

MEETING NOTICE

The City Council of the City of Woodcreek, Texas will conduct a special meeting at City Hall, 41 Champions Circle, Woodcreek, TX. The meeting will be held on May 25, 2022 at 5:00 PM.

All attendees are encouraged to wear face coverings when a minimum of six-foot social distancing cannot be maintained.

Note: Smoking is not allowed anywhere on the property of City Hall.

The public may watch this meeting live at the following link:

<https://meetings.ipvideotalk.com/139658367>. The public may listen to this meeting by dialing one of the following numbers: 1(617) 315- 8088 or toll free at 1(866) 948-0772. When prompted enter Meeting ID:139658367.

A recording of the meeting will be made and will be available to the public in accordance with the Texas Public Information Act upon written request. This notice, as amended, is posted pursuant to the Texas Open Meetings Act (Vernon's Texas Codes Ann. Gov. Code Chapter 551).

AGENDA

CALL TO ORDER

MOMENT OF SILENCE

PLEDGES

ROLL CALL AND ESTABLISH QUORUM

PUBLIC COMMENTS

Any citizen shall have a reasonable opportunity to be heard at any and all meetings of the City Council in regard to: (1) any and all matters to be considered at any such meeting, or (2) any matter a citizen may wish to bring to the Council's attention. No member of the Governing Body may discuss or comment on any citizen public comment, except to make: (1) a statement of specific factual information given in response to the inquiry, or (2) a recitation of existing policy in response to the inquiry. Any deliberation of or decision about the subject of the inquiry shall be limited to a proposal to place the subject on the agenda for a subsequent meeting per Texas Local Government code Sec. 551.042.

Citizen comments will be allowed at the beginning of every meeting, or alternatively, before an item on the agenda on which the citizen wishes to speak is to be considered. All citizens will be allowed to comment for three (3) minutes per person and shall be allowed more time at the Mayor's discretion. In addition, citizens may pool their allotted speaking time. To pool time, a speaker must present the names of three (3) individuals present in the audience who wish to yield their three minutes. Citizens may present materials regarding any agenda item to the City Secretary at or before a meeting, citizens attending any meeting are requested to complete a form providing their name, address, and agenda item/concern, but are not required to do so before speaking and presenting it to the City Secretary prior to the beginning of such meeting. Comments may only be disallowed and/or limited as per Government Code § 551.007(e).

Submit written comments by email to woodcreek@woodcreektx.gov by noon on the day prior to the meeting. Please include your full name, home or work address, and agenda item number. Written

comments will be part of the official written record only. A recording of the meeting will be made and will be available to the public in accordance with the Texas Public Information Act upon written request

CONSENT AGENDA

All the following items are considered self-explanatory by the Council and may be acted upon with one motion. There will be no separate discussion of these items unless a Councilmember or Citizen so requests. For a Citizen to request removal of an item from the Consent Agenda, a written request must be completed and submitted to the City Manager.

1. Approval of Financial Reports for April 2022

REGULAR AGENDA

2. Discuss and Take Appropriate Action on Approving the "Road Updates and Funding Survey" Results and Consider Next Steps to be Taken by the City of Woodcreek City Council Regarding Road Updates and Funding with Possible Action on Any Motions that Result from Discussion (Hines)
3. Discuss and Take Appropriate Action to Direct City Staff to Review Projects to be Covered by the American Rescue Act of 2021 Funds Received by the City of Woodcreek for the Purpose of Managing and Treating Stormwater or Subsurface Drainage Water, Facilitating Water Reuse, and Securing Publicly Owned Treatment Works (LeBrun)
4. Discuss and Take Appropriate Action on Requesting the Appropriate Board or City Staff to Apply to the United States Department of Transportation for Possible Additional Funding for Connectivity Within Woodcreek (Grummert)
5. Discuss and take appropriate action for the Parks and Recreation Board to consider application for a grant to the Lower Colorado River Authority (LCRA) Community Development Partnership Program to enhance and possibly expand green space and park opportunities (LeBrun)
6. Discuss and Take Appropriate Action on Adding, Removing or Changing Traffic Signs of the City of Woodcreek, Texas (Grummert)
7. Discuss and Take Appropriate Action on an Ordinance to Update and Change Title IX General Regulations, Chapter 91 Trees (Hines)
8. Discuss and Take Appropriate Action on an Ordinance Amending Title IX "General Regulations," Adding Chapter 98 "Street Trees, Right-of-Way Public Greenspaces, and City Parks" to the City of Woodcreek Code of Ordinances (Hines)
9. Discuss and Take Appropriate Action on Requesting the Tree Board to Create a Tree Inventory of Trees Located on City Owned Properties, such as City Parks, and Present Findings to the City Council (Grummert)
10. Discuss and Take Appropriate Action on a Resolution of the City of Woodcreek, Texas Updating the City's Procurement Policy (Hines)
11. Discuss and Take Appropriate Action on a Resolution of the City of Woodcreek, Texas Update the City's Fund Balance Policy (Hines)
12. Discuss and Take Appropriate Action on Establishing a 65 Years or Older or Disabled Tax Exemption for the City of Woodcreek, Texas (Grummert)
13. Discuss and Take Appropriate Action on Directing Staff to Prepare and Send a Roads and Financing Packet to the Platinum Panel (Hines)
14. Discussion and Take Possible Action on Nominations to City Boards, Commissions, and/or Committees (Rasco)

ADJOURN

Executive sessions held during this meeting will generally take place in the City Manager's office, at the discretion of the City Council.

The City Council may retire to executive session any time between the meeting's opening and adjournment for the purpose of consultation with legal counsel pursuant to Chapter 551.071 of the Texas Government Code; discussion of personnel matters pursuant to Chapter 551.074 of the Texas Government Code; deliberation regarding real property pursuant to Chapter 551.072 of the Texas Government Code; deliberation regarding economic development negotiations pursuant to Chapter 551.087 of the Texas Government Code; and/or deliberation regarding the deployment, or specific occasions for implementation of security personnel or devices pursuant to Chapter 551.076 of the Texas Government Code. Action, if any, will be taken in open session.

This agenda has been reviewed and approved by the City's legal counsel and the presence of any subject in any Executive Session portion of the agenda constitutes a written interpretation of Texas Government Code Chapter 551 by legal counsel for the governmental body and constitutes an opinion by the attorney that the items discussed therein may be legally discussed in the closed portion of the meeting considering available opinions of a court of record and opinions of the Texas Attorney General known to the attorney. This provision has been added to this agenda with the intent to meet all elements necessary to satisfy Texas Government Code Chapter 551.144(c) and the meeting is conducted by all participants in reliance on this opinion.

Attendance by Other Elected or Appointed Officials:

It is anticipated that members of other city board, commissions and/or committees may attend the meeting in numbers that may constitute a quorum of the other city boards, commissions and/or committees. Notice is hereby given that the meeting, to the extent required by law, is also noticed as a meeting of the other boards, commissions and/or committees of the City, whose members may be in attendance. The members of the boards, commissions and/or committees may participate in discussions on the same items listed on the agenda, which occur at the meeting, but no action will be taken by such in attendance unless such item and action is specifically provided for on an agenda for that board, commission or committee subject to the Texas Open Meetings Act.

The City of Woodcreek is committed to compliance with the Americans with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Please call the City Secretary's Office at 512-847-9390 for information. Hearing-impaired or speech disabled persons equipped with telecommunications devices for the deaf may call 7-1-1 or may utilize the statewide Relay Texas program at 1-800-735-2988.

Pursuant to Section 30.07, Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly.

I certify that the above notice was posted on the 20th day of May 2022 at 1:04 PM.

By: _____



Brenton B. Lewis, City Manager

The City of Woodcreek

Item 1.

Statement of Financial Position

As of April 30, 2022

	TOTAL
ASSETS	
Current Assets	
Bank Accounts	
1003.1 Municipal Court Petty Cash	100.00
1007 TX Regional 061, Operating	586,531.18
1007.5 Municipal Court Funds In Operating Account	-21,327.77
1007.51 MC General Fund	21,282.44
1007.52 MC Security Fund	19.45
1007.53 MC Tech Fund	25.88
Total 1007.5 Municipal Court Funds In Operating Account	0.00
Total 1007 TX Regional 061, Operating	586,531.18
1008 TX Regional 053, Investment	
1008.2 PEG Funds	13,892.92
1008.3 Reserve Funds	165,494.67
1008.4 American Rescue Act Funds	212,675.77
Total 1008 TX Regional 053, Investment	392,063.36
1009 TX Regional 095, Bond Proceeds	
1011 TX Regional 819, Payroll Account	10,000.00
1020 Investment Account - Class 0001	477,839.91
Total Bank Accounts	\$1,466,827.52
Other Current Assets	
1101 Accounts Receivable Posting (CPA)	53,088.23
1120 Delinquent Taxes Receivable (CPA)	6,924.35
1120.01 1120.01-CPA Debt Service	2,237.21
1121 Allowance for Uncollectible (CPA)	-1,038.65
1121.01 1121.01-CPA Debt Service	-335.58
1124 Sales Tax Receivable (CPA)	13,189.82
1150 Due From Capital Project Funds To Operating	167,425.08
Total Other Current Assets	\$241,490.46
Total Current Assets	\$1,708,317.98
Fixed Assets	
1200 Office Furniture / Equipment	35,704.46
1225 Land	37,850.00
1226 Building & Improvements	130,602.00
1226.1 Cedar Fence/Enclosure (in svc 10/21/21)	16,802.50
1226.3 Stonework/Sign Brookmeadow (9/21)	3,000.00
1227 Street Pavement 2013	144,126.00
1228 Street Improvements 2017	1,489,691.00
1229 Street Improvements 2021	488,210.80
1231 Storage Building	9,055.00
1235.1 Kawasaki Mule 2016	7,840.64

1240 Accumulated Depreciation - All	-195,372.00
Total Fixed Assets	\$2,167,510.40
Other Assets	
1250 Deferred Revenue (CPA)	-5,886.11
1250.01 1250.01-CPA Debt Service	-1,901.63
1599 1599-CPA Due From General Fund	17,174.02
Total Other Assets	\$9,386.28
TOTAL ASSETS	\$3,885,214.66
LIABILITIES AND EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
1901 Accts Payable At Year-End (Audit Adjs CPA)	3,955.00
2021 Accrued Wages Payable (Audit Adjs CPA)	9,176.37
2400 Due To Operating From Capital Project Funds	167,425.08
2599 2599-CPA Due To Debt Service Fund	17,174.02
Total Other Current Liabilities	\$197,730.47
Total Current Liabilities	\$197,730.47
Total Liabilities	\$197,730.47
Equity	
9997 Net Investment In Capital Assets	144,132.96
9998 Opening Balance Equity	333,537.47
9999 Retained Earnings	2,728,496.99
9999-debtstvc-cpa Retained Earnings Debt Svc Audit CPA	14,297.31
Net Revenue	467,019.46
Total Equity	\$3,687,484.19
TOTAL LIABILITIES AND EQUITY	\$3,885,214.66

Treasurer's Report
For the Period: October 2021 - April 2022

Item 1.

Percent Complete: 58.33%

	2021-2022			2020-2021			Y/Y Monthly Comparison		
	YTD	Budget	%	YTD	Budget	%	Apr-22	Apr-21	Difference
Revenue									
3000 Ad Valorem Tax Revenue	-	-	n/a	-	-	n/a	-	-	-
3000.01 Ad Valorem Tax	336,360	349,000	96%	308,128	325,000	95%	11,055	11,288	(233)
3000.02 Delinquent Ad Valorem Tax	2,210	-	n/a	969	-	n/a	553	335	217
3000 Ad Valorem Tax Revenue	338,570	349,000	97%	309,097	325,000	95%	11,608	11,623	(15)
3005 State Sales Tax Revenue	50,613	80,000	63%	58,540	97,500	60%	6,290	5,321	970
3010 Mixed Beverage Tax & Fees Rev	640	1,500	43%	828	1,300	64%	54	57	(2)
3020 Electric Franchise Fee Revenue	23,837	34,000	70%	25,374	34,000	75%	10,593	9,838	755
3030 Cable Services Franchise Rev	17,544	30,000	58%	17,043	25,000	68%	-	-	-
3030.1 PEG - Cable Revenue	3,503	6,000	58%	3,412	5,010	68%	-	-	-
3030 Cable Services Franchise Rev	21,047	-	-	20,455	30,010	68%	-	-	-
3040 Water Service Franchise Revenue	90,436	100,000	90%	89,739	99,350	90%	9,400	9,288	112
3050 Disposal Service Franchise Rev	11,853	25,000	47%	10,464	22,000	48%	-	-	-
3060 Telephone Franchise Revenue	81	200	40%	108	200	54%	-	1	(1)
3070 Golf Course Franchise Revenue	500	500	100%	-	500	0%	-	-	-
3080 Reimbursements	-	6,000	0%	-	8,950	0%	-	-	-
3080.10 Engineerings	2,061	-	n/a	7,376	-	n/a	-	-	-
3080.20 Legal	-	-	n/a	-	-	n/a	-	-	-
3080.30 Admin	-	-	n/a	-	-	n/a	-	-	-
3080 Reimbursements	2,061	6,000	34%	7,376	8,950	82%	-	-	-
3090 Development Revenue	-	-	n/a	-	-	n/a	-	-	-
3090.01 Residential	-	-	n/a	-	-	n/a	-	-	-
3090.011 New Home Permits	5,000	5,000	100%	16,000	20,000	80%	4,000	1,000	3,000
3090.012 Other Permits	6,153	11,000	56%	7,239	12,000	60%	750	975	(225)
3090.013 Inspections	7,672	17,000	45%	13,328	21,000	63%	2,365	2,024	341
3090.02 Commercial	3,234	5,000	65%	3,250	5,000	65%	-	-	-
3090.03 Other	-	80	0%	550	700	79%	-	-	-
3090.031 Subdivisions/Plats/Re-Plats	-	5,000	0%	2,100	12,850	16%	-	-	-
Total 3090 Development Revenue	22,059	43,080	51%	42,467	71,550	59%	7,115	3,999	3,116
3093 Liquor License Revenue	-	1,310	0%	-	1,310	0%	-	-	-
3095 Sign Fees	390	700	56%	140	400	35%	105	35	70
4000 Interest Income	878	1,000	88%	998	1,300	77%	393	115	278
4010 Other Revenue	7,615	700	1088%	320	700	46%	200	30	170
4010.1 Coupons	-	-	n/a	-	-	n/a	-	-	-
4010 Other Revenue	7,615	700	1088%	320	700	46%	200	30	170
4015 Oak Wilt Containment	-	-	n/a	-	-	n/a	-	-	-
4020 Municipal Court Revenue	101	1,500	7%	-	3,000	0%	-	-	-
4035 TDEM DR-4485 Revenue	213,021	-	n/a	74,228	74,230	100%	-	-	-
4040 Donations Received	-	6,180	0%	5,000	5,000	100%	-	-	-
4040.02 Park Donations	1,180	-	n/a	-	-	n/a	-	-	-
Total Donations Received	1,180	6,180	19%	5,000	-	#DIV/0!	-	-	-
4050 General Fund Transfer	-	-	n/a	-	-	n/a	-	-	-
Billable Expenditure Revenue	-	-	n/a	-	-	n/a	-	-	-
Markup	-	-	n/a	-	-	n/a	-	-	-
Services	-	-	n/a	-	-	n/a	-	-	-
Shipping Revenue	-	-	n/a	-	-	n/a	-	-	-
Uncategorized Revenue	-	-	n/a	-	-	n/a	-	-	-
Total Revenue	784,880	686,670	114%	645,133	776,300	83%	45,758	40,307	2,336
Expenditures									
5000 Personnel Services	-	-	n/a	-	-	n/a	-	-	-
5000.01 Salaries and Wages	116,872	208,500	56%	102,384	185,000	55%	15,858	15,116	742
5000.02 Ins Expense Reimbursement	5,204	8,600	61%	5,025	8,620	58%	763	718	45
5000.03 City Manager Vehicle Reimburs	3,500	6,000	58%	3,500	6,000	58%	500	500	-
5000.05 Elected Official Pay	-	-	n/a	-	-	n/a	-	-	-
5000.20 Payroll Tax Expense	-	-	n/a	-	-	n/a	-	-	-
5000.21 FICA/OASDI	8,419	16,410	51%	8,105	15,440	52%	453	1,195	(742)
5000.22 Unemployment Insurance	910	500	182%	427	500	85%	4	35	(30)
5000.20 Payroll Tax Expense	9,329	16,910	55%	8,532	15,940	54%	457	1,229	(772)
5000.40 Retirement	12,737	22,190	57%	10,506	19,390	54%	1,785	1,648	137
5000.50 Direct Deposit Expense	-	-	n/a	-	-	n/a	-	-	-
5000.51 Health Insurance Stipend	-	-	n/a	-	-	n/a	-	-	-
Total 5000 Personnel Services	147,642	262,200	56%	129,947	234,950	55%	19,362	19,211	151
5500 Office Expenses	-	-	n/a	-	-	n/a	-	-	-
5500.05 Bank Fees & Charges	-	-	n/a	-	-	n/a	-	-	-
5500.10 City Hall Maintenance / Repairs	511	4,000	13%	2,142	5,000	43%	310	-	310
5500.20 Cleaning Costs	875	1,500	58%	875	1,500	58%	125	125	-
5500.30 IT & Radio Expenses	10,461	15,000	70%	7,872	10,000	79%	115	167	(5)

	2021-2022			2020-2021			Y/Y Monthly Comparison			Item 1.
	YTD	Budget	%	YTD	Budget	%	Apr-22	Apr-21	D	
5500.40 Newsletter	-	-	n/a	-	-	n/a	-	-	-	
5500.50 Office Supplies	3,071	4,000	77%	2,296	4,000	57%	897	111	786	
5500.60 Postage & Shipping	1,269	2,100	60%	1,041	2,020	52%	6	-	6	
5500.61 Printing & Reproduction	2,359	4,000	59%	2,595	4,000	65%	231	231	-	
5500.62 Printing Cost Newspaper	223	2,000	11%	543	1,000	54%	115	492	(377)	
5500.70 Storage Rental	-	-	n/a	-	-	n/a	-	-	-	
5500.80 Software & Subscriptions	4,340	15,000	29%	3,145	13,000	24%	640	166	474	
Total 5500 Office Expenses	23,109	47,600	49%	20,507	40,520	51%	2,440	1,292	1,148	
6000 Professional Services	-	-	n/a	-	-	n/a	-	-	-	
6000.01 Audit Expense	-	12,000	0%	-	9,900	0%	-	-	-	
6000.10 Codification	-	4,000	0%	2,161	4,000	54%	-	-	-	
6000.11 Contract Labor	-	6,500	0%	5,285	8,000	66%	-	-	-	
6000.15 Engineering	5,815	10,000	58%	2,766	10,000	28%	-	-	-	
6000.16 Mapping	-	-	n/a	-	-	n/a	-	-	-	
6000.17 Engineering Reimbursable	2,510	4,000	40%	1,668	-	-	-	-	-	
6000.15 Engineering	8,324	14,000	59%	4,434	10,000	44%	-	-	-	
6000.20 Legal Expenses	-	-	n/a	-	-	n/a	-	-	-	
6000.21 General	21,990	65,000	34%	16,180	30,000	54%	840	1,720	(880)	
6000.22 Legal Reimbursable	2,540	3,000	85%	2,980	4,000	75%	740	1,280	(540)	
6000.23 Litigation	7,320	15,000	49%	14,507	50,000	29%	-	5,782	(5,782)	
6000.25 Special Cases	7,758	22,000	35%	1,655	10,000	17%	800	633	168	
6000.26 Elected Body Legal	2,290	-	n/a	-	-	n/a	200	-	200	
6000.20 Legal Expenses	41,898	105,000	40%	35,322	94,000	38%	2,580	9,414	(6,834)	
6000.30 IT Services	8,136	14,500	56%	7,647	14,500	53%	750	1,170	(420)	
6000.40 Accounting	8,521	15,000	57%	7,479	15,000	50%	1,484	960	524	
6000.50 Law Enforcement	1,440	8,160	18%	15,913	63,660	25%	480	-	480	
Total 6000 Professional Services	68,318	179,160	38%	78,241	219,060	36%	5,294	11,544	(6,249)	
6500 Area Care/Maintenance	-	-	n/a	-	-	n/a	-	-	-	
6500.01 Deer Removal	1,275	1,000	128%	375	1,000	38%	-	75	(75)	
6500.15 Mowing	1,500	2,000	75%	120	1,000	12%	-	-	-	
6500.20 Oak Wilt Containment	-	15,000	0%	-	1,000	0%	-	-	-	
6500.21 Greenspace Maintenance	1,336	-	n/a	826	-	n/a	409	826	(417)	
6500.22 Landscape Maintenance	4,760	10,000	48%	3,500	10,000	35%	375	-	375	
6500.23 Contract Services	-	2,000	0%	703	1,500	47%	-	703	(703)	
6500.24 Playground Maintenance	-	30,000	0%	-	-	n/a	-	-	-	
6500.25 ROW Tree Trimming	-	7,500	0%	15,150	15,200	100%	-	-	-	
6500.26 Holiday Decorations	262	2,000	13%	1,579	2,000	79%	-	-	-	
6500.30 Street Maintenance	4,993	20,000	25%	10,546	50,000	21%	197	5,918	(5,721)	
6500.31 Street Signs	2,757	4,000	69%	1,378	4,000	34%	93	705	(613)	
6500.35 Storm Damage Reserve	-	1,000	0%	-	1,000	0%	-	-	-	
6500.40 Tree Limb Pick-Up	-	-	n/a	-	-	n/a	-	-	-	
6500.50 Equipment Maintenance	2,086	4,000	52%	122	1,000	12%	629	-	629	
6500.60 Water Quality Testing CCWPP	620	2,000	31%	1,034	1,500	69%	-	310	(310)	
Total 6500 Area Care/Maintenance	19,588	100,500	19%	35,332	89,200	40%	1,703	8,537	(6,834)	
7000 Other Operating Expenses	-	-	n/a	-	-	n/a	-	-	-	
7000.01 Ad Valorem Tax Expense	2,046	4,060	50%	1,990	3,800	52%	-	-	-	
7000.02 Building Inspections	8,415	12,550	67%	10,775	18,000	60%	1,485	2,095	(610)	
7000.03 Code Compliance	774	1,500	52%	-	1,500	0%	-	-	-	
7000.04 Dues & Membership	1,419	3,000	47%	2,251	3,000	75%	453	865	(412)	
7000.05 Election Expense	1,065	1,200	89%	2,124	2,200	97%	-	-	-	
7000.06 TML Dues	591	600	99%	591	600	99%	-	-	-	
7000.10 Depreciation Expense	-	-	n/a	-	-	n/a	-	-	-	
7000.15 Meeting Expense	5,524	5,000	110%	2,815	5,000	56%	17	151	(135)	
7000.20 Public Notices	822	3,000	27%	1,051	3,000	35%	199	-	199	
7000.30 Travel & Vehicle Exp Reimb.	4,825	5,000	96%	355	2,000	18%	119	278	(160)	
7000.31 Elected Official Travel	-	2,000	0%	-	1,000	0%	-	-	-	
7000.40 Training & Prof Development	-	-	n/a	-	-	n/a	-	-	-	
7000.41 Elected Body	975	2,500	39%	2,800	4,000	70%	-	-	-	
7000.42 Staff	3,851	5,000	77%	1,165	3,000	39%	270	635	(365)	
7000.50 Community Relations	1,637	6,000	27%	1,040	5,000	21%	-	-	-	
Total 7000 Other Operating Expenses	31,944	51,410	62%	26,957	52,100	52%	2,543	4,025	(1,118)	
7500 Utilities	-	-	n/a	-	-	n/a	-	-	-	
7500.10 City Hall Utilities	-	3,500	0%	-	3,200	0%	-	-	-	
7500.11 Electric	1,052	-	n/a	980	-	n/a	133	104	29	
7500.12 Water	837	-	n/a	835	-	n/a	118	118	-	
7500.10 City Hall Utilities	1,889	3,500	54%	1,816	3,200	57%	251	222	29	
7500.20 Outdoor Utilities	-	4,250	0%	-	4,000	0%	-	-	-	
7500.21 Electric	768	-	n/a	748	-	n/a	109	106	3	
7500.22 Water	941	-	n/a	957	-	n/a	129	135	(7)	
7500.20 Outdoor Utilities	1,709	4,250	40%	1,705	4,000	43%	238	241	(4)	
7500.30 Telephone & Internet	3,155	6,200	51%	2,549	5,500	46%	447	421	25	
Total 7500 Utilities	6,753	13,950	48%	6,070	12,700	48%	936	885	51	
7600 Insurance	4,592	-	n/a	3,413	-	n/a	-	-	-	

	2021-2022			2020-2021			Y/Y Monthly Comparison			Item 1.
	YTD	Budget	%	YTD	Budget	%	Apr-22	Apr-21	D	
6010 Health Insurance (deleted)	-	-	n/a	-	-	n/a	-	-	-	
7600.01 TML Insurance	-	4,600	0%	-	3,520	0%	-	-	-	
7600 Insurance	4,592	4,600	100%	3,413	3,520	97%	-	-	-	
7700 TDEM DR-4485 Expenditures	-	-	n/a	-	-	n/a	-	-	-	
8020 Municipal Court Costs	-	-	n/a	-	-	n/a	-	-	-	
8020.20 MC Judge	600	3,600	17%	2,100	3,600	58%	-	300	(300)	
8020.25 Misc. Court Costs	-	2,500	0%	100	1,000	10%	-	-	-	
8020.30 Prosecutor	2,540	3,000	85%	-	2,500	0%	-	-	-	
8020.35 Court Bailiff	-	750	0%	-	750	0%	-	-	-	
8020.40 State Comptroller Costs	(45)	700	-6%	-	700	0%	-	-	-	
8020.41 Supplies	67	200	34%	-	200	0%	-	-	-	
8020.60 Public Safety	-	-	n/a	-	-	n/a	-	-	-	
Total 8020 Municipal Court Costs	3,162	10,750	29%	2,200	8,750	25%	-	300	(300)	
8900 Miscellaneous	5,000	120,650	4%	-	-	n/a	-	-	-	
8900.10 Reconciliation Discrepancies	-	-	n/a	-	-	n/a	-	-	-	
8900.20 Contingency Reserve	-	50,000	0%	-	50,000	0%	-	-	-	
8900.30 Projects	7,883	-	n/a	35,575	70,000	51%	-	-	-	
8900.40 Engineering Services – Street Projects	21,588	15,000	144%	32,295	60,000	54%	-	-	-	
Total 8900 Miscellaneous	34,470	185,650	19%	67,870	180,000	38%	-	-	-	
9077 General Fund Accrual	-	(169,150)	0%	-	(64,500)	0%	-	-	-	
Unapplied Cash Bill Payment Expenditure	-	-	n/a	-	-	n/a	-	-	-	
Uncategorized Expenditure	-	-	-	-	-	-	-	-	-	
Total Expenditures	339,579	686,670	49%	370,537	776,300	48%	32,278	45,793	(13,515)	
Net Operating Revenue	445,300	-	n/a	274,597	-	n/a	13,480	(5,487)	15,851	
Other Revenue	-	-	-	-	-	-	-	-	-	
4019 Proceeds from Capital Leases	-	-	n/a	-	-	n/a	-	-	-	
9810.01 Sinking Fund Revenue	204,640	-	n/a	197,653	-	n/a	7,015	7,431	(416)	
8500 Capital Improvement Income	147	-	n/a	0	-	n/a	147	0	147	
Total Other Revenue	204,786	-	n/a	197,653	-	n/a	7,162	7,431	(270)	
Other Expenditures	-	-	-	-	-	-	-	-	-	
8500.25 Capital Improvement Expense	-	-	n/a	-	-	n/a	-	-	-	
9001 Capital Lease Principal	-	-	n/a	-	-	n/a	-	-	-	
9002 Interest on Capital Lease	-	-	n/a	-	-	n/a	-	-	-	
9005 Bond Interest Paid	-	-	n/a	-	-	n/a	-	-	-	
9800.01 Capital Expenditures - CY	-	-	n/a	-	-	n/a	-	-	-	
9800.1 Capital Project Expenditures - FY	-	-	n/a	-	-	n/a	-	-	-	
9800.11 2017 Street Improvements	-	-	n/a	-	-	n/a	-	-	-	
9800.12 2017 Street Improvements Legal	-	-	n/a	-	-	n/a	-	-	-	
9800.13 2021 Street Improvements	387,916	-	n/a	-	-	n/a	-	-	-	
9810.02 Sinking Fund Interest & Fees	5,784	-	n/a	7,169	-	n/a	400	400	-	
9810.03 Sinking Fund Principal	207,000	-	n/a	195,000	-	n/a	-	-	-	
9800.02 Other Miscellaneous Expenditure	(417,633)	-	n/a	(5,300)	-	n/a	-	-	-	
9888 Reconciliation Discrepancies	-	-	n/a	-	-	n/a	-	-	-	
Total Other Expenditures	183,067	-	n/a	196,869	-	n/a	400	400	-	
Net Other Revenue	21,719	-	n/a	784	-	n/a	6,762	7,031	(270)	
Net Revenue	467,019	-	n/a	275,381	-	n/a	20,242	1,545	15,581	

Council Meeting Date: Special City Council Meeting May 25, 2022**Agenda Item Cover Sheet****Agenda Item Subject/Title:**

Discuss and Take Appropriate Action on Approving the "Road Updates and Funding Survey" Results and Consider Next Steps to be Taken by the City of Woodcreek City Council Regarding Road Updates and Funding with Possible Action on Any Motions that Result from Discussion.

Agenda Item Summary:

City Council shall review and consider accepting the Road Updates and Funding Survey results. If accepted, discussion shall occur as to what are the next steps for the Council to take. As a result of this discussion, Council may set a course for action.

Financial Impact:

unknown at this time

Recommendations:

Recommend that Council approve results, include them in a packet to send to the Platinum Panel, and consider what next steps Council should take to come to a conclusion on how and when to fund necessary road updates.

This item may need to be separated into different motions during the meeting; see possible examples below:

Suggested Motion 1: Approve and accept the Road Updates and Funding Survey results

Suggested Motion 2: City Council send results to the Platinum Panel for consideration

Suggested Motion 3: Set a timeline and course of action for the next steps to be taken to address road updates and funding options by City Council

Submitted by: Councilmember Debra Hines

RELIABILITY AND VALIDITY OF THE ROAD UPDATES AND FUNDING SURVEY RESULTS

Visual Aid for Discussion Purposes

Calculator 1	Calculator 2	Calculator 3
Population Size: 1900	Population Size: 1800	Population Size: 1750
Confidence Level (%): 90	Confidence Level (%): 90	Confidence Level (%): 90
Margin of Error (%): 5	Margin of Error (%): 5	Margin of Error (%): 5

Sample size
239

Sample size
237

Sample size
236

Doing market research? SurveyMonkey Audience gets going market research? SurveyMonkey Audience ge

Margin of Error: how much variance these results would likely have from the whole population if the whole city voted

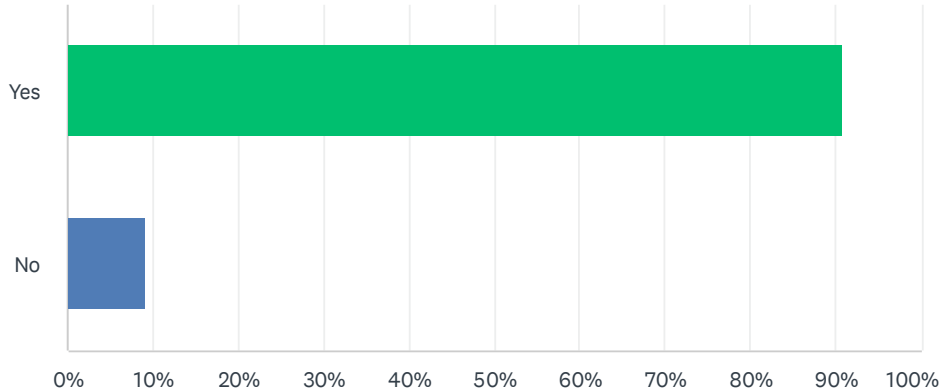
Confidence: the likelihood of these results predicting the results of this survey if the whole population took it

Sample Size: the size of the sample needed to reach this predictability given the total number of citizens

Outliers: the “red flag data” or the “margin of error” in the responses themselves

Q1 Do you feel like you understand the two forms of debt being considered: tax notes versus general obligation bonds?

