



Sachse, Texas

Sachse City Hall
3815-B Sachse Road
Sachse, Texas 75048

Meeting Agenda City Council Workshop

Tuesday, September 2, 2014

6:30 PM

Council Chambers

1. The City Council of the City of Sachse will hold a Workshop Session on Tuesday, September 2, 2014, at 6:30 p.m. in the Council Chambers at the Sachse City Hall, 3815 Sachse Road, Building B, Sachse, Texas to discuss the following items of business:
2. **Discuss All City Council Meeting Agenda items.**
3. **City Manager Update Report: Briefing on current activities of staff including engineering, economic development, parks, public works, fire and police departments.**
4. **Discussion Items.**
5. *Please note: These items are for discussion purposes only and no Council action will be taken. The workshop session is for City Council and staff discussion, citizen input is not permitted on this agenda.*

[14-2395](#) Discuss speed humps on Bailey Road.

Executive Summary

Bailey Road currently has seven speed humps located between Hooper Road and Sachse Road. The speed humps were installed in the fall of 2008. This workshop item is provided for the City Council to discuss speed humps on Bailey Road including the traffic history since speed humps were installed.

Attachments: [1 08-04-2008 Regular Meeting PDF](#)
[2 08-18-2008 Workshop PDF](#)
[3 08-18-2008 Regular Meeting PDF](#)
[4 03-02-2009 Workshop PDF](#)
[5 03-02-2009 Regular Meeting PDF](#)
[6 09-21-2009 Workshop PDF](#)
[7 09-21-2009 Regular Meeting PDF](#)
[Past Speed Hump Policy PDF](#)
[Bailey Road Speed Humps Presentation PDF](#)

[14-2408](#) Discuss and consider equipment and furnishings for the Sachse Municipal Complex.

Executive Summary

The Sachse Municipal Complex, consisting of the Sachse City Hall, Public Library, Public Safety Building, and Senior Center may be enhanced through additional furnishings and equipment. The City Council previously provided input to city staff on equipment and furnishings that may be desirable for enhancing the Complex. The purpose of this item is to provide the Council with budgets for the various items and provide the Council the ability to act on various improvements.

Attachments: [20130415 Presentation](#)
[Campus Bond Presentation.pdf](#)

6. Adjournment.

7. State law prohibits the introduction or discussion of any item of business not posted at least seventy-two (72) hours prior to the meeting time.

Posted: August 29, 2014; 5:00 p.m. Terry Smith, City Secretary



Legislation Details (With Text)

File #:	14-2395	Version:	1	Name:	WK: Discuss Bailey Road Speed Humps
Type:	Discussion Item	Status:		Status:	Agenda Ready
File created:	8/22/2014	In control:		In control:	City Council Workshop
On agenda:	9/2/2014	Final action:		Final action:	
Title:	Discuss speed humps on Bailey Road.				

Executive Summary

Bailey Road currently has seven speed humps located between Hooper Road and Sachse Road. The speed humps were installed in the fall of 2008. This workshop item is provided for the City Council to discuss speed humps on Bailey Road including the traffic history since speed humps were installed.

Sponsors:

Indexes:

Code sections:

- Attachments:**
- [1 08-04-2008 Regular Meeting PDF](#)
 - [2 08-18-2008 Workshop PDF](#)
 - [3 08-18-2008 Regular Meeting PDF](#)
 - [4 03-02-2009 Workshop PDF](#)
 - [5 03-02-2009 Regular Meeting PDF](#)
 - [6 09-21-2009 Workshop PDF](#)
 - [7 09-21-2009 Regular Meeting PDF](#)
 - [Past Speed Hump Policy PDF](#)
 - [Bailey Road Speed Humps Presentation PDF](#)

Date	Ver.	Action By	Action	Result
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Title

Discuss speed humps on Bailey Road.

Executive Summary

Bailey Road currently has seven speed humps located between Hooper Road and Sachse Road. The speed humps were installed in the fall of 2008. This workshop item is provided for the City Council to discuss speed humps on Bailey Road including the traffic history since speed humps were installed.

Background

Bailey Road

The timeline for activities related to the speed humps located on Bailey Road is as follows:

Bailey Road Speed Hump Timeline		
Date	Item	Details
8/4/2008	Council Meeting	Council action-directed speed hump on Bailey
8/14/2008	Traffic Count #1	Speed/Volume Traffic Count
8/18/2008	Conceptual Design	City Eng. determined possible
8/25/2008	WISD School Start	School traffic patterns begin
9/16/2008	Traffic Count #2	Speed/Volume Traffic Count
9/19/2008	Construction	Public Works installed the hump
1/1/2009	Traffic Count #3	Speed/Volume Traffic Count
3/2/2009	Council Workshop	Discussion on Bailey Road hump
3/2/2009	Council Meeting	Council action - extend traffic hump
9/21/2009	Council Workshop	Discussion on Bailey Road hump
9/21/2009	Council Meeting	Discussion with no formal action

Attachments 1-7 provide the documentation of the City Council Regular Meeting and Workshops listed in the timeline above.

Since 2008, there have been seven recorded vehicle crashes on Bailey Road, in the following locations:

- 2 - Bailey Road & Williford Road (2010, 2013)
- 2 - Bailey Road & Hooper Road (2011, 2012)
- 1 - Bailey Road & Sachse Road (2011)
- 1 - Bailey Road & Creek Crossing (2014)
- 1 - Bailey Road (no cross street) (2014)

Speed Hump Policy

The City of Sachse previously had a Speed Hump Policy that was adopted by the City Council on 1/18/1999 (Attachment 8). This policy was rescinded by the City Council on 7/1/2013. The City Council requested that staff work on the development of a Traffic Calming Policy that would provide a broader range of methods to address traffic calming needs in the City. Staff has been working on the development of the new traffic calming policy, and has presented various options regarding traffic calming devices, processes, and policies to the City Council for discussion and feedback at City Council Workshops held on 9/3/2013, 10/21/2013, and 12/2/2013.

The previous speed hump policy provided a mechanism for citizens to initiate a process to potentially have speed humps installed on a city street. The old policy was silent on staff or City Council initiated efforts or requests to have speed humps installed.

Policy Considerations

The City Council of the City of Sachse has the authority to direct the installation of street improvements in the City of Sachse.

Budgetary Considerations

N/A

Staff Recommendations

Council discuss Bailey Road speed humps as appropriate.

REGULAR MEETING
OF THE
CITY COUNCIL
OF THE CITY OF SACHSE
AUGUST 4, 2008
7:30 P.M.

The City Council of the City of Sachse will hold a Regular Meeting on Monday, August 4, 2008 at 7:30 p.m. at the Sachse City Hall, 5560 S.H. 78, Sachse, Texas to consider the following items of business:

1. Consent Agenda-----Mayor
- ALL ITEMS LISTED WITH AN (*) ARE CONSIDERED BY THE CITY COUNCIL AND WILL BE ENACTED BY ONE MOTION. THERE WILL BE NO SEPARATE DISCUSSION OF THESE ITEMS UNLESS A COUNCILMEMBER OR CITIZEN SO REQUESTS.*
- a.* Approval of Minutes of the July 21, 2008, Regular Meeting-----Mayor
 - b.* Approval of revised Minutes of the July 7, 2008, Regular Meeting-----Mayor
 - c.* Approval of Minutes of the July 28, 2008, Special Meeting -----Mayor
 - d.* Consider an ordinance amending the code of ordinances by amending Chapter 9 "Traffic Regulations" by amending Section 9-4 (C) "School Zones" by amending Section (2) Subsections (a) , (d), (e) and (f) to revise the school zone time periods and adding new subsections (g) and (h) To establish new school zones for designated portions of Ranch Road and Woodcreek Way; Providing a repealing clause; Providing a savings clause; Providing a severability clause; Providing a penalty of fine not to exceed \$200 for each offense; and Providing an effective date-----Mayor
 - e.* Consider a resolution authorizing the execution of the standing steering committee participation agreement (directing staff to join the Oncor Cities Steering Committee to review electric distribution rate increases)-----Mayor
 - f.* Consider acceptance of the quarterly budget & investment reports for the period ending 6-30-08-----Mayor
 - g.* Consider acceptance of certified taxable values and effective and rollback tax rate calculations-----Mayor

2. Mayor and City Council Announcements-----Mayor
3. Citizen Input-----Mayor
The public is invited at this time to address the Council. The Mayor will ask you to come to the microphone and state your name and address for the record. If your remarks pertain to a specific agenda item, please hold them until that item, at which time the Mayor may solicit your comments. The City Council is prohibited from discussing any item not on the posted agenda according to the Texas Open Meetings Act.
4. Consider the DeWitt Road bond program improvements and possible right-of-way acquisition-----Mayor
5. Consider and take action regarding the disposition of delinquent property taxes on the municipal building-----Mayor
6. Consider Bailey Road traffic safety-----Mayor
7. Consider appointment to the Parks and Recreation Commission-----Mayor

Note: The Sachse City Council reserves the right to convene into Executive Session pursuant to the Texas Government Code, Title 5, Chapter 551 regarding posted items on the regular meeting agenda.

The City of Sachse reserves the right to reconvene, recess or realign the regular session or called Executive Session or order of business at any time prior to adjournment.

State law prohibits the introduction or discussion of any item of business not posted at least seventy-two (72) hours prior to the meeting time. *Therefore, during Citizen Input for example, the Council is prohibited by state law to deliberate or take action on any issues introduced by the public other than to take them under advisement.* Dated: August 1, 2008; 5:00 p.m. Terry Smith, City Secretary

If you plan to attend this public meeting and you have a disability that requires special arrangements at the meeting, please contact Terry Smith, City Secretary, at (972) 495-1212, 48 business hours prior to the scheduled meeting date. Reasonable accommodations will be made to assist your needs.

4. Consider the DeWitt Road bond program improvements and possible right-of-way acquisition:

Matt Atkins engineer with Teague, Nall & Perkins, presented the plans for the DeWitt Road improvements. He noted the areas where right-of-way acquisition is necessary.

Following discussion, Mayor Pro Tem Lam moved to approve the engineering plans to date and authorize Evaluation Associates to perform the right-of-way acquisition, and for the engineer to look at two deceleration lanes. The motion was seconded by Councilman Smith and carried unanimously.

5. Consider and take action regarding the disposition of delinquent property taxes on the municipal building:

Following discussion, Councilman Timm moved direct staff to negotiate with the Superintendent of the GISD on the delinquent property taxes of the municipal building. The motion was seconded by Councilman King and carried unanimously.

Mayor Pro Tem Lam made a motion to move agenda item #7 next on the agenda. The motion was seconded by Councilwoman McMillan and carried with Mayor Felix voting no.

7. Consider appointment to the Parks and Recreation Commission:

Following discussion, Councilman Timm moved appoint Juanita Miller to the Parks and Recreation Commission. The motion was seconded by Mayor Pro Tem Lam and carried unanimously.

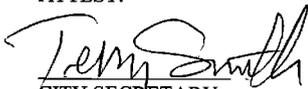
6. Consider Bailey Road traffic safety:

Following discussion, Councilman Timm moved to design Creek Crossing one way from Bailey Road to Woodbridge Parkway ending at Hickory Estates Drive. The motion died for lack of a second.

Following further discussion, Councilman Smith moved to put street humps on Bailey Road, with the number designed by the city engineer for distance. The motion was seconded by Councilwoman McMillan and carried with Mayor Pro Tem Lam voting no.

There being no further business, Councilman Timm moved to adjourn. The motion was seconded by Councilman Smith and passed unanimously. The meeting adjourned at 10:41 p.m.

ATTEST:


CITY SECRETARY

APPROVED:


MAYOR

CITY COUNCIL REGULAR SESSION

ITEM # 6
Consider Bailey Road Traffic Safety



DATE: August 4, 2008

BACKGROUND:

Residents on Bailey Road have expressed concerns about the volume and nature of traffic on their street. They advise that the traffic has increased in volume and speed. The Council ordered stop signs to be placed on Bailey approximately 18 months ago. The signs have apparently not had a significant impact on the traffic.

I have asked Chief Veach for a more recent traffic count from the radar trailer for Bailey Road. Chief Veach advised that a part necessary for the traffic counting portion of the system was broken and he was awaiting delivery of the replacement part.

POLICY CONSIDERATIONS:

The Council is asked to determine what measures if any they desire to effect a change in traffic patterns and behavior on Bailey Road.

BUDGETARY CONSIDERATIONS:

Any budgetary considerations will be determined by what, if any, decisions are implemented by Council.

ATTACHMENTS:

Aerial view of Bailey Road from Hwy 78 (Hooper) to Sachse

STAFF RECOMMENDATION:

Staff recommends that Council take input from Citizens present and charge Staff with developing an implementation strategy for what Council would like to see.

I might note that Billy George, City Engineer, is out of town on family business and will not be at the meeting.

Initial:

City Manager  Finance Library Public Works Parks HR
City Secretary Police Fire Comm. Dev. EDC

APPROVED DENIED TABLED WITHDRAWN



Bailey Rd, Sachse, TX 75048

© 2008 Tele Atlas

Google™

Pointer 32°58'50.69" N 96°34'30.59" W elev 533 ft Streaming ||||| 100%

Eye alt 6251 ft



Proposed Bailey Road
Speed Hump Location
August 2008

0 100 200 300 400 500 Feet

Speed Hump located approx.
250 ft. west of Bailey Rd

Speed Hump located approx.
half-way between Hooper Rd.
& Creek Crossing Ln. To be
removed when Vicuna Cir. is built

Creek Crossing Ln

Speed Hump located approx. 250 ft.
south of Creek Crossing Ln.

Speed Hump located approx.
485 ft. north of Williford Rd.

Speed Hump located approx.
290 ft. south of Williford Rd.

Additional Speed Hump location
approx. 915 ft. south of Williford Rd.

Approx. 335 ft. between
center speed humps

Speed Hump located approx.
315 ft. north of Anthony Ln.

Speed Hump indicator sign
located approx. 125 ft.
before speed hump

Speed Hump located approx.
half-way between Anthony Ln.
& Sachse Rd.

