§ 545.356. AUTHORITY OF MUNICIPALITY TO ALTER SPEED LIMITS.

(a) The governing body of a municipality, for a highway or part of a highway in the municipality, including a highway of the state highway system, has the same authority to alter prima facie speed limits from the results of an engineering and traffic investigation as the Texas Transportation Commission on an officially designated or marked highway of the state highway system. The governing body of a municipality may not modify the rule established by Section 545.351(a) or establish a speed limit of more than 60 miles per hour.

(b) The governing body of a municipality, for a highway or part of a highway in the municipality, including a highway of the state highway system, has the same authority to alter prima facie speed limits from the results of an engineering and traffic investigation as the commission for an officially designated or marked highway of the state highway system, when the highway or part of the highway is under repair, construction, or maintenance. A municipality may not modify the rule established by Section 545.351(a) or establish a speed limit of more than 60 miles per hour.

(b-1) Except as provided by Subsection (b-2), the governing body of a municipality, for a highway or a part of a highway in an urban district in the municipality that is not an officially designated or marked highway of the state highway system, is 35 feet or less in width, and along which vehicular parking is not prohibited on one or both sides of the highway, may declare a lower speed limit of not less than 25 miles per hour, if the governing body determines that the prima facie speed limit on the highway is unreasonable or unsafe.

(b-2) Subsection (b-1) does not apply to a highway or part of a highway that has four or more lanes used for vehicular travel.

(c) A prima facie speed limit that is altered by the governing body of a municipality under Subsection (b) or (b-1) is effective when the governing body erects signs giving notice of the new limit and at all times or at other times as determined.


Commonly referred to as "HB 87"
**city of coppell**

**Why 25 mph speed limits?**

In Coppell, it was simple. Coppell is a young community with lots of children because of the school district. And, for the 14 1/2 years I’ve been in Coppell, the #1 complaint from citizens and Homeowner Associations has always been speeding in neighborhoods.

Therefore, our #1 objective was to slow down vehicles in residential areas. Some people questioned if our objective was to generate revenue through citations (we even received some free publicity when a local radio station decided to devote a segment on their morning talk show to why Coppell was lowering speed limits - safety or revenue). The truth is only about 3% of our citations are written in residential areas.

**US Customary**

<table>
<thead>
<tr>
<th>Design Speed (mph)</th>
<th>Brake Reaction Distance (ft)</th>
<th>Braking Distance on Level (ft)</th>
<th>Calculated (ft)</th>
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<tbody>
<tr>
<td>15</td>
<td>55.1</td>
<td>21.6</td>
<td>76.7</td>
</tr>
<tr>
<td>20</td>
<td>73.5</td>
<td>38.4</td>
<td>111.9</td>
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<tr>
<td>25</td>
<td>91.9</td>
<td>60.0</td>
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</tr>
<tr>
<td>30</td>
<td>110.3</td>
<td>86.4</td>
<td>196.7</td>
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<tr>
<td>35</td>
<td>128.6</td>
<td>117.6</td>
<td>246.2</td>
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<td>40</td>
<td>147.0</td>
<td>153.6</td>
<td>300.8</td>
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<tr>
<td>45</td>
<td>165.4</td>
<td>194.4</td>
<td>359.8</td>
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</table>

So...What’s the real reason we wanted to lower residential speeds?
Identifying Streets for 25 MPH

Based on the desire to reduce the distance required to stop a vehicle, the City determined that 25 mph was the appropriate residential speed. The next step was identifying streets to change to 25 mph.
Commercial streets and/or 4 lanes in width

Engineering / Public Works Department

Residential streets already at or below 25 mph

Engineering / Public Works Department
Residential streets for future 20 mph consideration

“Residential type” streets not meeting HB 87 (parking)
“Residential type” streets not meeting HB 87 (width)

468 residential streets proposed for 25 mph
Approach

Now that 468 streets had been identified as meeting the guidelines for 25 mph, we needed to change not only the speed limit but also the driver's mindset.

First and foremost, a "number on a sign" does not control the speed that people drive. The speed of a vehicle is dependent on the surrounding environment, the "feel" of the street, education of the public and enforcement of the "number on the sign".

We knew it would be difficult to change the surrounding environment and the "feel" of the street, but we could definitely educate the public and enforce the speed limit.

Education

1) Local access channel;
2) City web site;
3) "Coppell Clips" (electronic newsletter);
4) "City Desk" (water bill insert);
5) Interviews by students at the high school, for their newspaper and school TV show, on why we were lowering speed limits;
6) Discussion and handouts by the Police on National Night Out (50 block parties); and
7) Embracing the national program of “Keep Kids Alive - Drive 25” by having the founder speak at several local meetings and purchasing and providing their products, such as yard signs and bumper stickers, free of charge to our citizens to keep drivers focused on 25 mph speed limits.
Residential Streets Go 25 MPH

Residential drivers, take heed, slow down and save a life. The Coppell City Council passed an Ordinance establishing a 25 mph speed limit on residential streets that meet the following qualifications: 1) the street has to be 35 feet or less in width; 2) vehicle parking has to be allowed on one or both sides of the street; and 3) the street has to be less than 1 lanes in width.

Cost to Install 25 mph Signs

<table>
<thead>
<tr>
<th></th>
<th>Total Signs</th>
<th>Hard Cost (each)</th>
<th>Total Hard Cost</th>
<th>Soft Cost (each)</th>
<th>Total Soft Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace Existing 30 mph Signs</td>
<td>81</td>
<td>$ 50.00</td>
<td>$ 4,050.00</td>
<td>$ 6.25</td>
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<tr>
<td>Install New 25 mph Signs</td>
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<td>$ 77.00</td>
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<td>Total Hard Cost</td>
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<td>Total Soft Cost</td>
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</table>

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Engineering / Public Works Department
**Enforcement**

Once 25 mph signs were placed, the Police Department was notified so they could provide enforcement. The enforcement took several forms:

1) The Police radar trailer was used near 25 mph signs to remind people of the new speed limit and their current speed;
2) Police Officers initially worked neighborhoods handing out warnings. (However, a few people that were breezing along in the 40 to 45 mph range did receive citations); and
3) Finally after approximately a 30 day grace period, the Police Department started issuing citations to violators.

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**Recap of the Process**

1) Determined that 25 mph was the appropriate residential speed limit;
2) Identified streets that met the guidelines of “HB 87”;
3) Replaced 30 mph signs with 25 mph signs;
4) Provided notice and education of the new speed limit; and
5) Increased police presence in neighborhoods.

However; ……. the real question is - did it make a difference????????

To find out…we performed a before and after case study of one of our most vocal subdivisions - “The Vistas”.

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Engineering / Public Works Department

85th % speed

Before (mph)  After (mph)  Difference

Thursday

-10.4%
-7.3%

Day

Saturday

 Difference
Before (mph)  After (mph)

-4.2%
-3.9%

Before (mph)  After (mph)

Thursday

10 mph Pace Speed

Before
25-35 (60.4%)
25-35 (72.7%)
20-30 (75.1%)

After
20-30 (69.7%)

Day

Thursday

10 mph Pace Speed

Before
25-35 (68.0%)

Day

Saturday

10 mph Pace Speed

Before
25-35 (65.0%)
20-30 (65.6%)

After
20-30 (68.8%)

Saturday

Engineering / Public Works Department
Conclusion

Lowering speed limits, along with education of the public and enforcement of the speed, makes a difference in residential speeds.
EXCELLENCE
BY
DESIGN