Answered: 229 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	90.83%	208
No	9.17%	21
TOTAL		229

#	IF NO, WHAT MORE SHOULD THE CITY DO TO HELP CITIZENS FEEL INFORMED?	DATE
1	Let the taxpayers say. You people don't care.	5/5/2022 2:43 PM
2	1. Please explain how there is no impact on tax rates for \$1,225,000 spent through tax notes and \$2,650,971 through bonds. If a decision is made to do no road repairs, can the tax rate then be lowered? 2. Why do survey respondents not have the option to do nothing, no road repairs? 3. Please note that interest rates are no longer historically low and are expected to rise significantly in 2022 and 2023. What interest rate is utilized in the calculations used to explain municipal funding options?	5/5/2022 2:34 PM
3	Details on the cost of debt. Under "interest rates," G.O. Bond, the table notes "Historically Low Rates," but MMD is quite high at the moment.	5/5/2022 1:55 PM
4	Hold info sessions that clearly define all aspects of both including a tax rate hike because of the Ad Valorem aspects.	5/5/2022 1:31 PM
5	What ever it takes.	5/5/2022 1:26 PM
6	Today's 7.8 cents rate/ what rate is this, I thought it was .22 (.05) cents now (city tax). Info sooner - could have helped.	5/5/2022 1:19 PM
7	Put definition of both in an email. If you have I didn't see it.	5/5/2022 1:07 PM
8	Do Not Raise taxes	5/5/2022 12:08 PM
9	NOT ADD MORE TAX !!	5/5/2022 11:57 AM
10	Address items specifically with bullet note details.	5/2/2022 4:59 PM
11	Summary and advice from someone who understands the differences, advantages, and disadvantages of each. Preferably a resident of Woodcreek. I doubt that anyone will read the 139 page article.	5/2/2022 1:17 PM

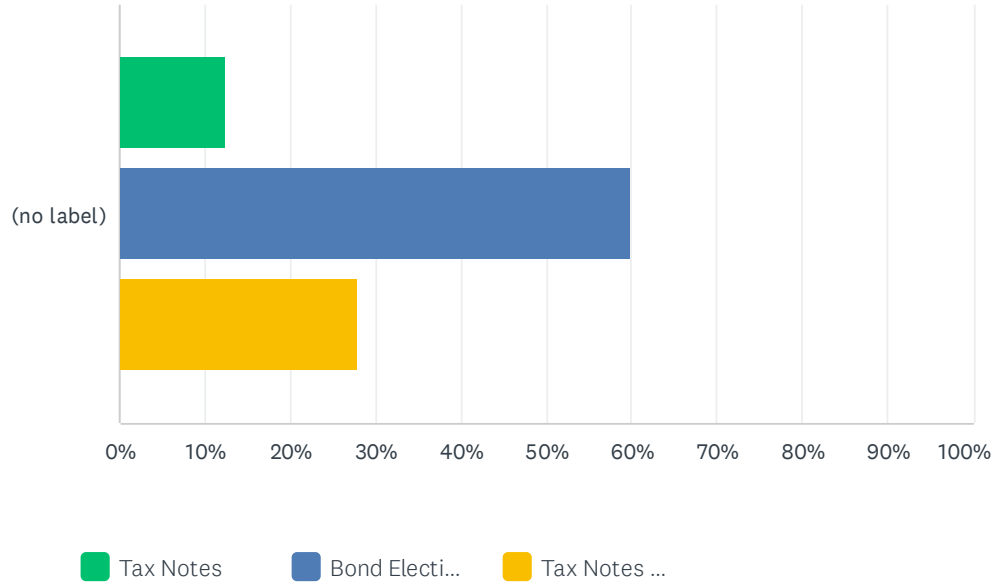
Road Updates and Funding Survey

Item 2.

12	Only 2 choices? Where is the choice of budgeting for roads and pay as we go	5/1/2022 8:36 PM
13	What are the alternatives to not raising taxes, locking in the tax money that should have been budgeted to road maintenance since the beginning of the city and making sure that the road maintenance funds cannot be robbed for other special interest projects.	5/1/2022 8:17 PM
14	more clarity on the proposed 5 cent increase for the general obligation	4/30/2022 3:35 PM
15	A quick link to the pdf would be nice.	4/25/2022 5:33 PM
16	The tax notes now and bond election later option is not explained well.	4/24/2022 2:19 PM
17	Please explain, in detail, Tax Notes and General Obligation Bonds.	4/23/2022 5:59 PM
18	Folks won't see past \$175 on bond side. Help them see options.	4/23/2022 3:58 PM
19	It is my opinion that Woodcreek is nothing but a golf course.	4/23/2022 10:20 AM
20	I realize I answered yes, but since the general public has a 4th grade reading level, I'd be cautious with including lengthy words in educational outreach.	4/23/2022 8:58 AM
21	Make videos explaining it and post them. Send out texts to let people know you've posted	4/21/2022 8:34 PM
22	Explanations are clear.	4/21/2022 7:43 AM
23	Make a faq to clarify things like "how much will my tax bill increase" etc	4/21/2022 6:32 AM
24	Send something in the mail.	4/20/2022 1:27 PM
25	A \$350K example is pretty low. Show \$400K and \$500K as well. Also be VERY sure on your math.	4/20/2022 12:34 PM

Q2 Would you prefer that the City extend tax notes or pursue a bond election or do both? Rate the following 1 – 3. *The City can borrow tax notes and have them rolled into Bond debt.

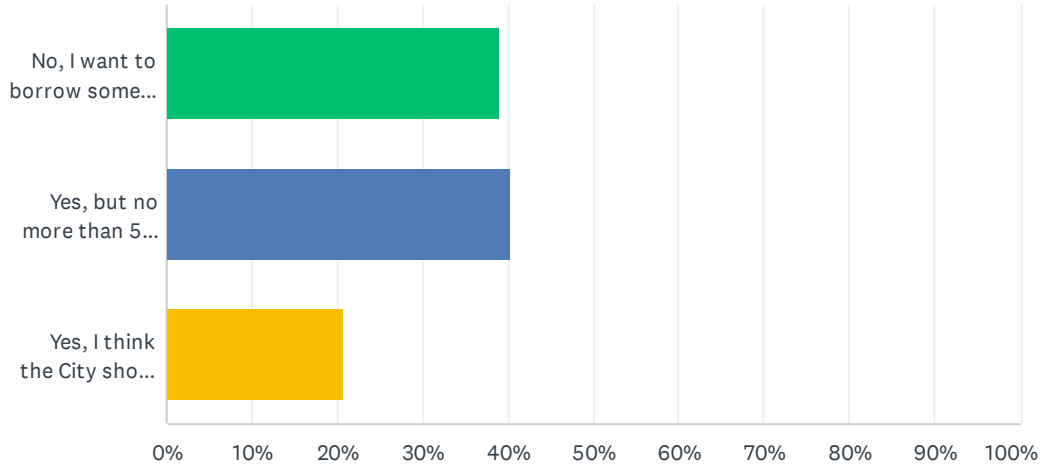
Answered: 219 Skipped: 17



	TAX NOTES	BOND ELECTION	TAX NOTES NOW + BOND ELECTION LATER*	TOTAL	WEIGHTED AVERAGE
(no label)	12.33% 27	59.82% 131	27.85% 61	219	2.16

Q3 Do you support a small increase in the tax rate (this is possible with BOTH funding options) to fund road improvements?

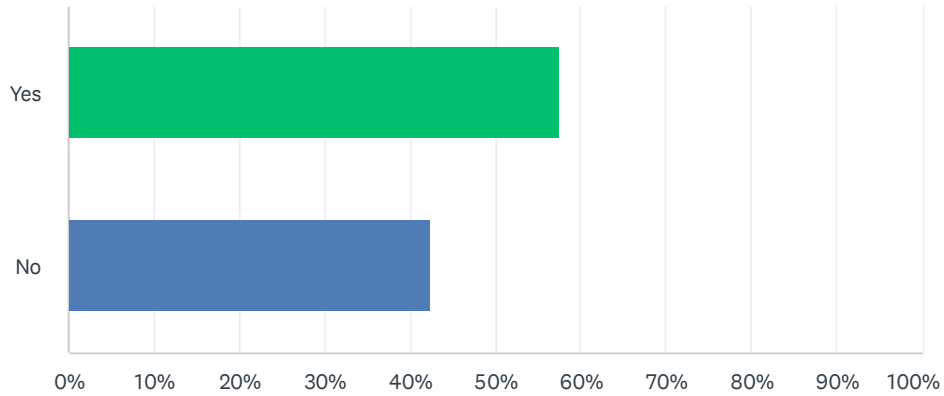
Answered: 231 Skipped: 5



ANSWER CHOICES	RESPONSES	
No, I want to borrow some money to fix roads; but do NOT raise my taxes.	38.96%	90
Yes, but no more than 5 cents per \$100 valuation	40.26%	93
Yes, I think the City should borrow what is needed to complete ALL roads and raise taxes accordingly	20.78%	48
TOTAL		231

Q4 Would you like the City to pursue traffic calming options while repairing roads?

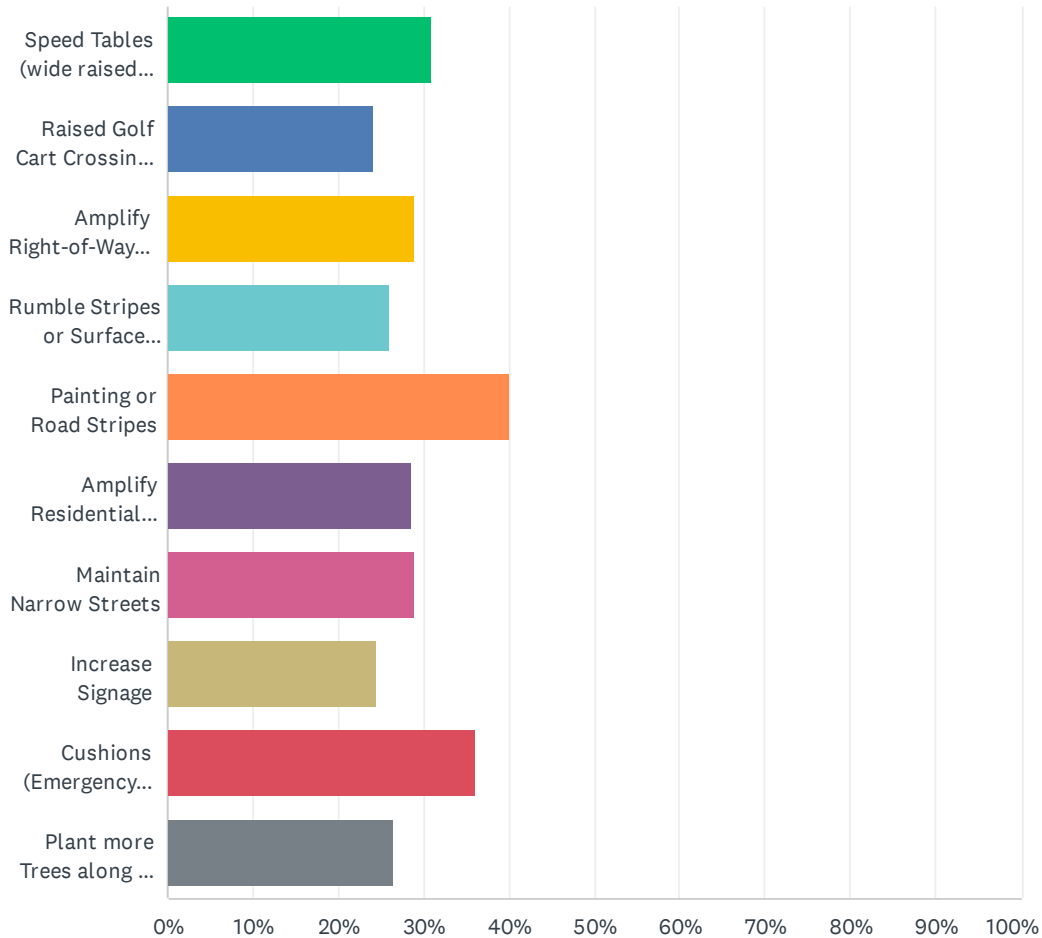
Answered: 229 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	57.64%	132
No	42.36%	97
TOTAL		229

Q5 If the City were to pursue traffic calming measures, which of these do you support? Check all that apply.*Amplify means to build up and improve upon existing entrances and right-of-way green spaces to increase effectiveness in alerting drivers that they are in a residential area and passively encouraging them to slow down.

Answered: 200 Skipped: 36



Road Updates and Funding Survey

Item 2.

ANSWER CHOICES	RESPONSES
Speed Tables (wide raised area)	31.00% 62
Raised Golf Cart Crossing Areas	24.00% 48
Amplify Right-of-Way green spaces*	29.00% 58
Rumble Stripes or Surface Treatments	26.00% 52
Painting or Road Stripes	40.00% 80
Amplify Residential Entrances*	28.50% 57
Maintain Narrow Streets	29.00% 58
Increase Signage	24.50% 49
Cushions (Emergency Vehicle friendly speed bumps)	36.00% 72
Plant more Trees along the road	26.50% 53
Total Respondents: 200	

#	ADD YOUR OWN:	DATE
1	We don't need 2 signs on our street that are together that say - Dead End - Please take one down "Brookside Dr"	5/17/2022 12:31 PM
2	Not sure what right of way green spaces are	5/5/2022 2:45 PM
3	ribbon curbing - cement strip on road edges	5/5/2022 2:44 PM
4	What the hell does this mean?	5/5/2022 2:43 PM
5	None !	5/5/2022 2:38 PM
6	Please provide details and cost estimates for each option listed in question #5? Does data support a need for these expenditures?	5/5/2022 2:34 PM
7	At least one set of stop signs	5/5/2022 2:26 PM
8	We don't need wider streets. That encourages more traffic and speed.	5/5/2022 2:16 PM
9	But very limited/light touch. Speed cameras.	5/5/2022 1:55 PM
10	Issue tickets!	5/5/2022 1:51 PM
11	Especially on Augusta Dr! Some people go 40+ mph	5/5/2022 1:22 PM
12	Residents need a voice!	5/5/2022 1:21 PM
13	No noise - decrease speed	5/5/2022 1:11 PM
14	No more political signs - very ugly	5/5/2022 1:05 PM
15	There is already too many trees along roads.	5/5/2022 12:49 PM
16	Widening Brookmeadow to two lanes instead of the current 1 1/2 lanes!	5/5/2022 12:47 PM
17	Pavements on Brookhollow + Woodcreek Drive mainly for dog walkers	5/5/2022 12:40 PM
18	Increase speed limits enforcement - makes it stick	5/5/2022 12:31 PM
19	By the bridge on Woodcreek is terrible	5/5/2022 12:28 PM
20	Police Presence	5/5/2022 12:26 PM
21	Nothing - there is no problem, check your data	5/5/2022 12:23 PM
22	Fix the roads that all	5/5/2022 12:20 PM

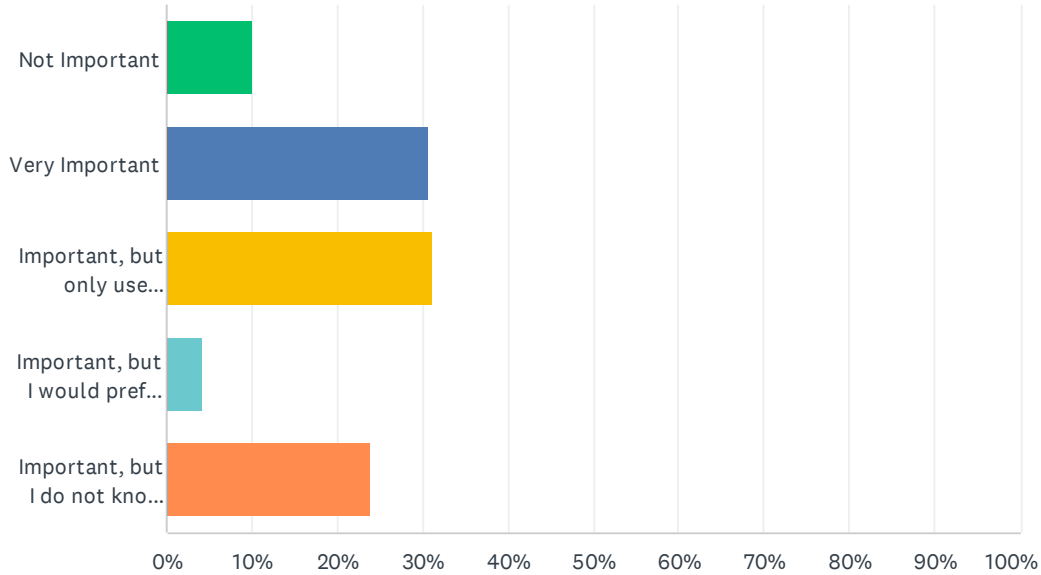
Road Updates and Funding Survey

Item 2.

23	None	5/5/2022 12:08 PM
24	Maintain trees already along the road that are in the City's jurisdiction !!	5/5/2022 12:02 PM
25	None of the Above	5/3/2022 2:03 PM
26	Construct curbs and sidewalks	5/2/2022 10:32 PM
27	Would like to know more about the tree planting idea	5/2/2022 1:39 PM
28	Painting or Road Stripes whatever is least abtrusive to traffice flow	5/2/2022 1:09 PM
29	Limit routes that make Woodcreek a cut through	5/1/2022 10:21 PM
30	Temporary speed signage that blinks how fast you are going in the current speed zone	5/1/2022 3:03 PM
31	All of the items above waste money we don't have and reduce safety.	5/1/2022 1:15 PM
32	Reducd the speed limit to 15 mph.	4/30/2022 11:52 AM
33	NO SPEED BUMPS. A FEW MORE STOP SIGNS AT STRATIGIC LOCATIONS (3 WAY STOP INTERSECTIONS	4/28/2022 8:59 PM
34	Also SIDEWALKS	4/28/2022 8:34 PM
35	signage pertains especially re children at play	4/28/2022 12:54 PM
36	Maintain trees in centers of roads where there are trees.	4/27/2022 5:12 PM
37	fail to see how planting trees would slow traffic and how would new trees be watered to survive drought	4/26/2022 12:43 PM
38	Auto ticketing device NO road bumps	4/26/2022 12:15 PM
39	1) add stripes on the SIDES of roads, which emphasizes their narrowness. (Couldn't tell if that was included above; I assumed "painting or road stripes" referred to middle stripes.) 2) One NOT to do: create "bump-outs" intended to cause cars to weave in order to slow. That was done in another neighborhood, and all it did was make cars split the difference, driving down the middle still at high speed.	4/26/2022 11:48 AM
40	Don't kill the trees in the middle of Champions Circle!	4/26/2022 10:51 AM
41	Regular patrols for traffic enforcement	4/25/2022 3:51 PM
42	Traffic Patrols	4/24/2022 3:06 PM
43	Police enforcement.	4/23/2022 5:59 PM
44	Bumps or treatments which don't force traffic to almost stop just to get over them (and causing more pollution my having to start from practically a stop). If the speed limit is 25mph, then put in measures which slow down the traffic to 25mph, not 5mph.	4/23/2022 4:38 PM
45	No need to do any of the above, just do radar.	4/23/2022 1:32 AM
46	Not necessary. It's a small neighborhood.	4/21/2022 8:34 PM
47	Anything that will slow people down. Woodcreek has become a much worse place to live because of speeding traffic and the opening of the Emergency Gate!	4/20/2022 2:54 PM
48	close back gate to eliminate cut-through traffic	4/20/2022 1:01 PM
49	I think it's really important to consider the high traffic areas of the city. We are further removed from woodcreek drive and thus are not impacted. Each area does not need the same measures. Considering what is needed in each area, instead of a one size fits all approach will lower costs	4/20/2022 12:36 PM

Q6 How important is it to you that the City address drainage and Nature Based Infrastructure options?

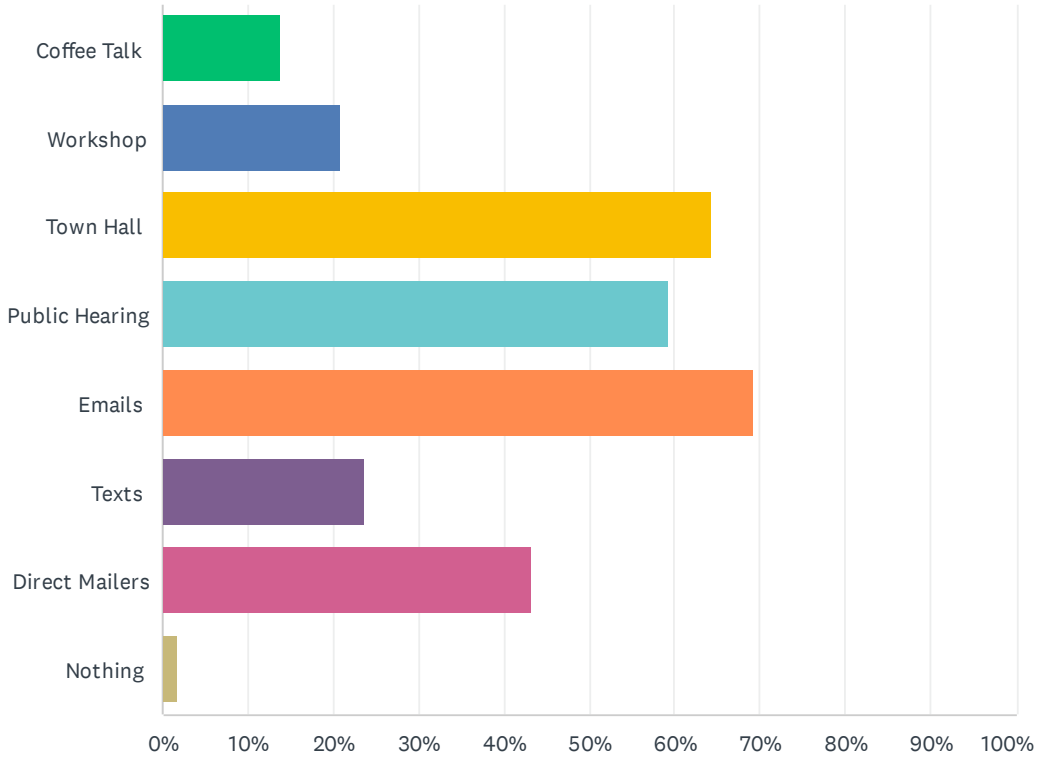
Answered: 231 Skipped: 5



ANSWER CHOICES	RESPONSES	
Not Important	9.96%	23
Very Important	30.74%	71
Important, but only use federal funds and cover known projects	31.17%	72
Important, but I would prefer Gray Infrastructure (more cement or asphalt)	4.33%	10
Important, but I do not know what Nature Based Infrastructure is and would like to learn more	23.81%	55
TOTAL		231

Q7 How should the City listen to citizens before deciding on a tax note extension or a general bond election? Please check ALL that apply.

Answered: 224 Skipped: 12



ANSWER CHOICES	RESPONSES
Coffee Talk	13.84% 31
Workshop	20.98% 47
Town Hall	64.29% 144
Public Hearing	59.38% 133
Emails	69.20% 155
Texts	23.66% 53
Direct Mailers	43.30% 97
Nothing	1.79% 4
Total Respondents: 224	

#	ADD YOUR OWN SUGGESTION:	DATE
1	Talk is cheap!	5/5/2022 2:43 PM
2	Emails would be more environmental friendly. We just need to find out how to address masses + aging without paper use	5/5/2022 12:38 PM

Road Updates and Funding Survey

Item 2.

3	What is the point in the past the council very seldom listens. Look at Camp Judea	5/5/2022 12:20 PM
4	With direct mailers each home is Reached and opinions are in writing without long drawn out boring opinions or arguments.	5/5/2022 12:12 PM
5	This survey is appropriate - Use feedback to make decision and move forward!	5/5/2022 12:04 PM
6	In person voting by property tax payers	5/1/2022 8:36 PM
7	Official vote from all Property tax payers only, not anyone who is over 18.	5/1/2022 8:17 PM
8	area meetings like alerting POAs, HOAs, gated communities to have their own meetings as well.	5/1/2022 3:03 PM
9	have examples of impact for homes above \$350,000 (\$50000 increments)	4/29/2022 11:53 AM
10	I don't know what coffee talk is or what the difference is between Town Hall, Workshop, and Public Hearing is. So I'm voting for what I know.	4/27/2022 1:41 PM
11	Over the last several years citizens have had multiple opportunities to voice their opinions about financing street repairs. Just repair them already.	4/24/2022 3:08 PM
12	Appointment to talk with the Mayor one on one.	4/23/2022 5:59 PM
13	Block meetings Or street meetings. Need to gather medium sized groups. Shocking how much our home value increased in one year.	4/23/2022 3:58 PM
14	Many older people aren't in social media but they check their mail. Y'all need direct mail	4/21/2022 8:34 PM
15	I like the above three that I checked but in a certain order. I would send out an email first and schedule the public hearing. Then send out a direct mailer to people because we likely have some less tech savvy folks here. Include the date of the public hearing in the mailer. Give everyone ample time to attend hearing.	4/20/2022 2:18 PM
16	Website	4/20/2022 2:16 PM
17	Timing is key. My husband and I both work full time and have a toddler at home. We also don't want to be inside a building with people we don't know. Comfortability and space are key. Is there no outdoor space we as a community could gather?	4/20/2022 12:36 PM

Q8 Do you have any additional comments or concerns related to road updates and funding?

Answered: 106 Skipped: 130

#	RESPONSES	DATE
1	Homeowners need to maintain houses and lots - there are many "eye sores" in our community. Rental units should not allow more than 2 cars per unit parked outside. Entries into our community need to be improved and cleaned up. If your going to do a bond election, why not start a homeowners association and start charging annual fees for maintaining common areas etc. Maybe 200.00 annually. We have to clean up our community! When you have million dollar homes, you have to clean this place up. Empty lots have to be cleaned up! We don't need lots of signs - just a few. We need increased security and lighting in Woodcreek, especially with increased crime in our community....i.e. recent murder	5/17/2022 12:31 PM
2	When (and if) this happens. Get experienced road people (not like Brookhollow!) P.S. The envelope this survey says it all addressed to ... OCCUPANT	5/5/2022 2:43 PM
3	I do not want anymore concrete roads in Woodcreek, and I do not want to see an increase in taxes to fund roads - use existing tax revenue.	5/5/2022 2:40 PM
4	DO NOT INCREASE TAXES. HAYS COUNTY HAS ALREADY PRICED US OUT OF OUR HOMES.	5/5/2022 2:38 PM
5	There are several items that the relatively inexperienced City Council members are pushing through without sufficient input from citizens of Woodcreek. They are changing many ordinances, have made code enforcement a lower priority, etc. based on complaints/input from a low percentage of citizens in Woodcreek. This survey is a good first step in soliciting input from the many knowledgeable residents. An Ordinance Review Committee needs to be established and perform a thorough review, making recommendations to council and mayor before more ordinances are changed + implemented. They should review all new ordinances and changes to ordinances that have been enacted in 2022.	5/5/2022 2:34 PM
6	On Brookhollow I feel - know cars speed down w/ no stop signs, speed bumps or trees - cement/concrete encourages speed.	5/5/2022 2:26 PM
7	We prefer asphalt road surfaces. The cement on Brookhollow is bumpy and noisy and was very expensive and time consuming and caused much inconvenience. Probably should have asphalt paved most of Woodcreek with the cost of Brookhollow, Don't like the concrete road!	5/5/2022 2:16 PM
8	1. 2-3 Road Commities & Civil Engineering studies have been completed in the last 6-8 years: no more studies are required. Do not waste any more dollars. 2. The City Council needs to make a decision & borrow money to fix the streets. 3. It is time to get the Golf Course to close the La Rocca gate. They have key to unlock if needed. This will reduce most of traffic on Augusta Drive & Brookhollow in the 8 & 5 time periods.	5/5/2022 2:09 PM
9	WHO IS THE CITY'S FINANCIAL ADVISOR FOR THIS BOND ISSUANCE? TOM DALTON	5/5/2022 1:55 PM
10	I think we should launch a 1-3 year program to pave all our streets. Ed Fleming	5/5/2022 1:51 PM
11	I moved here to get away from the ridiculously high Austin taxes. I will not vote for anything that raises my taxes in any way; until the property tax situation is resolved in this state. By attaching these actions to property tax it inevitably involves new/increased taxes, Also, with the economy as it is right now, new taxes is the last thing anyone needs.	5/5/2022 1:31 PM
12	With the current escalation in County property appraisals resulting in inevitable increased taxes, I am not in favor of having the possibility of my city taxes increased at this time.	5/5/2022 1:25 PM
13	Every resident should have a VOICE!	5/5/2022 1:21 PM
14	Take into consideration that people living on the golf course home values raised 20K for the past several years with no recourse. When protest they reduce your home values not the land -	5/5/2022 1:19 PM

Road Updates and Funding Survey

Item 2.

It doesn't matter that you haven't lifted a finger to change, just the maintenance, i.e. lawns, tree trimming

15	Consider returning to a gated community, with entrance tags for citizens and codes on the gate for use by friends and delivery trucks. Work on drainage issues (example: the SE corner of Woodcreek Dr. and Par View) + other mosquito breeding areas form a committee to work more efficiently with the golf course to maintain the trees that exist at the edges between private property and the golf course.	5/5/2022 1:15 PM
16	I am surprised this survey does not require identification. Anyone could make numerous copies and submit them.	5/5/2022 1:11 PM
17	Villa Meadow residents pay taxes to the City of Woodcreek. It seems like you could help maintain our road and right away tree trimming.	5/5/2022 1:09 PM
18	My opinion - Bond issue - do all roads ASAP. Rates/construction costs will only go up. Do it asap. thx.	5/5/2022 1:07 PM
19	Road repair is important but don't overdue it. As an overcharged taxpayer usually funds go to things not needed or wanted - is this another one of those?	5/5/2022 1:05 PM
20	No	5/5/2022 12:51 PM
21	If an elected official of the city wants off, just support Tax Notes and see how fast you are voted off!	5/5/2022 12:49 PM
22	Please note: All neighbors on Elmbrook Dr. do not want the missing tree replaced! We would just like to have the hole covered up. Thank you.	5/5/2022 12:47 PM
23	I would like to understand why such an expensive concrete road was put in towards Camp Young Judea (Brookmeadow?). How much do they pay in taxes and basic fees? Looking at that major road job + comparing it to other roads in Woodcreek - just seems wrong. We do need wider roads or some sort of neighborhood sidewalks or paths to be able to safely walk. With our property taxes going up along with all this inflation, raising Woodcreek taxes would be hard on many, so a basic minimum (no more than \$30 - \$150 maybe depending on house value). Look internally at the budget + see if we can get cuts there first :). What I saw on the neighborhood facebook feed is a high hike in cost - \$400 average. We may be going into recession + inflation is an all time high. Asking this much would devastate me! I'm sure I'm not alone.	5/5/2022 12:38 PM
24	Our village is but a mile and one half by one and one half (estimated). There is no need for the 40-50 mph speeds I have witnessed. We need dusk to dawn law enforcement more than we need a \$100,000/yr code enforcement officer	5/5/2022 12:31 PM
25	City taxes are too high now!! Info you gave us is incorrect and not enough to make an informed decision. You are going to do what you want anyway. This is a waste of tax \$. Already been done.	5/5/2022 12:23 PM
26	FIXING THE ROADS IS THE MOST IMPORTANT ISSUE FACING WOODCREEK RIGHT NOW.	5/5/2022 12:21 PM
27	Do not like the idea that tax note monies could be used for other than road repair. Lets open Diversion of Money for pet projects with no oversight. Serious ATTENTION needed in Brookmeadow area streets.	5/5/2022 12:12 PM
28	No taxes. The reason we purchased our home in Woodcreek is because it was rough and full of trees, rocks, walking areas - a natural area - lovely to be a part of - Not so pristine + full of restrictions. So if it means our roads are stone - so be it - We love our trees, stones, our different type homes - golf course - Natural oak trees, the animals life is good - leave it alone	5/5/2022 12:08 PM
29	Thanks for the survey! Very informative + helpful !!	5/5/2022 12:04 PM
30	Please work more closely with the QGC to get them to maintain their portions of land that closely abut residential lots -- including their cart paths !!	5/5/2022 12:02 PM
31	YOUR LETTER DID NOT EXPLAIN ANYTHING! EVERY PERSON THAT OWNS A HOUSE IN WOODCREEK NEEDS TO VOTE ON HOW YOU SPEND OUR TAX MONEY. SO FAR YOUR SPENDING TO MUCH!	5/5/2022 11:57 AM
32	Thank you!	5/3/2022 9:48 PM

Road Updates and Funding Survey

Item 2.