Hooper Road

Speed Hump indicator
sign located approx.
125 ft. before speed
hump

Speed Hump indicator
sign located approx.
125 ft. before speed
hump

Bailey Rd.

Williford Rd.

Anthony Ln

Speed Hump indicator
signs located approx.
125 ft. before speed
hump

Sachse Rd.

Map by City of Sachse
August 2008
Map Scale: 1" = 100'
Map Date: 8/1/08
Map Author: City of Sachse
Map Reviewer: City of Sachse
Map Approved: City of Sachse

WORKSHOP SESSION

CITY COUNCIL OF THE CITY OF SACHSE

AUGUST 18, 2008

6:30 P.M.

SACHSE CITY HALL

The Sachse City Council will hold a Workshop Session on Monday, August 18, 2008 at 6:30 p.m. at the Sachse City Hall, 5560 S.H. 78, to discuss the following items of business:

1. Discuss all Agenda Items-----Mayor
2. City Manager Update Report: Briefing on current activities of staff-----City Manager
3. Discuss voter approved bond projects-----Mayor
4. Discuss railroad quiet zones-----Mayor
5. Discuss the installation of speed humps on Bailey and Hooper Roads-----Mayor

Please note: these agenda items are for discussion purposes only and no action will be taken

State law prohibits the introduction or discussion of any item of business not posted at least seventy-two (72) hours prior to the meeting time.

Dated: August 15, 2008; 5:00 p.m.

Terry Smith
City Secretary

CITY COUNCIL WORKSHOP SESSION

ITEM # 5

Discuss the installation of speed humps on
Bailey & Hooper Roads



August 18, 2008

BACKGROUND:

On August 4, 2008, the City Council carried a resolution to install speed humps on Bailey Road. The purpose of this workshop item is to communicate the Engineering Department's understanding of the resolution, proposed plan for Bailey Road speed humps, and anticipated effects.

The resolution is limited to Bailey Road for a specific purpose and timeframe.

An exhibit showing the proposed locations of speed humps and speed hump warning signs is attached. In general, the following criteria were used to arrive at the proposed plan.

- Speed Hump Length: 12 -- 14 FT ±
- Speed Hump Max Height: 3 – 4 IN (7 FT Circ. Arch Approach -- "Watts Profile")
- Mark Speed Humps with Diagonal White Stripes
- Locate Speed Humps Between Hooper Road and Sachse Road
- Speed Hump Spacing: 200 FT – 600 FT
- Locate Speed Humps at Property Lines
- Maximize Speed Hump Distance to Private Driveways
- Install Warning Signs to Notify Traffic Entering Bailey Road
- Min Warning Sign Distance from Speed Hump: 125 FT±
- Install Warning Signs Where Speed Humps are 250 FT± from Intersections

In addition to slowing down the average speed of motorists on Bailey Road, the Engineering Department anticipates a longer response time for emergency service vehicles traversing Bailey Road: Bailey Road is a designed City of Sachse Emergency Services Route street.

ATTACHMENTS:

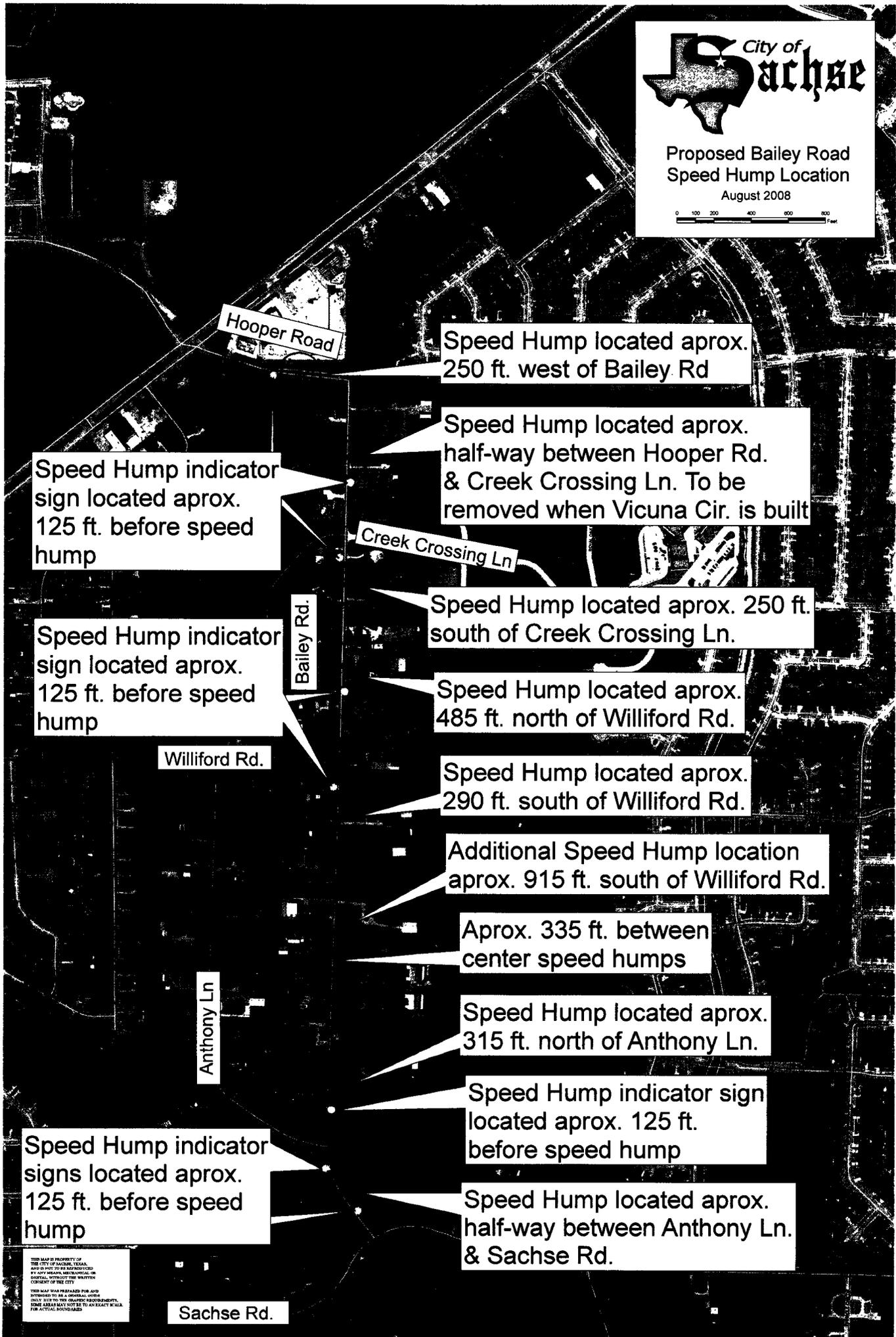
1. Proposed Bailey Road Speed Hump Location exhibit.

STAFF RECOMMENDATION: N/A

Initial:

City Manager *ACY* Finance Library Public Works Parks HR
City Secretary Police Fire Comm. Dev. EDC Engr *WK6*

APPROVED DENIED TABLED WITHDRAWN



THIS MAP IS PROPERTY OF THE CITY OF SACHSE, TEXAS, AND IS NOT TO BE REPRODUCED, BY ANY MEANS, MECHANICAL OR OTHERWISE, WITHOUT THE WRITTEN CONSENT OF THE CITY. THIS MAP WAS PREPARED FOR A USE INTENDED TO BE A GENERAL GUIDE ONLY. USE TO THE OPPOSITE OF THIS INTENT. SOME AREAS MAY NOT BE TO AN EXACT SCALE FOR ACTUAL ROADWAYS.

WORKSHOP SESSION

CITY COUNCIL OF THE CITY OF SACHSE

AUGUST 18, 2008

6:30 P.M.

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4. Discuss railroad quiet zones-----Mayor
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Dated: August 15, 2008; 5:00 p.m.

Terry Smith
City Secretary

WORKSHOP SESSION

CITY COUNCIL OF THE CITY OF SACHSE

MARCH 2, 2009

6:30 P.M.

SACHSE CITY HALL

The Sachse City Council will hold a Workshop Session on Monday, March 2, 2009 at 6:30 p.m. at the Sachse City Hall, 5560 S.H. 78, Sachse, Texas, to discuss the following items of business:

1. Discuss all Agenda Items-----Mayor
2. City Manager Update Report: Briefing on current activities of staff including engineering, economic development, public works, fire and police-----City Manager
3. Conduct Board and Commission Interviews to fill vacancies-----Mayor
4. Discuss Independence Day celebration-----Mayor
5. Discuss traffic safety and speed humps on Bailey Road-----Mayor

Please note: these agenda items are for discussion purposes only and no action will be taken

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Dated: February 27, 2009; 5:00 p.m.

Terry Smith
City Secretary

CITY COUNCIL WORKSHOP SESSION

ITEM # 5

Discuss traffic safety and speed humps on Bailey Road



March 2, 2009

BACKGROUND:

The Sachse City Council carried a resolution at the August 4, 2008 meeting to install speed humps on Bailey Road. It was communicated to the Engineering Department that a review of those speed humps would be conducted after approximately 6 months.

A letter was submitted by the City Engineer to the City Manager discussing the background, steps taken, and data collected from August 4, 2008 to the present. A copy of the letter is included with this coversheet for Council's information.

POLICY CONSIDERATIONS: Depends on Council action.

BUDGETARY CONSIDERATIONS: Unknown at this time.

ATTACHMENTS:

1. Letter to City Manager dated February 26, 2009
2. Council Presentation Slides
3. Exhibit Showing Speed Hump Locations

STAFF RECOMMENDATION:

None.

Initial:

City Manager *GW* Finance Library Public Works Parks HR
City Secretary Police Fire Comm. Dev. EDC Engr *WLL*

APPROVED DENIED TABLED WITHDRAWN



Engineering Department

February 26, 2009

Allen Barnes
City Manager
City of Sachse
5560 Highway 78
Sachse, TX 75048

RE: Speed Humps on Bailey Road

Dear Mr. Barnes:

The Sachse City Council carried a resolution at the August 4, 2008 meeting to install speed humps on Bailey Road. It was communicated to the Engineering Department that a review of those speed humps would be conducted after approximately 6 months. The purpose of this letter is to discuss the type of speed humps installed and contrast traffic counts and 85th percentile speeds before and after the installation of speed humps.

Type Installed

The Engineering Department recommended to Council that Watts profile speed humps be installed. The Watts profile speed humps are less costly than Tabletop speed humps due to their smaller size. Other design criteria presented to Council at the August 18, 2008 meeting are included in the following list and an exhibit showing the conceptual layout of the speed humps is enclosed with this letter. One speed hump was shift from its original location several weeks after installation due to suspected interference with a sewer service reported by a citizen.

- Length: 12 – 14 FT
- Max Height: 3 IN.
- Markings: White Stripes
- Signage: Warning Signs
- Spacing: 200 FT – 600 FT ±
- Location: Prop. Lines, Intersections, Driveways

Collected Information

Various staff members received reports from affected citizens covering a range of perceptions. Some comments by the residents have been positive in nature and indicate a general satisfaction with the speed humps. Other comments have been less honorific. One example of such a report includes the expression of concerns about vehicles with wheelchair loading lifts hitting the humps. This Department has not received a number of comments that would support a general opinion from the public on the speed humps. A properly generated survey with a statistically significant number of responses might indicate the citizens' general satisfaction or dissatisfaction.

The Engineering Department acquired a traffic counter during the summer of 2008. After receipt, the Department worked with the City Manager to establish a priority list of data gathering locations throughout the City. While working through the regular data collection schedule, extra counts have been gathered on Bailey Road north of Creek Crossing Lane for comparative purposes.

Data representing three distinct Bailey Road north of Creek Crossing Lane traffic environments were captured: traffic prior to the first school day of the 2008-09 Wylie Independent School District (WISD) year, traffic after the start of school, and traffic after the installation of speed humps on Bailey Road. The first day of the 2008-09 WISD school year was August 25, 2008. Speed humps were installed on Bailey Road on September 19, 2008. The table below summarizes the results of traffic data gathered.

Table 1
Bailey Road Traffic Data North of Creek Crossing

Date	WISD in School?	Speed Humps Installed?	Traffic Count (num of vehicles)	85 th Percentile Speed (mph)
8/14/2008	N	N	1742	34
9/16/2008	Y	N	1904	35
9/17/2008	Y	N	1862	35
1/7/2009	Y	Y	1664	30
1/8/2009	Y	Y	1719	30

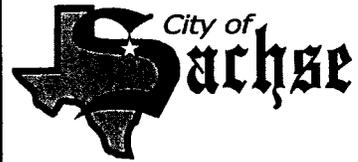
For the days included which span the installation of speed humps, traffic counts were lower and the 85th speed dropped 5 mph to 30 mph after the installation. While there is not sufficient evidence to support an absolute conclusion that the speed humps alone caused the observed results, their contribution cannot be discounted.

Sincerely,

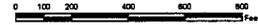


William K. George, P.E., CFM
City Engineer
Sachse, Texas

encl



City of
Sachse
Approximate Bailey Road
Speed Hump Locations
September 2008



Hooper Road

Speed Hump indicator sign located approx. 125 ft. before speed hump

Speed Hump located approx. half-way between Hooper Rd. & Creek Crossing Ln. To be removed when Vicuna Cir. is built

Creek Crossing Ln

Speed Hump indicator sign located approx. 125 ft. before speed hump

Bailey Rd.

Speed Hump located approx. 250 ft. south of Creek Crossing Ln.

Speed Hump located approx. 485 ft. north of Williford Rd.

Williford Rd.

Speed Hump located approx. 290 ft. south of Williford Rd.

Additional Speed Hump location approx. 915 ft. south of Williford Rd.

Aprox. 335 ft. between center speed humps

Speed Hump located approx. 315 ft. north of Anthony Ln.

