnical engineering shall be performed in accordance with the standard of care taking into account local experience and conditions. The geotechnical recommendations shall establish the minimum design criteria upon which the Engineer can rely. Minimum boring requirements
5.5 B	ridge Design
• • •	General design requirements Foundation design Railing Pedestrian bridges
5.6 R	etaining Wall Design
•	General design requirements Engineered design for all wall greater than 3 ft.
5.7 S	lope Stability Design Criteria67
•	All slopes exceeding 8 ft. in height with a steepness of 4H:1V or greater, regardless of soil type, cut, or fill, shall be evaluated for global stability for both the short-term and the long-term conditions
5.8 H	eadwalls and Wingwalls
•	TxDOT Standard Details
5.9 C	ulverts
•	TxDOT Standard Details
5.10	Drop Structures
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5.11	Aerial Crossing
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5.12	Non-Bridge Construction Inspection and Certification69
•	Establish minimum inspection requirements
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• Inspector shall Inspector shall certify bridge construction inspections were performed at the prescribed stages of construction in accordance with the Bridge Construction Inspection and Certification checklist

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2) STANDARD DETAILS

- Trails Detail (3)
- Concrete Collar
- Reinforced Concrete Pipe Installation
- Pavement Surface Replacement/Repair Limits
- Trench Repair Details (3)
- Type 4 Object Marker
- Street Sign Detail 9" Ground Mount
- Street Sign Detail 9" Ground Mount W/ Logo
- Street Sign Detail 9" Ground Mount Historic District
- Street Sign Detail 9" Ground Mount Historic District W/ Logo
- Sidewalk Repair
- Curb Transition
- Elevated Sidewalk & Drop Curb for Drainage Channels
- Median Nose Type 1
- Median Nose Type 2
- Flashing Beacon (3)
- Cross Gutter
- Curb, Gutter & Gutter, Ribbon, Header and Mountable Curb
- Concrete Retaining Wall Combination Type
- Concrete Sidewalk at Utility Pole
- Concrete Sidewalk Abutting Curb/Curb and Gutter Section
- Concrete Sidewalk Drain
- Concrete Steps

NEXT STEPS

Upon City concurrence, Kimley-Horn will assist the City in providing outreach to the development, engineering, and construction communities to introduce the new draft standard for their review and comments.

If you have additional comments or questions, please do not hesitate to contact me at 512-418-4507 or <u>trey.neal@kimley-horn.com</u>.



Report

4/8/2021

Agenda Item No. A)

<u>Presenter/Contact</u> Jessica Perry, Graduate Engineer (830) 221-4020 - jperry@nbtexas.org

SUBJECT:

Discuss and consider approval of the installation of speed humps on Broadway Drive between Rusk Street and Flushing.

BACKGROUND / RATIONALE:

Council Districts: 4 & 5

Citizens submitted a request for the installation of speed humps on Broadway Drive between Rusk Street and Flushing. Broadway Drive is classified as a minor collector in the City of New Braunfels 2012 Regional Transportation Plan with a posted speed limit of 30 mph. The request was evaluated based on petition, operational and geometric requirements established in the City of New Braunfels Speed Hump Policy approved in 1999.

Twelve (12) signatures were required to meet the two-thirds requirement, and 12 signatures were received. An operational requirement in the policy is that the 85th percentile speed must be at least 5 mph over the regulatory speed limit of 30 mph. Traffic data collected on February 10, 2021 showed an 85th percentile speed of 35 mph which does meet the speed criteria in the Speed Hump Policy. Another operational requirement in the policy is an average daily traffic volume of at least 800 vehicles. The data collected in February 2021 counted 394 vehicles per day which does not meet the volume criteria in the Speed Hump Policy. These requirements are listed in the attachment to this report.

The Speed Hump Policy also requires proposed speed humps on a street to be approved by the emergency services departments. The New Braunfels Fire Department and the New Braunfels Police Department approve of the installation of speed humps on the requested street.

This portion of Broadway Drive does not have curbs, so curb extensions will need to be installed with the speed humps to ensure that drivers do not circumvent the speed humps.

If the request is approved, the street will be placed on the list of streets eligible for speed hump installation for up to three years. Speed hump projects will be prioritized according to the criteria established in the Speed Hump Policy. The Speed Hump Policy also states that the alteration or removal of speed humps requires the same petition process as the installation request, with at least two-thirds of all adjacent households and businesses in favor of speed hump removal. The city will not provide any funding for the removal of speed humps if it is requested.

ADDRESSES A NEED/ISSUE IN A CITY PLAN OR COUNCIL PRIORITY:

Envision New Braunfels Strategy 7: Connect All: Action 7.16: Develop a program and process for

consideration of citizen requests for neighborhood traffic calming.