33	We need walking paths along the roads as the current roads are too narrow and not safe for pedestrians.	5/3/2022 7:54 AM
34	I am sick to death of our taxes being raised once again!! They are so high now, that it is impossible to main home/property needs! Our roads are the least of our concerns!!	5/3/2022 5:19 AM
35	Before pursuing more tax dollars for roads or anything else, I would like to see the city either implement or enforce codes that improve property values. For example, why do we allow trash cans to stay out on the curb? Why are home owners not required to properly manage their property? Yards and fences are not maintained and nothing is done about it. If I am going to incur more taxes, I want to be sure my investment is going to appreciate.	5/2/2022 10:32 PM
36	Is there an option to breakup the project in replacing particular sections of several streets to make sure we impact those areas in dire need, if one entire street may not be needed at one time. ie: obvious parts of Augusta, champions & Brookmeadow	5/2/2022 8:59 PM
37	Our area of concern is the potholes around the access to Shady Bluff and directly in front of our property.	5/2/2022 4:59 PM
38	Ask CYJ for a donation for the roads as they continually bring in oversized trucks/equipment which damages the roads much more than the vehicles the residences drive.	5/2/2022 1:54 PM
39	Do not pave with concrete/cement as was done on Brookmeadow. It invites more speeding. Need to keep the neighborhood walkable.	5/2/2022 1:18 PM
40	Instead of more debt, use existing property tax funds. This system was used from 1980 and 2015 before all the excess staffing. Spend 1.3 million reserves on roads now. Only property owners who pay taxes should have a voice.	5/2/2022 1:09 PM
41	Want to know how many people voted in this, who they are and if they pay property taxes.	5/1/2022 8:36 PM
42	I want to know how the City Council is going to validate the votes that are cast in this survey. Offering as many printed ballots that people want to pick up, and allowing anyone with 5 devices in their household which can't be validated either, is ridiculous. I am also adamantly against anyone 18 and older, regardless of whether they pay the taxes that fund these projects, being able to place an additional financial burden on the tax payers. Who is validating this survey, where the votes come from? Anyone with a computer or phone, regardless of where they live can vote in this survey! Please explain. Voting electronically, with no identification, allows anyone, regardless of where they live or how old they are, is wide open to fraud.	5/1/2022 8:17 PM
43	Stick with asphalt surface; it's less expensive and more appropriate (in my opinion) for our little neighborhood. In the meantime, filling and smoothing potholes would help.	5/1/2022 5:23 PM
44	I have lived here for almost 20 years and road conditions has always been a poorly managed issue. I hope this project is completed so all residents can have well maintained streets. Good streets speak volumes to the quality of the community. Thanks for this effort!	5/1/2022 3:03 PM
45	A map of the areas of most concern or public areas that affect private because there are many private areas (like near Cypress Falls Swimming Hole) where the owners is letting the roads go down, but perhaps the City of Woodcreek streets affect it someway OR perhaps the two could work together to improve as they are both one in the same within the same community. Also, that private street and water bridge is getting more and more run down due to their public coming into the area causing accidents and potential wear and tear that could result in the water bridge collapsing which would be very dangerous. Also, City of Woodcreek near the hill that goes down to the Falls needs to have signage near RR12 and the other one that runs along the HEB (new here so don't know names of all highways) that large trucks (18 wheel types) do not have full access to the area and need to plan accordingly. There have been two that have come across and had to turn around or go thru the back gate of Cypress Point and this can be very dangerous with breaking oak trees, damaging the streets with heavy weight, etc.	5/1/2022 3:03 PM
46	I fear that those who live on Woodcreek Drive and Brookhollow will not want to have to pay to fix the rest of the roads in Woodcreek since theirs is already done.	5/1/2022 2:48 PM
47	I believe that what ever method is used, the projects should be very specific and detailed when going out for bids so that they can be carried out with the least chance of extras that would be	5/1/2022 2:37 PM

Road Updates and Funding Survey

Item 2.

tacked on to the project costs. Do your homework before any public hearing and produce factual explanations rather than vagaries.

48	Don't be short-sighted. Pick options that will hold up for 30 years.	5/1/2022 1:15 PM
49	Make sure roadside erosion is prevented on sloping roads. Roads that channel water to the roadside and are prone to washing dirt/gravel from yards, usually ending up in ones driveway.	4/30/2022 12:44 PM
50	We need to examine why the northern portion of the city received a very expensive new concrete roadway whereas Woodcreek Drive was upgraded in a much more attractive way for much less money. When is the south end of town going to receive the same improvements, resources, and concern as the north side?	4/30/2022 11:52 AM
51	Keep examples using Keep It Simple Stupid (KISS) principle. Just get it done. Has been too long and has been top priority for Woodcreek for awhile.	4/29/2022 11:53 AM
52	How can we address the cypress falls bridge area from the top of the hill to the other 3 way stop sign area. It's the worst road I've been on.	4/28/2022 8:34 PM
53	Since everyone's tax valuations increased so much, isn't it true that we likely can DECREASE the tax RATE to raise the same or more tax REVENUE?	4/28/2022 3:37 PM
54	I strongly oppose road maintenance using concrete as used in improving Brookhollow Dr. My opposition extends to sidewalks, curbs, and any plan that would extend road changes that occupies more public access area.	4/28/2022 12:54 PM
55	no	4/28/2022 11:18 AM
56	n/a	4/28/2022 9:50 AM
57	Part of my career was as a road builder. Woodcreek roads would be suitable for continued use if they were maintained in a prudent and timely manner.	4/27/2022 7:40 PM
58	I am against any and all tax increases or property tax hikes. They are already ridiculous for this tiny town	4/27/2022 5:23 PM
59	Thanks for putting this together and reaching out to us for our opinions	4/27/2022 2:06 PM
60	I love walking the neighborhood of Woodcreek. It has the ups and downs perfect for a workout accompanied by scenery and beauty. I really wish we had sidewalks. If that's not possible then a bike/walking lane included in the road that would help. But the edges of the road need to be flattened out. They curve down and it creates an uneven walking foundation.	4/27/2022 1:41 PM
61	1) When the roads are completed and paid off, reduce the tax rate back to where it was. 2)Why not have all roads done within 1-2 yrs. Woodcreek Drive was done in one week and looks great.	4/27/2022 1:10 PM
62	No	4/27/2022 12:33 PM
63	Handling water runoff during large rain events is very important at certain locations in the city. Drainage needs to be addressed as a part of the roads project.	4/27/2022 11:38 AM
64	The county has increased the appraised value of our property, and that of many Woodcreek neighbors, by the maximum amount allowed on a homestead this year. In addition to this, the price of many essential goods and services have been impacted by record inflation while many of us are still dealing with loss of income caused by the pandemic. This is NOT a good time to be suggesting an increase in tax rates.	4/26/2022 3:38 PM
65	I am against raising taxes	4/26/2022 1:31 PM
66	maintain feel of the city, no concrete roads	4/26/2022 12:43 PM
67	No to road bumps, all should not have to deal with bumps in and out due to the few law breakers	4/26/2022 12:15 PM
68	Roads aren't getting any better. Time's a wastin'. Our road is bad, but by far is not the worst. Ours and other bad ones are considered "less-traveled" and so our repairs are delayed. If delayed long enough, then already-repaired ones are going to need help again. Road condition affects property values. Another concern: those people that have already experienced repairs are going to be reluctant to invest what it will take to fix roads for the rest of us...a symptom of	4/26/2022 11:48 AM

Road Updates and Funding Survey

Item 2.

"I've got mine, to heck with you." Third: Thank you for asking questions and for what you are doing on behalf of all of us.

69	No.	4/26/2022 9:58 AM
70	Stop the spending and live within the current budget. Our taxes are too high now. I don't see where the city's money is going now. I know the roads need repair but do it within the funds you have now.	4/25/2022 4:55 PM
71	It is time to fix all roads. The City needs to take care of an issue that has been the most critical one for residents for more than 20 years.	4/25/2022 3:02 PM
72	Don't raise taxes when the economy is so bad and our President is already raising taxes, a lot of the people living in Woodcreek are on fixed incomes and it would hurt them.	4/25/2022 12:28 PM
73	TU	4/24/2022 3:50 PM
74	I suspect this survey is premature as I doubt many folks truly understand the full scope of their answers. The 10 year matrix prepared by Debra Hines is a good start but I feel more could be done to educate first, then ask opinions.	4/24/2022 3:37 PM
75	Question 2 asked me to rate choices 1,2 or 3 but I was not given the ability to do so. I would rate the choices as listed 1, 3 and 2. A lot of wear and tear on Augusta drive could be prevented by closing the LaRocca gate. That gate has always been locked except for emergencies. It was unlocked during repairs to Brookhollow. I thought we had an agreement with the golf course that the gate would again be locked after the construction on Brookhollow was completed. Someone didn't keep a promise. Sure would be nice to lock that gate for walkers safety and preservation of road condition on Augusta Dr. Few drivers obey the 25 mph speed limit on that street despite the results of the monitoring devices that were placed haphazardly on Augusta in the last couple of years.	4/24/2022 3:08 PM
76	Incorporate street improvements along Deerfield through development fees to the new townhomes that are being built!	4/24/2022 2:19 PM
77	Thank you for pursuing fixing our streets!!	4/24/2022 9:53 AM
78	Thank you!	4/23/2022 6:23 PM
79	Would like to see a list of roads slated to be "upgraded". How many miles are being proposed. Are all streets and roads in Woodcreek being considered?	4/23/2022 5:59 PM
80	My main concern is ensuring the residents have full say every step of the way. The City Council should not make these kinds of decisions for the citizens.	4/23/2022 4:38 PM
81	Need to be cost effective. Brookhollow was done for 50 years. But cost so much that could have done other roads. It solved the wrong problem perfectly. The rate 3 items about how to pay did not work at the beginning. Was a radio button.	4/23/2022 3:58 PM
82	The character of Woodcreek must be maintained. It's why we bought here...ie: narrow streets, asphalt, NOT concrete.	4/23/2022 12:03 PM
83	Would love to have Jack Miller and Doolittle Dr repaired! We have been told for over eight years we are at the top of the repair list only to see nothing done. You spend more money and time redoing Woodcreek and Brookhollow then any other roads. It's as if there are no other roads in Woodcreek. I don't want to be taxed for only maintaining two roads while all the others are left to decay.	4/23/2022 11:12 AM
84	It is my opinion that Woodcreek is nothing but a golf course. If they want the roads improved, raise the golf fees and let the golf course pay for it. My taxes are too high as it is.	4/23/2022 10:20 AM
85	Please consider the side roads that are worn down to road base a priority. Of course I'm personally concerned about our road on Brookside. Thank you! :)	4/23/2022 9:25 AM
86	no	4/23/2022 9:01 AM
87	Road improvements will increase property values and speeding. Traffic calming devices are needed on Champion Cir.	4/23/2022 8:58 AM
88	asphalt not concrete	4/22/2022 7:00 PM
89	Property taxes already too high and rising rapidly every year	4/22/2022 2:44 PM

Road Updates and Funding Survey

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90	Tremont Trace needs to be repaired!	4/21/2022 8:36 PM
91	I'd like an itemized list of how we are spending money/what the budget is. I've been here a few years and haven't seen any value added to the community beyond gold cart crossing and y'all's new fence at the office and paying someone a salary to drive around in a company vehicle and fine the tax payers.	4/21/2022 8:34 PM
92	Would like to see the City of Woodcreek take over maintenance of Villa Meadow rd. They aren't doing a very good job.	4/21/2022 4:17 PM
93	No	4/21/2022 6:32 AM
94	This is an important step for our city. I am very excited that the city is moving forward and addressing our roads and traffic issues.	4/20/2022 6:35 PM
95	I really appreciate your road repair efforts, but it's hard to understand why current city revenues don't cover any of this. Can't city hall overhead be cut first?	4/20/2022 3:56 PM
96	I'm curious what National funding is available. Also how can we put pressure on the responsible party that need to address the private road and bridge that connects our City to the connecting community around Cypress Creek?	4/20/2022 3:31 PM
97	The "improvements" to Brook Hollow Drive created a noisy racetrack for trucks. I would prefer narrow roads full of potholes to that.	4/20/2022 2:54 PM
98	Might be a touchy issue but sidewalks on Woodcreek Drive. I would love a side walk on Brookhollow Drive but I don't think there is enough room in certain sections.	4/20/2022 2:18 PM
99	Be very specific about which roads and what improvements are to be included. If a road isn't included explain why. Address concerns about bridges. Provide an easy to see and read map.	4/20/2022 2:16 PM
100	Let's do it as one project, funded with. 20 year GO bond	4/20/2022 1:10 PM
101	no	4/20/2022 1:02 PM
102	thanks for a sensible survey and affirmative attention to the need	4/20/2022 1:01 PM
103	No	4/20/2022 12:52 PM
104	I think we need a change and need it soon. I honestly don't expect the area I'm in to be updated (Canyon Creek/ Canyon Cir) as it's deemed to not be as badly weathered. Clearly whoever did that evaluation has never tried to go for a walk with a stroller and toddler. Just would love whatever we replace the road with to be able to hold a trash truck. I watch the road crumble underneath the trash truck as it turns and have watched holes get larger and larger. Would also like for roads to be wider where needed. Culdesacs are plenty big but sometimes I end up in peoples front yard going down a road as there isn't enough space for two cars	4/20/2022 12:36 PM
105	citizens should be kept informed and be able to vote on actions; funds should ONLY be used for road and safety improvement	4/20/2022 12:35 PM
106	Make sure you point out benefits to whole city	4/20/2022 12:34 PM

ROAD FUNDING SURVEY RESULTS ANALYSIS

Introduction to the Process:

Digital survey results were verified by looking at each individual response, tracking the IP addresses to their location, and cross-checking for multiple entries from a single IP. Additional factors considered and inspected: length of time to take the survey, comments, and the depth of responses given.

Overview of Digital Survey Results:

Only 41 entries out of 174 digital responses came from IP addresses located outside the Wimberley Valley area; that is just under 24% of digital responses. There were no significant trends in these responses. Nearly half of these responses had Woodcreek specific comments, and a majority came from the greater central Texas area thus indicating people likely took the survey while at work. **An overwhelming majority of responses came from inside Woodcreek, and from Spectrum specific IP addresses, as identified by the first four digits of the IP address.**

There were only 13 cases of the same IP addresses submitting more than one response and most of these had varied answers indicating two adults in the same house took the survey on different devices. **There were only two cases of more than two entries from a single IP address; both instances had three responses, and both occurred inside Woodcreek.** There were no other indications of massive or widespread repetitive entries or fraud from a single IP address.

There were only 11 concerning and/or duplicate responses total. That is a 6% margin of error or possible “cheating” on the digital responses. This was determined by a combination of factors; the location of the IP address, the time spent on the survey, answers given, depth of responses, and any comments submitted. **There was a significant trend in these responses with “tax notes” and “do not raise taxes” as preferred among these 11 “red flags.”** Specifically, the two instances of the same IP address submitting 3 responses produced four of the “red flags.” In both cases, the second two entries from the IP address were replicates of the first and the time for each entry dropped; the second response took less than two minutes and the third took less than one minute.

Given that over 75% of the responses originated directly from inside the local community, that there were not significant numbers of repeated entries from a single IP address, and that the amount of concerning or “red flag” responses was less than 5% percent for the total 235 surveys received, it leads one to believe that **these results are significantly valid and can be used for informative purposes with relative confidence.**

Note on paper surveys: There were 62 paper surveys returned. These were entered by staff. There was no concern expressed about duplication or fraud.

Council Meeting Date: Special City Council Meeting May 25, 2022**Agenda Item Cover Sheet****Agenda Item Subject/Title:**

Discuss and take appropriate action to direct City Staff to review projects to be covered by the American Rescue Act of 2021 funds received by the City of Woodcreek for the purpose of managing and treating stormwater or subsurface drainage water, facilitating water reuse, and securing publicly owned treatment works.

Agenda Item Summary:

Directing staff to begin process to assign funds from the American Rescue Act of 2021 to address drainage issues at two locations in the City.

Financial Impact:

None to City General Revenue Funds - Federal funds to cover the improvements.

Recommendations:

Direct staff to begin the process to investigate the cost of addressing the two critical areas drainage areas identified in the agenda item.

Submitted by: Mayor Pro Tem Aurora LeBrun

Council Meeting Date: Regular City Council Meeting May 25, 2022

Agenda Item Cover Sheet

Agenda Item Subject/Title:

Discuss and take appropriate action to direct City Staff to review projects to be covered by the American Rescue Act of 2021 funds received by the City of Woodcreek for the purpose of managing and treating stormwater or subsurface drainage water, facilitating water reuse, and securing publicly owned treatment works.

Agenda Item Summary:

On November 25, 2021, the City of Woodcreek received \$212,600.25, and will receive the second payment of \$212,600.25 one year later for a total of \$425,200.50 to be obligated through December 31, 2024, and spent by December 31, 2026. on specific improvements relevant to the City's decaying infrastructure and, specifically, stormwater challenges in the City. Recipients may use Coronavirus State and Local Fiscal Recovery Funds to invest in necessary improvements to their water and sewer infrastructures, including projects that address the impacts of climate change. Recipients may use this funding to invest in an array of drinking water infrastructure projects, such as building or upgrading facilities and transmission, distribution, and storage systems, including the replacement of lead service lines. This funding is for investment in wastewater infrastructure projects, including constructing publicly owned treatment infrastructure, managing and treating stormwater or subsurface drainage water, facilitating water reuse, and securing publicly owned treatment works.

To help jurisdictions expedite their execution of these essential investments, Treasury's Interim Final Rule aligns types of eligible projects with the wide range of projects that can be supported by the Environmental Protection Agency's Clean Water State Revolving Fund and Drinking Water State Revolving Fund. Recipients retain substantial flexibility to identify those water and sewer infrastructure investments that are of the highest priority for their own communities.

The challenges faced by residents of Woodcreek were confirmed in the 2017 Roadway Improvement Drainage Assessment conducted in 2017 as part of the City's 10-year Traffic Improvement Program. The engineering firm of Jones & Carter conducted the assessment which confirmed the lack of roadway drainage infrastructure in the majority of the City. Runoff, identified in the assessment as "sheets of water" flow throughout the neighborhoods due to the lack of curbs and underground storm sewer system.

The City has lacked the funds required to meet the recommendations of this assessment and reduce the negative impact caused by the flow of water to private and public property in the City.

The funds awarded to the City by the American Rescue Act of 2021 are not sufficient to complete all required improvement, but do provide an opportunity to address two of the most critical areas:

1. Drainage Area between 3 & 7 Westwood, 4 Westwood & 7 Brookhollow to Brookhollow.
2. Jack Miller.

Financial Impact:

There is no impact to the City's General Fund Revenues or Reserves, The funds allocated by the American Rescue Act of 2021 should be sufficient to cover these projects.

Recommendation:

Direct City staff to begin the process to investigate the cost of addressing the two areas identified giving priority and consideration to the date funds must be spent in compliance with the American Rescue Act of 2021. Funds allocated to the City would have to be returned to the Federal Government if unspent.

Submitted by: Mayor Pro Tem Aurora LeBrun

Council Meeting Date: Special City Council Meeting May 25, 2022

Agenda Item Cover Sheet

Agenda Item Subject/Title:

Discuss and Take Appropriate Action on Requesting the Appropriate Board or City Staff to Apply to the United States Department of Transportation has for Possible Additional Funding for Connectivity Within Woodcreek.

Agenda Item Summary:

The United States Department of Transportation “Reconnecting Communities Pilot Discretionary Grant Program” has grants that the city could apply for that may help fund city projects, and the city should consider applying for them. The program’s funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.

Financial Impact:

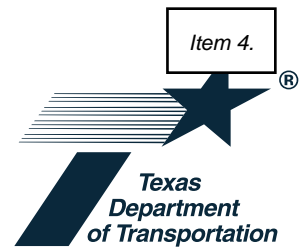
Additional funding opportunity for the city

Recommendations:

Have the appropriate board or city staff look into applying for USDOT grants.

Submitted by: Councilmember Chrys Grummert

LOCAL GOVERNMENT ASSISTANCE, GRANT, AND MATCH PROGRAMS



- Routine Airport Maintenance Program
- State Infrastructure Bank
- Local Government Assistance Program (City and County Roads)
- Transportation Alternatives-Set Aside Program (Bicycle and Pedestrians)
- Traffic Safety Grants
- Highway Bridge Program
- Federal Transit Administration Grant
- Economically Disadvantaged County Program
- Connecting You With Texas




TxDOT RESOURCE LINKS

Scan the QR codes with your mobile device or click on the resource link buttons located here and at the bottom of every page of this document to direct you to additional resources and more details on the information provided in this document.





Texas Department of Transportation

TxDOT's public website for agency information and resources focused on meeting the needs of drivers, businesses, government officials, and those who want to learn more about TxDOT.




TxDOT 2021-2022 Educational Series

TxDOT's complete 2021-2022 Educational Series that focuses on a range of transportation issues affecting TxDOT and the state of Texas.



Visual Dictionary

TxDOT's Visual Dictionary is designed to provide better understanding of transportation elements, words, and concepts.





LOCAL GOVERNMENT ASSISTANCE, GRANT, AND MATCH PROGRAMS

OVERVIEW

The Texas Department of Transportation (TxDOT) provides a variety of grants, programs and initiatives that help local governments build and maintain roads and other transportation infrastructure, and provide public transportation services within their jurisdictions. As state and local governments face the challenges of increasing traffic due to population growth and economic expansion, it is critical that TxDOT and local governments work together to maximize the benefits provided through joint planning, and joint funding of critical projects, and effectively maintaining current facilities. The following resources listed are some of the most sought-after grants and match programs provided by TxDOT for local governments.


ROUTINE AIRPORT MAINTENANCE PROGRAM

TxDOT administers the Routine Airport Maintenance Program (RAMP) through annual grants to public entities to fund maintenance functions at over 275 eligible General Aviation airports. The grants provide matching funding up to \$50,000 to fund airport maintenance through local public entity purchasing or contracts, or through maintenance performed by local TxDOT District maintenance resources. The objective of the Routine Airport Maintenance Program is to assist communities in maintaining their General Aviation facilities and to protect the investment in our statewide system of airports.

Contact: TxDOT Aviation Division




<https://www.txdot.gov/inside-txdot/division/aviation/airport-grants.html>



eGRANTS PORTAL

Aviation and Public Transportation grants are administered through TxDOT's eGrants website:



https://apps2.dot.state.tx.us/apps/egrants2/Login2.aspx?APPTHEME=TXDOT_Global



STATE INFRASTRUCTURE BANK

The State Infrastructure Bank (SIB) is a revolving loan fund that allows borrowers to access capital funds at or below market interest rates. The overall goal of the State Infrastructure Bank program is to provide innovative financing methods to communities to assist them in meeting their infrastructure needs. The Texas Transportation Commission may grant State Infrastructure Bank financial assistance to any public or private entity authorized to construct, maintain, or finance an eligible transportation project. Eligible costs include all costs incidental to the construction of public highways such as construction, utility relocation, right-of-way acquisition, appraisal and testing, engineering, surveying, and inspection. Projects must be consistent with transportation plans developed by the local metropolitan planning organization and with the Statewide Transportation Improvement Program (STIP).

Contact: TxDOT Project Finance, Debt and Strategic Contracts Division



<https://www.txdot.gov/inside-txdot/division/debt/sib/general-information.html>

LOCAL GOVERNMENT ASSISTANCE PROGRAM (CITY AND COUNTY ROADS)

Section 201.706, Texas Transportation Code, requires TxDOT to assist cities and counties with the maintenance of city streets and county roads by providing engineering and maintenance expertise on roadway maintenance and by providing available surplus materials to any local government. Distributed materials may include surplus materials on hand or new materials. Local government officials should contact their local TxDOT District Engineer to obtain additional information about this program.

Contact: TxDOT District Engineer



<https://www.txdot.gov/inside-txdot/district.html>

Use the map to find your local TxDOT district engineer.



TRANSPORTATION ALTERNATIVES-SET ASIDE PROGRAM (BICYCLE AND PEDESTRIANS)

TxDOT administers Transportation Alternatives (TA)-Set Aside Program funds for locally sponsored bicycle and pedestrian infrastructure projects in communities less than 200,000 located outside the urbanized core of metropolitan areas. In large urbanized areas with populations over 200,000, Transportation Alternatives funds are distributed directly to Metropolitan Planning Organizations (MPO) to administer according to their needs. Projects for the program are selected through a competitive process.

Contact: TxDOT Public Transportation Division



<https://www.txdot.gov/inside-txdot/divisionpublic-transportation/bicycle-pedestrian.html>


TRAFFIC SAFETY GRANTS

Traffic Safety Grants are funded by the National Highway Traffic Safety Administration (NHTSA) and administered through TxDOT. Only educational institutions, local governments, non-profit organizations, and state agencies can submit traffic safety proposals for funding consideration with TxDOT. Requests for proposals start in November each year and end in early January of the following year. Examples of Traffic Safety Grants include increased enforcement, traffic safety training, and driver behavior education and outreach programs to reduce fatalities, injuries, and crashes on Texas roadways. Program areas include reducing impaired driving, discouraging distracted driving, and encouraging use of driver and passenger seat belts.

Contact: TxDOT Traffic Safety Division




<https://www.txdot.gov/inside-txdot/division/traffic/grants.html>



eGRANTS PORTAL

Traffic Safety eGrants are administered through the Traffic Safety Grants Management System:



<https://www.txdot.gov/apps/egrants/Login2.aspx?APPTHEME=TXDOT>



HIGHWAY BRIDGE PROGRAM

The Highway Bridge Program (HBP) is a federal-aid program that provides funding to enable states to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

Contact: TxDOT Bridge Division



<https://www.txdot.gov/government/programs/programs.html>



FEDERAL TRANSIT ADMINISTRATION GRANTS

TxDOT distributes grant funds, ensures compliance with program requirements, and promotes safety, coordination, partnerships and best practices. TxDOT administers Federal Transit Administration grants that are for specific purposes and have separate eligibility and funding requirements.

• Rural Areas Program

TxDOT provides federal funds for capital, planning, operating and administrative grants to support public transportation in the 37 current transit districts in rural areas and small cities that are considered non-urbanized that helps people in rural areas with access to healthcare, religious services, shopping, education, employment, and recreation.

• Enhanced Mobility of Elderly Individuals and Individuals with Disabilities

TxDOT provides federal funds to public and private nonprofit entities for the mobility of seniors and individuals with disabilities. Grants are for operating capital equipment, preventive maintenance, and purchase of service.

• Bus and Bus Facilities Program

TxDOT administers federal funds to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities in rural and small urban areas.

• Statewide and Nonmetropolitan Transportation Planning Programs

TxDOT administers federal funds and sets the procedural requirements to ensure that multimodal transportation planning in the state is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities in rural areas.

• Transit Scholarship Program

TxDOT administers the Transit Scholarship Program to provide transit scholarships designed to give agencies the opportunity to send employees to transit-related training or transit “rodeos” and obtain reimbursement for training and travel related expenses. Transit rodeos are important because they provide competitive venues where transit drivers and mechanics demonstrate their skills and best practices, share their knowledge, and compete for a chance to advance to state and national competition.

Contact: TxDOT Public Transportation Division



<https://www.txdot.gov/government/programs/stips/info/transit.html>





ECONOMICALLY DISADVANTAGED COUNTY PROGRAM

In 1997, the 75th Texas Legislature passed Senate Bill 370, better known as TxDOT’s Sunset Bill. Section 2.18 of SB 370 gave the Texas Transportation Commission the ability to adjust the minimum local matching funds requirement.

In economically disadvantaged county, when compared to other counties in the state, has the following characteristics:

- Below average per capita taxable property value;
- Below average per capita income; and
- Above average unemployment; or
- Met the standard criteria within the last six years and has been included in no less than five federally declared disasters within the same time period.

TxDOT identifies the counties that meet all three of the above criteria derived from data obtained from the Texas Comptroller of Public Accounts on an annual basis or, a county that has met the three criteria within the past six years or has been included in no less than five federally declared disasters within the same time period obtained by the Federal Emergency Management Agency. These counties are eligible for the program during the fiscal year in which they are determined eligible.

The amount of relief granted to eligible projects is based on a formula developed to measure a local government’s effort and ability to provide their local match for projects.

ECONOMICALLY DISADVANTAGED COUNTY PROGRAM



To see the most up-to-date information on Economically Disadvantaged County Program and a current list of eligible counties.



<https://www.txdot.gov/inside-txdot/forms-publications/publications/disadvantaged.html>



CONNECTING YOU WITH TEXAS



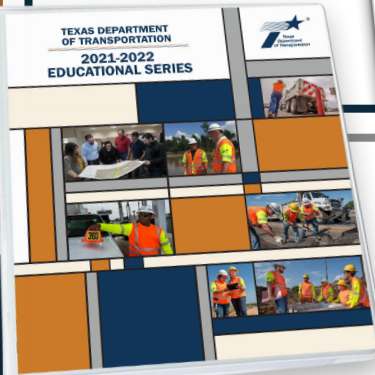
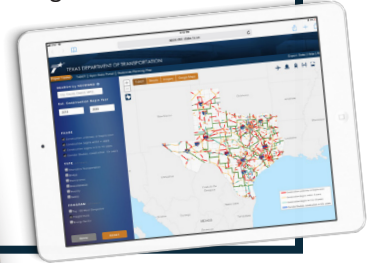
TxDOT is committed to your safety and to the reliability of the information contained on this site. While road conditions can change rapidly, DriveTexas.org is an industry leader in providing some of the most accurate and up-to-date travel-related information currently available to drivers in Texas. Information presented here is as close to real time as possible. For those who use our roads, please do not use this site while operating a motor vehicle.

Be Safe. Drive Smart. Thank you!

TEXAS DEPARTMENT OF TRANSPORTATION Project Tracker



Project Tracker is the gateway to up-to-date information about TxDOT highway improvement projects, providing 24/7-access to the public, employees, and elected officials.



TEXAS DEPARTMENT OF TRANSPORTATION Government Affairs



TxDOT's Government Affairs Division works closely with government on both the state and federal levels through the State Legislative Affairs and Federal Affairs sections.

TEXAS DEPARTMENT OF TRANSPORTATION 2021-2022 Educational Series

TxDOT's complete 2021-2022 Educational Series that focuses on a range of transportation issues affecting TxDOT and the state of Texas.



Council Meeting Date: Special City Council Meeting May 25, 2022

Agenda Item Cover Sheet

Agenda Item Subject/Title:

Discuss and take appropriate action for the Parks and Recreation Board to consider application for a grant to the Lower Colorado River Authority (LCRA) Community Development Partnership Program to enhance and possibly expand green space and park opportunities

Agenda Item Summary:

The opportunity to receive a grant from the LCRA Community Development Partnership Program will assist the further development and possible expansion of parks and green spaces in the City.

Financial Impact:

City must match grant award by 20%. Maximum grant is \$50,000, which would require a \$10,000 match from General Revenues.

Recommendations:

Request the Parks and Recreation Board prepare a proposal for a grant application to the LCRA Community Development Partnership Program to be presented to City Council for approval no later than the Regular Council Meeting of July 13, 2022, in coordination with the Parks and Recreation Council Member Liaison, Mr. Chrys Grummert

Submitted by: Mayor Pro Tem Aurora LeBrun

Council Meeting Date: Special City Council Meeting May 25, 2022

Agenda Item Cover Sheet

Agenda Item Subject/Title:

Discuss and Take Appropriate Action on Adding, Removing or Changing Traffic Signs of the City of Woodcreek, Texas.

Agenda Item Summary:

Council consideration of adding stop signs to create three way stops, and/or consider adding specific signs at all city access points.