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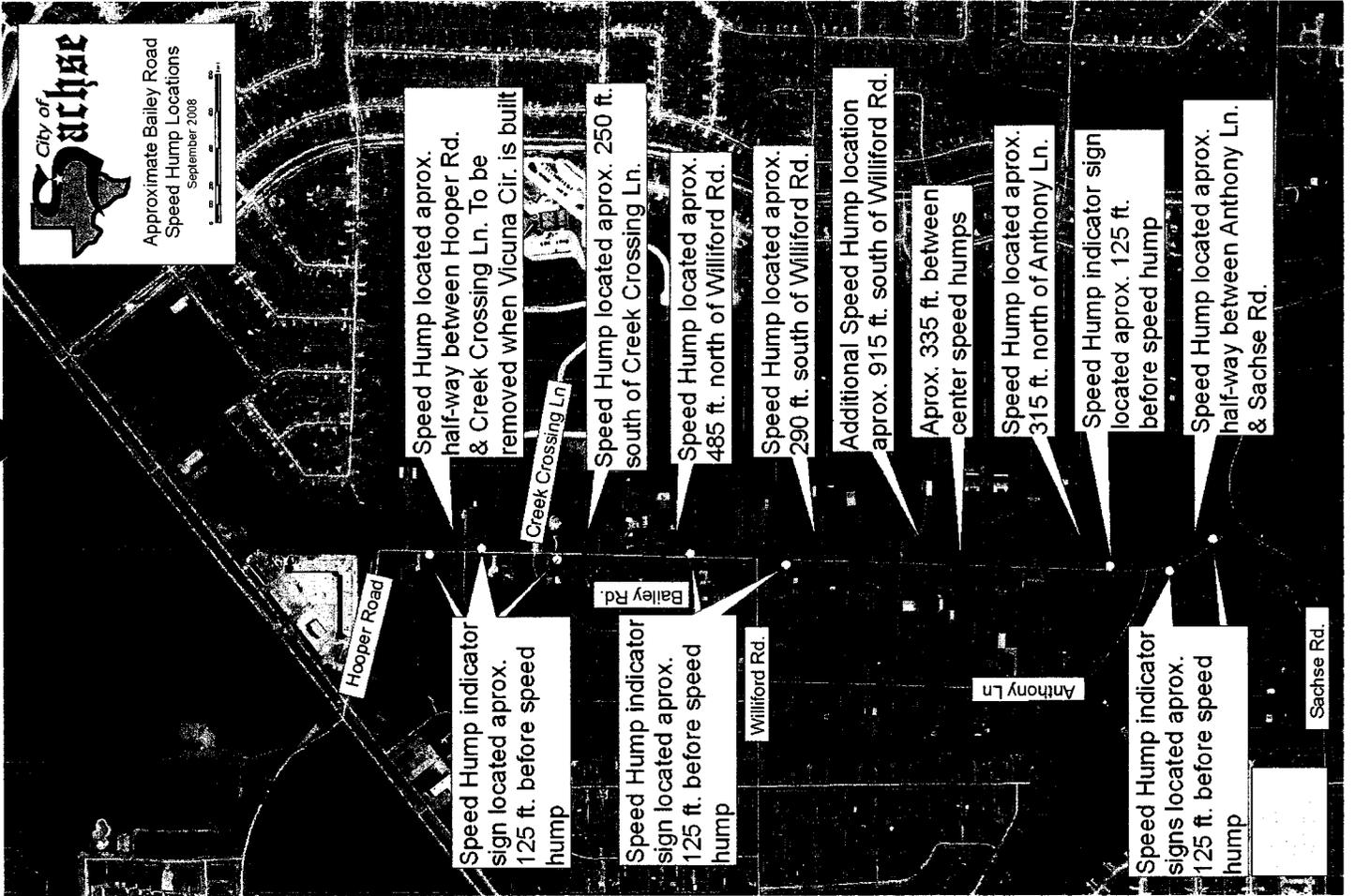
Speed Hump located approx. half-way between Anthony Ln. & Sachse Rd.

Sachse Rd.

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Williford Rd.

Anthony Ln

Speed Hump indicator signs located approx. 125 ft. before speed hump

Sachse Rd.

● ● ●

BAILEY ROAD SPEED HUMPS

Significant Dates

- Aug 4, 2008 Council Resolution
- Aug 14, 2008 1st Traffic Count
- Aug 18, 2008 Conceptual Design
- Aug 25, 2008 WISD School Begins
- Sep 16-17, 2008 2nd Traffic Count
- Sep 19, 2008 Speed Humps Installed
- January 1-2, 2009 3rd Traffic Count

● ● ● BAILEY ROAD SPEED HUMPS

- Design Criteria
 - Length: 12 – 14 FT (Watts Profile)
 - Max Height: 3 IN.
 - Markings: White Stripes
 - Signage: Warning Signs
 - Spacing: 200 FT – 600 FT ±
 - Location: Prop. Lines, Intersections, Driveways

BAILEY ROAD SPEED HUMPS

Collected Data

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1/8/2009	Y	Y	1719	30

WORKSHOP SESSION

CITY COUNCIL OF THE CITY OF SACHSE

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1. Consent Agenda-----Mayor

ALL ITEMS LISTED WITH AN () ARE CONSIDERED BY THE CITY COUNCIL AND WILL BE ENACTED BY ONE MOTION. THERE WILL BE NO SEPARATE DISCUSSION OF THESE ITEMS UNLESS A COUNCILMEMBER OR CITIZEN SO REQUESTS.*

- a.* Approval of Minutes of the February 16, 2009, Regular Meeting-----Mayor
- b.* Approval of Minutes of the February 23, 2009, Special Meeting -----Mayor
- c.* Consider a resolution approving the Professional Services Agreement of BW2, Inc., for the engineered design of the Eastview Water Line extension in the amount of \$23,900 and authorizing the City Manager to execute the same-----Mayor

2. Mayor and City Council Announcements regarding special events, current activities and local achievements-----Mayor

- a. Presentation of life saving awards for the Police and Fire Departments-----Mayor
- b. Proclamation declaring Poison Prevention Week March 15-21, 2009-----Mayor

3. Citizen Input-----Mayor

The public is invited at this time to address the Council. The Mayor will ask you to come to the microphone and state your name and address for the record. If your remarks pertain to a specific agenda item, please hold them until that item, at which time the Mayor may solicit your comments. The City Council is prohibited from discussing any item not on the posted agenda according to the Texas Open Meetings Act.

4. Discuss and Consider an ordinance amending the code of ordinances by amending Chapter 4 "Business Regulations" by amending Section 4-7 "Sexually Oriented Businesses" by amending Section 4-7 (A) to include in the findings the secondary effects precipitated by sexually oriented businesses on property values; amending Section 4-7 (D) "Definitions"; Amending Section 4-7 (E) to provide for classifications of sexually oriented businesses and amending Section 4-7 (W) to provide additional regulations for the operation of sexually oriented businesses; Providing a savings clause; Providing a severability clause; Providing a repealing clause; Providing a penalty clause; and Providing an effective date-----Mayor
5. Consider action regarding the traffic safety and speed humps on Bailey Road-----Mayor
6. Consider an ordinance amending the code of ordinances by amending Chapter 9 "Traffic Regulations" by adding Section 9-5 "Temporary Speed Limits"; Providing a repealing clause; Providing a savings clause; Providing a severability clause; Providing a penalty of fine not to exceed \$200 for each offense; and providing an effective date -----Mayor
7. Consider and take action on the turnpike district form based code-----Mayor
8. Consider appointments to Boards and Commissions-----Mayor

The City of Sachse reserves the right to reconvene, recess or realign the regular session or called Executive Session or order of business at any time prior to adjournment.

Note: The Sachse City Council reserves the right to convene into Executive Session pursuant to the Texas Government Code, Title 5, Chapter 551 regarding posted items on the regular meeting agenda.

State law prohibits the introduction or discussion of any item of business not posted at least seventy-two (72) hours prior to the meeting time. *Therefore, during Citizen Input for example, the Council is prohibited by state law to deliberate or take action on any issues introduced by the public other than to take them under advisement.* Dated: February 27, 2009; 5:00 p.m.

Terry Smith, City Secretary
If you plan to attend this public meeting and you have a qualified disability that requires special arrangements at the meeting, please contact Terry Smith, City Secretary, at (972) 495-1212, 48 business hours prior to the scheduled meeting date. Reasonable accommodations will be made to assist your needs.

4. Discuss and Consider an ordinance amending the code of ordinances by amending Chapter 4 "Business Regulations" by amending Section 4-7 "Sexually Oriented Businesses" by amending Section 4-7 (A) to include in the findings the secondary effects precipitated by sexually oriented businesses on property values; amending Section 4-7 (D) "Definitions"; Amending Section 4-7 (E) to provide for classifications of sexually oriented businesses and amending Section 4-7 (W) to provide additional regulations for the operation of sexually oriented businesses; Providing a savings clause; Providing a severability clause; Providing a repealing clause; Providing a penalty clause; and Providing an effective date:

Following discussion, Councilman Timm moved to approve an Ordinance No. 3114 the code of ordinances by amending Chapter 4 "Business Regulations" by amending Section 4-7 "Sexually Oriented Businesses" by amending Section 4-7 (A) to include in the findings the secondary effects precipitated by sexually oriented businesses on property values; amending Section 4-7 (D) "Definitions"; Amending Section 4-7 (E) to provide for classifications of sexually oriented businesses and amending Section 4-7 (W) to provide additional regulations for the operation of sexually oriented businesses; Providing a savings clause; Providing a severability clause; Providing a repealing clause; Providing a penalty clause; and Providing an effective date. The motion was seconded by Councilwoman McMillan and carried unanimously.

5. Consider action regarding the traffic safety and speed humps on Bailey Road:

Councilwoman McMillan moved to extend the study for 4-6 more months to include Bailey and Williford and Bailey and Anthony. The motion was seconded by Councilman Timm. Following discussion, the motion and second were with drawn.

Following citizen input, Councilwoman McMillan moved to extend the study for 4-6 more months to include Bailey and Williford and Bailey and Anthony. The motion was seconded by Councilman Timm and carried unanimously.

6. Consider an ordinance amending the code of ordinances by amending Chapter 9 "Traffic Regulations" by adding Section 9-5 "Temporary Speed Limits"; Providing a repealing clause; Providing a savings clause; Providing a severability clause; Providing a penalty of fine not to exceed \$200 for each offense; and providing an effective date;

Following discussion, Councilman King moved approve Ordinance No. 3115 amending the code of ordinances by amending Chapter 9 "Traffic Regulations" by adding Section 9-5 "Temporary Speed Limits"; Providing a repealing clause; Providing a savings clause; Providing a severability clause; Providing a penalty of fine not to exceed \$200 for each offense; and providing an effective date. The motion was seconded by Councilman Adams and carried unanimously.

7. Consider and take action on the turnpike district form based code:

Following discussion, Councilwoman McMillan moved to cease work on the form based code so we can proceed with additional opportunities with the addition of a town hall meeting in the future. The motion was seconded by Councilman Timm and carried unanimously.

8. Consider appointments to Boards and Commissions:

Following discussion, Councilman Adams moved to appoint Nicole Tucker to the Economic Development Corporation. The motion was seconded by Councilman King and carried unanimously.

Councilman Timm moved to appoint Warren Becker to the Planning and Zoning Commission. The motion was seconded by Mayor Pro Tem Lam and carried unanimously.

There being no further business, Councilman Adams moved to adjourn. The motion was seconded by Councilman Smith and passed unanimously. The meeting adjourned at 9:35 p.m.

ATTEST:


CITY SECRETARY

APPROVED:


MAYOR

WORKSHOP SESSION

CITY COUNCIL OF THE CITY OF SACHSE

SEPTEMBER 21, 2009

6:30 P.M.

SACHSE CITY HALL

The Sachse City Council will hold a Workshop Session on Monday, September 21, 2009 at 6:30 p.m. at the Sachse City Hall, 5560 S.H. 78, Sachse, Texas, to discuss the following items of business:

1. Discuss all Agenda Items-----Mayor
2. City Manager Update Report: Briefing on current activities of staff including engineering, economic development, parks, public works, fire and police-----City Manager
3. Conduct interview for vacancy on the Planning and Zoning Commission-----Mayor
4. Discuss annual board and commission appointment calendar-----Mayor
5. Discuss Bailey Road traffic issues-----Mayor

Please note: these agenda items are for discussion purposes only and no action will be taken

State law prohibits the introduction or discussion of any item of business not posted at least seventy-two (72) hours prior to the meeting time.

Dated: September 18, 2009; 5:00 p.m.

Terry Smith
City Secretary

CITY COUNCIL WORKSHOP SESSION

ITEM # 5

Discuss Bailey Road traffic issues



September 21, 2009

BACKGROUND:

The Sachse City Council carried a resolution at the August 4, 2008 meeting to install speed humps on Bailey Road. It was communicated to the Engineering Department that a review of those speed humps would be conducted after approximately 6 months.

A letter was submitted by the City Engineer to the City Manager discussing the background, steps taken, and data collected from August 4, 2008 through March 3, 2009. That letter stated that the data collected suggests the speed humps installed on Bailey Road have reduced the traffic speeds.

Council expressed a desire to continue to studying the speed humps' effects on Bailey Road traffic and to revisit the issue in 6 months. The purpose of this workshop item is to present the additional information gather by the Engineering Department.

Staff will present the additional traffic count information. Staff will show that the 85th percentile speeds are all within 5 mph of the Bailey Road speed limit, 30 mph. Two data sets of the eight collected on Bailey Road after the installation of speed humps found the 85th percentile speed to be above 30 mph.

In March, staff informed Council that there had been no vehicle crashes on Bailey Road at the intersections with Creek Crossing Lane and Williford Road in the previous three years. There have been none since that time.

The speed humps appear to have slowed traffic. Staff does not recommend their removal at this time. Council may want to consider whether Sachse's existing speed hump policy applies in the Bailey Road installation and whether the residents have a financial obligation to assist in future maintenance costs.

POLICY CONSIDERATIONS: Depends on possible future Council action.

BUDGETARY CONSIDERATIONS: Unknown at this time. If the Council chooses to revert back to the Speed Hump Policy, there may be a cost-sharing responsibility with the Bailey Road residents. The Council may choose to maintain or remove the speed humps.