FISCAL IMPACT:

Speed hump installation cost including speed cushions, signing and pavement markings for three sets of speed humps costs approximately \$21,000 to \$27,000 depending on location. The cost of the required curb extensions is estimated to be approximately \$1,200 for each set of speed humps. Funding for speed humps are included in the FY 2021 streets division operating budget and sufficient funds are currently available.

COMMITTEE RECOMMENDATION:

N/A

STAFF RECOMMENDATION:

Staff does not recommend approval of speed humps on Broadway Drive between Rusk Street and Flushing as it does not meet the volume criteria established in the Speed Hump Policy.



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

Rec	quirement	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: 35 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: 394 vpd
		average
	a Darking may be restricted at an and hymen leastings to maintain among	

^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 (02/21)	107	123	106	46	12

Project Prioritization Criteria

Criteria		Points Assigned
1. Crash	0 reported crashes over a period of 3 consecutive years	0
2. Speed	5 mph difference between 85 th percentile speed and regulatory speed limit	4
3. Traffic Volume	Two-way peak hour volume of 42 vph	0
4. Type of Neighborhood	 Schools within a ½ mile radius of the project street Special pedestrian generators within a 1,000 	0
	foot radius of the project street	0
	3. Absence of sidewalks on the project street	1
	Total:	5



Report

4/8/2021

Agenda Item No. B)

Presenter/Contact Jessica Perry, Graduate Engineer (830) 221-4020 - jperry@nbtexas.org

SUBJECT:

Discuss and consider approval of the installation of speed humps on Daisy Way between Marigold Way and Hibiscus.

BACKGROUND / RATIONALE:

Council District: 1

Citizens submitted a request for the installation of speed humps on Daisy Way between Marigold Way and Hibiscus. Daisy Way is a residential street with a speed limit of 30 mph. The request was evaluated based on petition, operational and geometric requirements established in the City of New Braunfels Speed Hump Policy approved in 1999.

Twenty (20) signatures were required to meet the two-thirds requirement, and 20 signatures were received. An operational requirement in the policy is that the 85th percentile speed must be at least 5 mph over the regulatory speed limit of 30 mph. Traffic data collected on February 10, 2021 showed an 85th percentile speed of 26 mph which does meet the speed criteria in the Speed Hump Policy. Another operational requirement is an average daily traffic rate of 800 vehicles per day. The traffic data collected in February 2021 counted 277 vehicles per day which does not meet the volume criteria in the Speed Hump Policy. These requirements are listed in the attachment to this report.

The Speed Hump Policy also requires proposed speed humps on a street to be approved by the emergency services departments. The New Braunfels Fire Department and the New Braunfels Police Department approve of the installation of speed humps on the requested street.

If the request is approved, the street will be placed on the list of streets eligible for speed hump installation for up to three years. Speed hump projects will be prioritized according to the criteria established in the Speed Hump Policy. The Speed Hump Policy also states that the alteration or removal of speed humps requires the same petition process as the installation request, with at least two-thirds of all adjacent households and businesses in favor of speed hump removal. The city will not provide any funding for the removal of speed humps if it is requested.

ADDRESSES A NEED/ISSUE IN A CITY PLAN OR COUNCIL PRIORITY:

Envision New Braunfels Strategy 7: Connect All: Action 7.16: Develop a program and process for consideration of citizen requests for neighborhood traffic calming.

FISCAL IMPACT:

Speed hump installation cost including speed cushions, signing and pavement markings for two sets of speed humps costs approximately \$14,000 to \$18,000 depending on location. Funding for speed

humps are included in the FY 2021 streets division operating budget and sufficient funds are currently available.

COMMITTEE RECOMMENDATION:

N/A

STAFF RECOMMENDATION:

Staff does not recommend approval of speed humps on Daisy Way between Marigold Way and Hibiscus as it does not meet the speed or volume criteria established in the Speed Hump Policy.



Petition

Ree	quirement	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.	Yes

Operational and Geometric Characteristics of the Street

Ree	quirement	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.	No: 26 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: 277 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 (11/19)	229	38	6	4	0

Project Prioritization Criteria

Criteria		Points Assigned
1. Crash	1 reported crashes over a period of 3 consecutive years	0
2. Speed	-4 mph difference between 85 th percentile speed and regulatory speed limit	0
3. Traffic Volume	Two-way peak hour volume of 30 vph	0
4. Type of Neighborhood	 Schools within a ½ mile radius of the project street Special pedestrian generators within a 1,000 	0
	foot radius of the project street	0
	3. Absence of sidewalks on the project street	0
	Total:	0