Financial Impact:

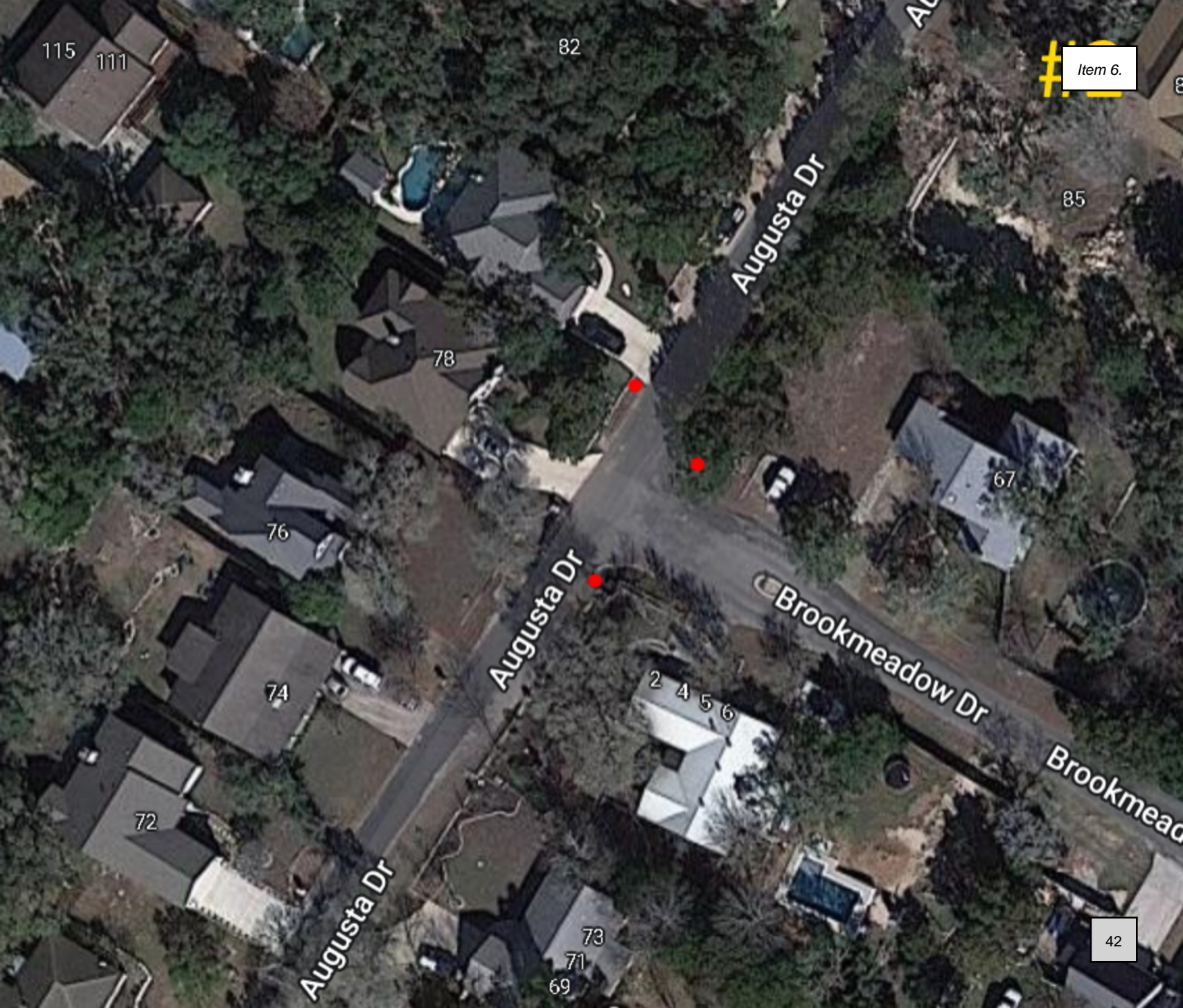
Unknown at the time of submission (materials and labor)

Recommendations:

Request council to consider making some intersections within the city 3-way stops, also consider creating specific signage for drivers entering into the city at all city entrance points to make clear the speed limit of the city. Request council to consider the full costs (signage and labor) in this consideration. Request city staff to gain quotes.

Submitted by: Councilmember Chrys Grummert





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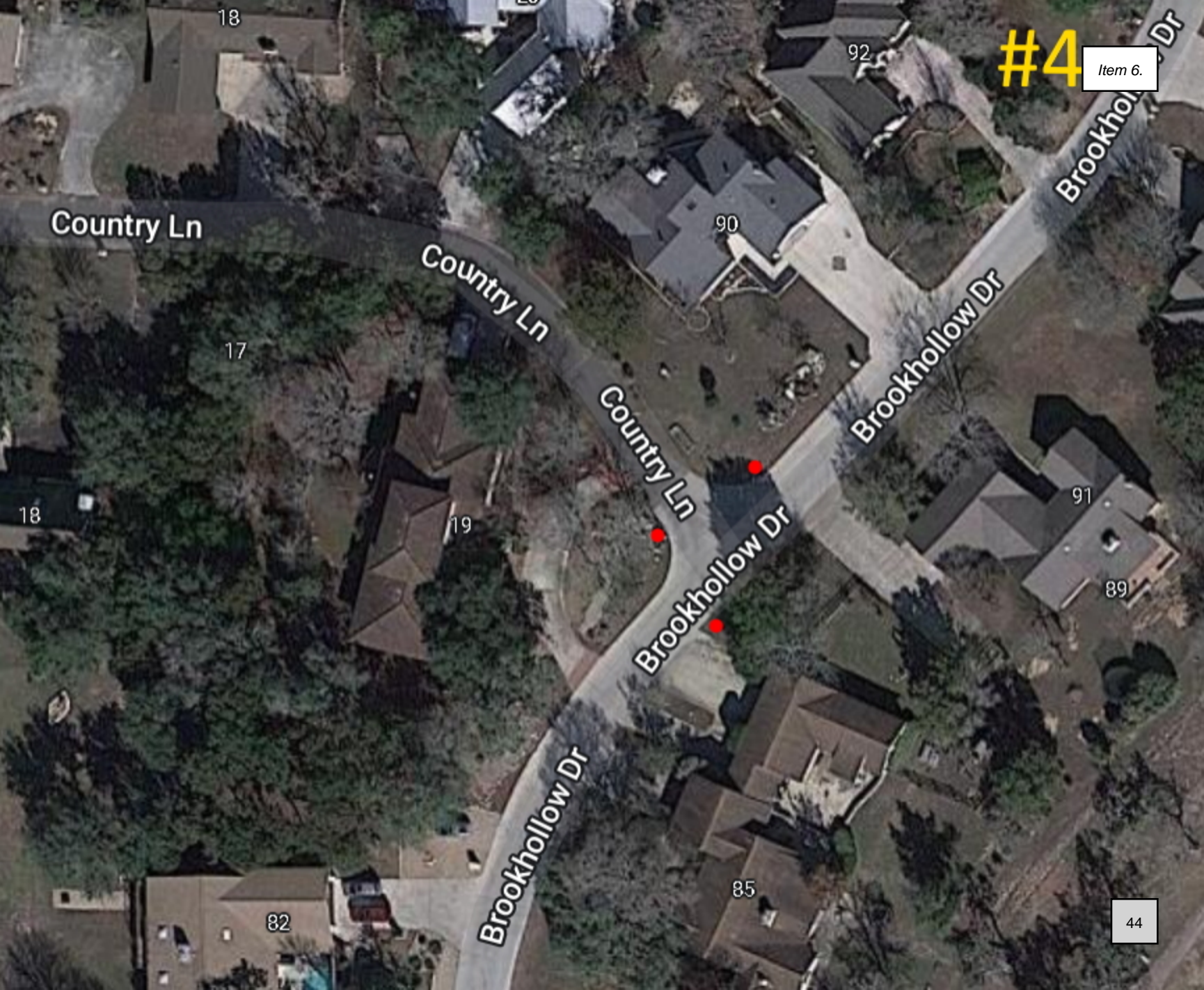
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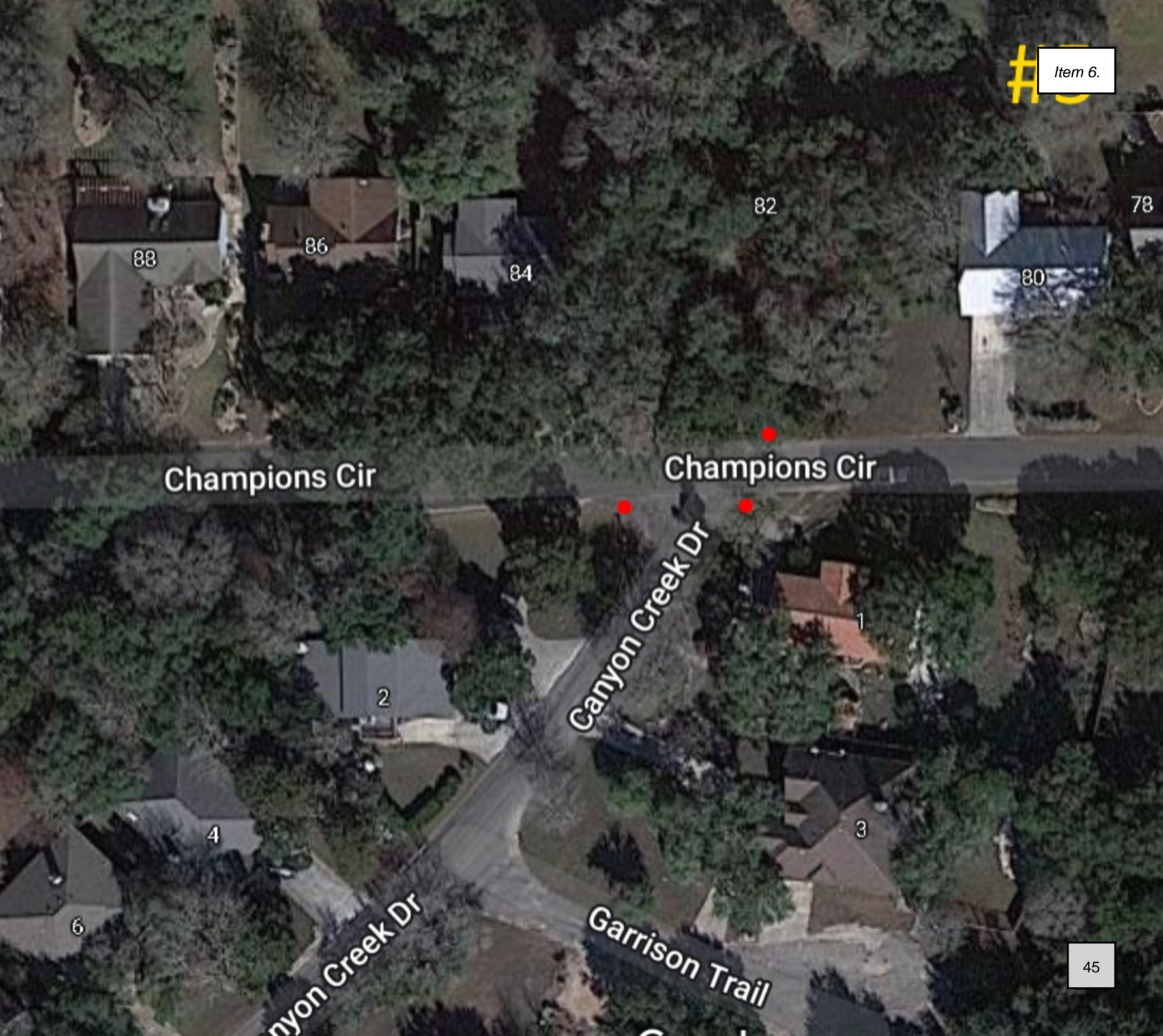
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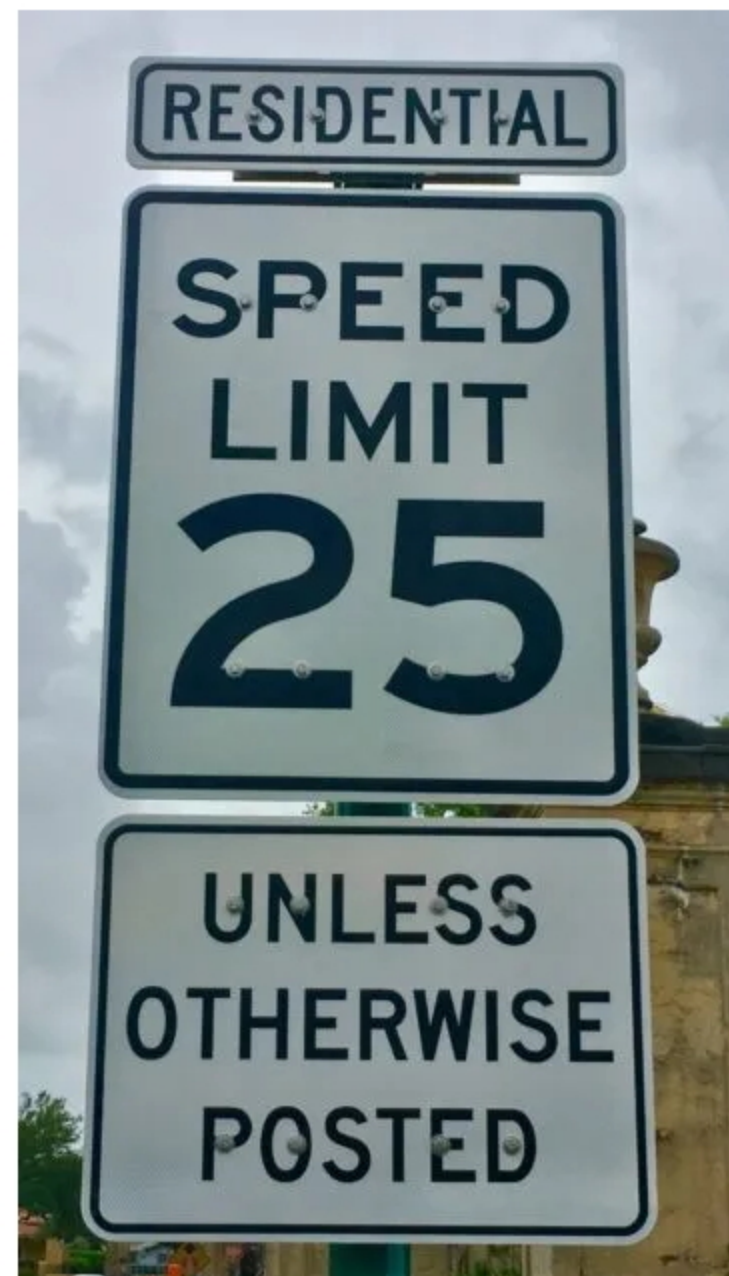
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sample traffic signs

CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

Section 2B.01 Application of Regulatory Signs

Standard:

- 01 Regulatory signs shall be used to inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements.
- 02 Regulatory signs shall be installed at or near where the regulations apply. The signs shall clearly indicate the requirements imposed by the regulations and shall be designed and installed to provide adequate visibility and legibility in order to obtain compliance.
- 03 Regulatory signs shall be retroreflective or illuminated (see Section 2A.07) to show the same shape and similar color by both day and night, unless specifically stated otherwise in the text discussion in this Manual for a particular sign or group of signs.
- 04 The requirements for sign illumination shall not be considered to be satisfied by street or highway lighting.

Support:

- 05 Section 1A.09 contains information regarding the assistance that is available to jurisdictions that do not have engineers on their staffs who are trained and/or experienced in traffic control devices.

Section 2B.02 Design of Regulatory Signs

Standard:

- 01 Regulatory signs shall be rectangular unless specifically designated otherwise. Regulatory signs shall be designed in accordance with the sizes, shapes, colors, and legends contained in the “Standard Highway Sign Designs for Texas” book (see Section 1A.11).

Option:

- 02 Regulatory word message signs other than those classified and specified in this Manual and the “Standard Highways Sign Designs for Texas” book (see Section 1A.11) may be developed to aid the enforcement of other laws or regulations.
- 03 Except for symbols on regulatory signs, minor modifications may be made to the design provided that the essential appearance characteristics are met.

Support:

- 04 The use of educational plaques to supplement symbol signs is described in Section 2A.12.

Guidance:

- 05 *Changeable message signs displaying a regulatory message incorporating a prohibitory message that includes a red circle and slash on a static sign should display a red symbol that approximates the same red circle and slash as closely as possible.*

Section 2B.03 Size of Regulatory Signs

Standard:

- 01 Except as provided in Section 2A.11, the sizes for regulatory signs shall be as shown in Table 2B-1.

Support:

- 02 Section 2A.11 contains information regarding the applicability of the various columns in Table 2B-1.

Standard:

- 03 Except as provided in Paragraphs 4 and 5, the minimum sizes for regulatory signs facing traffic on multi-lane conventional roads shall be as shown in the Multi-lane column of Table 2B-1.

Option:

- 04 Where the posted speed limit is 35 mph or less on a multi-lane highway or street, other than for a STOP sign, the minimum size shown in the Single Lane column in Table 2B-1 may be used.
- 05 Where a regulatory sign, other than a STOP sign, is placed on the left-hand side of a multi-lane roadway in addition to the installation of the same regulatory sign on the right-hand side or the roadway, the size shown in the Single Lane column in Table 2B-1 may be used for both the sign on the right-hand side and the sign on the left-hand side of the roadway.

Standard:

- 06 A minimum size of 36 x 36 inches shall be used for STOP signs that face multi-lane approaches.

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 1 of 5)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	** Multi-Lane				
Stop	R1-1	2B.05	30 x 30	36 x 36	36 x 36	—	30 x 30*	48 x 48
Yield	R1-2	2B.08	36x36x36	48x48x48	48x48x48	60x60x60	30x30x30*	—
To Oncoming Traffic (plaque)	R1-2aP	2B.10	24 x 18	24 x 18	36 x 30	48 x 36	24 x 18	—
To Ramp (plaque)	R1-2bTP	2B.10	21 x 15	21 x 15	—	—	—	30 x 24
To Train	R1-2cTP	2B.10	21 x 15	21 x 15	—	—	—	30 x 24
All Way (plaque)	R1-3P	2B.05	18 x 6	18 x 6	—	—	—	30 x 12
Yield Here to Peds	R1-5	2B.11	—	36 x 36	—	—	—	36 x 36
Yield Here to Pedestrians	R1-5a	2B.11	—	36 x 48	—	—	—	36 x 48
In-Street Ped Crossing	R1-6	2B.12	12 x 36	12 x 36	—	—	—	—
Overhead Ped Crossing	R1-9	2B.12	90 x 24	90 x 24	—	—	—	—
Except Right Turn (plaque)	R1-10P	2B.05	24 x 18	24 x 18	—	—	—	—
Speed Limit	R2-1	2B.13	24 x 30	30 x 36	36 x 48	48 x 60	18 x 24	30 x 36
Minimum Speed Limit (plaque)	R2-4P	2B.16	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Combined Speed Limit	R2-4a	2B.16	24 x 48	24 x 48	36 x 72	48 x 96	—	36 x 72
Maximum Legal Speeds	R2-4cT	2B.13	—	180 x 84	—	180 x 84	—	—
Unless Otherwise Posted (plaque)	R2-5P	2B.13	24 x 18	24 x 18	—	—	—	—
Citywide (plaque)	R2-5aP	2B.13	24 x 6	24 x 6	—	—	—	—
Neighborhood (plaque)	R2-5bP	2B.13	24 x 6	24 x 6	—	—	—	—
Residential (plaque)	R2-5cP	2B.13	24 x 6	24 x 6	—	—	—	—
Movement Prohibition	R3-1,2,3,4,18,27	2B.18	24 x 24	36 x 36	36 x 36	—	—	48 x 48
Mandatory Movement Lane Control	R3-5,5a	2B.20	30 x 36	30 x 36	—	—	—	—
Left Lane (plaque)	R3-5bP	2B.20	30 x 12	30 x 12	—	—	—	—
HOV 2+ (plaque)	R3-5cP	2B.20	24 x 12	24 x 12	—	—	—	—
Taxi Lane (plaque)	R3-5dP	2B.20	30 x 12	30 x 12	—	—	—	—
Center Lane (plaque)	R3-5eP	2B.20	30 x 12	30 x 12	—	—	—	—
Right Lane (plaque)	R3-5fP	2B.20	30 x 12	30 x 12	—	—	—	—
Bus Lane (plaque)	R3-5gP	2B.20	30 x 12	30 x 12	—	—	—	—
Optional Movement Lane Control	R3-6	2B.21	30 x 36	30 x 36	—	—	—	—
Right (Left) Lane Must Turn Right (Left)	R3-7	2B.20	30 x 30	36 x 36	—	—	—	—
Advance Intersection Lane Control	R3-8,8a,8b	2B.22	Varies x 30	Varies x 30	—	—	—	Varies x 36
Turnaround Only	R3-8uT	2B.22A	24 x 30	30 x 36	—	—	—	—
Two-Way Left Turn Only (overhead)	R3-9a	2B.24	30 x 36	30 x 36	—	—	—	—
Two-Way Left Turn Only (post-mounted)	R3-9b	2B.24	24 x 36	24 x 36	—	—	—	36 x 48
BEGIN	R3-9cP	2B.25	30 x 12	30 x 12	—	—	—	—
END	R3-9dP	2B.25	30 x 12	30 x 12	—	—	—	—
Reversible Lane Control (symbol)	R3-9e	2B.26	108 x 48	108 x 48	—	—	—	—
Reversible Lane Control (post-mounted)	R3-9f	2B.26	30 x 42	36 x 54	—	—	—	—
Advance Reversible Lane Control Transition Signing	R3-9g,9h	2B.26	108 x 36	108 x 36	—	—	—	—
End Reverse Lane	R3-9i	2B.26	108 x 48	108 x 48	—	—	—	—
Begin Right (Left) Turn Lane	R3-20	2B.20	24 x 36	24 x 36	—	—	—	—
All Turns (U Turn) from Right Lane	R3-23,23a	2B.27	60 x 36	60 x 36	—	—	—	—
All Turns (U Turn) with arrow	R3-24,24b,25,25b,26a	2B.27	72 x 18	72 x 18	—	—	—	—
U and Left Turns with arrow	R3-24a,25a,26	2B.27	60 x 24	60 x 24	—	—	—	—
Right Lane Must Exit	R3-33	2B.23	—	—	78 x 36	78 x 36	—	—
Right Lane Must Exit	R3-33T	2B.23T	—	—	48 x 48	—	—	—
Left Lane Must Enter Ramp	R3-33aT	2B.23A	—	48 x 48	—	—	—	—
Left Lane Must Enter FRWY	R3-33bT	2B.23A	—	48 x 48	—	—	—	—
All Traffic Must Exit	R3-33cT	2B.23B	—	—	48x 60	—	—	—
Do Not Pass	R4-1	2B.28	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24*	36 x 48
Pass With Care	R4-2	2B.29	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24*	36 x 48

* See Table 9B-1 for minimum size required for signs on bicycle facilities.

** State Maintained conventional roadways should use Multi-Lane as standard.

Notes: 1. Larger signs may be used when appropriate.
2. Dimensions in inches are shown as width x height.

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 2 of 5)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	** Multi-Lane				
Left Lane For Passing Only	R4-2aT	2B-29A	—	24 x 36	36 x 54	36 x 54	—	48 x 72
Slower Traffic Keep Right	R4-3	2B.30	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24*	36 x 48
Do Not Cross Double White Line	R4-3bT	2B-36A	—	36 x 36	36 x 36	48 x 48	—	—
No Trucks Left Lane	R4-5aT	2B-31A	—	—	—	48 x 60	—	—
Begin No Trucks Left Lane	R4-5bT	2B-31A	—	—	—	48 x 72	—	—
End No trucks Left Lane	R4-5cT	2B-31A	—	—	—	48 x 72	—	—
Keep Right	R4-7,7a,7b	2B.32	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24*	36 x 48
Narrow Keep Right	R4-7c	2B.32	18 x 30	18 x 30	—	—	—	—
Keep Left	R4-8,8a,8b	2B.32	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Narrow Keep Left	R4-8c	2B.32	18 x 30	18 x 30	—	—	—	—
Stay in Lane	R4-9	2B.33	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Runaway Vehicles Only	R4-10	2B.34	48 x 48	48 x 48	—	—	—	—
Slow Vehicles with XX or More Following Vehicles Must Use Turn-Out	R4-12	2B.35	42 x 24	42 x 24	—	—	—	—
Slow Vehicles Must Use Turn-Out Ahead	R4-13	2B.35	42 x 24	42 x 24	—	—	—	—
Slow Vehicles Must Turn Out	R4-14	2B.35	30 x 42	30 x 42	—	—	—	—
Do Not Drive on Shoulder	R4-17	2B.36	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Do Not Pass on Shoulder	R4-18	2B.36	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Do Not Enter	R5-1	2B.37	30 x 30	36 x 36	36 x 36	48 x 48	—	36 x 36
Ramp	R5-1TP	2B.37A	—	48 x 18	48 x 18	48 x 18	—	—
Wrong Way	R5-1a	2B.38	36 x 24	42 x 30	36 x 24*	42 x 30	30 x 18	42 x 30
No Trucks	R5-2,2a	2B.39	24 x 24	24 x 24	30 x 30	36 x 36	—	36 x 36
No Motor Vehicles	R5-3	2B.39	24 x 24	24 x 24	—	—	24 x 24	—
No Commercial Vehicles	R5-4	2B.39	24 x 30	24 x 30	36 x 48	36 x 48	—	—
No Vehicles with Lugs	R5-5	2B.39	24 x 30	24 x 30	36 x 48	48 x 60	—	—
No Bicycles	R5-6	2B.39	24 x 24	24 x 24	30 x 30	36 x 36	24 x 24*	48 x 48
No Non-Motorized Traffic	R5-7	2B.39	30 x 24	30 x 24	42 x 24	48 x 30	—	42 x 24
No Motor-Driven Cycles	R5-8	2B.39	30 x 24	30 x 24	42 x 24	48 x 30	—	42 x 24
No Pedestrians, Bicycles, Motor-Driven Cycles	R5-10a	2B.39	30 x 36	30 x 36	—	—	—	—
No Pedestrians or Bicycles	R5-10b	2B.39	30 x 18	30 x 18	—	—	—	—
No Pedestrians	R5-10c	2B.39	24 x 12	24 x 12	—	—	—	—
For Official or Emergency Vehicle Use Only	R5-11T	2B.39	30x30	30x30	48x48	48x48	—	—
One Way	R6-1	2B.40	36 x 12	54 x 18	54 x 18	54 x 18	—	54 x 18
One Way	R6-2	2B.40	24 x 30	30 x 36	36 x 48	48 x 60	18 x 24	36 x 48
Divided Highway Crossing	R6-3,3a	2B.42	30 x 24	30 x 24	36 x 30	—	—	36 x 30
Roundabout Directional (2 chevrons)	R6-4	2B.43	30 x 24	30 x 24	—	—	—	—
Roundabout Directional (3 chevrons)	R6-4a	2B.43	48 x 24	48 x 24	—	—	—	—
Roundabout Directional (4 chevrons)	R6-4b	2B.43	60 x 24	60 x 24	—	—	—	—
Roundabout Circulation (plaque)	R6-5P	2B.44	30 x 30	30 x 30	—	—	—	—
BEGIN ONE WAY	R6-6	2B.40	24 x 30	30 x 36	—	—	—	—
END ONE WAY	R6-7	2B.40	24 x 30	30 x 36	—	—	—	—
Parking Restrictions	R7-1, 2,2a,3,4,5,6,7, 8T, 11,21,21a,22, 23,23a,107,108	2B.46	12 x 18	12 x 18	—	—	—	—
Van Accessible (plaque)	R7-8P	2B.46	12 x 6	12 x 6	—	—	—	—
Fee Station	R7-20	2B.46	24 x 18	24 x 18	—	—	—	—
No Parking (with transit logo)	R7-107a	2B.46	12 x 30	12 x 30	—	—	—	—
No Parking/Restricted Parking (combined sign)	R7-200	2B.46	24 x 18	24 x 18	—	—	—	—

* See Table 9B-1 for minimum size required for signs on bicycle facilities.
 ** State Maintained conventional roadways should use Multi-Lane as standard.
 Notes: 1. Larger signs may be used when appropriate.
 2. Dimensions in inches are shown as width x height.

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 3 of 5)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	** Multi-Lane				
No Parking/Restricted Parking (combined sign)	R7-200a	2B.46	12 x 30	12 x 30	—	—	—	—
Tow Away Zone (plaque)	R7-201P,201aP	2B.46	12 x 6	12 x 6	—	—	—	—
This Side of Sign (plaque)	R7-202P	2B.46	12 x 6	12 x 6	—	—	—	—
Emergency Snow Route	R7-203	2B.46	18 x 24	18 x 24	—	—	—	24 x 30
No Parking on Pavement	R8-1	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
No Parking Except on Shoulder	R8-2	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
No Parking (symbol)	R8-3	2B.46	24 x 24	30 x 30	36 x 36	48 x 48	12 x 12	36 x 36
No Parking	R8-3a	2B.46	24 x 30	24 x 30	36 x 36	48 x 48	18 x 24	36 x 36
No Parking (arrow)	R8-3aT	2B.46	24 x 30	24 x 30	—	—	—	—
Except Sundays and Holidays (plaque)	R8-3bP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
No Truck Parking	R8-3kT	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	—
On Pavement (plaque)	R8-3cP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
On Bridge (plaque)	R8-3dP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
On Tracks (plaque)	R8-3eP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
Except on Shoulder (plaque)	R8-3fP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
Loading Zone (plaque)	R8-3gP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
Times of Day (plaque)	R8-3hP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
Emergency Parking Only	R8-4	2B.49	30 x 24	30 x 24	30 x 24	48 x 36	—	48 x 36
No Stopping on Pavement	R8-5	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
No Stopping Except on Shoulder	R8-6	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Emergency Stopping Only	R8-7	2B.49	30 x 24	30 x 24	48 x 36	48 x 36	—	48 x 36
Walk on Left Facing Traffic	R9-1	2B.50	18 x 24	18 x 24	—	—	—	—
Cross Only at Crosswalks	R9-2	2B.51	12 x 18	12 x 18	—	—	—	—
No Pedestrians	R9-3	2B.51	18 x 18	18 x 18	24 x 24	30 x 30	—	30 x 30
No Pedestrian Crossing	R9-3a	2B.51	12 x 18	12 x 18	—	—	—	—
Use Crosswalk (plaque)	R9-3bP	2B.51	18 x 12	18 x 12	—	—	—	—
No Hitchhiking (symbol)	R9-4	2B.50	18 x 18	18 x 18	—	—	—	24 x 24
No Hitchhiking	R9-4a	2B.50	18 x 24	18 x 24	—	—	12 x 18	—
No Skaters	R9-13	2B.39	18 x 18	18 x 18	24 x 24	30 x 30	—	30 x 30
No Equestrians	R9-14	2B.39	18 x 18	18 x 18	24 x 24	30 x 30	—	30 x 30
Cross Only On Green	R10-1	2B.52	12 x 18	12 x 18	—	—	—	—
Pedestrian Signs and Plaques	R10-2, 3,3b,3c,3d,4	2B.52	9 x 12	9 x 12	—	—	—	—
Pedestrian Signs	R10-3a,3e,3f, 3g,3h,3i,4a	2B.52	9 x 15	9 x 15	—	—	—	—
Left on Green Arrow Only	R10-5	2B.53	30 x 36	30 x 36	48 x 60	—	24 x 30	48 x 60
Stop Here on Red	R10-6	2B.53	24 x 36	24 x 36	—	—	—	36 x 48
Stop Here on Red	R10-6a	2B.53	24 x 30	24 x 30	—	—	—	36 x 42
Do Not Block Intersection	R10-7	2B.53	24 x 30	24 x 30	—	—	—	—
Use Lane with Green Arrow	R10-8	2B.53	36 x 42	36 x 42	36 x 42	—	—	60 x 72
Left (Right) Turn Signal	R10-10	2B.53	30 x 36	30 x 36	—	—	—	—
No Turn on Red	R10-11	2B.54	24 x 30	36 x 48	—	—	—	36 x 48
No Turn on Red	R10-11a	2B.54	30 x 36	36 x 48	—	—	—	—
No Turn on Red	R10-11b	2B.54	36 x 36	36 x 36	—	—	—	—
No Turn on Red Except From Right Lane	R10-11c	2B.54	30 x 42	30 x 42	—	—	—	—
No Turn on Red From This Lane	R10-11d	2B.54	30 x 42	30 x 42	—	—	—	—
Left Turn Yield on Green	R10-12	2B.53	30 x 36	30 x 36	—	—	—	—
Emergency Signal	R10-13	2B.53	42 x 30	42 x 30	—	—	—	—
Emergency Signal - Stop when Flashing Red	R10-14T	2B.53	36 x 42	36 x 42	—	—	—	—
Emergency Signal - Stop when Flashing Red (overhead)	R10-14aT	2B.53	60 x 24	60 x 24	—	—	—	—
Stop Here on Flashing Red	R10-14b	2B.53	24 x 36	24 x 36	—	—	—	36 x 48

* See Table 9B-1 for minimum size required for signs on bicycle facilities.

** State Maintained conventional roadways should use Multi-Lane as standard.

Notes: 1. Larger signs may be used when appropriate.
2. Dimensions in inches are shown as width x height.