ATTACHMENTS:

1. Staff Presentation Slides
2. Letter to City Manager Dated February 26, 2009
3. Exhibit Showing Speed Hump Locations
4. Summary Exhibit of Collected Traffic Counts and Speeds
5. City of Sachse Speed Hump Policy

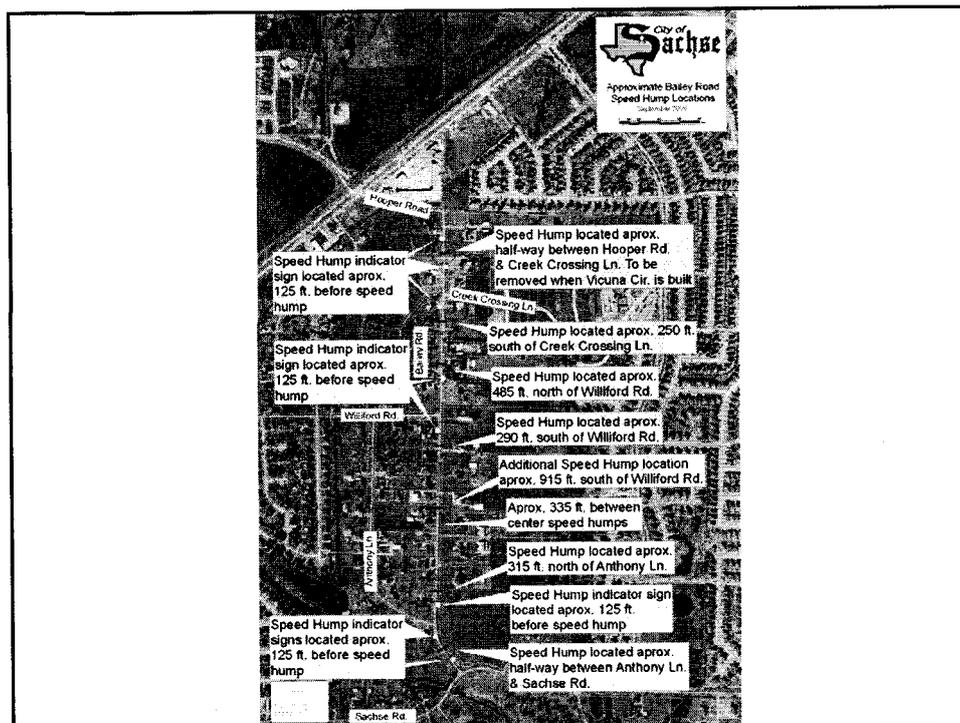
STAFF RECOMMENDATION:

None.

Initial:

City Manager *YCB* Finance Library Public Works Parks HR
City Secretary Police Fire Comm. Dev. EDC Engr *AWLh*

APPROVED DENIED TABLED WITHDRAWN



BAILEY ROAD SPEED HUMPS

● Design Criteria

- Length: 12 – 14 FT (Watts Profile)
- Max Height: 3 IN.
- Markings: White Stripes
- Signage: Warning Signs
- Spacing: 200 FT – 600 FT ±
- Location: Prop. Lines, Intersections, Driveways

BAILEY ROAD TRAFFIC

UNDER CONSIDERATION

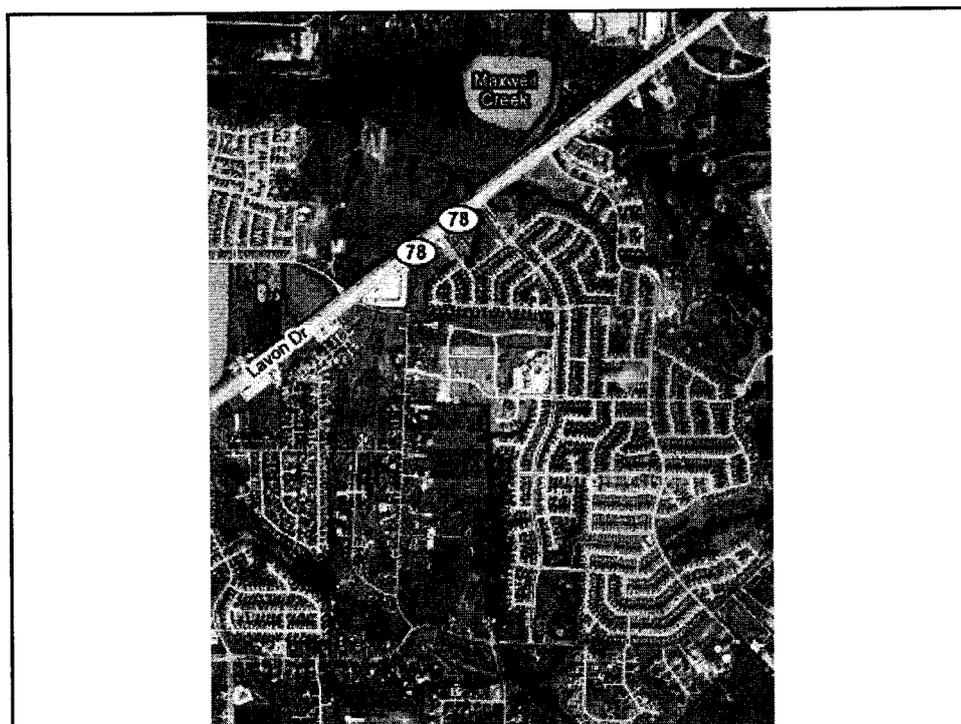
- Evaluate the Safety of Moving Today's Traffic on Bailey Road
 - Accidents
 - Speeds
 - Volumes

NOT CONSIDERED IN THIS PRESENTATION

- Stop Signs
- Rapid Acceleration
- Future Volumes
- Noise Disturbances (Radio Volumes)
- Illegal Driving (Failure to Stop)
- Adjacent Property Valuation
- Other Quality of Life Value Judgements

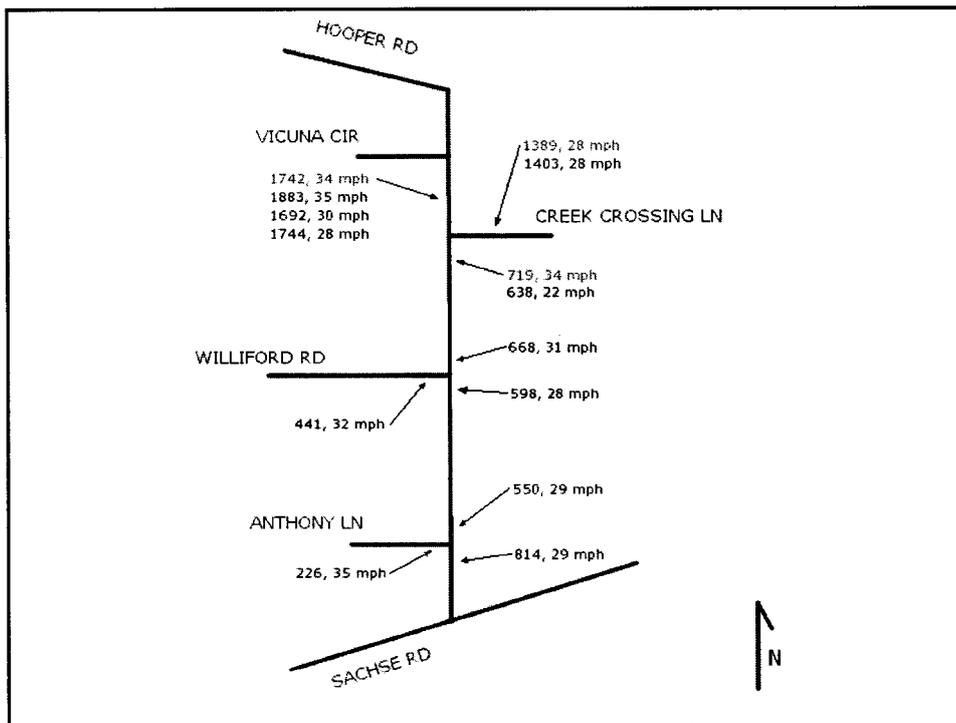
BAILEY ROAD TRAFFIC FUTURE EVENTS

- Widen SH 78 to 6-lane, divided
- Widen to 37' in accordance with collector classification. (60' Right of Way)
- Installation of traffic light at SH 78 / Hooper Road Intersection
- Future alignment of Merritt Road to Woodbridge Parkway
- Future widening of Merritt Road to 4-lane, divided
- Extension of Woodbridge Parkway north to FM 544
- GISD property at south end (13 acres)



BAILEY ROAD TRAFFIC

- No accidents in past 3.5 years (the evaluation interval)
- 100% of the 85th Percentile Speeds were within 5 mph of the Speed Limit. Why does the 85th Percentile Speed matter?
- The average 85th Percentile Speed was at or below the speed limit for 6 out of 8 tests
- Variable Right of Way



OVERLAP IN CLASSIFICATIONS

COLLECTOR STREETS

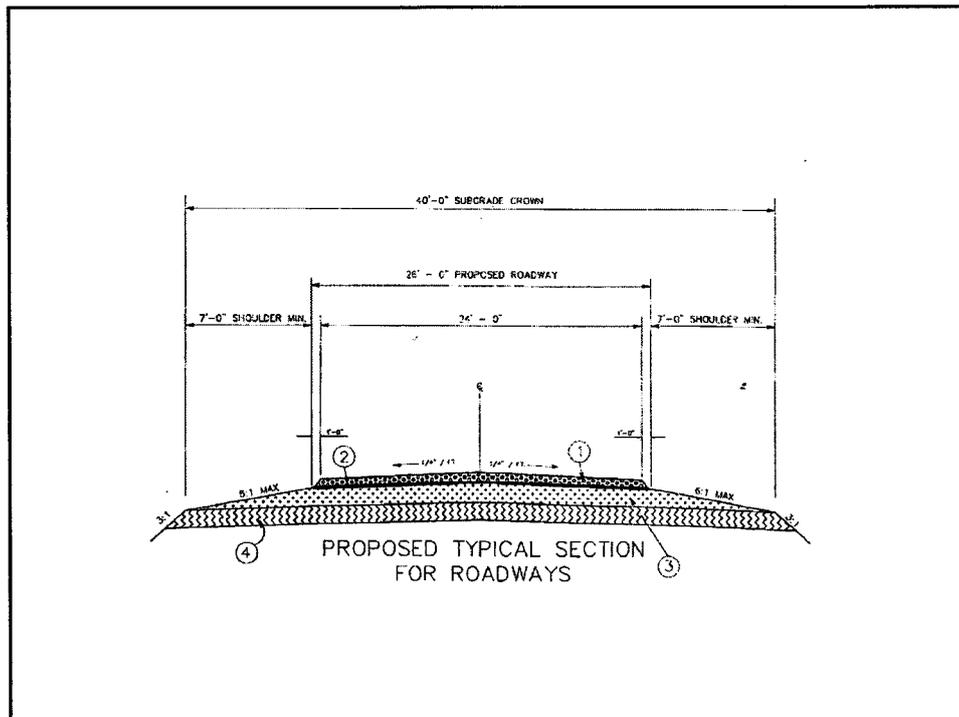
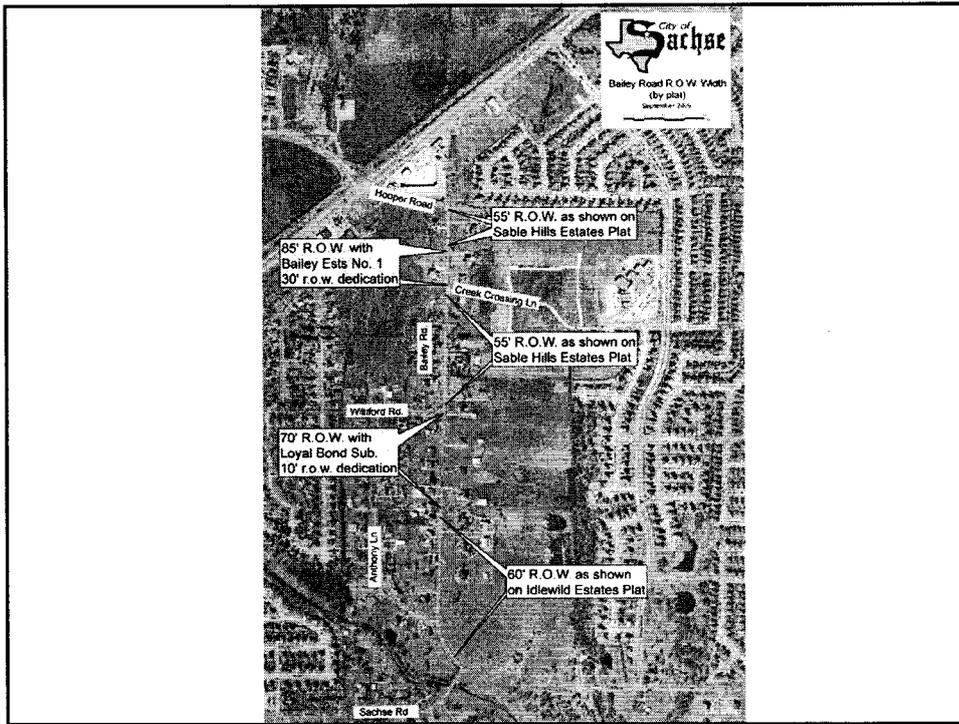
	Pavement Width (ft)	Vehicles Per Day	
San Marcos, TX	38	500 - 3,000	Residential Collector
San Marcos, TX	30	500 - 3,000	Neighborhood Collector
Georgetown, TX		2,500 - 5,000	Collector (2-lane with parking) ¹
Oak Point, TX		1,500 - 8,000	Collector

¹Georgetown Overall Transportation Plan

LOCAL STREETS

	Pavement Width (ft)	Vehicles Per Day	
San Marcos, TX	30	500	Residential Street
Georgetown, TX		< 2,500	Local Streets ¹
Oak Point, TX		100 - 1,500	Local Street

¹Georgetown Overall Transportation Plan



BAILEY ROAD TRAFFIC RECOMMENDATIONS

- The speed humps appear to have a positive effect on the overall safety of Bailey Road.
- If choosing to allow speed humps permanently, provide guidance on future City budget impacts: will City maintain?
- Annually check in-school traffic counts and monitor.
- Annually check 85th percentile speeds and monitor.
- Annually check occurrence of traffic-related accidents and monitor.
- Evaluation does not suggest current Speed Hump Policy requires revision.