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 4 of 5)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	** Multi-Lane				
Turning Vehicles Yield to Peds	R10-15	2B.53	30 x 30	30 x 30	—	—	—	—
U-Turn Yield to Right Turn	R10-16	2B.53	30 x 36	30 x 36	—	—	—	—
Right on Red Arrow After Stop	R10-17a	2B.54	30 x 36	30 X 36	—	—	—	—
Left Turn Yield on Flashing Yellow Arrow	R10-17T	2B.53	30 x 30	36 x 42	—	—	—	—
Photo Enforced	R10-18a	2B.55	30 x 42	36 x 54	—	—	—	—
MON—FRI (and times) (3 lines) (plaque)	R10-20aP	2B.53	24 x 24	24 x 24	—	—	—	—
SUNDAY (and times) (2 lines) (plaque)	R10-20aP	2B.53	24 x 18	24 x 18	—	—	—	—
Crosswalk, Stop on Red	R10-23	2B.53	24 x 30	24 x 30	—	—	—	—
Push Button To Turn On Warning Lights	R10-25	2B.52	9 x 12	9 x 12	—	—	—	—
Left Turn Yield on Flashing Red Arrow After Stop	R10-27	2B.53	30 x 36	30 x 36	—	—	—	—
XX Vehicles Per Green	R10-28	2B.56	24 x 30	24 x 30	—	—	—	—
XX Vehicles Per Green Each Lane	R10-29	2B.56	36 x 24	36 x 24	—	—	—	—
Right Turn on Red Must Yield to U-Turn	R10-30	2B.54	30 x 36	30 x 36	—	—	—	—
At Signal (plaque)	R10-31P	2B.53	24 x 9	24 x 9	—	—	—	—
Push Button for 2 Seconds for Extra Crossing Time	R10-32P	2B.52	9 x 12	9 x 12	—	—	—	—
Keep Off Median	R11-1	2B.57	24 x 30	24 x 30	—	—	—	—
Road Closed	R11-2	2B.58	48 x 30	48 x 30	—	—	—	—
Bridge, Ramp, Street Closed	R11-2aT, 2bT, 2cT	2B.58	48 x 30	48 x 30	—	—	—	—
Road Closed - Local Traffic Only	R11-3a,3b,4	2B.58	60 x 30	60 x 30	—	—	—	—
Weight Limit	R12-1,2	2B.59	24 x 30	24 x 30	36 x 48	—	—	36 x 48
Weight Limit	R12-1T	2B.59	24 x 36	24 x 36	—	—	—	—
Weight Limit	R12-2cT	2B.59	24 x 36	24 x 36	—	—	—	—
Weight Limit	R12-3	2B.59	24 x 36	24 x 36	—	—	—	—
Weight Limit	R12-4	2B.59	36 x 24	36 x 24	—	—	—	—
Weight Limit	R12-4aT	2B.59	24 x 36	24 x 36	—	—	—	—
Load Zoned Bridge	R12-6aT	2B.59	Var x 36	Var x 36	—	—	—	—
Load Zoned Road	R12-6bT	2B.59	Var x 30	Var x 30	—	—	—	—
Load Zoned Road	R12-7aT	2B.59	Var x 36	Var x 36	—	—	—	—
Load Zoned Road	R12-7bT	2B.59	Var x 30	Var x 30	—	—	—	—
Load Zoned Road	R12-8aT	2B.59	78 x 36	78 x 36	—	—	—	—
Load Zoned Road	R12-8bT, 8cT	2B.59	78 x 24	78 x 24	—	—	—	—
Width Limit	R12-9T	2B.59A	24 x 36	—	—	—	—	—
Width Limit	R12-9aT	2B.59A	—	48 x 60	48 x 60	48 x 60	—	—
All Commercial Vehicles and Buses Stop Ahead when Flashing	R13-1T	2B-60	72 x 48	72 x 48	96 x 60	96 x 60	—	—
All Trucks Must Stop Ahead	R13-1aT	2B-60	48 x 36	48 x 36	48 x 36	48 x 36	—	—
Trucks-Buses Must Stop Ahead	R13-1bT	2B-60	60 x 36	60 x 36	60 x 36	60 x 36	—	—
All Trucks Next Right When Flashing	R13-1cT	2B-60	48 x 48	48 x 48	78 x 60	78 x 60	—	—
All Trucks Next Right	R13-1TP	2B-60	72 x 30	72 x 30	144 x 48	144 x 48	—	—
All Vehicles Must Stop Ahead	R13-2T	2B-60	90 x 72	90 x 72	90 x 72	90 x 72	—	—
Use Low Beams	R13-3T	2B-60	60 x 30	60 x 30	60 x 30	60 x 30	—	—
Truck Route	R14-1	2B.61	24 x 18	24 x 18	—	—	—	—
Hazardous Material	R14-2,3	2B.62	24 x 24	24 x 24	30 x 30	36 x 36	—	42 x 42
Fender Bender Move Vehicles	R16-4	2B.65	36 x 24	36 x 24	48 x 36	60 x 48	—	48 x 36
Must Follow	R14-6T	2B.62A	216 x 96	216 x 96	216 x 96	216 x 96	—	—
Stop for School Bus Loading or Unloading	R19-1T	2B.68A	48 x 60	48 x 60	—	—	—	—
No Dumping Allowed	R19-5T	2B.68A	24 x 30	24 x 30	—	—	—	—

* See Table 9B-1 for minimum size required for signs on bicycle facilities.
 ** State Maintained conventional roadways should use Multi-Lane as standard.
 Notes: 1. Larger signs may be used when appropriate.
 2. Dimensions in inches are shown as width x height.

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 5 of 5)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	** Multi-Lane				
Littering Prohibited \$10-2000 Fine	R19-6T	2B.68A	48 x 30	48 x 30	48 x 30	48 x 30	—	—
Don't Mess With Texas	R19-6aT	2B.68A	48 x 30	48 x 30	48 x 30	48 x 30	—	—
No Fishing From Bridge	R19-7T	2B.68A	24 x 30	24 x 30	48 x 60	48 x 60	—	—
Fasten Safety Belts	R19-8T	2B.66	30 x 30	30 x 30	48 x 48	48 x 48	—	—
Next X Miles	R20-1TP	2B.68A	24 x 18	24 x 18	—	—	—	—
X Miles Ahead	R20-4TP	2B.59A	24 x 12	48 x 24	—	—	—	—

* See Table 9B-1 for minimum size required for signs on bicycle facilities.

** State Maintained conventional roadways should use Multi-Lane as standard.

Notes: 1. Larger signs may be used when appropriate
2. Dimensions in inches are shown as width x height

- 07 **Where side roads intersect a multi-lane street or highway that has a speed limit of 45 mph or higher, the minimum size of the STOP signs facing the side road approaches, even if the side road only has one approach lane, shall be 36 x 36 inches.**
- 08 **Where side roads intersect a multi-lane street or highway that has a speed limit of 40 mph or lower, the minimum size of the STOP signs facing the side road approaches shall be as shown in the Single Lane or Multi-lane columns of Table 2B-1 based on the number of approach lanes on the side street approach.**
Guidance:
- 09 *The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway column should be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the Oversized column should be used.*

Section 2B.04 Right-of-Way at Intersections

Support:

- 01 The Texas Transportation Code, Section 545.151 (see Section 1A.11) establishes the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.
Guidance:
- 02 **Engineering judgment should be used to establish intersection control.** *The following factors should be considered:*
- Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
 - Number and angle of approaches;*
 - Approach speeds;*
 - Sight distance available on each approach; and*
 - Reported crash experience.*
- 03 **YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:**
- An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
 - A street entering a designated through highway or street; and/or*
 - An unsignalized intersection in a signalized area.*
- 04 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*
- The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
 - The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*

- C. *Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

05 **YIELD or STOP signs should not be used for speed control.**

Support:

06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

07 *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

08 *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

Support:

09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

10 **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:**

- A. **If the signal indication for an approach is a flashing red at all times;**
- B. **If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**
- C. **If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**

11 **Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**

12 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**

13 **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**

Option:

14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

01 **When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.**

02 **The STOP sign shall be an octagon with a white legend and border on a red background.**

03 **Secondary legends shall not be used on STOP sign faces.**

04 At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.

05 The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.

06 Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.

Support:

07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

08 Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.

Option:

09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

10 The design and application of Stop Beacons are described in Section 4L.05.

Section 2B.06 STOP Sign Applications

Guidance:

01 At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).

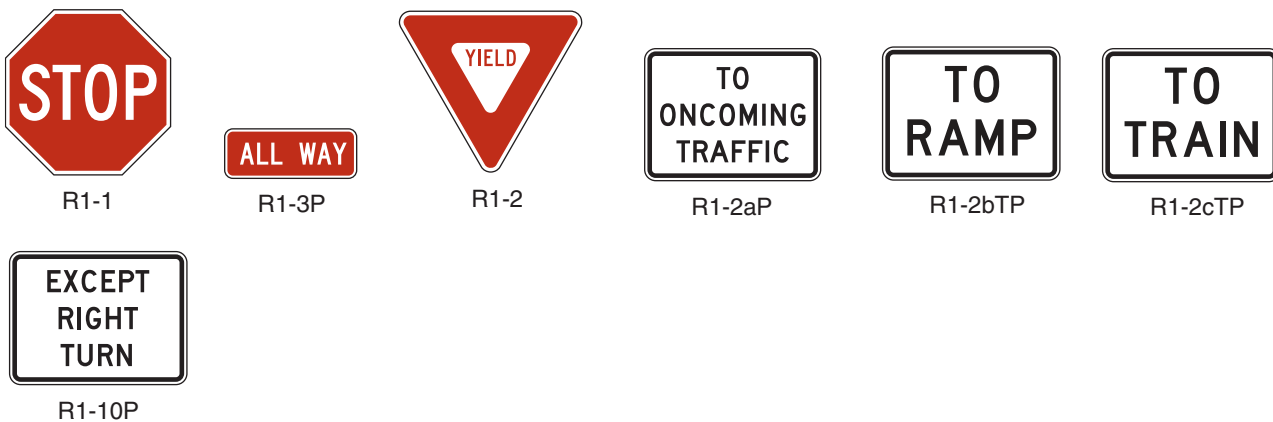
02 The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Figure 2B-1. STOP and YIELD Signs and Plaques



Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

- 01 **The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.**

Support:

- 02 The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications

Option:

- 01 YIELD signs may be installed:
- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
 - B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.

- C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
- D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
- E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

Standard:

- 02 **A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.**
- 03 **Other than for all of the approaches to a roundabout, YIELD signs shall not be placed on all of the approaches to an intersection.**

Section 2B.10 STOP Sign or YIELD Sign Placement**Standard:**

- 01 **The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.36) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.36) shall be installed in advance of the YIELD sign.**
- 02 **The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.**
- 03 **STOP signs and YIELD signs shall not be mounted on the same post.**
- 04 **No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign.**
- 05 **No items other than official traffic control signs, inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs.**
- 06 **No items other than retroreflective strips (see Section 2A.21) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD signs supports.**

Guidance:

- 07 *STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in Figure 2A-3).*
- 08 *A sign that is mounted back-to-back with a STOP or YIELD sign should stay within the edges of the STOP or YIELD sign. If necessary, the size of the STOP or YIELD sign should be increased so that any other sign installed back-to-back with a STOP or YIELD sign remains within the edges of the STOP or YIELD sign.*

Option:

- 09 Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque may be mounted below the YIELD sign.

Option:

- 10 Where drivers proceeding straight ahead on the frontage road of a controlled access roadway must yield to traffic from a freeway exit ramp, where ramp traffic has the right-of-way, a TO RAMP (R1-2bTP) plaque (see Figure 2B-1) may be mounted below the YIELD sign.

Support:

- 11 Figure 2A-3 shows examples of some typical placements of STOP signs and YIELD signs.
- 12 Section 2A.16 contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

Guidance:

- 13 *Stop lines that are used to supplement a STOP sign should be located as described in Section 3B.16. Yield lines that are used to supplement a YIELD sign should be located as described in Section 3B.16.*
- 14 *Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.*
- 15 *Except at roundabouts, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the crosswalk line nearest to the approaching traffic.*
- 16 *Where two roads intersect at an acute angle, the STOP or YIELD sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.*

17 If a raised splitter island is available on the left-hand side of a multi-lane roundabout approach, an additional YIELD sign should be placed on the left-hand side of the approach.

Option:

18 If a raised splitter island is available on the left-hand side of a single lane roundabout approach, an additional YIELD sign may be placed on the left-hand side of the approach.

19 At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the right-of-way control may be improved by the installation of an additional STOP or YIELD sign on the left-hand side of the road and/or the use of a stop or yield line. At channelized intersections or at divided roadways separated by a median, the additional STOP or YIELD sign may be placed on a channelizing island or in the median. An additional STOP or YIELD sign may also be placed overhead facing the approach at the intersection to improve observance of the right-of-way control.

Standard:

20 **More than one STOP sign or more than one YIELD sign shall not be placed on the same support facing in the same direction.**

Option:

21 For a yield-controlled channelized right-turn movement onto a roadway without an acceleration lane and for an entrance ramp onto a freeway or expressway without an acceleration lane, a NO MERGE AREA (W4-5P) supplemental plaque (see Section 2C.40) may be mounted below a Yield Ahead (W3-2) sign and/or below a YIELD (R1-2) sign when engineering judgment indicates that road users would expect an acceleration lane to be present.

Section 2B.11 Yield Here To Pedestrians Signs (R1-5 and R1-5a)

Standard:

01 **Yield Here To Pedestrians (R1-5, R1-5a) signs (see Figure 2B-2) shall be used if yield lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach.**

Option:

02 The legend STATE LAW may be displayed at the top of the R1-5 and R1-5a, signs, if applicable.

Guidance:

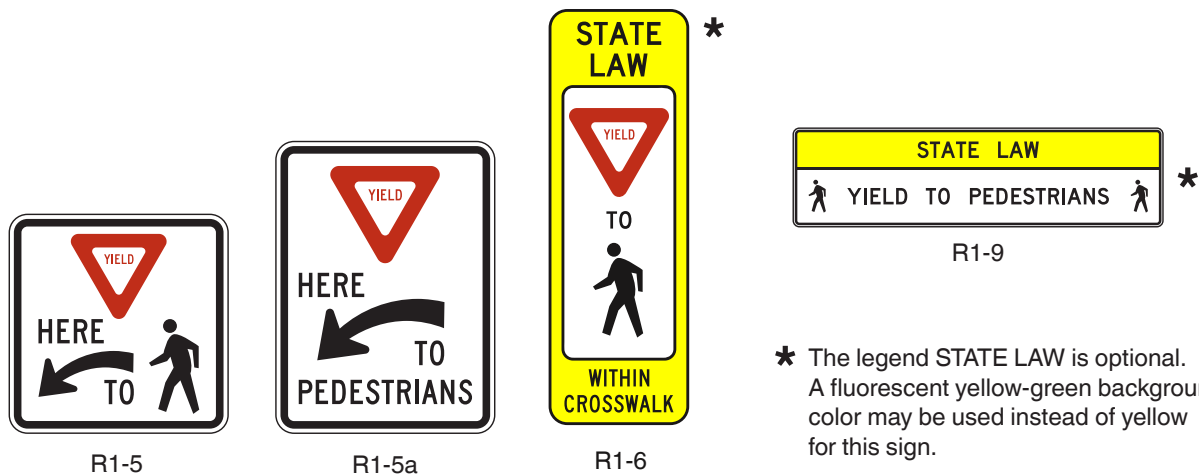
03 If yield lines and Yield Here To Pedestrians signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-17), and parking should be prohibited in the area between the yield line and the crosswalk.

04 Yield lines and Yield Here To Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.

Option:

05 Yield Here To Pedestrians signs may be used in advance of a crosswalk that crosses an uncontrolled multi-lane approach to indicate to road users where to yield even if yield lines are not used.

Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs



06 A Pedestrian Crossing (W11-2) warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location where Yield Here To Pedestrians signs have been installed in advance of the crosswalk.

Standard:

07 **If a W11-2 sign has been post-mounted at the crosswalk location where a Yield Here To Pedestrians sign is used on the approach, the Yield Here To Pedestrians sign shall not be placed on the same post as or block the road user's view of the W11-2 sign.**

Option:

08 An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here To Pedestrians sign on the approach to the same crosswalk.

09 In-Street Pedestrian Crossing signs and Yield Here To Pedestrians signs may be used together at the same crosswalk.

Section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6 and, R1-9)

Option:

01 The In-Street Pedestrian Crossing (R1-6) sign (see Figure 2B-2) or the Overhead Pedestrian Crossing (R1-9) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. The legend STATE LAW may be displayed at the top of the R1-6, R1-9, signs, if applicable. On the R1-6 sign, the legend YIELD may be used instead of the appropriate YIELD sign symbol.

02 Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs.

Standard:

03 **If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.**

04 **If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.**

05 **An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.**

Guidance:

06 *If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.*

Option:

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:

08 **The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at signalized locations.**

09 **The In-Street Pedestrian Crossing sign shall have a black legend (except for the YIELD sign symbol) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).**

10 **Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.**

Support:

11 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Standard:

12 **The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.**

Option:

- 13 The In-Street Pedestrian Crossing sign may be used seasonally to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.
- 14 In-Street Pedestrian Crossing sign, Overhead Pedestrian Crossing sign, and Yield Here To Pedestrians sign may be used together at the same crosswalk.

Section 2B.13 Speed Limit Sign (R2-1)

Standard:

- 01 **Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.**
- 02 **The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.**
- 03 **Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.**
- 04 **At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.**
- 05 **Speed Limit signs indicating the statutory speed limit shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.**

Option:

- 06 The Maximum Legal Speeds (R2-4cT) sign (see Figure 2B-3) may be used at the entrances to the State.

Support:

- 07 In general, the maximum speed limits applicable to rural and urban roads are established:
- A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or
 - B. As altered speed zones – based on engineering studies.
- 08 State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

Option:

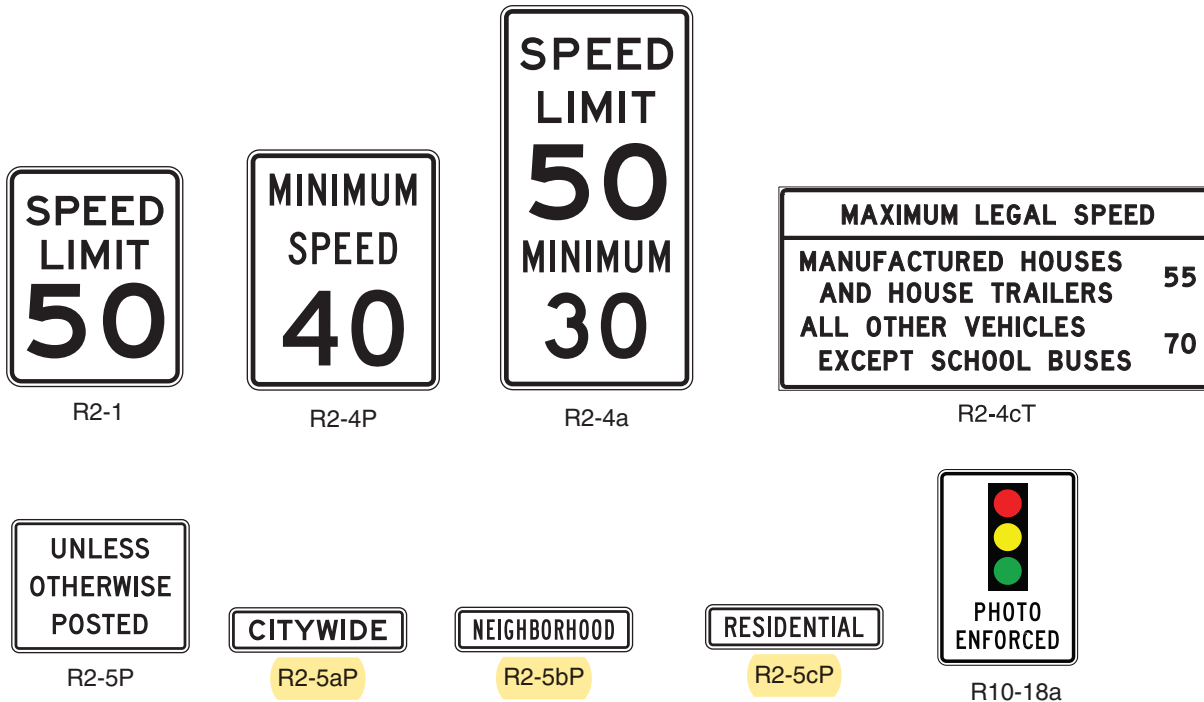
- 09 If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).

Guidance:

- 10 *A Reduced Speed Limit Ahead (W3-5) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.*
- 11 *States and local agencies should conduct engineering studies to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.*
- 12 *No more than three speed limits should be displayed on any one Speed Limit sign or assembly.*
- 13 *When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic.*

Support:

- 14 The Traffic Control Devices Handbook contains criteria on the spacing of speed limit signs (see Section 1A.11).

Figure 2B-3. Speed Limit and Photo Enforcement Signs and Plaques**Guidance:**

- 15 *Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.*

Support:

- 16 Advance warning signs and other traffic control devices to attract the motorist's attention to a signalized intersection are usually more effective than a reduced speed limit zone.

Guidance:

- 17 *An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.*

Option:

- 18 Other factors that may be considered when establishing or reevaluating speed limits are the following:
- Road characteristics, shoulder condition, grade, alignment, and sight distance;
 - The pace;
 - Roadside development and environment;
 - Parking practices and pedestrian activity; and
 - Reported crash experience for at least a 12-month period.
- 19 Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.
- 20 A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.
- 21 A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

- 22 *If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX MPH or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.*

Support:

- 23 Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

Section 2B.14 ~~Truck Speed Limit (Plaque (R2-2P))~~ **DELETED**

Section 2B.15 ~~Night Speed Limit Plaque (R2-3P)~~ **DELETED**

Section 2B.16 Minimum Speed Limit Plaque (R2-4P)

Standard:

- 01 A Minimum Speed Limit (R2-4P) plaque (see Figure 2B-3) shall be displayed only in combination with a Speed Limit sign.

Option:

- 02 Where engineering judgment determines that slow speeds on a highway might impede the normal and reasonable movement of traffic, the Minimum Speed Limit plaque may be installed below a Speed Limit (R2-1) sign to indicate the minimum legal speed. If desired, the Speed Limit sign and the Minimum Speed Limit plaque may be combined on the R2-4a sign (see Figure 2B-3).

Section 2B.17 ~~Higher Fines Signs and Plaque (R2-6P, R2-10, and R2-11)~~ **DELETED**

Section 2B.18 Movement Prohibition Signs (R3-1 through R3-4, R3-18, and R3-27)

Standard:

- 01 Except as provided in Paragraphs 11 and 13, where specific movements are prohibited, Movement Prohibition signs shall be installed.

Guidance:

- 02 *Movement Prohibition signs should be placed where they will be most easily seen by road users who might be intending to make the movement.*
- 03 *If No Right Turn (R3-1) signs (see Figure 2B-4) are used, at least one should be placed either over the roadway or at a right-hand corner of the intersection.*
- 04 *If No Left Turn (R3-2) signs (see Figure 2B-4) are used, at least one should be placed over the roadway, at the far left-hand corner of the intersection, on a median, or in conjunction with the STOP sign or YIELD sign located on the near right-hand corner.*
- 05 *Except as provided in Item C of Paragraph 9 for signalized locations, if NO TURNS (R3-3) signs (see Figure 2B-4) are used, two signs should be used, one at a location specified for a No Right Turn sign and one at a location specified for a No Left Turn sign.*
- 06 *If No U-Turn (R3-4) signs (see Figure 2B-4) or combination No U-Turn/No Left Turn (R3-18) signs (see Figure 2B-4) are used, at least one should be used at a location specified for No Left Turn signs.*

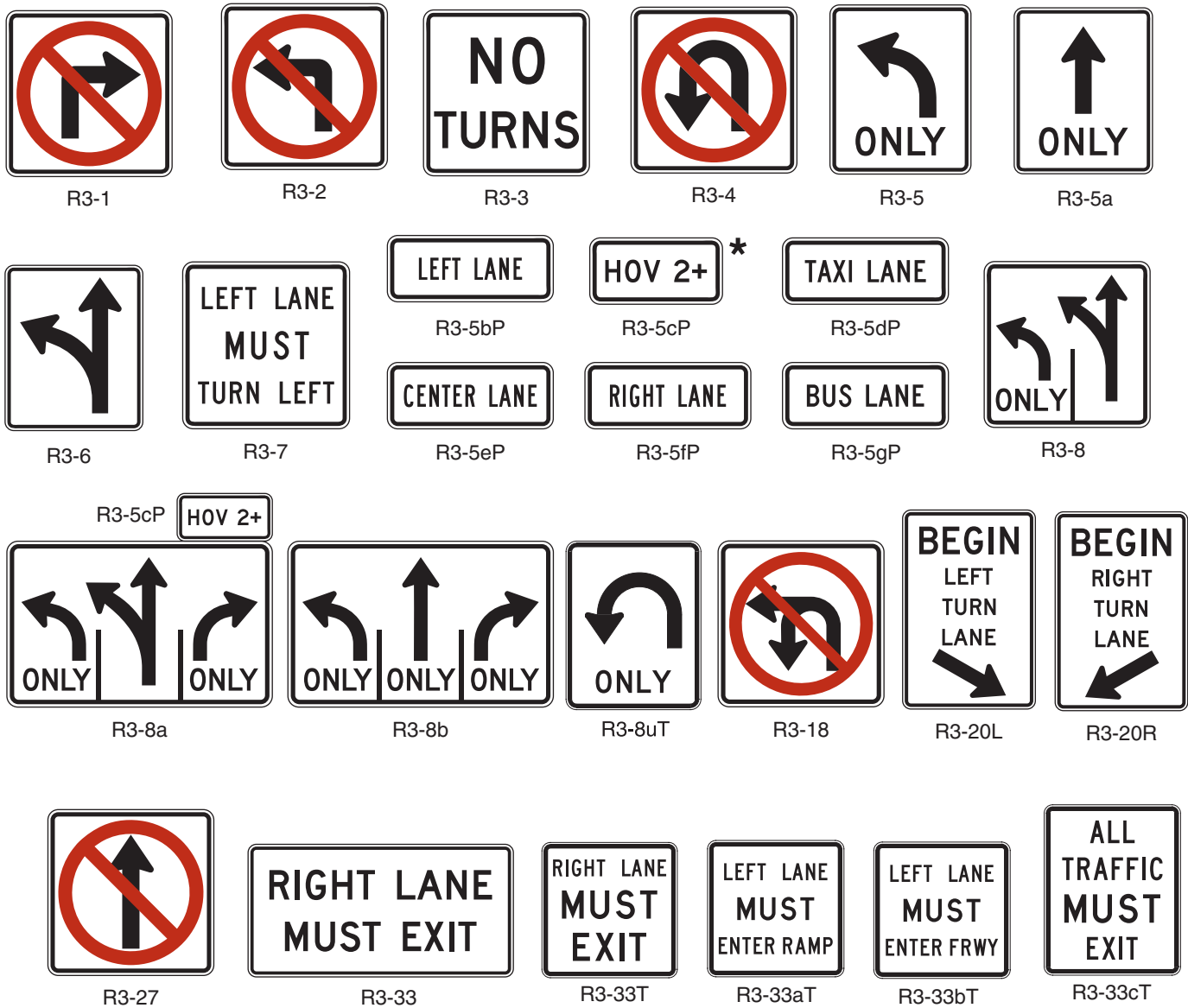
Option:

- 07 If both left turns and U-turns are prohibited, the combination No U-Turn/No Left Turn (R3-18) sign (see Figure 2B-4) may be used instead of separate R3-2 and R3-4 signs.

Guidance:

- 08 *If No Straight Through (R3-27) signs (see Figure 2B-4) are used, at least one should be placed either over the roadway or at a location where it can be seen by road users who might be intending to travel straight through the intersection.*
- 09 *If turn prohibition signs are installed in conjunction with traffic control signals:*
- A. *The No Right Turn sign should be installed adjacent to a signal face viewed by road users in the right-hand lane.*
 - B. *The No Left Turn (or No U-Turn or combination No U-Turn/No Left Turn) sign should be installed adjacent to a signal face viewed by road users in the left-hand lane.*
 - C. *A NO TURNS sign should be placed adjacent to a signal face viewed by all road users on that approach, or two signs should be used.*

Figure 2B-4. Movement Prohibition and Lane Control Signs and Plaques



* The diamond symbol may be used instead of the "HOV" word message. The minimum vehicle occupancy level may vary, such as 2+, 3+, 4+. The words "LANE" or "ONLY" may be used with this sign when appropriate.

Option:

- 10 If turn prohibition signs are installed in conjunction with traffic control signals, an additional Movement Prohibition sign may be post-mounted to supplement the sign mounted overhead.
- 11 Where ONE WAY signs are used (see Section 2B.40), No Left Turn and No Right Turn signs may be omitted.
- 12 When the movement restriction applies during certain time periods only, the following Movement Prohibition signing alternatives may be used and are listed in order of preference:
 - A. Changeable message signs, especially at signalized intersections.
 - B. Permanently mounted signs incorporating a supplementary legend showing the hours and days during which the prohibition is applicable.
 - C. Portable signs, installed by proper authority, located off the roadway at each corner of the intersection. The portable signs are only to be used during the time that the movement prohibition is applicable.

- 13 Movement Prohibition signs may be omitted at a ramp entrance to an expressway or a channelized intersection where the design is such as to indicate clearly the one-way traffic movement on the ramp or turning lane.

Standard:

- 14 **The No Left Turn (R3-2) sign, the No U-Turn (R3-4) sign, and the combination No U-Turn/No Left Turn (R3-18) sign shall not be used at approaches to roundabouts to prohibit drivers from turning left onto the circulatory roadway of a roundabout.**

Support:

- 15 At roundabouts, the use of R3-2, R3-4, or R3-18 signs to prohibit left turns onto the circulatory roadway might confuse drivers about the possible legal turning movements around the roundabout. Roundabout Directional Arrow (R6-4 series) signs (see Section 2B.43) and/or ONE WAY (R6-1R or R6-2R) signs are the appropriate signs to indicate the travel direction within a roundabout.

Section 2B.19 Intersection Lane Control Signs (R3-5 through R3-8)

Standard:

- 01 **Intersection Lane Control signs, if used, shall require road users in certain lanes to turn, shall permit turns from a lane where such turns would otherwise not be permitted, shall require a road user to stay in the same lane and proceed straight through an intersection, or shall indicate permitted movements from a lane.**
- 02 **Intersection Lane Control signs (see Figure 2B-4) shall have three applications:**
- A. **Mandatory Movement Lane Control (R3-5, R3-5a, and R3-7) signs,**
 - B. **Optional Movement Lane Control (R3-6) sign, and**
 - C. **Advance Intersection Lane Control (R3-8 series) signs.**

Guidance:

- 03 *When Intersection Lane Control signs are mounted overhead, each sign should be placed over the lane or a projection of the lane to which it applies.*
- 04 *On signalized approaches where through lanes that become mandatory turn lanes, multiple-lane turns that include shared lanes for through and turning movements, or other lane-use regulations are present that would be unexpected by unfamiliar road users, overhead lane control signs should be installed at the signalized location over the appropriate lanes or projections thereof and in advance of the intersection over the appropriate lanes.*
- 05 *Where overhead mounting on the approach is impractical for the advance and/or intersection lane-use signs, one of the following alternatives should be employed:*
- A. *At locations where through lanes become mandatory turn lanes, a mandatory movement lane control (R3-7) sign should be post-mounted on the left-hand side of the roadway where a through lane is becoming a mandatory left-turn lane on a one-way street or where a median of sufficient width for the signs is available, or on the right-hand side of the roadway where a through lane is becoming a mandatory right-turn lane.*
 - B. *At locations where a through lane is becoming a mandatory left-turn lane on a two-way street where a median of sufficient width for the signs is not available, and at locations where multiple-lane turns that include shared lanes for through and turning movements are present, an Advance Intersection Lane Control (R3-8 series) sign should be post-mounted in a prominent location in advance of the intersection, and consideration should be given to the use of an oversized version in accordance with Table 2B-1.*

Standard:

- 06 **Use of an overhead sign for one approach lane shall not require installation of overhead signs for the other lanes of that approach.**

Option:

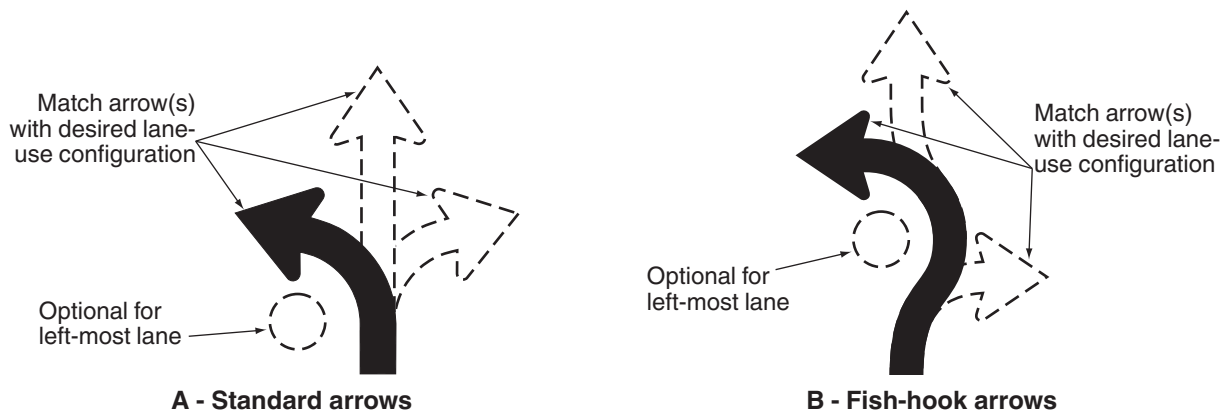
- 07 Where the number of through lanes on an approach is two or less, the Intersection Lane Control signs (R3-5, R3-6, or R3-8) may be overhead or post-mounted.
- 08 Intersection Lane Control signs may be omitted where:
- A. A turn bay has been provided by physical construction or pavement markings, and
 - B. Only the road users using such turn bays are permitted to make a turn in that direction.
- 09 At roundabouts, Intersection Lane Control (R3-5, R3-6, and R3-8 series) signs may display any of the arrow symbol options shown in Figure 2B-5.

Section 2B.20 Mandatory Movement Lane Control Signs (R3-5, R3-5a, R3-7, and R3-20)

Standard:

- 01 If used, the Mandatory Movement Lane Control (R3-5, R3-5a, and R3-7) sign (see Figure 2B-4) shall indicate only the single vehicle movement that is required from the lane. If used, the Mandatory Movement Lane Control sign shall be located in advance of the intersection, such as near the upstream end of the mandatory movement lane, and/or at the intersection where the regulation applies. When the mandatory movement applies to lanes exclusively designated for HOV traffic, the R3-5cP supplemental plaque shall be used. When the mandatory movement applies to lanes that are not HOV facilities, but are lanes exclusively designated for buses and/or taxis, the word message R3-5dP and/or R3-5gP supplemental plaques shall be used.
- 02 The Mandatory Movement Lane Control (R3-7) sign shall include the legend **RIGHT (LEFT) LANE MUST TURN RIGHT (LEFT)**. The Mandatory Movement Lane Control (R3-5 and R3-5a) symbol signs shall include the legend **ONLY**.
- 03 The R3-7 word message sign shall be for post-mounting only.
- 04 Where the number of lanes available to through traffic on an approach is three or more, Mandatory Movement Lane Control (R3-5 and R3-5a) symbol signs, if used, shall be mounted overhead over the specific lanes to which they apply (see Section 2B.19).
- 05 If the R3-5 or R3-5a sign is post-mounted on an approach with two or fewer through lanes, a supplemental plaque (see Figure 2B-4), such as *LEFT LANE (R3-5bP)*, *HOV 2+ (R3-5cP)*, *TAXI LANE (R3-5dP)*, *CENTER LANE (R3-5eP)*, *RIGHT LANE (R3-5fP)*, *BUS LANE (R3-5gP)*, or *BOTH LANES*, should be added above the sign to indicate the specific lane to which the mandatory movement applies. If Mandatory Lane Movement Control (R3-5) symbol signs with supplemental R3-5bP or R3-5fP plaques are used, they should be mounted adjacent to and along only the full width portion of the turn lane.
- 06 The use of the Mandatory Movement Lane Control (R3-7) word message sign should be limited to only locations that are adjacent to the full-width portion of a mandatory turn lane. The R3-7 sign should not be installed adjacent to a through lane in advance of a turn bay taper or adjacent to a turn bay taper.
- 07 Mandatory Movement Lane Control signs should be accompanied by lane-use arrow markings, especially where traffic volumes are high, where there is a high percentage of commercial vehicles, or where other distractions exist.
- Option:
- 08 The Straight Through Only (R3-5a) sign may be used to require a road user in a particular lane to proceed straight through an intersection.
- 09 When the Mandatory Movement Lane Control sign for a left-turn lane is installed back-to-back with a Keep Right (R4-7) sign, the dimensions of the Mandatory Movement Lane Control (R3-5) sign may be the same as the Keep Right sign.
- 10 The diamond symbol may be used instead of the word message HOV on the R3-5cP supplemental plaque.
- 11 The BEGIN RIGHT TURN LANE (R3-20R) sign (see Figure 2B-4) may be post-mounted on the right-hand side of the roadway at the upstream end of the turn lane taper of a mandatory right-turn lane. The BEGIN LEFT

Figure 2B-5. Intersection Lane Control Sign Arrow Options for Roundabouts



TURN LANE (R3-20L) sign (see Figure 2B-4) may be post-mounted on a median (or on the left-hand side of the roadway for a one-way street) at the upstream end of the turn lane taper of a mandatory left-turn lane.

Section 2B.21 Optional Movement Lane Control Sign (R3-6)

Standard:

- 01 If used, the Optional Movement Lane Control (R3-6) sign (see Figure 2B-4) shall be used for two or more movements from a specific lane or to emphasize permitted movements. If used, the Optional Movement Lane Control sign shall be located in advance of the intersection, such as near the upstream end of an adjacent mandatory movement lane, and/or at the intersection where the regulation applies.
- 02 If used, the Optional Movement Lane Control sign shall indicate all permissible movements from specific lanes.
- 03 Optional Movement Lane Control signs shall be used for two or more movements from a specific lane where a movement, not normally allowed, is permitted.
- 04 The Optional Movement Lane Control sign shall not be used alone to effect a turn prohibition.
- 05 Where the number of lanes available to through traffic on an approach is three or more, an Optional Movement Lane Control (R3-6) sign, if used, shall be mounted overhead over the specific lane to which it applies (see Section 2B.19).

Guidance:

- 06 If the Optional Movement Lane Control sign is post-mounted on an approach with two or fewer through lanes, a supplemental plaque (see Figure 2B-4), such as LEFT LANE (R3-5bP), HOV 2+ (R3-5cP), TAXI LANE (R3-5dP), CENTER LANE (R3-5eP), RIGHT LANE (R3-5fP), or BUS LANE (R3-5gP), should be added above the R3-6 sign to indicate the specific lane from which the optional movements can be made.

Option:

- 07 The word message OK may be used within the border in combination with the arrow symbols of the R3-6 sign.

Standard:

- 08 Because more than one movement is permitted from the lane, the word message ONLY shall not be used on an Optional Movement Lane Control sign.

Section 2B.22 Advance Intersection Lane Control Signs (R3-8 Series)

Option:

- 01 Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs (see Figure 2B-4) may be used to indicate the configuration of all lanes ahead.
- 02 The word message ONLY may be used within the border in combination with the arrow symbols of the R3-8 sign series. The HOV 2+ (R3-5cP) supplemental plaque may be installed at the top outside border of the R3-8 sign over the applicable lane designation on the sign. The diamond symbol may be used instead of the word message HOV. The minimum allowable vehicle occupancy requirement may vary based on the level established for a particular facility.

Guidance:

- 03 If used, an Advance Intersection Lane Control sign should be placed at an adequate distance in advance of the intersection so that road users can select the appropriate lane (see Figure 2A-4). If used, the Advance Intersection Lane Control sign should be installed either in advance of the tapers or at the beginning of the turn lane.

Option:

- 04 An Advance Intersection Lane Control sign may be repeated closer to the intersection for additional emphasis.

Standard:

- 05 Where three or more approach lanes are available to traffic, Advance Intersection Lane Control (R3-8 series) signs, if used, shall be post-mounted in advance of the intersection and shall not be mounted overhead (see Section 2B.19).

Section 2B.22A TURNAROUND ONLY Sign (R3-8uT)

Guidance:

- 01 The TURNAROUND ONLY (R3-8uT) sign (see Figure 2B-4) should be used to indicate the exclusive turnaround movement that is required from a specific traffic lane. It should be used on

expressways and freeways where a separate traffic lane is provided to connect the frontage roads on either side of the facility without a driver having to go through the adjacent intersection.

Section 2B.23 RIGHT (LEFT) LANE MUST EXIT Signs (R3-33 and R3-33T)

Option:

- 01 A RIGHT (LEFT) LANE MUST EXIT (R3-33) and RIGHT (LEFT) LANE MUST EXIT (R3-33T) signs (see Figure 2B-4) may be used to supplement an overhead EXIT ONLY guide sign to inform road users that traffic in the right-hand (left-hand) lane of a roadway that is approaching a grade-separated interchange is required to depart the roadway on the exit ramp at the next interchange.

Support:

- 02 Section 2C.43 contains information regarding a warning sign that can be used in advance of lane drops at grade-separated interchanges.

Section 2B.23A LEFT (RIGHT) LANE MUST ENTER RAMP (R3-33aT) and LEFT (RIGHT) LANE MUST ENTER FRWY Signs (R3-33bT)

Guidance:

- 01 *The LEFT (RIGHT) LANE MUST ENTER RAMP (R3-33aT) and LEFT (RIGHT) LANE MUST ENTER FRWY (R3-33bT) signs (see Figure 2B-4) should be used on frontage roads when traffic in the left lane of the frontage road is required to enter an expressway or freeway.*
- 02 *If used, it should be mounted on the left side of the frontage road in advance of the frontage road entrance ramp gore area.*

Section 2B.23B ALL TRAFFIC MUST EXIT Sign (R3-33cT)

Guidance:

- 01 *The ALL TRAFFIC MUST EXIT (R3-33cT) sign (see Figure 2B-4) should be used when all traffic must exit from a controlled access roadway.*

Option:

- 02 The sign may be placed on each side of the roadway for added visibility. It may be placed for permanent, temporary, or work zone applications. It may be used in repetition or in conjunction with other construction warning signs.

Section 2B.24 Two-Way Left Turn Only Signs (R3-9a, R3-9b)

Guidance:

- 01 *Two-Way Left Turn Only (R3-9a or R3-9b) signs (see Figure 2B-6) should be used in conjunction with the required pavement markings where a non-reversible lane is reserved for the exclusive use of left-turning vehicles in either direction and is not used for passing, overtaking, or through travel.*

Option:

- 02 The post-mounted R3-9b sign may be used as an alternate to or a supplement to the overhead R3-9a sign. The legend BEGIN or END may be used within the border of the main sign itself, or on an R3-9cP or R3-9dP plaque (see Figure 2B-6) mounted immediately above it.

Support:

- 03 Signing is especially helpful to drivers in areas where the two-way left turn only maneuver is new, in areas subject to environmental conditions that frequently obscure the pavement markings, and on peripheral streets with two-way left turn only lanes leading to an extensive system of routes with two-way left turn only lanes.

Section 2B.25 BEGIN and END Plaques (R3-9cP, R3-9dP)

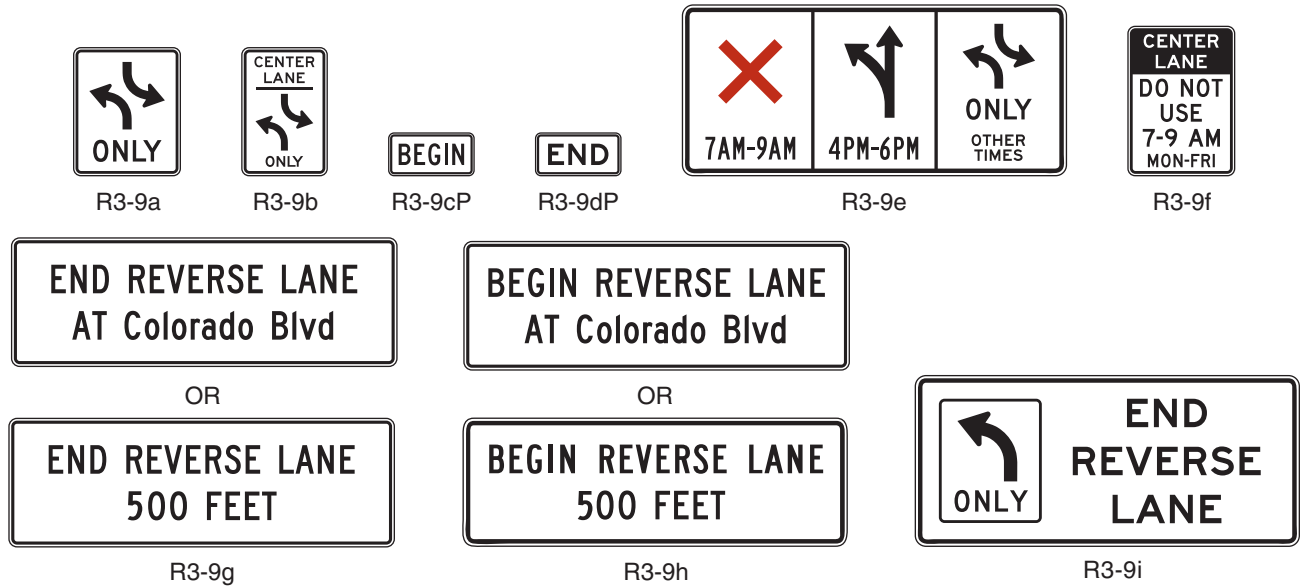
Option:

- 01 The BEGIN (R3-9cP) or END (R3-9dP) plaque (see Figure 2B-6) may be used to supplement a regulatory sign to inform road users of the location where a regulatory condition begins or ends.

Standard:

- 02 **If used, the BEGIN or END plaque shall be mounted directly above a regulatory sign.**

Figure 2B-6. Center and Reversible Lane Control Signs and Plaques



Section 2B.26 Reversible Lane Control Signs (R3-9e through R3-9i)

Option:

- 01 A reversible lane may be used for through traffic (with left turns either permitted or prohibited) in alternating directions during different periods of the day, and the lane may be used for exclusive left turns in one or both directions during other periods of the day as well. Reversible Lane Control (R3-9e through R3-9i) signs (see Figure 2B-6) may be either static type or changeable message type. These signs may be either post-mounted or overhead.

Standard:

- 02 **Post-mounted Reversible Lane Control signs shall be used only as a supplement to overhead signs or signals. post-mounted signs shall be identical in design to the overhead signs and an additional legend such as CENTER LANE shall be added to the sign (R3-9f) to indicate which lane is controlled. For both word messages and symbols, this legend shall be at the top of the sign.**
- 03 **Where it is determined by an engineering study that lane-use control signals or physical barriers are not necessary, the lane shall be controlled by overhead Reversible Lane Control signs (see Figure 2B-7).**

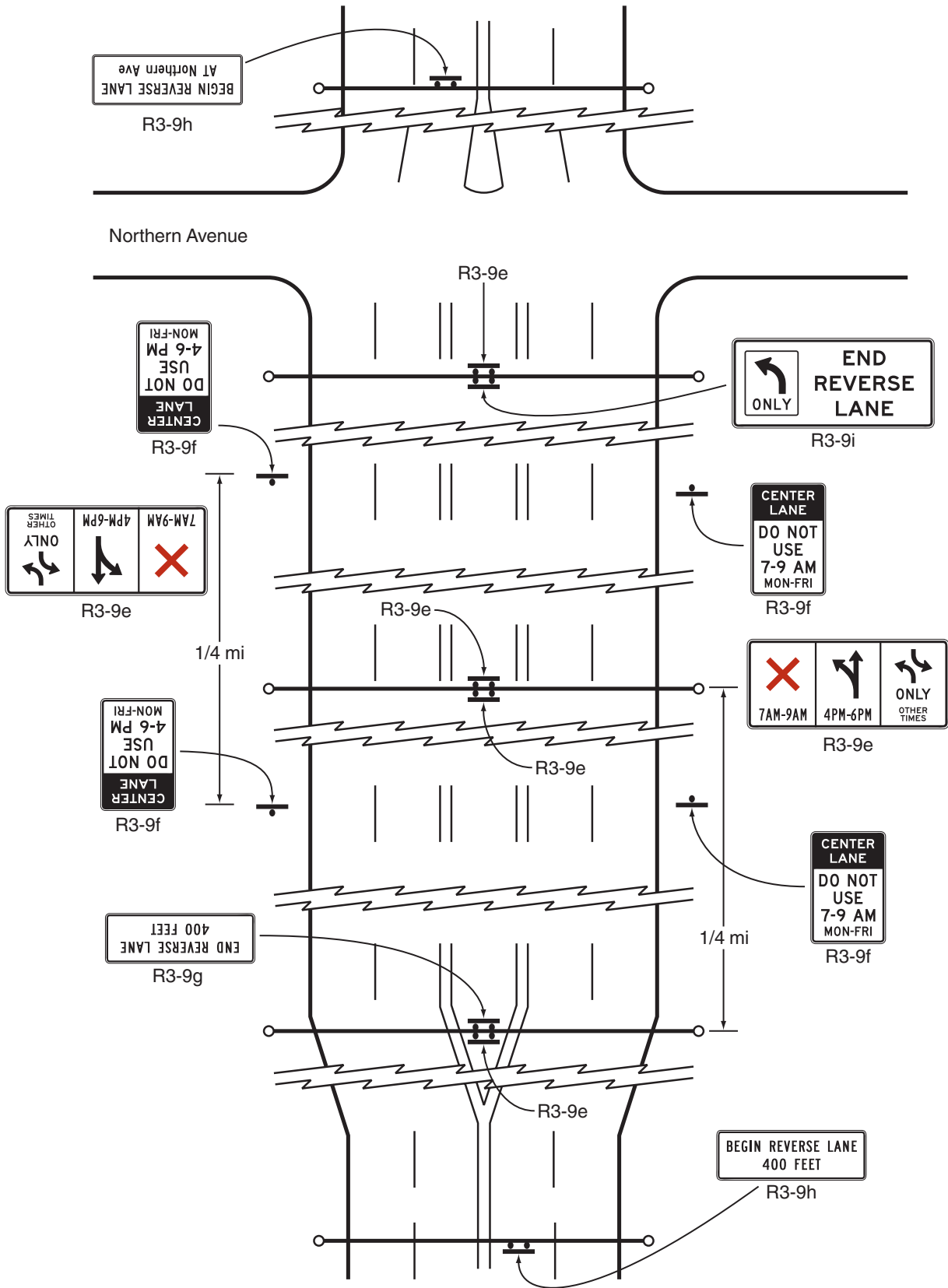
Option:

- 04 Reversing traffic flow may be controlled with pavement markings and Reversible Lane Control signs (without the use of lane control signals), when all of the following conditions are met:
 - A. Only one lane is being reversed,
 - B. An engineering study indicates that the use of Reversible Lane Control signs alone would result in an acceptable level of safety and efficiency, and
 - C. There are no unusual or complex operations in the reversible lane pattern.

Table 2B-2. Meanings of Symbols and Legends on Reversible Lane Control Signs

Symbol / Word Message	Meaning
Red X on white background	Lane closed
Upward pointing black arrow on white background (if left turns are permitted, the arrow shall be modified to show left / through arrow)	Lane open for through travel and any turns not otherwise prohibited
Black two-way left-turn arrows on white background and legend ONLY	Lane may be used only for left turns in either direction (i.e., as a two-way left-turn lane)
Black single left-turn arrow on white background and legend ONLY	Lane may be used only for left turns in one direction (without opposing left turns in the same lane)

Figure 2B-7. Location of Reversible Two-Way Left-Turn Signs



Standard:

05 **Reversible Lane Control signs shall contain the legend or symbols designating the allowable uses of the lane and the time periods such uses are allowed. Where symbols and legends are used, their meanings shall be as shown in Table 2B-2.**

06 **Reversible Lane Control signs shall consist of a white background with a black legend and border, except for the R3-9e sign, where the color red is used.**

07 **Symbol signs, such as the R3-9e sign, shall consist of the appropriate symbol in the upper portion of the sign with the appropriate times of the day and days of the week below it. All times of the day and days of the week shall be accounted for on the sign to eliminate confusion to the road user.**

08 **In situations where more than one message is conveyed to the road user, such as on the R3-9e sign, the right for symbol signs.**

Option:

09 The symbol signs may also include a downward pointing arrow with the legend THIS LANE. The term OTHER TIMES may be used for either the symbol or word message sign.

Standard:

10 **A Reversible Lane Control sign shall be mounted over the center of the lane that is being reversed and shall be perpendicular to the roadway alignment.**

11 **If the vertical or horizontal alignment is curved to the degree that a driver would be unable to see at least one sign, and preferably two signs, then additional overhead signs shall be installed. The placement of the signs shall be such that the driver will have a definite indication of the lanes specifically reserved for use at any given time. Special consideration shall be given to major generators introducing traffic between the normal sign placement.**

12 **Transitions at the entry to and exit from a section of roadway with reversible lanes shall be carefully reviewed, and advance signs shall be installed to notify or warn drivers of the boundaries of the reversible lane controls. The R3-9g or R3-9h signs shall be used for this purpose.**

Option:

13 More than one sign may be used at the termination of the reversible lane to emphasize the importance of the message (R3-9i).

Standard:

14 **Flashing beacons, if used to accentuate the overhead Reversible Lane Control signs, shall comply with the applicable requirements for flashing beacons in Chapter 4L.**

15 **When used in conjunction with Reversible Lane Control signs, the Turn Prohibition signs (R3-1 to R3-4, R3-18) shall be mounted overhead and separate from the Reversible Lane Control signs. The Turn Prohibition signs shall be designed and installed in accordance with Section 2B.18.**

Guidance:

16 *For additional emphasis, a supplemental plaque stating the distance of the prohibition, such as NEXT 1 MILE, should be added to the Turn Prohibition signs that are used in conjunction with Reversible Lane Control signs.*

17 *If used, overhead signs should be located at intervals not greater than 1/4 mile. The bottom of the overhead Reversible Lane Control signs should not be more than 19 feet above the pavement grade.*

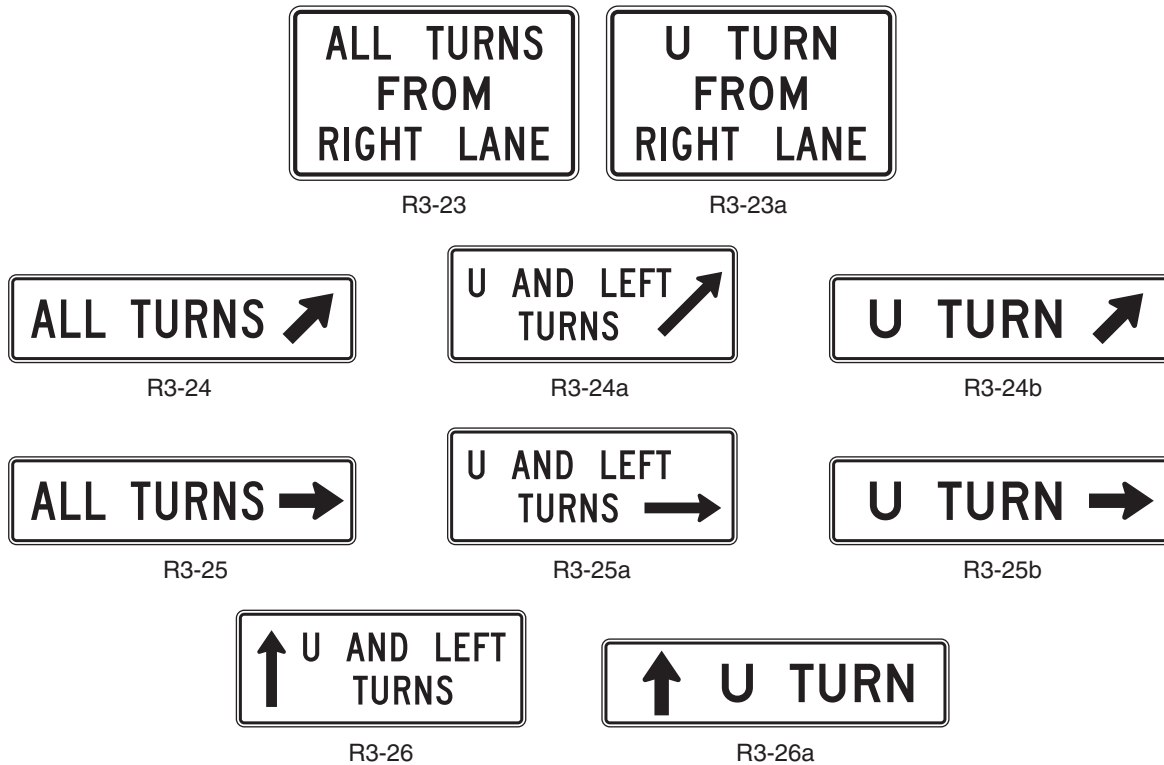
18 *Where more than one sign is used at the termination of a reversible lane, they should be at least 250 feet apart. Longer distances between signs are appropriate for streets with speeds over 35 mph, but the separation should not exceed 1,000 feet.*

19 *Because left-turning vehicles have a significant impact on the safety and efficiency of a reversible lane operation, if an exclusive left-turn lane or two-way left-turn lane cannot be incorporated into the lane-use pattern for a particular peak or off-peak period, consideration should be given to prohibiting left turns and U-turns during that time period.*

Section 2B.27 Jughandle Signs (R3-23, R3-24, R3-25, and R3-26 Series)**Support:**

01 A jughandle turn is a left-turn or U-turn that because of special geometry is made by initially making a right turn. This type of turn can increase the operational efficiency of a roadway by eliminating the need for exclusive left-turn lanes and can increase the operational efficiency of a traffic control signal by eliminating the need for protected left-turn phases. A jughandle turn can also provide an opportunity for trucks and commercial vehicles to make a U-turn where the median and roadway are not of sufficient width to accommodate a traditional U-turn by these vehicles.

Figure 2B-8. Jughandle Regulatory Signs



02 Figure 2B-8 shows the various signs that can be used for signing jughandle turns. Figure 2B-9 shows examples of regulatory and destination guide signing for various types of jughandle turns.

Standard:

03 **On multi-lane roadways, since road users generally anticipate that they need to be in the left-hand lane when approaching a location where they desire to turn left or make a U-turn, an ALL TURNS FROM RIGHT LANE (R3-23) or a U TURN FROM RIGHT LANE (R3-23a) sign (see Figure 2B-9) shall be installed in advance of the location to inform drivers that left turns and/or U-turns will be made from the right-hand lane.**

Option:

04 Where a median of sufficient width is available, supplemental regulatory or guide signs may also be placed on the left-hand side of the roadway.

Standard

05 **An R3-24 series sign with an upward diagonal arrow pointing to the right if the jughandle entrance is designed as an exit ramp (see Drawings A and B of Figure 2B-9) or an R3-25 series sign with a horizontal arrow pointing to the right if the jughandle entrance is designed as an intersection shall be installed on the right-hand side of the roadway at the entrance to the jughandle. The legend on the sign shall be ALL TURNS, U TURN, or U AND LEFT TURNS, as appropriate.**

06 **If the jughandle is designed such that the jughandle entrance is downstream of the location where the turn would normally have been made (see Drawing C of Figure 2B-9), an R3-26 series sign with an arrow pointing straight upward shall be installed on the right-hand side of the roadway at the intersection to inform road users that they need to proceed straight through the intersection in order to make a left turn or U-turn. The legend on the sign shall be U TURN or U AND LEFT TURNS, as appropriate.**

Support:

07 The R3-24, R3-25, and R3-26 series of signs are designed to be mounted below conventional guide signs.

08 Section 2C.14 contains information regarding the use of advisory exit and ramp speed signs for exit ramps.

09 Section 2D.39 contains information regarding the use of guide signs for jughandles.

Figure 2B-9. Examples of Applications of Jughandle Regulatory and Guide Signing
(Sheet 1 of 3)

A – Turns made prior to the intersection

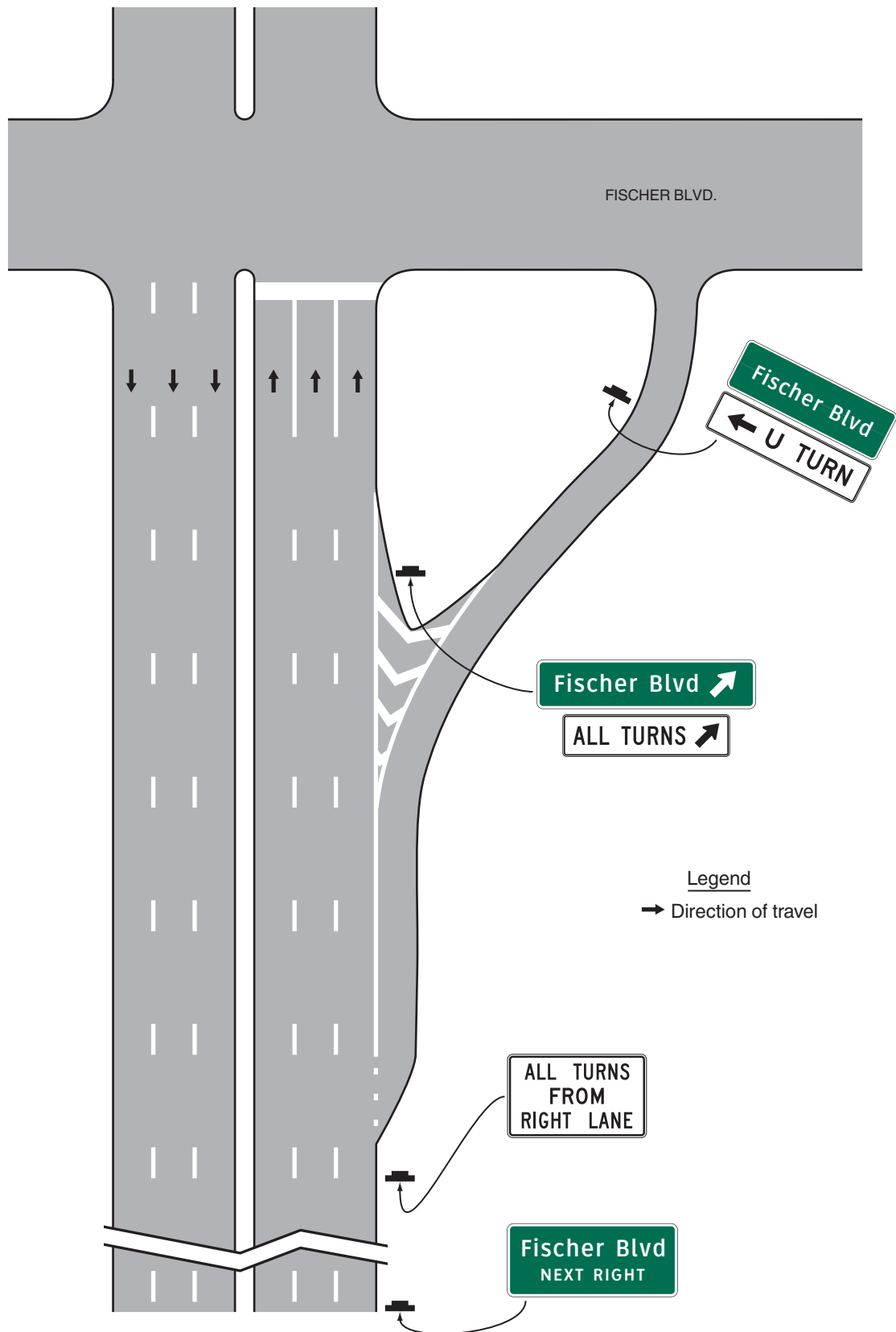


Figure 2B-9. Examples of Applications of Jughandle Regulatory and Guide Signing (Sheet 2 of 3)