Engineering Department

February 26, 2009

Allen Barnes
City Manager
City of Sachse
5560 Highway 78
Sachse, TX 75048

RE: Speed Humps on Bailey Road

Dear Mr. Barnes:

The Sachse City Council carried a resolution at the August 4, 2008 meeting to install speed humps on Bailey Road. It was communicated to the Engineering Department that a review of those speed humps would be conducted after approximately 6 months. The purpose of this letter is to discuss the type of speed humps installed and contrast traffic counts and 85th percentile speeds before and after the installation of speed humps.

Type Installed

The Engineering Department recommended to Council that Watts profile speed humps be installed. The Watts profile speed humps are less costly than Tabletop speed humps due to their smaller size. Other design criteria presented to Council at the August 18, 2008 meeting are included in the following list and an exhibit showing the conceptual layout of the speed humps is enclosed with this letter. One speed hump was shift from its original location several weeks after installation due to suspected interference with a sewer service reported by a citizen.

- Length: 12 – 14 FT
- Max Height: 3 IN.
- Markings: White Stripes
- Signage: Warning Signs
- Spacing: 200 FT – 600 FT ±
- Location: Prop. Lines, Intersections, Driveways

Collected Information

Various staff members received reports from affected citizens covering a range of perceptions. Some comments by the residents have been positive in nature and indicate a general satisfaction with the speed humps. Other comments have been less honorific. One example of such a report includes the expression of concerns about vehicles with wheelchair loading lifts hitting the humps. This Department has not received a number of comments that would support a general opinion from the public on the speed humps. A properly generated survey with a statistically significant number of responses might indicate the citizens' general satisfaction or dissatisfaction.

The Engineering Department acquired a traffic counter during the summer of 2008. After receipt, the Department worked with the City Manager to establish a priority list of data gathering locations throughout the City. While working through the regular data collection schedule, extra counts have been gathered on Bailey Road north of Creek Crossing Lane for comparative purposes.

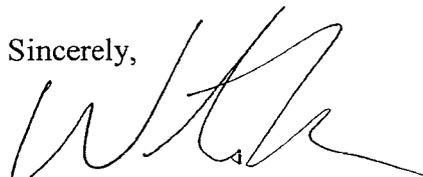
Data representing three distinct Bailey Road north of Creek Crossing Lane traffic environments were captured: traffic prior to the first school day of the 2008-09 Wylie Independent School District (WISD) year, traffic after the start of school, and traffic after the installation of speed humps on Bailey Road. The first day of the 2008-09 WISD school year was August 25, 2008. Speed humps were installed on Bailey Road on September 19, 2008. The table below summarizes the results of traffic data gathered.

Table 1
Bailey Road Traffic Data North of Creek Crossing

Date	WISD in School?	Speed Humps Installed?	Traffic Count (num of vehicles)	85 th Percentile Speed (mph)
8/14/2008	N	N	1742	34
9/16/2008	Y	N	1904	35
9/17/2008	Y	N	1862	35
1/7/2009	Y	Y	1664	30
1/8/2009	Y	Y	1719	30

For the days included which span the installation of speed humps, traffic counts were lower and the 85th speed dropped 5 mph to 30 mph after the installation. While there is not sufficient evidence to support an absolute conclusion that the speed humps alone caused the observed results, their contribution cannot be discounted.

Sincerely,



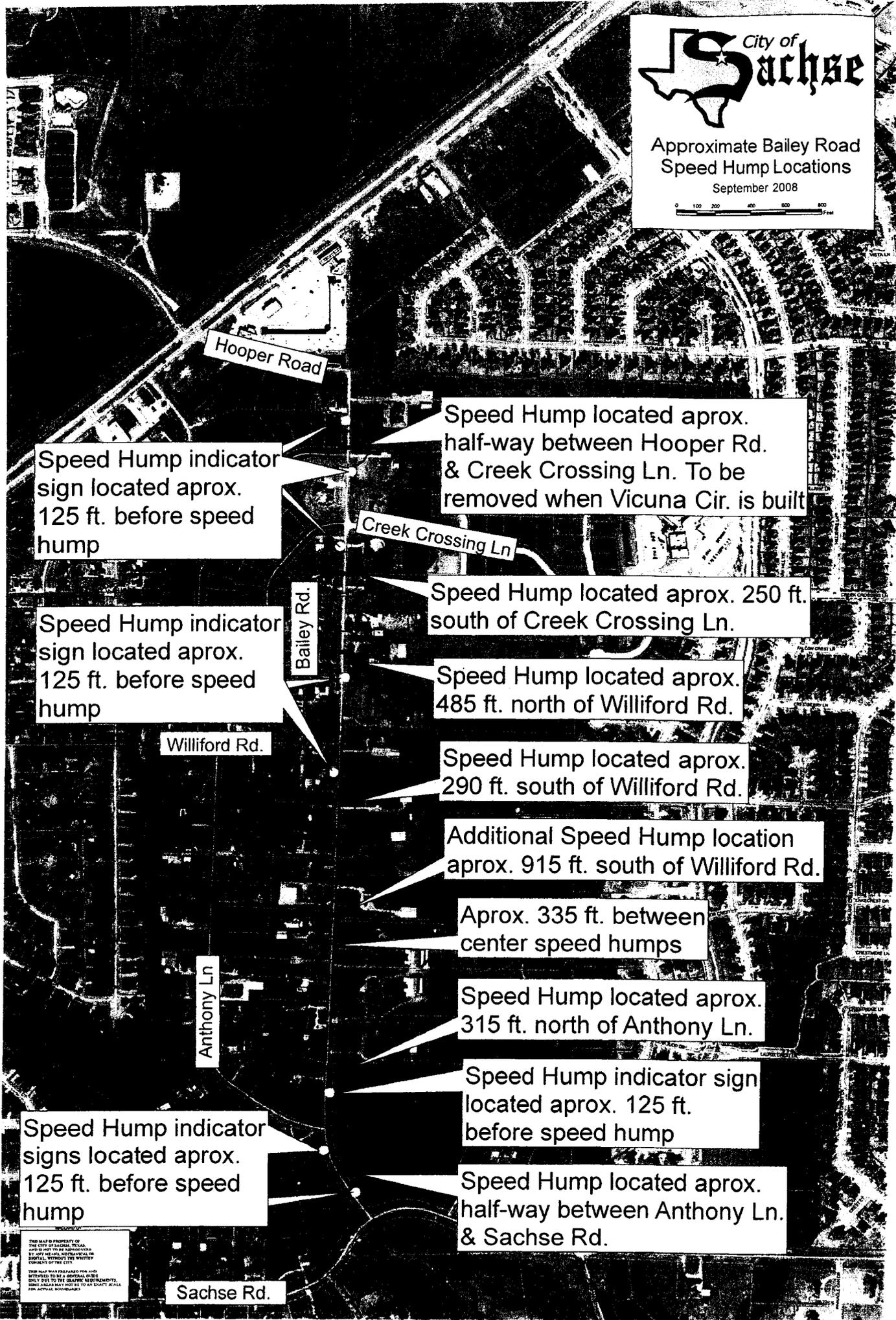
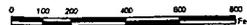
William K. George, P.E., CFM
City Engineer
Sachse, Texas

encl



Approximate Bailey Road
Speed Hump Locations

September 2008



Speed Hump indicator sign located approx. 125 ft. before speed hump

Speed Hump indicator sign located approx. 125 ft. before speed hump

Williford Rd.

Anthony Ln

Speed Hump indicator signs located approx. 125 ft. before speed hump

Sachse Rd.

Speed Hump located approx. half-way between Hooper Rd. & Creek Crossing Ln. To be removed when Vicuna Cir. is built

Creek Crossing Ln

Speed Hump located approx. 250 ft. south of Creek Crossing Ln.

Speed Hump located approx. 485 ft. north of Williford Rd.

Speed Hump located approx. 290 ft. south of Williford Rd.

Additional Speed Hump location approx. 915 ft. south of Williford Rd.

Approx. 335 ft. between center speed humps

Speed Hump located approx. 315 ft. north of Anthony Ln.

Speed Hump indicator sign located approx. 125 ft. before speed hump

Speed Hump located approx. half-way between Anthony Ln. & Sachse Rd.

THIS MAP IS PROPERTY OF THE CITY OF SACHSE, TEXAS. USE IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN CONSENT OF THE CITY. THIS MAP WAS PREPARED FOR AND INTENDED TO BE A GENERAL GUIDE ONLY. DUE TO THE CHANGING REQUIREMENTS, THESE LOCATIONS MAY NOT BE TO AN EXACT SCALE FOR ACTUAL MOVEMENTS.

HOOPER RD

638, 22 mph
Traffic Count 85th Percentile Speed

VICUNA CIR

1742, 34 mph
1883, 35 mph
1692, 30 mph
1744, 28 mph

1389, 28 mph
1403, 28 mph

CREEK CROSSING LN

719, 34 mph
638, 22 mph

WILLIFORD RD

441, 32 mph

668, 31 mph

598, 28 mph

ANTHONY LN

226, 35 mph

550, 29 mph

814, 29 mph

SACHSE RD



CITY OF SACHSE

*POLICY GOVERNING THE INSTALLATION AND
REMOVAL OF SPEED HUMPS WITHIN THE
CITY LIMITS*

*DECEMBER 17, 1998
SACHSE, TEXAS*

SPEED HUMP POLICY CITY OF SACHSE

Introduction

While proper transportation planning, subdivision layout and residential street design are the most effective methods of reducing residential traffic problems these goals are not always achievable. In many cases, a successful traffic management program is dependent more on public participation and consensus building than on the particular traffic control technique used. The Institute of Transportation Engineers (ITE) has recognized the need for providing transportation professionals and community leaders with strategies and techniques for effectively reducing vehicle speeds and "cut through" traffic in residential neighborhoods. To address that need, the Institute has developed and published their Guidelines for the Design and Application of Speed Humps. A copy of the ITE document is attached to this policy. Refer to Appendix A and B for additional information on speed humps, their construction and installation.

Speed humps should only be installed to address documented speeding and "cut through" traffic concerns supported by proper traffic studies and after consideration of alternative traffic control measures (i.e. proper speed / stop signage). Proper installation will minimize driver frustration and encourage safe driving practices. Studies have shown that speed humps may tend to divert traffic to other streets. If the installation of speed humps is expected to create equal or greater traffic problems on other residential street(s), property owners on the affected street(s) will be notified of the proposed speed hump petition. NOTE: For the purposes of this policy, each spouse is considered to be a property owner.

This policy provides reasonable opportunities for property owners most affected by the proposed speed humps to participate in the process that leads to speed hump installation. It also provides for the sharing of speed hump installation costs among the affected neighborhood property owners along with the City of Sachse.

Eligibility Requirements

All of the eligibility requirements established in the ITE recommended guidelines, including the following requirements shall apply in the consideration of speed hump installations:

- Speed humps will be installed only on streets with no more than one moving lane of traffic in each direction;
- A speed hump will not be located in front of a property if the owner objects;
- A minimum street or street segment length of one-thousand feet (1000') is required;
- The street must have adequate sight distances to safely accommodate the speed humps;
- The street must not have curves or grades that prevent safe placement of the speed humps. Speed humps may be placed on streets with curves and/or grades, but the speed humps must not be placed within a curve, on a grade greater than 8% or their immediate approaches;
- The street must be paved. If there are no curbs, a special design must be used to prevent vehicle "run-arounds";
- The land uses on the street where the speed humps are proposed must be composed primarily of low density residential dwellings;
- Minimum distance between a proposed speed hump and a traffic signal or stop sign must be no less than two-hundred and fifty feet (250');

To help in the decision making process, the City may ask the designated neighborhood contact or applicant to conduct a traffic speed survey. This survey will be designed to monitor traffic at various times of the day over a specified time period. Instructions, forms and equipment will be furnished by the City.

Petition Requirements

A petition for speed hump installation must be circulated among all property owners within a defined area called the “petition area”. To be considered, the petition must be circulated such that 100% of the property owners within the petition area are given a reasonable opportunity to indicate whether FOR or AGAINST the installation of speed humps in their neighborhood. A designated contact person or applicant from the neighborhood will be responsible for collecting the required signatures and submitting the petition to the City.

For the petition to be successful, at least 67% of the property owners within the petition area must favor the installation of speed humps in their neighborhood. The Public Works Committee will provide information regarding the proximity of proposed speed hump locations on the subject street and a cost estimate to the applicant before the petition process begins. It is the responsibility of the applicant to obtain the support of the property owners in the petition area and, if required, to notify property owners on other affected streets as defined by the Public Works Committee. The City, based on tax rolls, will verify all signatures on the petition. An example copy of a Speed Hump Petition is shown in Appendix C.

Petition Area

The petition area includes the entire length of the street segment most affected by the proposed speed humps. Typical petition area illustrations are shown in Appendix D. As defined earlier, a one-thousand foot (1000') street or street segment is a minimum requirement for consideration of speed hump installation. The minimum petition area shall include all the property owners lying in a multi-lot area immediately adjacent to the length of the petitioned street segment.

When practical, the minimum petition area will be extended by at least three (3) lots preceding the first speed hump location and three (3) lots beyond the last speed hump location. The Public Works Committee will have the responsibility of defining the petition area for a specific speed hump installation petition but, in no case, will it be less than the minimum petition area.

Speed Hump Removal

The process for speed hump removal is similar to that of installation. To have speed humps removed, a petition must be circulated to all property owners in the original installation petition area. This information can be obtained from the City. The Public Works Committee will have the responsibility for modifying the petition area, if required. In order to be successful, the removal petition must be approved by 67% of the property owners within the petition area. Upon obtaining a successful petition, the applicant must submit it to the City for final approval.