B - Traditional jughandle

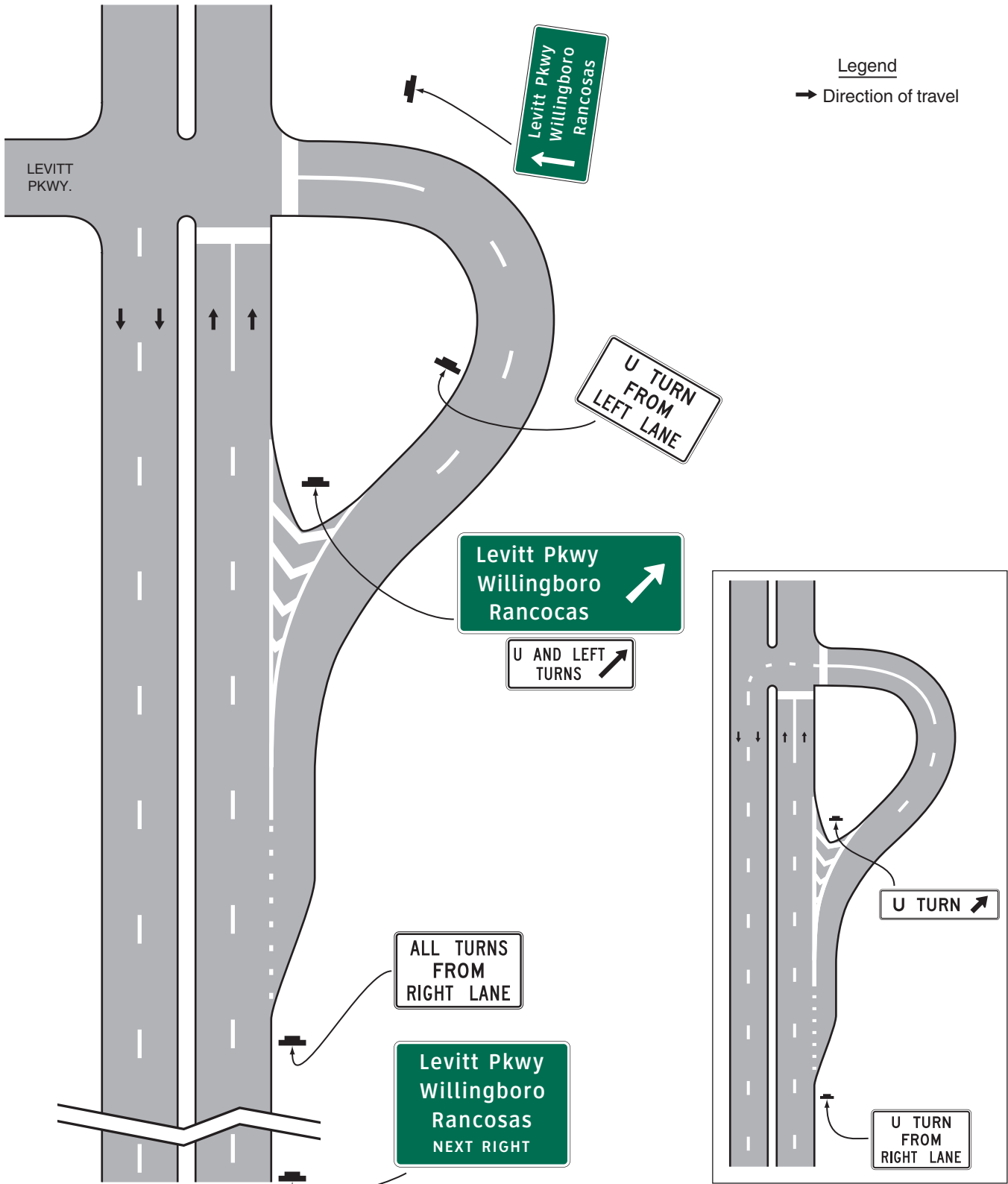
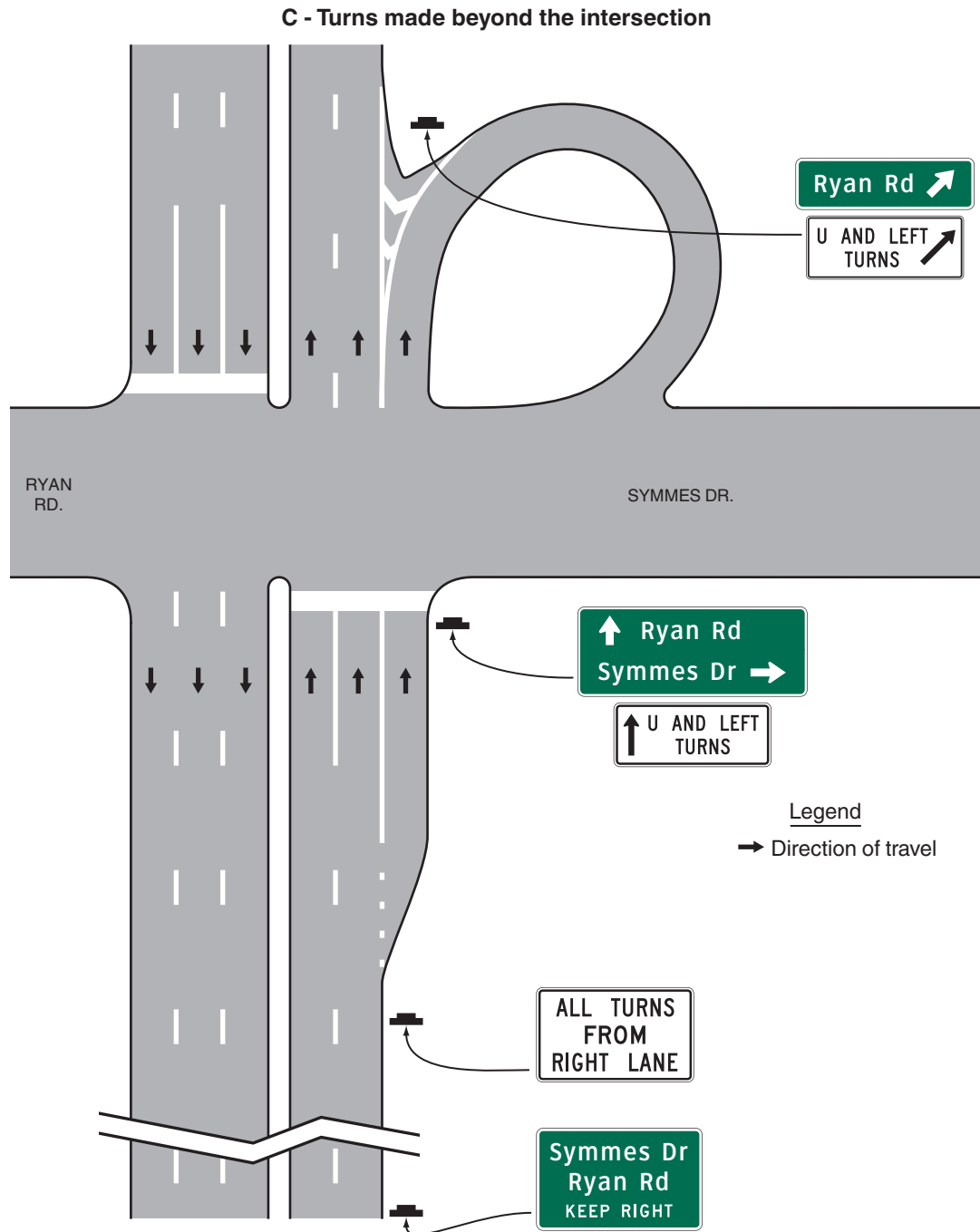


Figure 2B-9. Examples of Applications of Jughandle Regulatory and Guide Signing
(Sheet 3 of 3)



Section 2B.28 DO NOT PASS Sign (R4-1)

Option:

01 The Do Not Pass (R4-1) sign (see Figure 2B-10) may be used in addition to pavement markings (see Section 3B.02) to emphasize the restriction on passing. The Do Not Pass sign may be used at the beginning of, and at intervals within, a zone through which sight distance is restricted or where other conditions make overtaking and passing inappropriate.

02 If signing is needed on the left-hand side of the roadway for additional emphasis, NO PASSING ZONE (W14-3) signs may be used (see Section 2C.45).

Support:

03 Standards for determining the location and extent of no-passing zone pavement markings are set forth in Section 3B.02.

Section 2B.29 PASS WITH CARE Sign (R4-2)

Guidance:

01 The PASS WITH CARE (R4-2) sign (see Figure 2B-10) should be installed at the downstream end of a no-passing zone if a DO NOT PASS sign has been installed at the upstream end of the zone.

Section 2B.29A LEFT LANE FOR PASSING ONLY Sign (R4-2aT)

Option:

01 The LEFT LANE FOR PASSING ONLY (R4-2aT) sign (see Figure 2B-10) may be used on multiple lane roadways to direct drivers to stay in the right-hand lane except when they are passing another vehicle.

Guidance:

02 The LEFT LANE FOR PASSING ONLY sign should be considered for use when there is a tendency on the part of the motorist to drive in the left most lane below the normal speed resulting in a preponderance of rear-end collisions or recurrent traffic flow disruptions. When used, the LEFT LANE FOR PASSING ONLY sign should be erected just beyond the beginning of a multiple-lane pavement, and at selected locations on the median strip. The LEFT LANE FOR PASSING ONLY sign should not be used on roadways that are predominately one lane in each direction with intermittent climbing lanes, the approach to an interchange or through an interchange area.

Support:

03 Other locations could include to the right of the pavement edge of a divided highway.

Section 2B.30 SLOWER TRAFFIC KEEP RIGHT Sign (R4-3)

Option:

01 The SLOWER TRAFFIC KEEP RIGHT (R4-3) sign (see Figure 2B-10) may be used to direct vehicles into an extra lane that has been provided for slow-moving vehicles such as a "climbing lane."

Guidance:

02 If an extra lane has been provided for slower moving traffic, the SLOWER TRAFFIC KEEP RIGHT sign should be installed at the beginning of the lane.

Section 2B.31 ~~TRUCKS USE RIGHT LANE Sign (R4-5)~~ DELETED**Section 2B.31A BEGIN (END) NO TRUCKS LEFT LANE Signs (R4-5aT, R4-5bT, R4-5cT)**

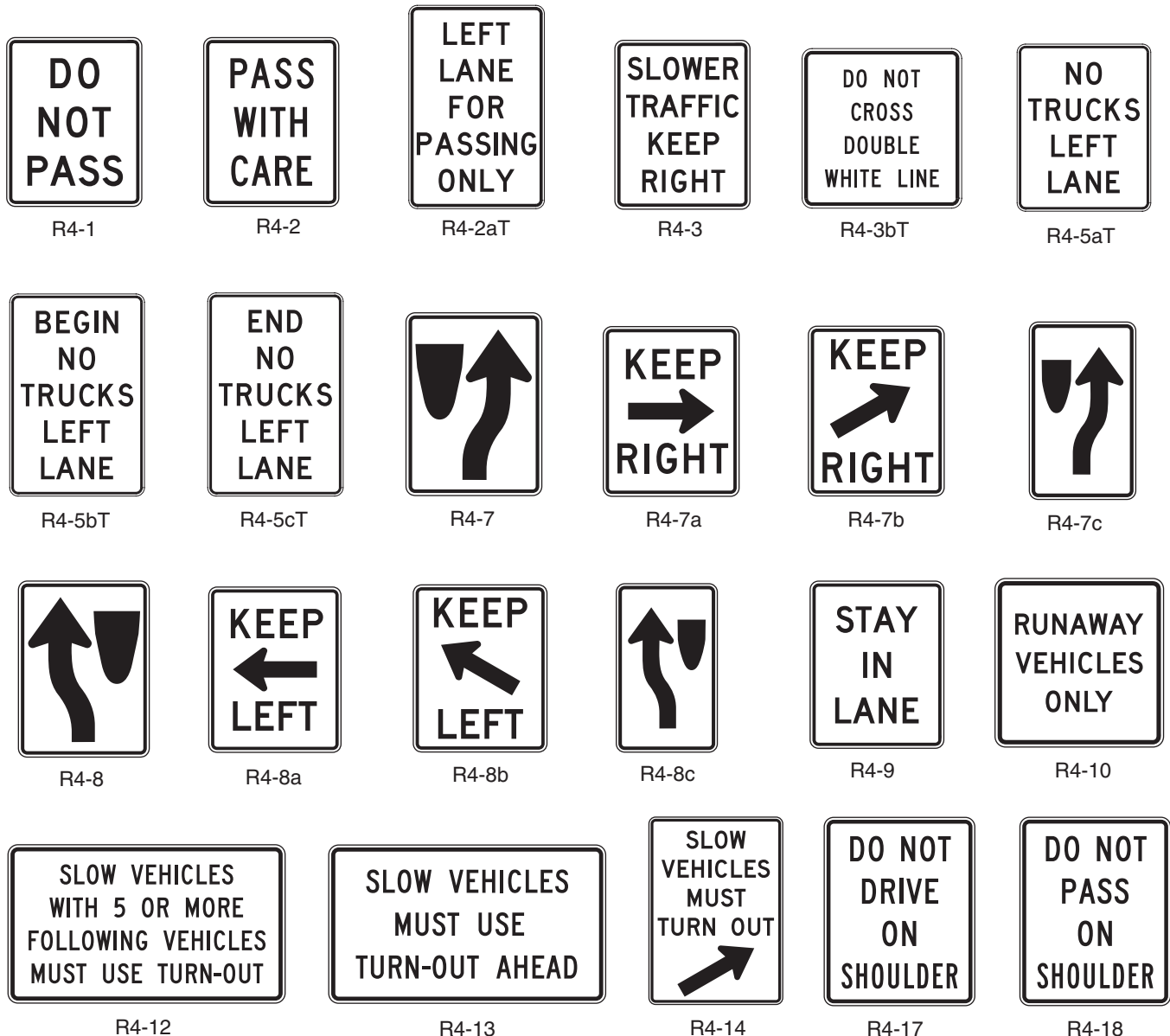
Option:

01 The BEGIN (END) NO TRUCKS LEFT LANE (R4-5aT, R4-5bT, R4-5cT) sign (see Figure 2B-10) may be used on roadways when recommended by an engineering study.

Standard:

02 If used, TxDOT shall approve the restriction prior to installation of NO TRUCKS LEFT LANE signs for each roadway section.

Figure 2B-10. Passing, Keep Right, and Slow Traffic Signs



Section 2B.32 Keep Right and Keep Left Signs (R4-7, R4-8)

Option:

- 01 The Keep Right (R4-7) sign (see Figure 2B-10) may be used at locations where it is necessary for traffic to pass only to the right-hand side of a roadway feature or obstruction. The Keep Left (R4-8) sign (see Figure 2B-10) may be used at locations where it is necessary for traffic to pass only to the left-hand side of a roadway feature or obstruction.

Guidance:

- 02 *At locations where it is not readily apparent that traffic is required to keep to the right, a Keep Right sign should be used.*
- 03 *If used, the Keep Right sign should be installed as close as practical to approach ends of raised medians, parkways, islands, and underpass piers. The sign should be mounted on the face of or just in front of a pier or other obstruction separating opposite directions of traffic in the center of the highway such that traffic will have to pass to the right-hand side of the sign.*

Standard:

- 04 **The Keep Right sign shall not be installed on the right-hand side of the roadway in a position where traffic must pass to the left-hand side of the sign.**

Option:

- 05 The Keep Right sign may be omitted at intermediate ends of divisional islands and medians.
- 06 Word message KEEP RIGHT (LEFT) with an arrow (R4-7a or R4-7b) signs (see Figure 2B-10) may be used instead of the R4-7 or R4-8 symbol signs.
- 07 Where the obstruction obscures the Keep Right sign, the minimum placement height may be increased for better sign visibility.
- 08 A narrow Keep Right (R4-7c) sign (see Figure 2B-10) may be installed on the approach end of a median island that is less than 4 feet wide at the point where the sign is to be located.

Standard:

- 09 **A narrow Keep Right (R4-7c) sign shall not be installed on a median island that has a width of 4 feet or more at the point where the sign is to be located.**

Section 2B.33 STAY IN LANE Sign (R4-9)

Option:

- 01 A STAY IN LANE (R4-9) sign (see Figure 2B-10) may be used on multi-lane highways to direct road users to stay in their lane until conditions permit shifting to another lane.

Guidance:

- 02 *If a STAY IN LANE sign is used, it should be accompanied by a solid white lane line(s) to discourage lane changing.*

Section 2B.34 RUNAWAY VEHICLES ONLY Sign (R4-10)*Guidance:*

- 01 *A RUNAWAY VEHICLES ONLY (R4-10) sign (see Figure 2B-10) should be installed near a truck escape (or runaway truck) ramp entrance to discourage other road users from entering the ramp.*

Section 2B.35 Slow Vehicle Turn-Out Signs (R4-12, R4-13, and R4-14)

Support:

- 01 On two-lane highways in areas where traffic volumes and/or vertical or horizontal curvature make passing difficult, turn-out areas are sometimes provided for the purpose of giving a group of faster vehicles an opportunity to pass a slow-moving vehicle.

Option:

- 02 A SLOW VEHICLES WITH XX OR MORE FOLLOWING VEHICLES MUST USE TURN-OUT (R4-12) sign (see Figure 2B-10) may be installed in advance of a turn-out area to inform drivers who are driving so slow that they have accumulated a specific number of vehicles behind them that they are required by the traffic laws of that State to use the turn-out to allow the vehicles following them to pass.

Support:

- 03 The specific number of vehicles displayed on the R4-12 sign provides law enforcement personnel with the information they need to enforce this regulation.

Option:

- 04 If an R4-12 sign has been installed in advance of a turn-out area, a SLOW VEHICLES MUST USE TURN-OUT AHEAD (R4-13) sign (see Figure 2B-10) may also be installed downstream from the R4-12 sign, but upstream from the turn-out area, to remind slow drivers that they are required to use a turn-out that is a short distance ahead.

Standard:

- 05 **If an R4-12 sign has been installed in advance of a turn-out area, a SLOW VEHICLES MUST TURN OUT (with arrow) (R4-14) sign (see Figure 2B-10) shall be installed at the entry point of the turn-out area.**

Support:

- 06 Section 2D.52 contains information regarding advance information signs for slow vehicle turn-out areas.

Section 2B.36 DO NOT DRIVE ON SHOULDER Sign (R4-17) and DO NOT PASS ON SHOULDER Sign (R4-18)

Option:

- 01 The DO NOT DRIVE ON SHOULDER (R4-17) sign (see Figure 2B-10) may be installed to inform road users that using the shoulder of a roadway as a travel lane is prohibited.
- 02 The DO NOT PASS ON SHOULDER (R4-18) sign (see Figure 2B-10) may be installed to inform road users that using the shoulder of a roadway to pass other vehicles is prohibited.

Section 2B-36A DO NOT CROSS DOUBLE WHITE LINE Sign (R4-3bT)

Option:

- 01 The DO NOT CROSS DOUBLE WHITE LINE (R4-3bT) sign (see Figure 2B-10) may be used to supplement pavement markings to restrict lane changes of vehicles traveling in the same direction.

Guidance:

- 02 *If used, it should be mounted on the right-hand side of the roadway prior to the beginning of the pavement markings. When possible, a supplemental sign should also be mounted on the left side of the roadway.*

Section 2B.37 DO NOT ENTER Sign (R5-1)

Standard

- 01 **The DO NOT ENTER (R5-1) sign (see Figure 2B-11) shall be used where traffic is prohibited from entering a restricted roadway.**

Guidance:

- 02 *The DO NOT ENTER sign, if used, should be placed directly in view of a road user at the point where a road user could wrongly enter a divided highway, one-way roadway, or ramp (see Figure 2B-12). The sign should be mounted on the right-hand side of the roadway, facing traffic that might enter the roadway or ramp in the wrong direction.*
- 03 *If the DO NOT ENTER sign would be visible to traffic to which it does not apply, the sign should be turned away from, or shielded from, the view of that traffic.*

Option:

- 04 The DO NOT ENTER sign may be installed where it is necessary to emphasize the one-way traffic movement on a ramp or turning lane.
- 05 A second DO NOT ENTER sign on the left-hand side of the roadway may be used, particularly where traffic approaches from an intersecting roadway (see Figure 2B-12).

Support:

- 06 Section 2B.41 contains information regarding an optional lower mounting height for DO NOT ENTER signs that are located along an exit ramp facing a road user who is traveling in the wrong direction.

Section 2B.37A RAMP Plaque (R5-1TP)

Option:

- 01 The RAMP (R5-1TP) plaque (see Figure 2B-11) may be mounted below the DO NOT ENTER (R5-1) sign when a ramp intersects with a two-way frontage road, to inform drivers that the exclusion applies to the ramp only.

Guidance:

- 02 *The plaque should be used only at those locations where, because of geometric conditions, the use of the DO NOT ENTER signs might appear to apply to both the ramp and the frontage road.*

Standard:

- 03 **When added beneath the DO NOT ENTER sign, it shall not interfere with the post's ability to function as a breakaway mount. The letters and border shall be red reflective and the background shall be of white reflective material.**

Figure 2B-11. Selective Exclusion Signs

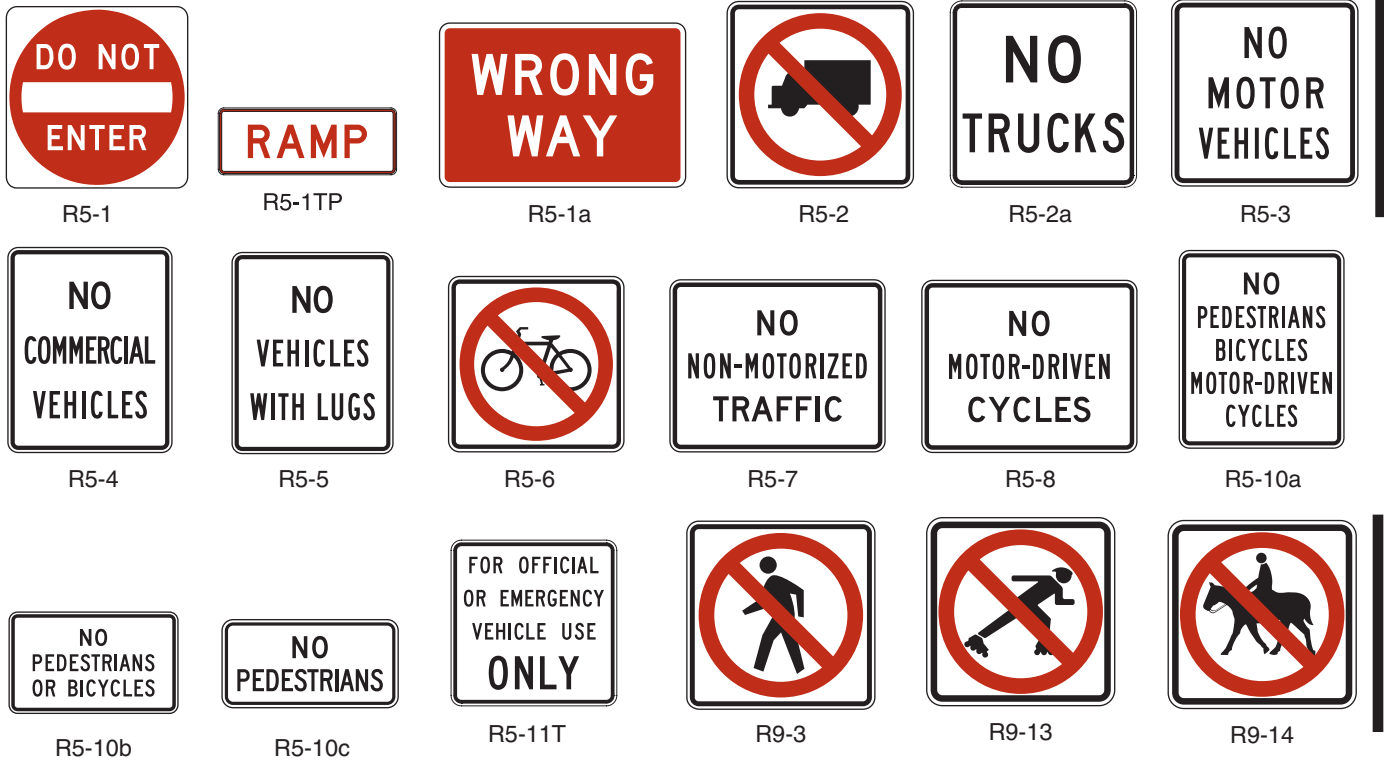
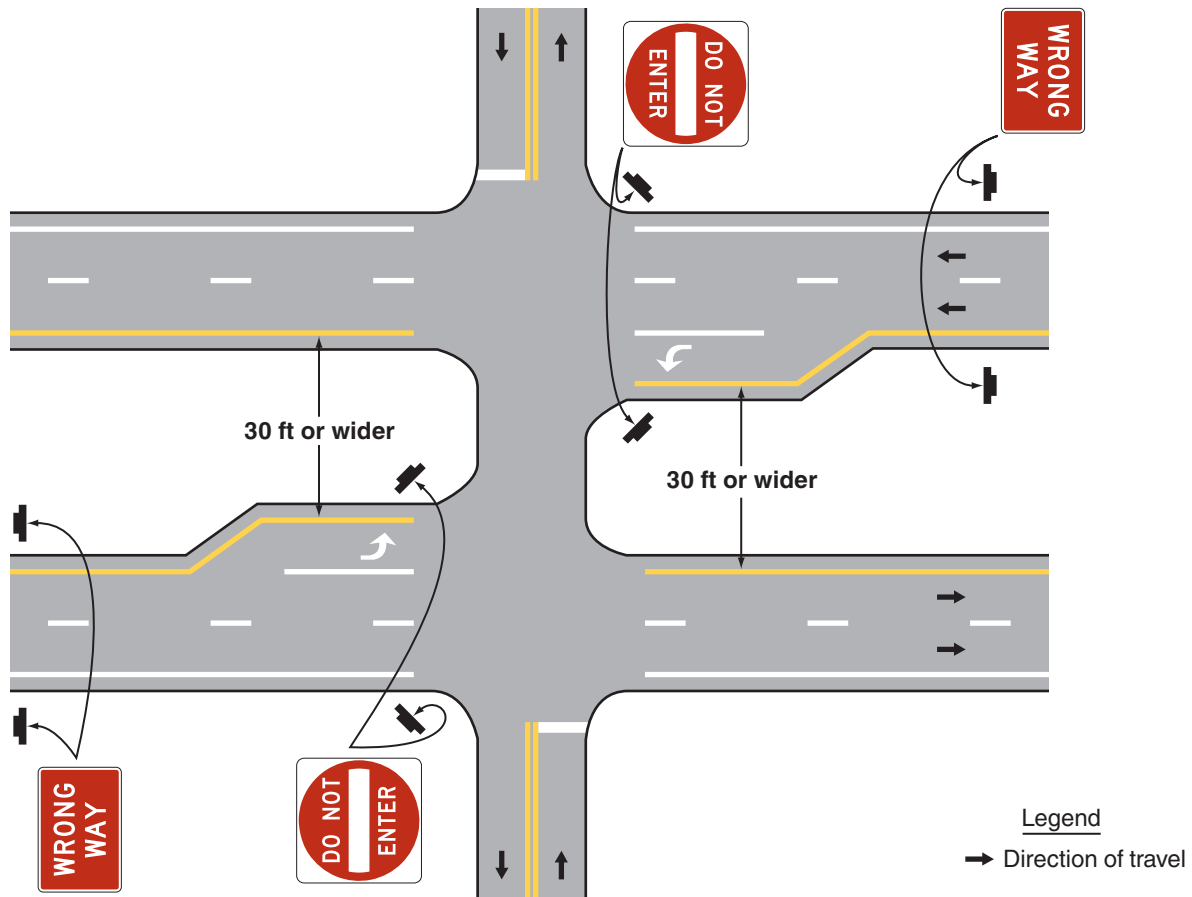


Figure 2B-12. Locations of Wrong-Way Signing for Divided Highways with Median Widths of 30 Feet or Wider



Section 2B.38 WRONG WAY Sign (R5-1a)

Option:

- 01 The WRONG WAY (R5-1a) sign (see Figure 2B-11) may be used as a supplement to the DO NOT ENTER sign where an exit ramp intersects a crossroad or a crossroad intersects a one-way roadway in a manner that does not physically discourage or prevent wrong-way entry (see Figure 2B-12).

Guidance:

- 02 *If used, the WRONG WAY sign should be placed at a location along the exit ramp or the one-way roadway farther from the crossroad than the DO NOT ENTER sign (see Section 2B.41).*

Support:

- 03 Section 2B.41 contains information regarding an optional lower mounting height for WRONG WAY signs that are located along an exit ramp facing a road user who is traveling in the wrong direction.

Section 2B.39 Selective Exclusion Signs

Support:

- 01 Selective Exclusion signs (see Figure 2B-11) give notice to road users that State or local statutes or ordinances exclude designated types of traffic from using particular roadways or facilities.

Standard:

- 02 **If used, Selective Exclusion signs shall clearly indicate the type of traffic that is excluded.**

Support:

- 03 Typical exclusion messages include:
- A. No Trucks (R5-2, **R5-2a**),
 - B. NO MOTOR VEHICLES (R5-3),
 - C. NO COMMERCIAL VEHICLES (R5-4),
 - D. NO TRUCKS (VEHICLES) WITH LUGS (R5-5),
 - E. No Bicycles (R5-6),
 - F. NO NON-MOTORIZED TRAFFIC (R5-7),
 - G. NO MOTOR-DRIVEN CYCLES (R5-8),
 - H. No Pedestrians (R9-3),
 - I. No Skaters (R9-13),
 - J. No Equestrians (R9-14), and
 - K. No Hazardous Material (R14-3) (see Section 2B.62).

Option:

- 04 Appropriate combinations or groupings of these legends into a single sign, such as NO PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES (R5-10a), or NO PEDESTRIANS OR BICYCLES (R5-10b) may be used.

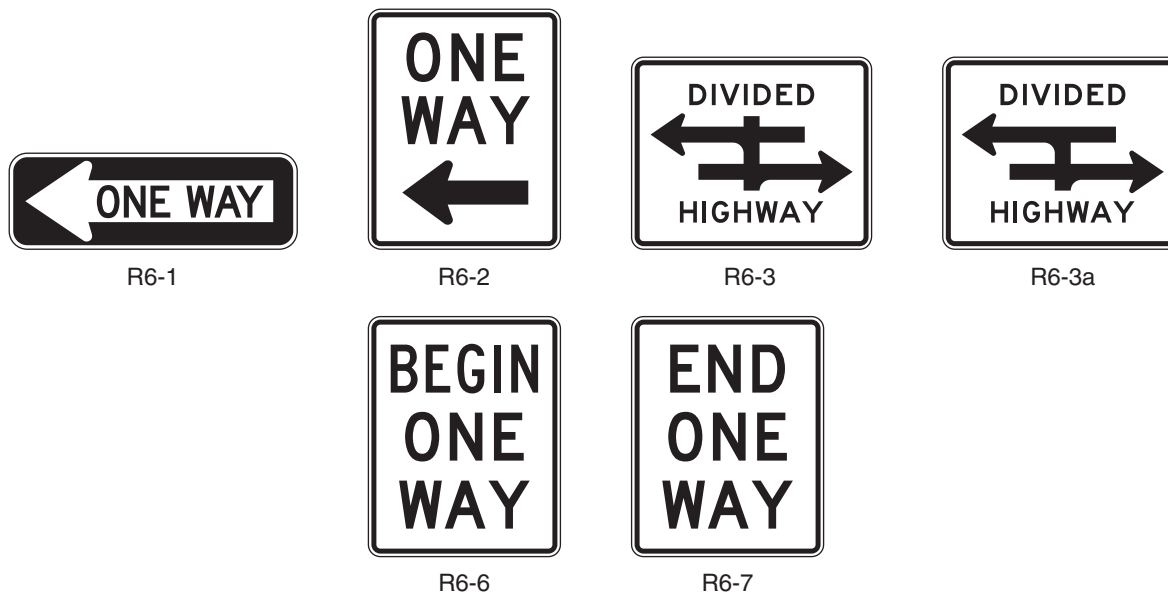
Guidance:

- 05 *If an exclusion is governed by vehicle weight, a Weight Limit sign (see Section 2B.59) should be used instead of a Selective Exclusion sign.*
- 06 *If used on a freeway or expressway ramp, the NO PEDESTRIANS OR BICYCLES (R5-10b) sign should be installed in a location where it is clearly visible to any pedestrian or bicyclist attempting to enter the limited access facility from a street intersecting the exit ramp.*
- 07 *The Selective Exclusion sign should be placed on the right-hand side of the roadway at an appropriate distance from the intersection so as to be clearly visible to all road users turning into the roadway that has the exclusion. The NO PEDESTRIANS (R5-10c) or No Pedestrian Crossing (R9-3) sign (see Section 2B.51) should be installed so as to be clearly visible to pedestrians who are at a location where an alternative route is available.*

Option:

- 08 The NO PEDESTRIANS (R5-10c) or No Pedestrian Crossing (R9-3) sign may also be used at underpasses or elsewhere where pedestrian facilities are not provided.
- 09 The NO TRUCKS (R5-2a) word message sign may be used as an alternate to the No Trucks (R5-2) symbol sign.
- 10 The FOR OFFICIAL OR EMERGENCY VEHICLE USE ONLY (R5-11T) sign may be used at median openings and other locations to prohibit vehicles from using the median opening or facility unless they have special permission (such as law enforcement vehicles or emergency vehicles) or are performing official business (such as highway agency vehicles).

Figure 2B-13. ONE WAY and Divided Highway Crossing Signs



Section 2B.40 ONE WAY Signs (R6-1, R6-2)

Standard:

- 01 Except as provided in Paragraph 6, the ONE WAY (R6-1 or R6-2) sign (see Figure 2B-13) shall be used to indicate streets or roadways upon which vehicular traffic is allowed to travel in one direction only.
- 02 ONE WAY signs shall be placed parallel to the one-way street at all alleys and roadways that intersect one-way roadways as shown in Figure 2B-14.
- 03 At an intersection with a divided highway that has a median width at the intersection itself of 30 feet or more, ONE WAY signs shall be placed, visible to each crossroad approach, on the near right and far left corners of each intersection with the directional roadways (see Figure 2B-15).
- 04 At an intersection with a divided highway that has a median width at the intersection itself of less than 30 feet, Keep Right (R4-7) signs and/or ONE WAY signs shall be installed (see Figures 2B-16 and 2B-17). If Keep Right signs are installed, they shall be placed as close as practical to the approach ends of the medians and shall be visible to traffic on the divided highway and each crossroad approach. If ONE WAY signs are installed, they shall be placed on the near right and far left corners of the intersection and shall be visible to each crossroad approach.