Cost and Funding

The cost of speed hump installation consists of the cost of asphalt materials, supplemental signs and markings and labor costs. All speed hump installation requests that meet eligibility and petition requirements and are approved by the City Council will be installed on a 50/50 cost share with the requesting neighborhood. All speed hump removal requests that meet petition requirements and are approved by the City Council will be removed at the expense of the requesting neighborhood. The applicant will receive a cost assessment from the City Council and will be responsible for collecting and delivering the collected funds to the City. Installation or removal will begin as soon afterwards as scheduling permits. The applicant must deliver their total funds (50% share for installation; 100% share for removal) within six (6) months after City approval, otherwise the project will be removed from the approved list and any partial funds collected will be returned to the applicant.

Approved: _____

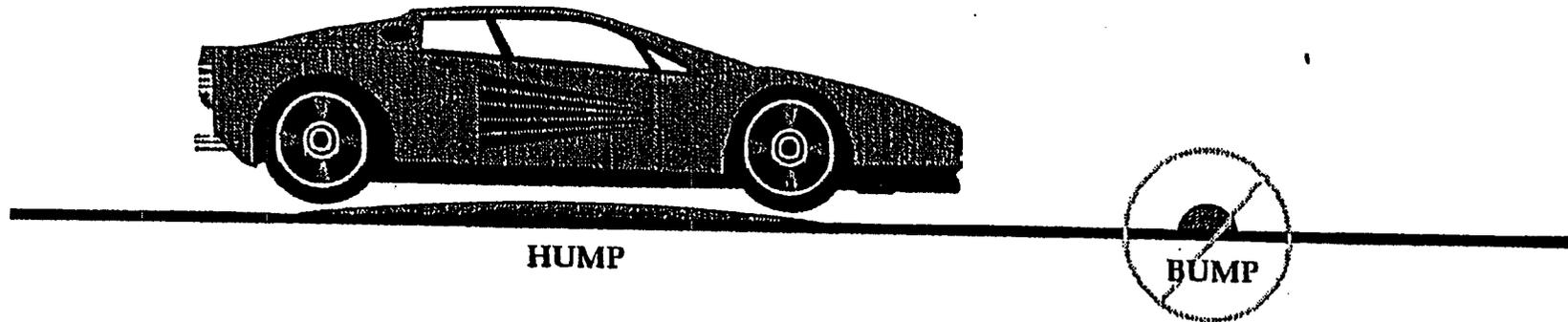
Date: _____

Approved: _____

Date: _____

Speed Humps vs. Speed Bumps

Appendix A

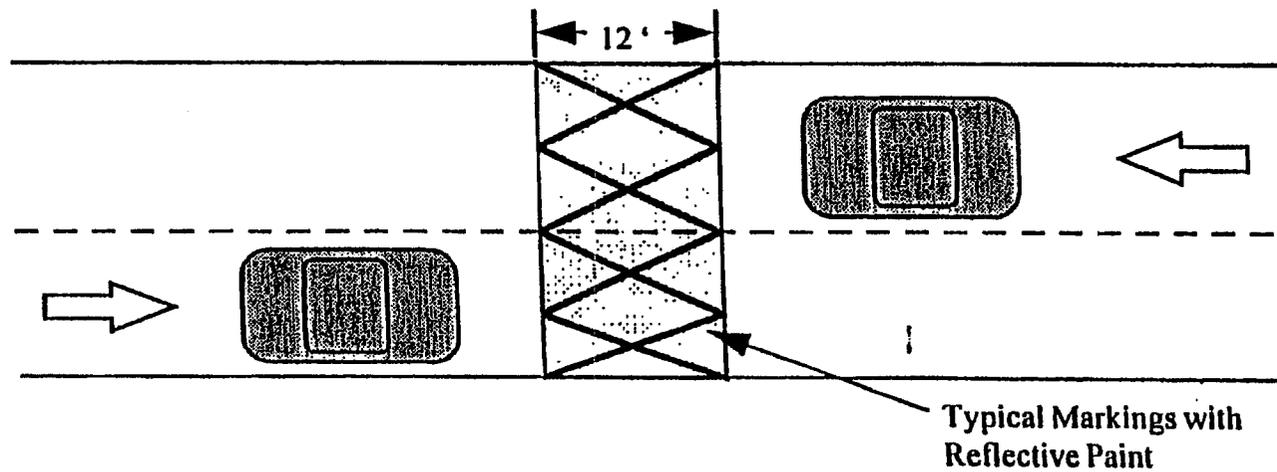
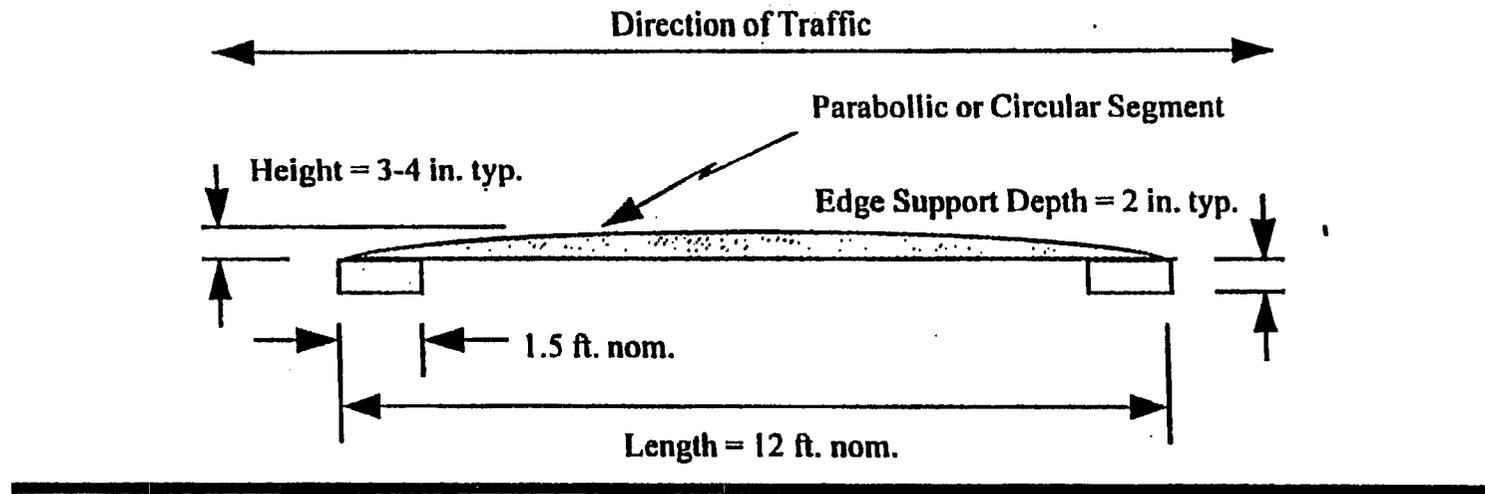


- ❖ A "speed hump" is a raised area in the roadway surface extending transversely across the travel way. Normally 3-4 inches high with a travel length of approximately 12 feet.
- ❖ A "speed bump" is a raised area across a roadway and generally has a height of 3-6 inches with a travel length of 1-3 feet.

Note: Speed BUMPS are NOT RECOMMENDED for installation on town streets.

Speed Hump Construction / Installation

Appendix B



SPEED HUMP PETITION

Appendix C

The undersigned hereby petition the City of Sachse for "speed humps" on _____ between _____ and _____. I understand the signing this petition does not obligate me to financially participate in their cost. I also understand that the Speed Hump Policy contains provisions for sharing installation costs between the City and the petitioning property owners and that the "speed humps" will not be installed, if the property owner's share is not paid within six months after approval of this petition.

Return completed Petition Forms to the Sachse City Hall.

Address	Name (print)	Signature	Phone	OK to install in front of my residence? (Please initial)	Installation Cost Pledge Amount \$

Contact person for request: _____

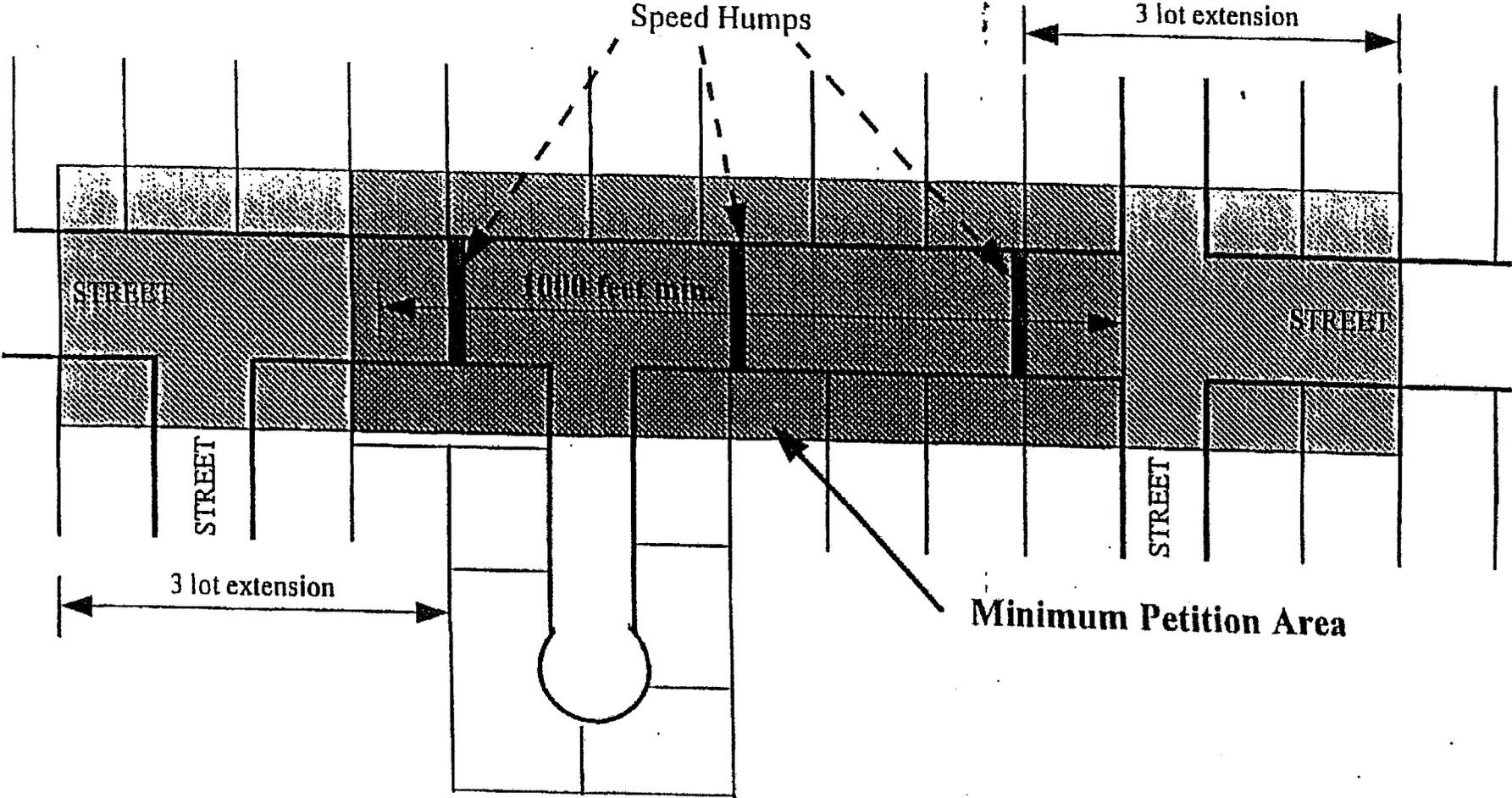
Address: _____

Phone: _____

Speed Hump Policy

Appendix D

Typical Petition Area



Mayor Felix noted the upcoming low cost pet shot clinic is Saturday, September 12th at the Animal Shelter. He also noted the Fishing Derby on October 24th at 9 a.m. at Park Lake Park.

3. Citizen Input:

No comments were made.

4. Discuss an amendment to the Park Land Dedication Ordinance:

Director of Parks and Recreation Lance Whitworth discussed the changes for the proposed ordinance with the City Council. No formal action was taken.

5. Discuss amendments to the landscape standards in the Zoning Ordinance:

Director of Community Development Barry Shelton discussed possible changes to the landscape standards with the City Council. No formal action was taken.

6. Discuss the proposed 2009-2010 Fiscal Year Budget:

The City Council discussed possible changes to the proposed budget. No formal action was taken.

7. Consider a resolution authorizing the City Manager to execute additional change orders to the contract by and between the City of Sachse, Texas and Pipeworks Construction, L.L.C., for improvements to Bryan Street in an amount not to exceed \$14,023.75:

Following discussion, Councilman Timm moved to approve Resolution No. 3158 authorizing the City Manager to execute additional change orders to the contract by and between the City of Sachse, Texas and Pipeworks Construction, L.L.C., for improvements to Bryan Street in an amount not to exceed \$14,023.75. The motion was seconded by Councilman King and carried unanimously.

8. Consider a resolution authorizing the City Manager to enter into an agreement with Butcher, Willis and Ratliff Corporation to perform engineering services for Bunker Hill Road between Old Miles Road/New Miles Road in an amount not to exceed \$210,200:

Following discussion, Councilman Patterson moved to approve Resolution No. 3159 authorizing the City Manager to enter into an agreement with Butcher, Willis and Ratliff Corporation to perform engineering services for Bunker Hill Road between Old Miles Road/New Miles Road in an amount not to exceed \$210,200. The motion was seconded by Councilwoman McMillan and carried unanimously.

9. Consider an appointment to the Planning & Zoning Commission:

Following discussion, Councilwoman McMillan moved to withdraw the agenda item until the next meeting. The motion was seconded by Councilman Smith and carried unanimously.

10. Adjourn to Executive Session pursuant to the provisions of Chapter 551, Government Code in accordance with the authority contained in:

- a. Section 551.072 To discuss potential right-of-way acquisition
- b. Section 551.074 To deliberate the employment, evaluation and duties of the City Secretary

At 9:55 p.m. Councilman Timm moved to recess to executive session. The motion was seconded by Councilman Smith and carried unanimously.

SPEED HUMP POLICY

CITY OF SACHSE

Introduction

While proper transportation planning, subdivision layout and residential street design are the most effective methods of reducing residential traffic problems, these goals are not always achievable. In many cases, a successful traffic management program is dependent more on public participation and consensus building than on the particular traffic control technique used. The Institute of Transportation Engineers (ITE) has recognized the need for providing transportation professionals and community leaders with strategies and techniques for effectively reducing vehicle speeds and “cut through” traffic in residential neighborhoods. To address that need, the Institute has developed and published their Guidelines for the Design and Application of Speed Humps. A copy of the ITE document is attached to this policy. Refer to Appendix A and B for additional information on speed humps, their construction and installation.

Speed humps should only be installed to address documented speeding and “cut through” traffic concerns supported by proper traffic studies and after consideration of alternative traffic control measures (i.e. proper speed / stop signage). Proper installation will minimize driver frustration and encourage safe driving practices. Studies have shown that speed humps may tend to divert traffic to other streets. If the installation of speed humps is expected to create equal or greater traffic problems on other residential street(s), property owners on the affected street(s) will be notified of the proposed speed hump petition. NOTE: For purposes of this policy, each spouse is considered to be a property owner.

This policy provides reasonable opportunities for property owners most affected by the proposed speed humps to participate in the process that leads to speed hump installation. It also provides for the sharing of speed hump installation costs among the affected neighborhood property owners along with the City of Sachse.

Eligibility Requirements

All of the eligibility requirements established in the ITE recommended guidelines, including the following requirements, shall apply in the consideration of speed hump installations:

- Speed humps will be installed only on streets with no more than one moving lane of traffic in each direction;
- A speed hump will not be located in front of a property if the owner objects;
- A minimum street or street segment length of 1,000 feet is required;
- The street must have adequate sight distances to safely accommodate the speed humps;

- The street must not have curves or grades that prevent safe placement of the speed humps. Speed humps may be placed on streets with curves and/or grades, but the speed humps must not be placed within a curve, or on a grade greater than 8% or their immediate approaches;
- The street must be paved. If there are no curbs, a special design must be used to prevent vehicle “run-arounds”;
- The land uses on the street where the speed humps are proposed must be composed primarily of low density residential dwellings;
- Minimum distance between a proposed speed hump and a traffic signal or stop sign must be no less than 250 feet;

To help in the decision making process, the City may ask the designated neighborhood contact or applicant to conduct a traffic speed survey. This survey will be designed to monitor traffic at various times of the day over a specific time period. Instructions, forms and equipment will be furnished by the City.

Petition Requirements

A petition for speed hump installation must be circulated among all property owners within a defined area called the “petition area”. To be considered, the petition must be circulated such that 100% of the property owners within the petition area are given a reasonable opportunity to indicate whether FOR or AGAINST the installation of speed humps in their neighborhood. A designated contact person or applicant from the neighborhood will be responsible for collecting the required signatures and submitting the petition to the City.

For the petition to be successful, at least 67% of the property owners within the petition area must favor the installation of speed humps in their neighborhood. The Public Works Committee will provide information regarding the proximity of proposed speed hump locations on the subject street and a cost estimate to the applicant before the petition process begins. It is the responsibility of the applicant to obtain the support of the property owners in the petition area and, if required, to notify property owners on other affected streets as defined by the Public Works Committee. All signatures on the petition will be verified by the City based on tax rolls. An example copy of a Speed Hump Petition is shown in Appendix C.

Petition Area

The petition area includes the entire length of the street segment most affected by the proposed speed humps. Typical petition area illustrations are shown in Appendix D. As defined earlier, a 1,000 foot street or street segment is a minimum requirement for consideration of speed hump installation. The minimum petition area shall include all the property owners lying in a multi-lot area immediately adjacent to the length of the petitioned street segment.

The minimum petition area, when practical, will be extended by at least 3 lots preceding the first speed hump location and 3 lots beyond the last speed hump location. The Public Works Committee will have

the responsibility of defining the petition area for a specific speed hump installation petition, but in no case, will it be less than the minimum petition area.

Speed Hump Removal

The process for speed hump removal is similar to that of installation. To have speed humps removed, a petition must be circulated to all property owners in the original installation petition area. This information can be obtained from the City. The Public Works Committee will have the responsibility for modifying the petition area, if required. In order to be successful, the removal petition must be approved by 67% of the property owners within the petition area. Upon obtaining a successful petition, the applicant must submit it to the City for final approval.

Cost and Funding

The cost of speed hump installation consists of the cost of asphalt materials, supplemental signs and markings and labor costs. All speed hump installation requests that meet eligibility and petition requirements and are approved by the City Council will be installed on a 50/50 cost share with the requesting neighborhood. All speed hump removal requests that meet petition requirements and are approved by the City Council will be removed at the expense of the requesting neighborhood. The applicant will receive a cost assessment from the City Council and will be responsible for collecting and delivering the collected funds to the City. Installation or removal will begin as soon afterwards as scheduling permits. The applicant must deliver their total funds (50% share for installation; 100% share for removal) within 6 months after City approval, otherwise the project will be removed from the approved list and any partial funds collected will be returned to the applicant.

Approved:

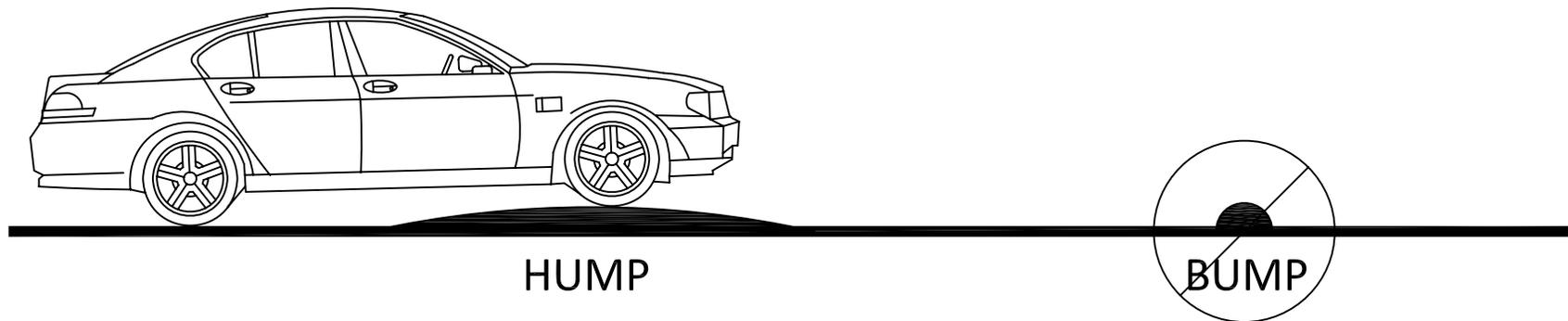
Date:

Approved:

Date:

Speed Humps vs. Speed Bumps

Appendix A

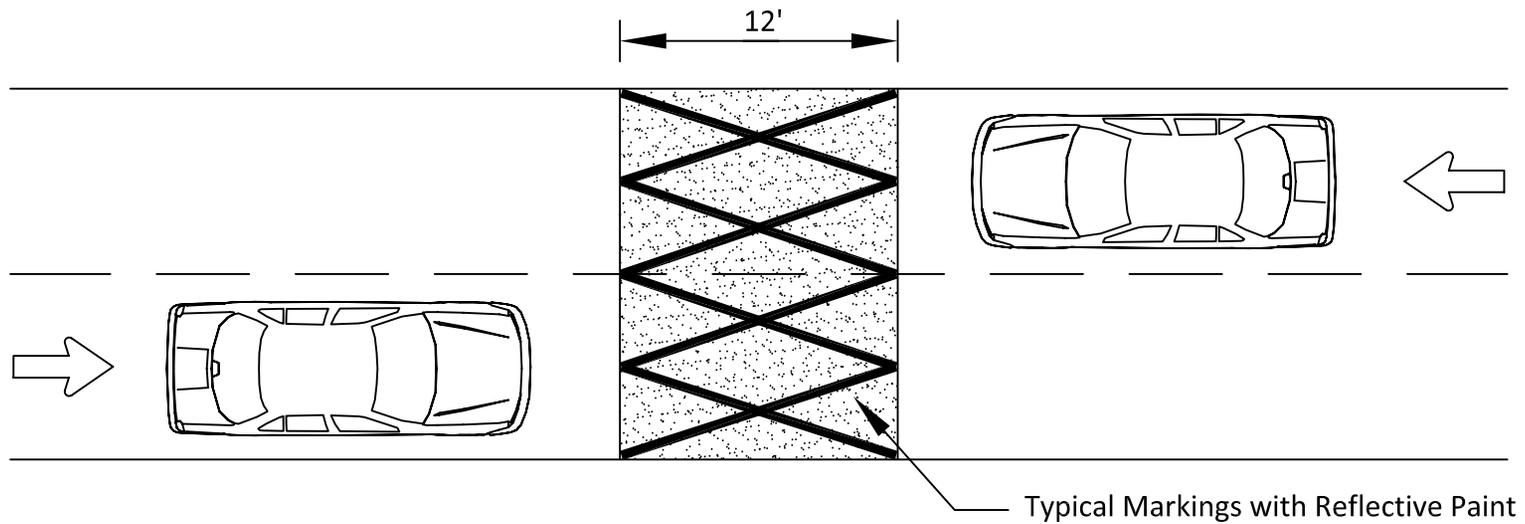
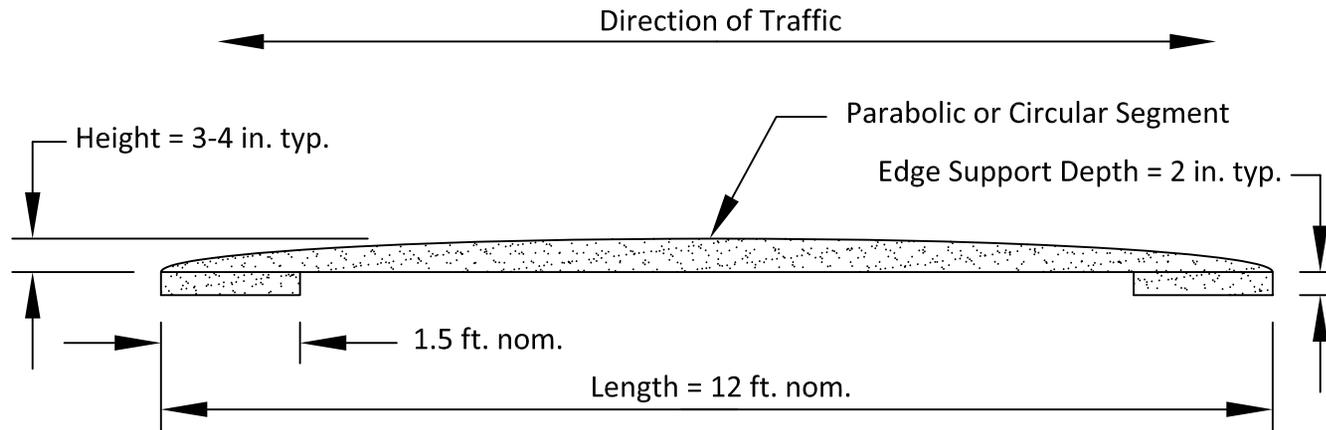


- * A "speed hump" is a raised area in the roadway surface extending transversely across the travel way. Normally 3-4 inches high with a travel length of approximately 12 feet.
- * A "speed bump" is a raised area across a roadway and generally has a height of 3-6 inches with a travel length of 1-3 feet.

Note: Speed BUMPS are NOT RECOMMENDED for installation on town streets.

Speed Hump Construction / Installation

Appendix B



Speed Hump Petition

Appendix C

The undersigned hereby petition the City of Sachse for "speed humps" on _____ between _____ and _____. I understand that signing this petition does not obligate me to financially participate in their cost. I also understand that the Speed Hump Policy contains provisions for sharing installation costs between the City and the petitioning property owners and that the "speed humps" will not be installed, if the property owner's share is not paid within six months after approval of this petition.

Return completed Petition Forms to the Sachse City Hall.

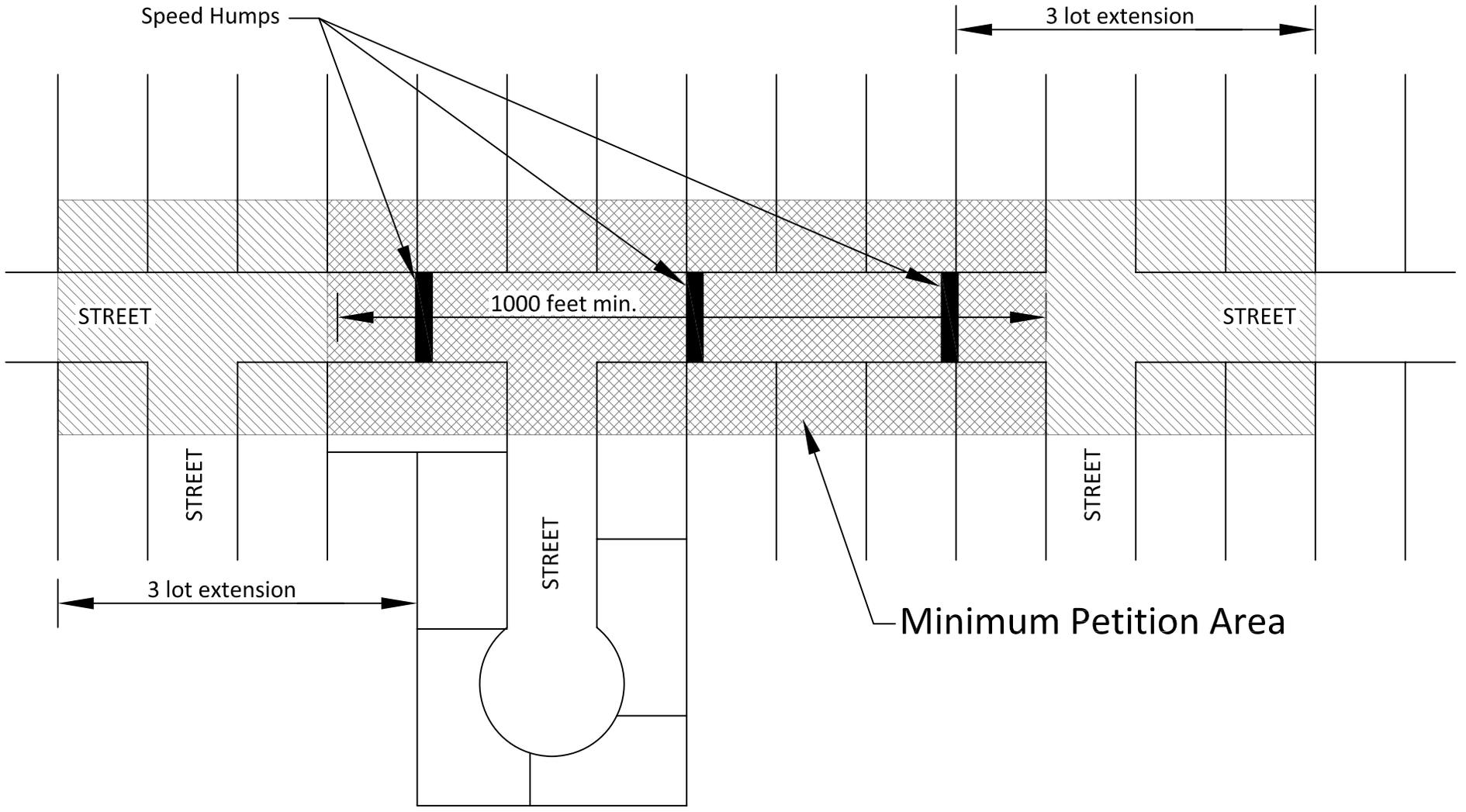
Address	Name (print)	Signature	Phone	OK to install in front of my residence? (please initial)	Installation Cost Pledge Amount \$

Contact person for request: _____ Address: _____ Phone: _____

Speed Hump Policy

Appendix D

Typical Petition Area





Bailey Road Speed Humps

City Council Workshop
September 2, 2014

Overview

- Speed humps were installed on Bailey Road and Hooper Road in the fall of 2008.
- Today, there are 7 speed humps in place on Bailey Road.
- This item will provide the City Council with information regarding the history of the traffic and speed humps on Bailey Road.



Previous Speed Hump Policy

- Adopted January 18, 1999
- Rescinded July 1, 2013
- Provided requirements regarding petition area, % of property owners in favor, funding, speed hump size and layout.
- *The previous policy was not utilized in the process for placing speed humps on Bailey Road.*
- *The previous speed hump policy **did not** prohibit the City Council from making decisions regarding the installation of street improvements to address traffic and safety concerns, including the installation of speed humps.*

Bailey Road Speed Hump Timeline

Date	Item	Details
8/4/2008	Council Meeting	Council action - install speed humps
8/14/2008	Traffic Count #1	Speed/Volume Traffic Counts on Bailey Rd.
8/18/2008	Conceptual Design	City Eng. determined possible location/type
8/25/2008	WISD School Start	School traffic patterns began
9/16/2008	Traffic Count #2	Speed/Volume Traffic Counts on Bailey Rd.
9/19/2008	Construction	Public Works installed speed humps
1/1/2009	Traffic Count #3	Speed/Volume Traffic Counts on Bailey Rd.
3/2/2009	Council Workshop	Discussion on Bailey Road traffic
3/2/2009	Council Meeting	Council action - extend traffic study 6 months
9/21/2009	Council Workshop	Discussion on Bailey Road traffic
9/21/2009	Council Meeting	Discussion with no formal action taken

Bailey Road Traffic Counts (North of Creek Crossing)

Date	Traffic Count	85% Speed
8/14/2008	1742	34
9/16/2008	1904	35
9/17/2008	1862	35
1/7/2009	1664	30
1/8/2009	1719	30
3/25/2009	1683	28
3/26/2009	1805	28
12/7/2010	2674	29
12/8/2010	2718	29
3/24/2011	2962	N/A

Bailey Road Traffic Counts (South of Creek Crossing)

Date	Traffic Count	85% Speed
8/20/2008	697	34
8/21/2008	741	34
4/01/2009	656	22
4/02/2009	619	22
9/21/2009	501	29
9/22/2009	527	29
3/31/2011	838	N/A

Discussion



Legislation Details (With Text)

File #:	14-2408	Version:	1	Name:	Consider Municipal Complex Enhancements
Type:	Discussion Item	Status:		Status:	Agenda Ready
File created:	8/27/2014	In control:		In control:	City Council Workshop
On agenda:	9/2/2014	Final action:		Final action:	
Title:	Discuss and consider equipment and furnishings for the Sachse Municipal Complex.				

Executive Summary

The Sachse Municipal Complex, consisting of the Sachse City Hall, Public Library, Public Safety Building, and Senior Center may be enhanced through additional furnishings and equipment. The City Council previously provided input to city staff on equipment and furnishings that may be desirable for enhancing the Complex. The purpose of this item is to provide the Council with budgets for the various items and provide the Council the ability to act on various improvements.

Sponsors:

Indexes:

Code sections:

Attachments: [20130415 Presentation](#)
[Campus Bond Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Title

Discuss and consider equipment and furnishings for the Sachse Municipal Complex.

Executive Summary

The Sachse Municipal Complex, consisting of the Sachse City Hall, Public Library, Public Safety Building, and Senior Center may be enhanced through additional furnishings and equipment. The City Council previously provided input to city staff on equipment and furnishings that may be desirable for enhancing the Complex. The purpose of this item is to provide the Council with budgets for the various items and provide the Council the ability to act on various improvements.

Background

The City Council discussed Sachse equipment and furnishings for the Sachse Municipal Complex (Complex) at the April 15, 2013 City Council Meeting. Staff was given general direction at that meeting on possible Complex improvements and asked to bring items back with cost budgets for Council to consider.

Staff was scheduled to bring those items back to Council when an ice storm hit Sachse in December of that year. During the emergency response to that ice storm, the Complex's backup generators struggled to provide power as intended to those buildings that had backup power and one building, the Senior Center, was eventually used as a warming station/shelter even though it did not have backup power generation capability. Luckily, power was restored

to the Complex relatively quickly during the event and those citizens who needed a warm place to stay could stay in the Senior Center.

Following the ice storm, staff put the Complex projects on hold while we determined whether the Campus needed additional power in order to truly be ready for an emergency event. It took several months of trouble shooting and the replacement of one generator motor before we were confident in equipment that may be needed. The end result of the Complex power evaluation is that staff is recommending a backup generator be installed to serve the Sachse Senior Center.

Below is a summary of all projects and their associated costs from the April 15, 2013 City Council meeting with the inclusion of a backup power generator for the Sachse Senior Center.

Library Meeting Room A/V Equipment _____	\$17,500.00
Generator at Sr. Center _____	\$35,800.00
Outdoor Enhancements (patio, trash, sitting area) _____	\$6,100.00
Lighting for Outdoor Flags _____	\$4,000.00
Historic Photos in Rotunda _____	\$3,500.00
2nd Exit at Library Meeting Room _____	\$14,100.00
Library Signage _____	\$4,400.00
Forensic Drying Cabinet _____	\$5,400.00
Digital Security Cameras, Additional Security Cameras, Additional Security Video Storage, Card Access to Library _____	\$73,000.00
	SUBTOTAL: \$164,300.00

CURRENT MUNICIPAL CAMPUS FUNDS:

\$221,781.83

LESS ADDITIONAL EXPENDITURES:

(\$164,300.00)

\$57,481.83

Policy Considerations

Improvements to the Municipal Complex with additional furnishings and equipment would improve the public spaces, ability to serve some public events, security, and community focus.

Budgetary Considerations

Funds to furnish and equip the Municipal Campus were approved by the citizens in the 2006 bond election.

Staff Recommendations

The City Council consider equipment and furnishings for the Sachse Municipal Complex.

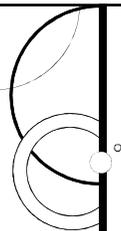


Municipal Campus Bond Funds

April 15, 2013

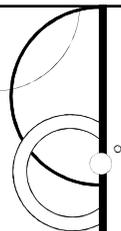
OVERVIEW

- Current Bond Funds Remaining.
 - Restrictions on Funds.
- Experience with Campus.
- Equipping/Furnishing Previously Discussed.
- Other Possible Enhancements/Fixes.



Current Bond Funds Remaining

- Current Balance \$ 228,671.32
- Funds may only be used to “construct, acquire and equip” City Hall, Senior Center, Library, and Public Safety Facility.



Experience With Campus

- There is no substitute to moving in!
- Unanticipated Needs (Equipping/Furnishing).
- Underutilization of Facilities



Equipping/Furnishing Possibilities

- Library Meeting Room A/V Equipment.
- Outdoor Furniture at Senior Center.
- Lights on Outdoor Flags.
- Historic Photos in Rotunda.
- Outdoor Christmas Tree and Related Items for Community Tree Lighting.



Equipping/Furnishing Possibilities

- Campus Security Enhancements.
- 2nd Exit in Library Meeting Room.
- Lights on Flags in Council Chambers.
- Trash Cans along Walking Trail.

Equipping/Furnishing Possibilities

- Sitting Area at North Pond.
- Picnic Tables at City Hall.
- Library Signage.
- Microwave Oven.
- Glare at Customer Service Desks.

Library A/V Equipment



Outdoor Sr. Center Furniture



Lights on Outdoor Flags



Historic Photos in Rotunda



Lights on Council Chambers Flags



Trash Cans Along Walking Trail



Sitting Area at North Pond



Picnic Tables at City Hall



Library Signage





Equipping/Furnishing Possibilities

- Campus Security Enhancements.
 - Forensic Drying Cabinet.
 - Surveillance Video Storage.
 - Additional Security Cameras.
 - High Definition Security Cameras.
- Microwave Oven.
- Glare at Customer Service Desks.
- Outdoor Christmas Tree and Related Items for Community Tree Lighting.
- 2nd Exit in Library Meeting Room.



Discussion



Municipal Campus Bond Enhancements

September 2, 2014

OVERVIEW

- Current Bond Funds Remaining.
 - Restrictions on Funds.
- Last Council Workshop: 4/15/2013.
- Items for Consideration with Costs.

Current Bond Funds Remaining

- Current Balance \$ 221,781.83
- Funds may only be used to “construct, acquire and equip” City Hall, Senior Center, Library, and Public Safety Facility.

Equipping/Furnishing

- Library Meeting Room A/V Equipment.
- Outdoor Furniture at Senior Center.
- Lights on Outdoor Flags.
- Historic Photos in Rotunda.
- Trash Cans along Walking Trail.
- Sitting Area at North Pond.
- **Outdoor Christmas Tree and Related Items for Community Tree Lighting.**

Equipping/Furnishing

- Campus Security Enhancements.
- Card Access at Library.
- Forensic Drying Cabinet.
- 2nd Exit in Library Meeting Room.
- Library Signage.
- **Microwave Oven.**
- Backup Generator at Sr. Center.

Library A/V Equipment



Outdoor Sr. Center Furniture



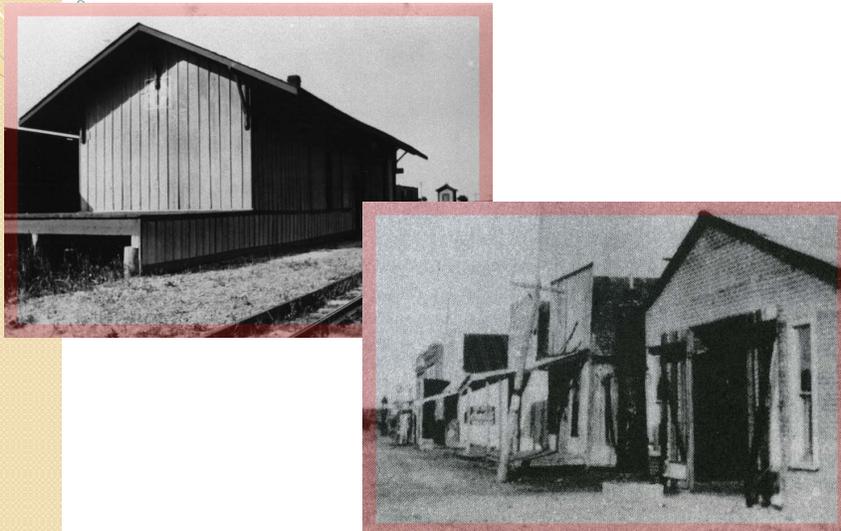
Lights on Outdoor Flags



Historic Photos in Rotunda



Historic Photos in Rotunda



Historic Photos in Rotunda



Historic Photos in Rotunda



Trash Cans Along Walking Trail



Sitting Area at North Pond



Library Signage



Equipping/Furnishing

- Campus Security Enhancements.
 - Card Reader Access to Library.
 - Forensic Drying Cabinet.
 - Surveillance Video Storage.
 - Additional Security Cameras.
 - High Definition Security Cameras.

Costs

	BUDGET
Library Meeting Room A/V Equipment	\$17,500.00
Generator at Sr. Center	\$35,800.00
Outdoor Enhancements (patio, trash, sitting area)	\$6,100.00
Lighting for Outdoor Flags	\$4,000.00
Historic Photos in Rotunda	\$3,500.00
2nd Exit at Library Meeting Room	\$14,600.00
Library Signage	\$4,400.00
Forensic Drying Cabinet	\$5,400.00
Digital Security Cameras, Additional Security Cameras, Additional Security Video Storage, Card Access to Library	\$73,000.00
SUBTOTAL:	\$164,300.00
CURRENT MUNICIPAL CAMPUS FUNDS:	\$221,781.83
LESS ADDITIONAL EXPENDITURES:	<u>(\$164,300.00)</u>
UNCOMMITTED FUNDS:	\$57,481.83