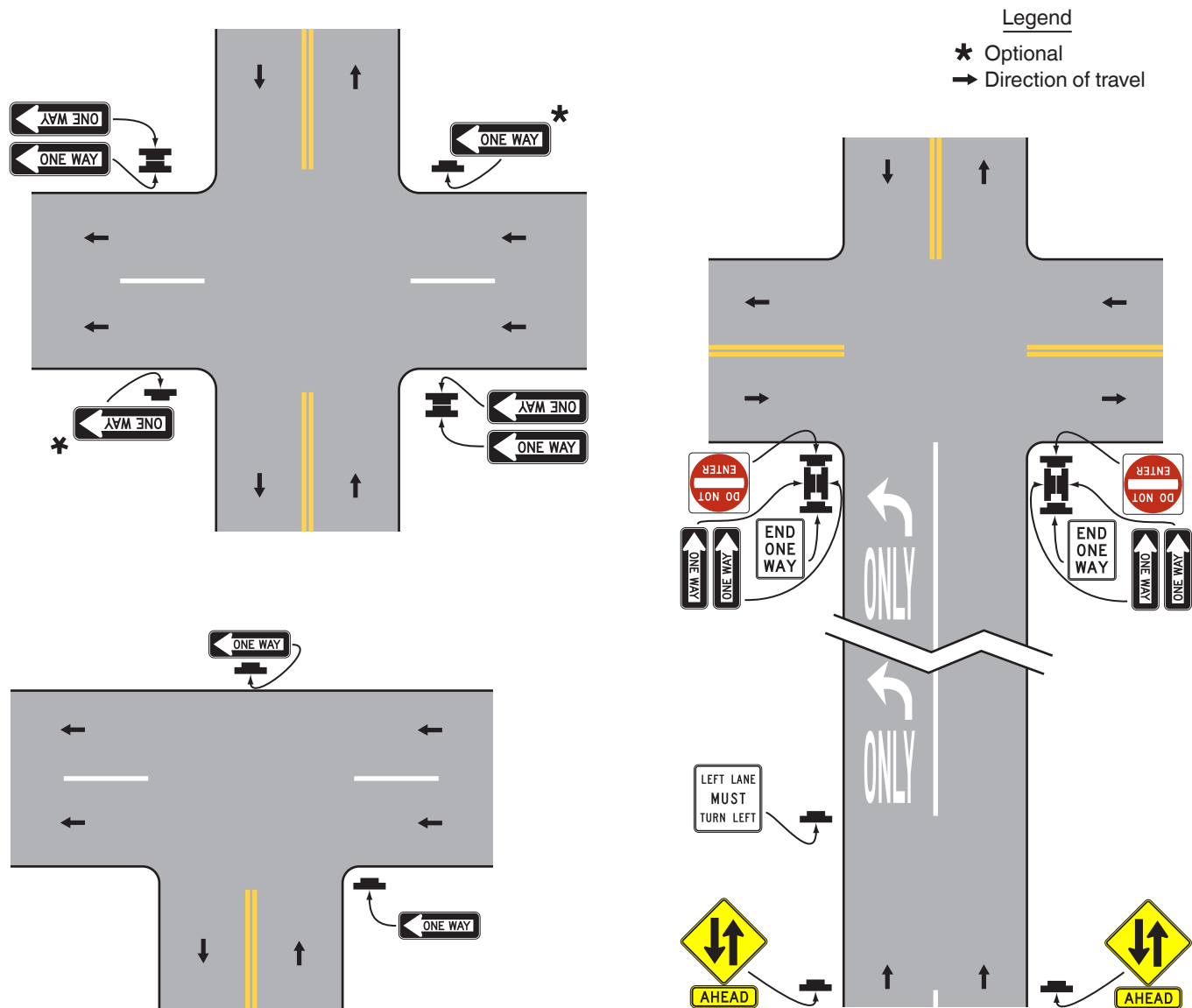
Option:

- 05 At an intersection with a divided highway that has a median width at the intersection itself of less than 30 feet, ONE WAY signs may also be placed on the far right corner of the intersection as shown in Figures 2B-16 and 2B-17.
- 06 ONE WAY signs may be omitted on the one-way roadways of divided highways, where the design of interchanges indicates the direction of traffic on the separate roadways.

Standard:

- 07 If used at unsignalized intersections with one-way streets, ONE WAY signs shall be placed on the near right and the far left corners of the intersection facing traffic entering or crossing the one-way street (see Figure 2B-14).
- 08 If used at signalized intersections with one-way streets, ONE WAY signs shall be placed near the appropriate signal faces, on the poles holding the traffic signals, on the mast arm or span wire holding the signals, or at the locations specified for unsignalized intersections.
- 09 At unsignalized T-intersections where the roadway at the top of the T-intersection is a one-way roadway, ONE WAY signs shall be placed on the near right and the far side of the intersection facing traffic on the stem approach (see Figure 2B-14).
- 10 At signalized T-intersections where the roadway at the top of the T-intersection is a one-way roadway, ONE WAY signs shall be placed near the appropriate signal faces, on the poles holding the traffic

Figure 2B-14. Locations of ONE WAY Signs



signals, on the mast arm or span wire holding the signals, or at the locations specified for unsignalized intersections.

Option:

- 11 Where the central island of a roundabout allows for the installation of signs, ONE WAY signs may be used instead of or in addition to Roundabout Directional Arrow (R6-4 series) signs (see Section 2B.43) to direct traffic counter-clockwise around the central island.

Guidance:

- 12 Where used on the central island of a roundabout, the mounting height of a ONE WAY sign should be at least 4 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way.

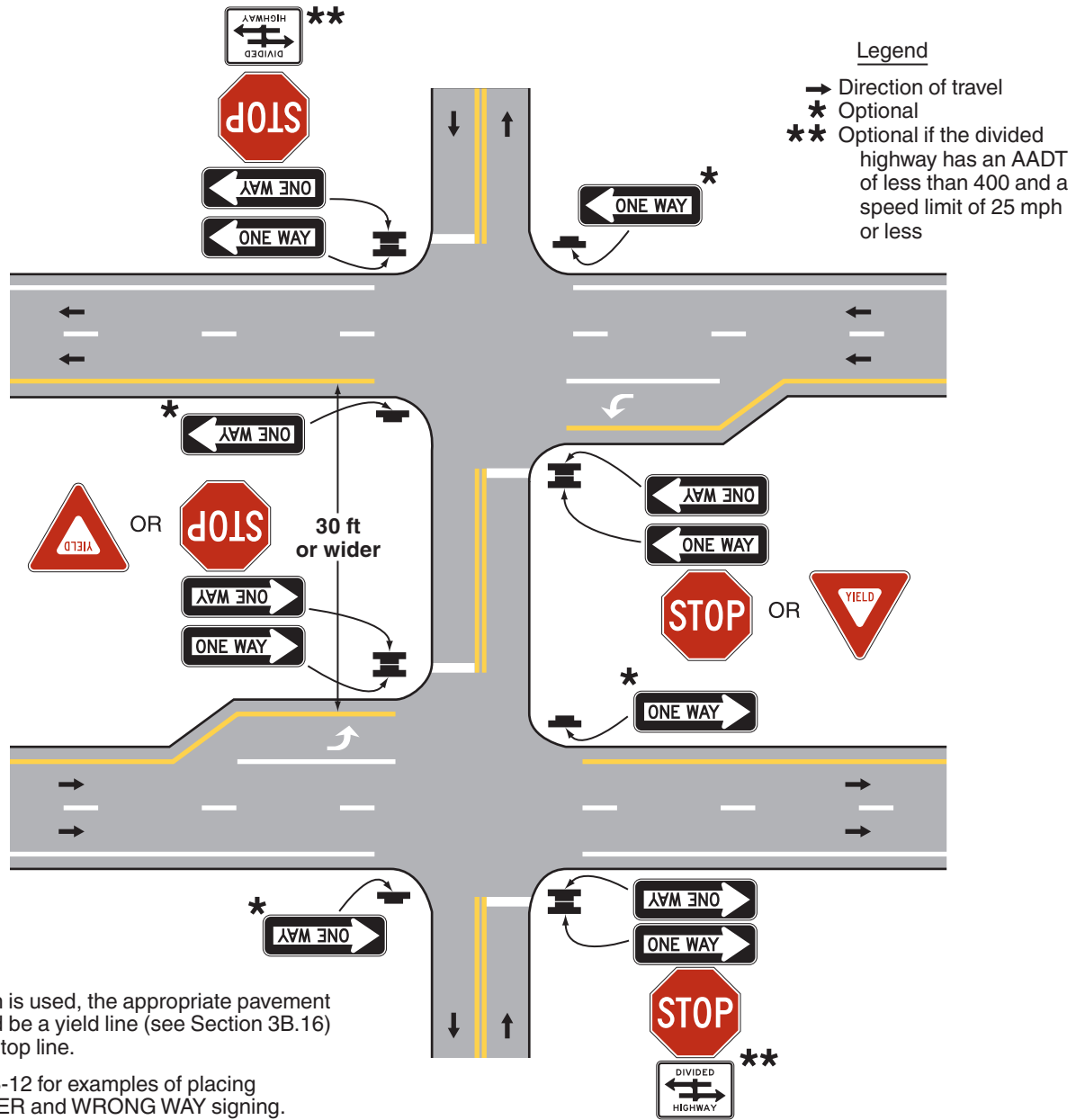
Support:

- 13 Using ONE WAY signs on the central island of a roundabout might result in some drivers incorrectly concluding that the cross street is a one-way street. Using Roundabout Directional Arrow signs might reduce this confusion.

Option:

- 14 The BEGIN ONE WAY (R6-6) sign (see Figure 2B-13) may be used to notify road users of the beginning point of a one direction of travel restriction on the street or roadway. The END ONE WAY (R6-7) sign

Figure 2B-15. ONE WAY Signing for Divided Highways with Median Widths of 30 Feet or Wider



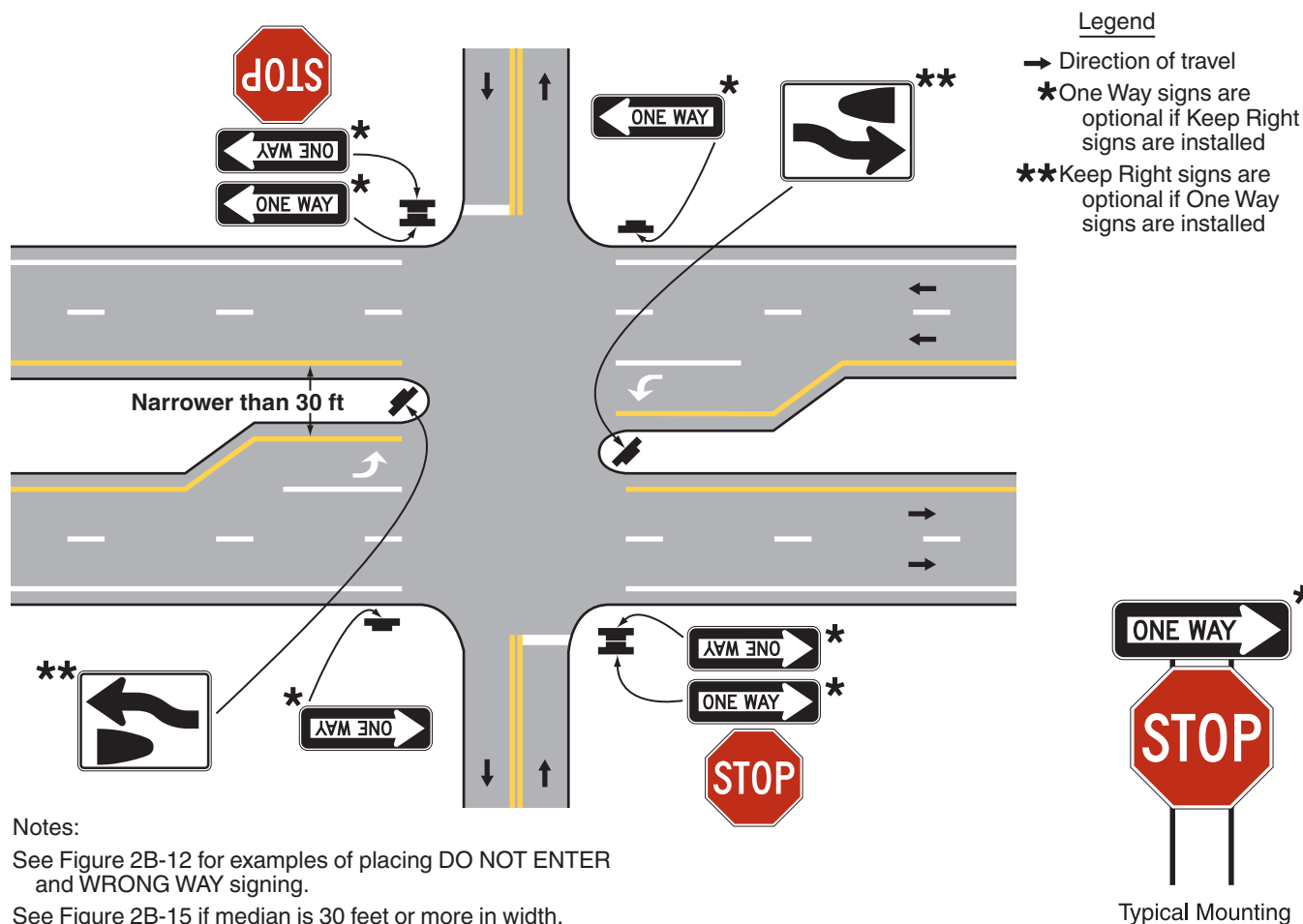
(see Figure 2B-13) may be used to notify road users of the ending point of a one direction of travel restriction on the street or roadway.

Section 2B.41 Wrong-Way Traffic Control at Interchange Ramps

Standard:

- 01 At interchange exit ramp terminals where the ramp intersects a crossroad in such a manner that wrong-way entry could inadvertently be made, the following signs shall be used (see Figure 2B-18):
 - A. At least one ONE WAY sign for each direction of travel on the crossroad shall be placed where the exit ramp intersects the crossroad.
 - B. At least one DO NOT ENTER sign shall be conspicuously placed near the downstream end of the exit ramp in positions appropriate for full view of a road user starting to enter wrongly from the crossroad.

Figure 2B-16. ONE WAY Signing for Divided Highways with Median Widths Narrower Than 30 Feet



C. At least one WRONG WAY sign shall be placed on the exit ramp facing a road user traveling in the wrong direction.

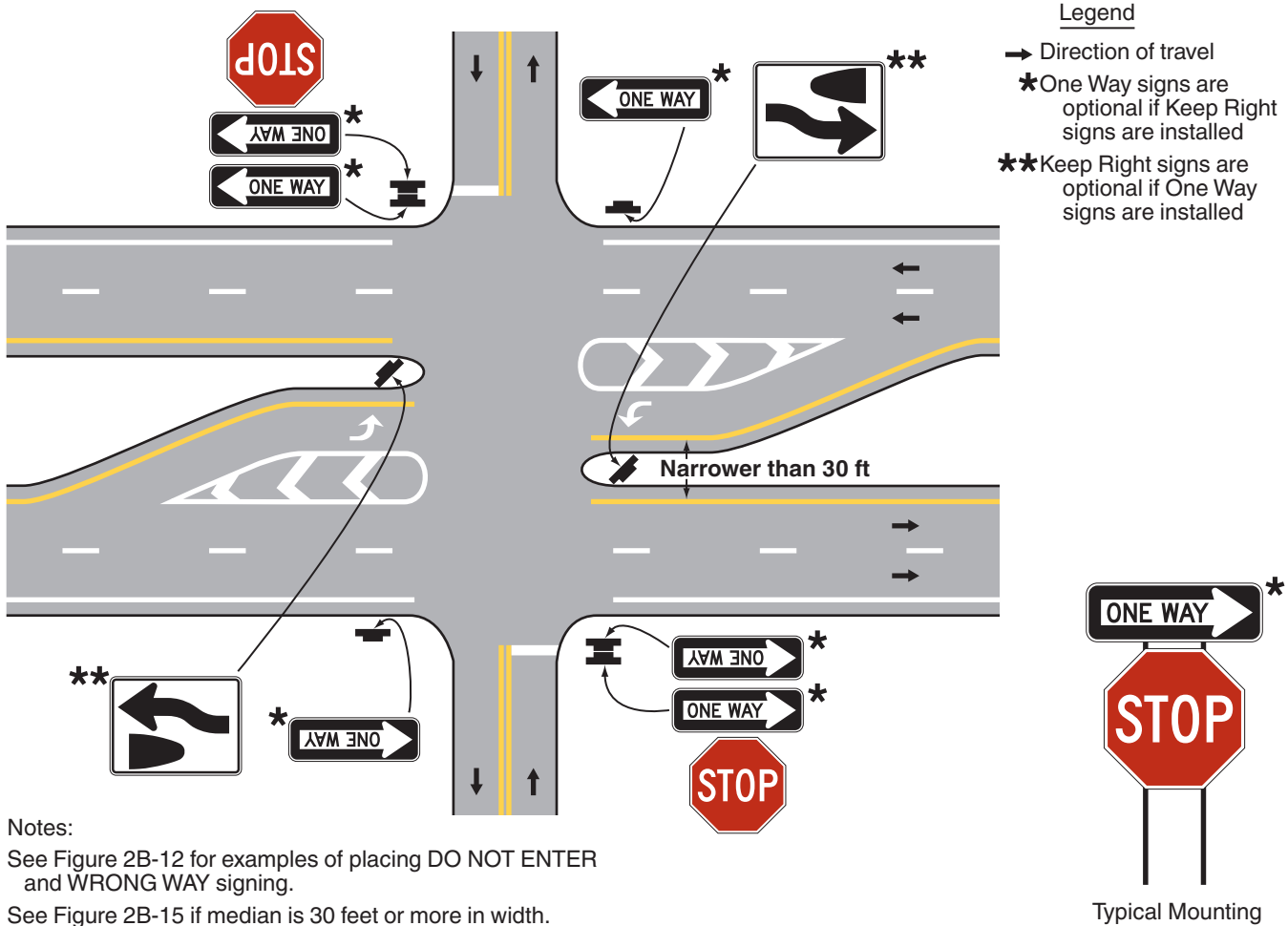
Guidance:

- 02 *In addition, the following pavement markings should be used (see Figure 2B-18):*
 - A. *On two-lane paved crossroads at interchanges, double solid yellow lines should be used as a center line for an adequate distance on both sides approaching the ramp intersections.*
 - B. *Where crossroad channelization or ramp geometrics do not make wrong-way movements difficult, a lane-use arrow should be placed in each lane of an exit ramp near the crossroad terminal where it will be clearly visible to a potential wrong-way road user.*

Option:

- 03 The following traffic control devices may be used to supplement the signs and pavement markings described in Paragraphs 1 and 2:
 - A. Additional ONE WAY signs may be placed, especially on two-lane rural crossroads, appropriately in advance of the ramp intersection to supplement the required ONE WAY sign(s).
 - B. Additional WRONG WAY signs may be used.
 - C. Slender, elongated wrong-way arrow pavement markings (see Figure 3B-24) intended primarily to warn wrong-way road users that they are traveling in the wrong direction may be placed upstream from the ramp terminus (see Figure 2B-18) to indicate the correct direction of traffic flow. Wrong-way arrow pavement markings may also be placed on the exit ramp at appropriate locations near the crossroad junction to indicate wrong-way movement. The wrong-way arrow markings may consist of pavement markings or bidirectional red-and-white raised pavement markers or other units that show red to wrong-way road users and white to other road users (see Figure 3B-24).

Figure 2B-17. ONE WAY Signing for Divided Highways with Median Widths Narrower Than 30 Feet and Separated Left-Turn Lanes



D. Lane-use arrow pavement markings may be placed on the exit ramp and crossroad near their intersection to indicate the permissive direction of flow.

E. Freeway entrance signs (see Section 2D.46) may be used.

Guidance:

04 *On interchange entrance ramps where the ramp merges with the through roadway and the design of the interchange does not clearly make evident the direction of traffic on the separate roadways or ramps, a ONE WAY sign visible to traffic on the entrance ramp and through roadway should be placed on each side of the through roadway near the entrance ramp merging point as illustrated in Figure 2B-19.*

Option:

05 At locations where engineering judgment determines that a special need exists, other standard warning or prohibitive methods and devices may be used as a deterrent to the wrong-way movement.

06 Where there are no parked cars, pedestrian activity or other obstructions such as snow or vegetation, and if an engineering study indicates that a lower mounting height would address wrong-way movements on freeway or expressway exit ramps, a DO NOT ENTER sign(s) and/or a WRONG WAY sign(s) that is located along the exit ramp facing a road user who is traveling in the wrong direction may be installed at a minimum mounting height of 3 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the pavement.

Support:

07 Section 2B.42 contains further information on signing to avoid wrong-way movements at at-grade intersections on expressways.

Figure 2B-18. Example of Application of Regulatory Signing and Pavement Markings at an Exit Ramp Termination to Deter Wrong-Way Entry

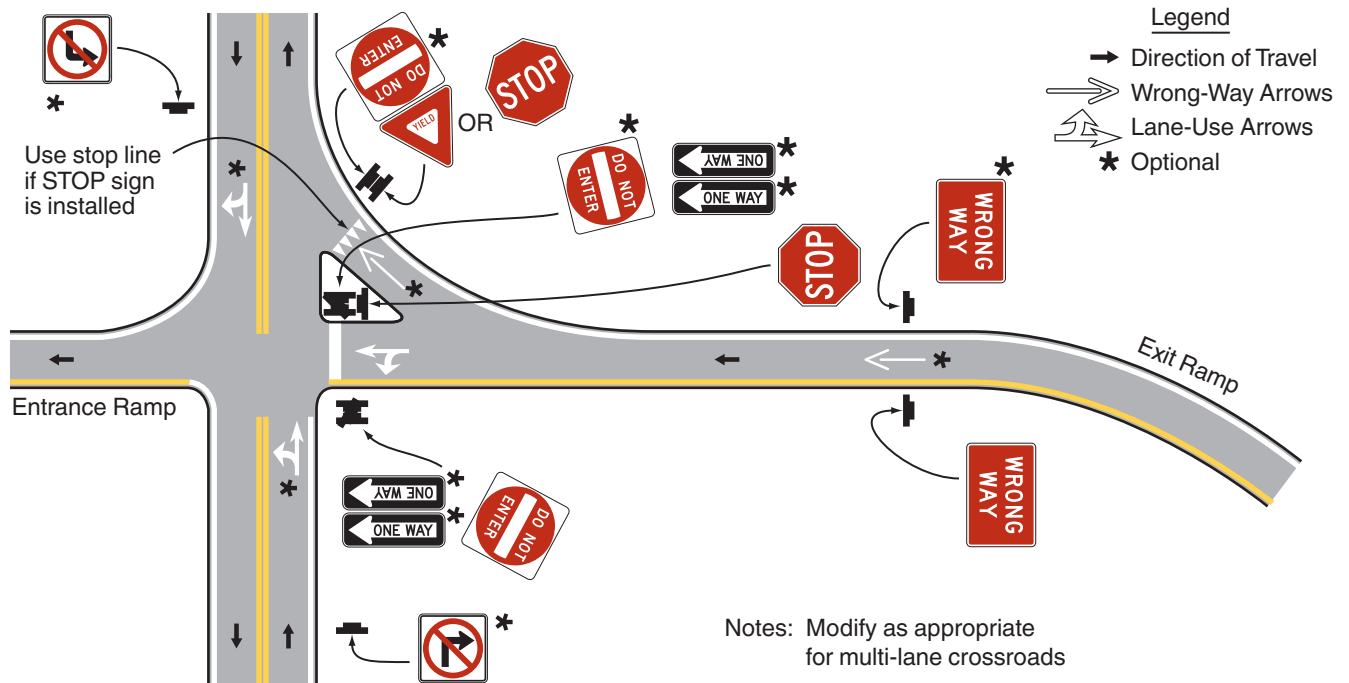
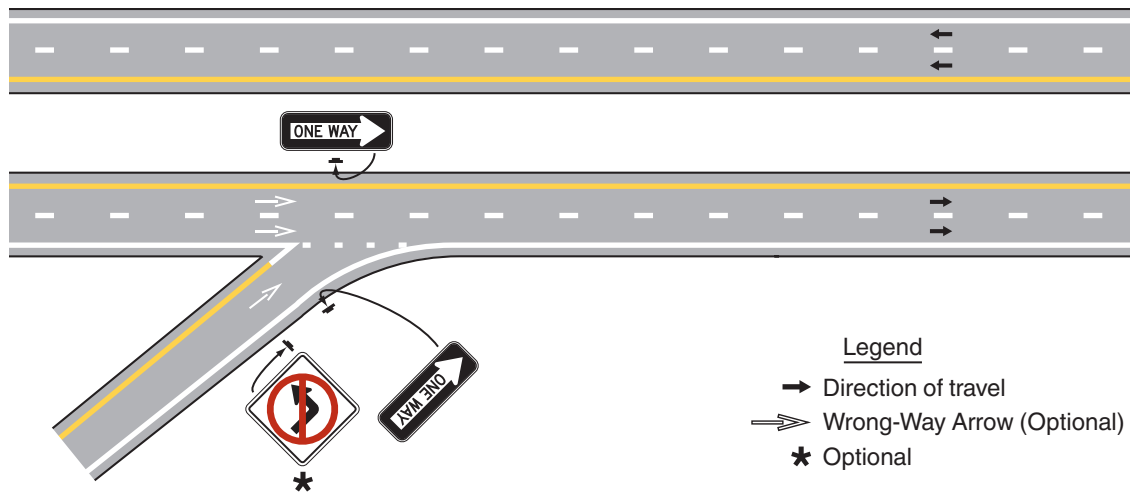


Figure 2B-19. Example of Application of Regulatory Signing and Pavement Markings at an Entrance Ramp Terminal Where the Design Does Not Clearly Indicate the Direction of Flow



Section 2B.42 Divided Highway Crossing Signs (R6-3, R6-3a)

Standard:

- 01 On unsignalized minor-street approaches from which both left turns and right turns are permitted onto a divided highway that has a median width at the intersection itself of 30 feet or more, except as provided in Paragraph 2, a Divided Highway Crossing (R6-3 or R6-3a) sign (see Figure 2B-13) shall be used to advise road users that they are approaching an intersection with a divided highway (see Figure 2B-15).

Figure 2B-20. Roundabout Signs and Plaques

R6-4



R6-4a



R6-4b



R6-5P

Option:

02 If the divided highway that has a median width at the intersection itself of 30 feet or more has a traffic volume of less than 400 AADT and a speed limit of 25 mph or less, the Divided Highway Crossing signs facing the unsignalized minor-street approaches may be omitted.

03 A Divided Highway Crossing sign may be used on signalized minor-street approaches from which both left turns and right turns are permitted onto a divided highway to advise road users that they are approaching an intersection with a divided highway.

Standard:

04 **If a Divided Highway Crossing sign is used at a four-legged intersection, the R6-3 sign shall be used. If used at a T-intersection, the R6-3a sign shall be used.**

05 **The Divided Highway Crossing sign shall be located on the near right corner of the intersection, mounted beneath a STOP or YIELD sign or on a separate support.**

Option:

06 An additional Divided Highway Crossing sign may be installed on the left-hand side of the approach to supplement the Divided Highway Crossing sign on the near right corner of the intersection.

Section 2B.43 Roundabout Directional Arrow Signs (R6-4, R6-4a, and R6-4b)*Guidance:*

01 *Where the central island of a roundabout allows for the installation of signs, Roundabout Directional Arrow (R6-4 series) signs (see Figure 2B-20) should be used in the central island to direct traffic counter-clockwise around the central island, except as provided in Paragraph 11 in Section 2B.40.*

Standard:

02 **The R6-4 sign shall be a horizontal rectangle with two black chevron symbols pointing to the right on a white background. The R6-4a sign shall be a horizontal rectangle with three black chevron symbols pointing to the right on a white background. The R6-4b sign shall be a horizontal rectangle with four black chevron symbols pointing to the right on a white background. No border shall be used on the Roundabout Directional Arrow signs.**

03 **Roundabout Directional Arrow signs shall be used only at roundabouts and other circular intersections.**

Guidance:

04 *When used on the central island of a roundabout, the mounting height of a Roundabout Directional Arrow sign should be at least 4 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way.*

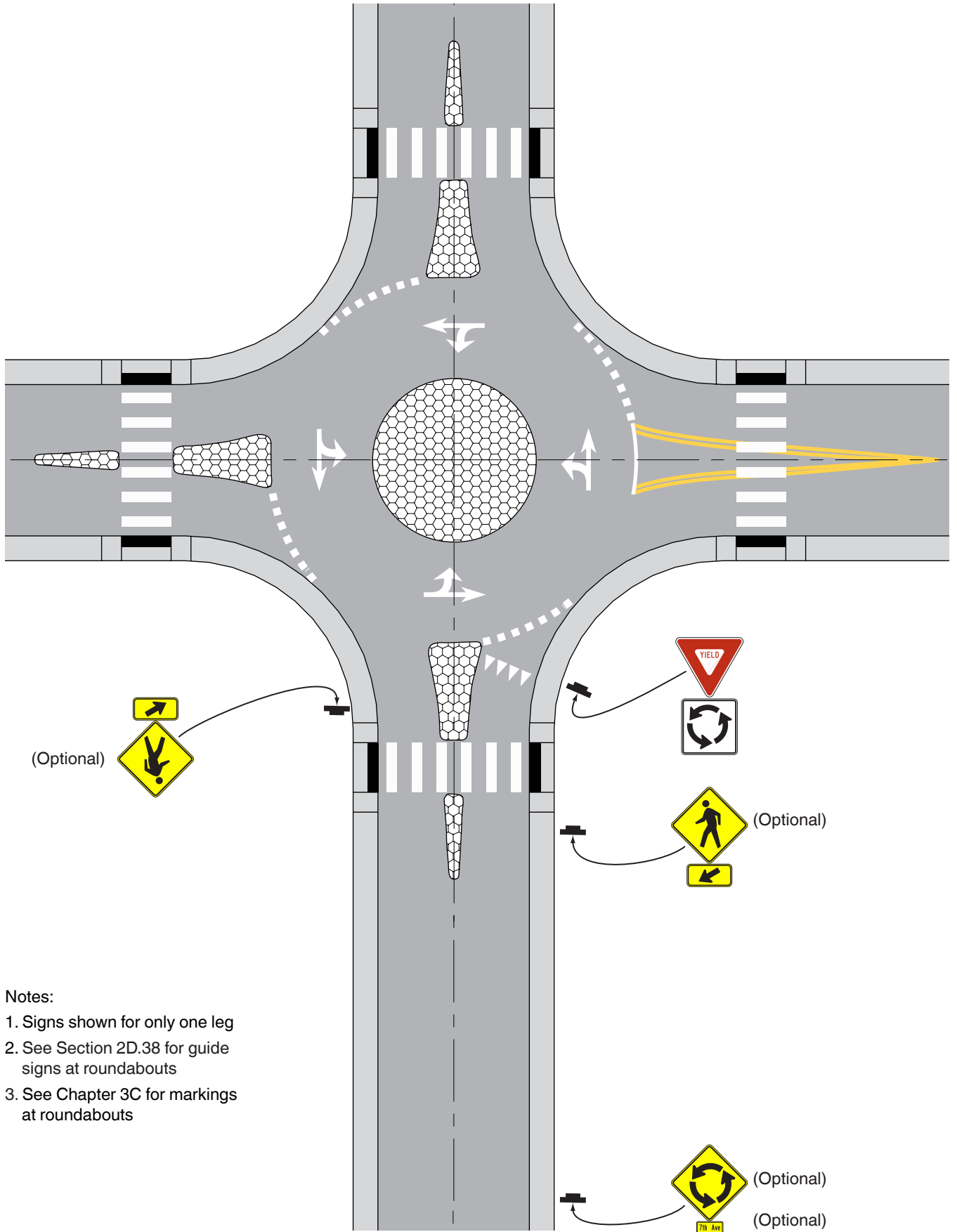
Option:

05 More than one Roundabout Directional Arrow sign and/or R6-4a or R6-4b signs may be used facing high-speed approaches, facing approaches with limited visibility, or in other circumstances as determined by engineering judgment where increased sign visibility would be appropriate.

Section 2B.44 Roundabout Circulation Plaque (R6-5P)*Guidance:*

01 *Where the central island of a roundabout does not provide a reasonable place to install a sign, Roundabout Circulation (R6-5P) plaques (see Figure 2B-20) should be placed below the YIELD signs on each approach.*

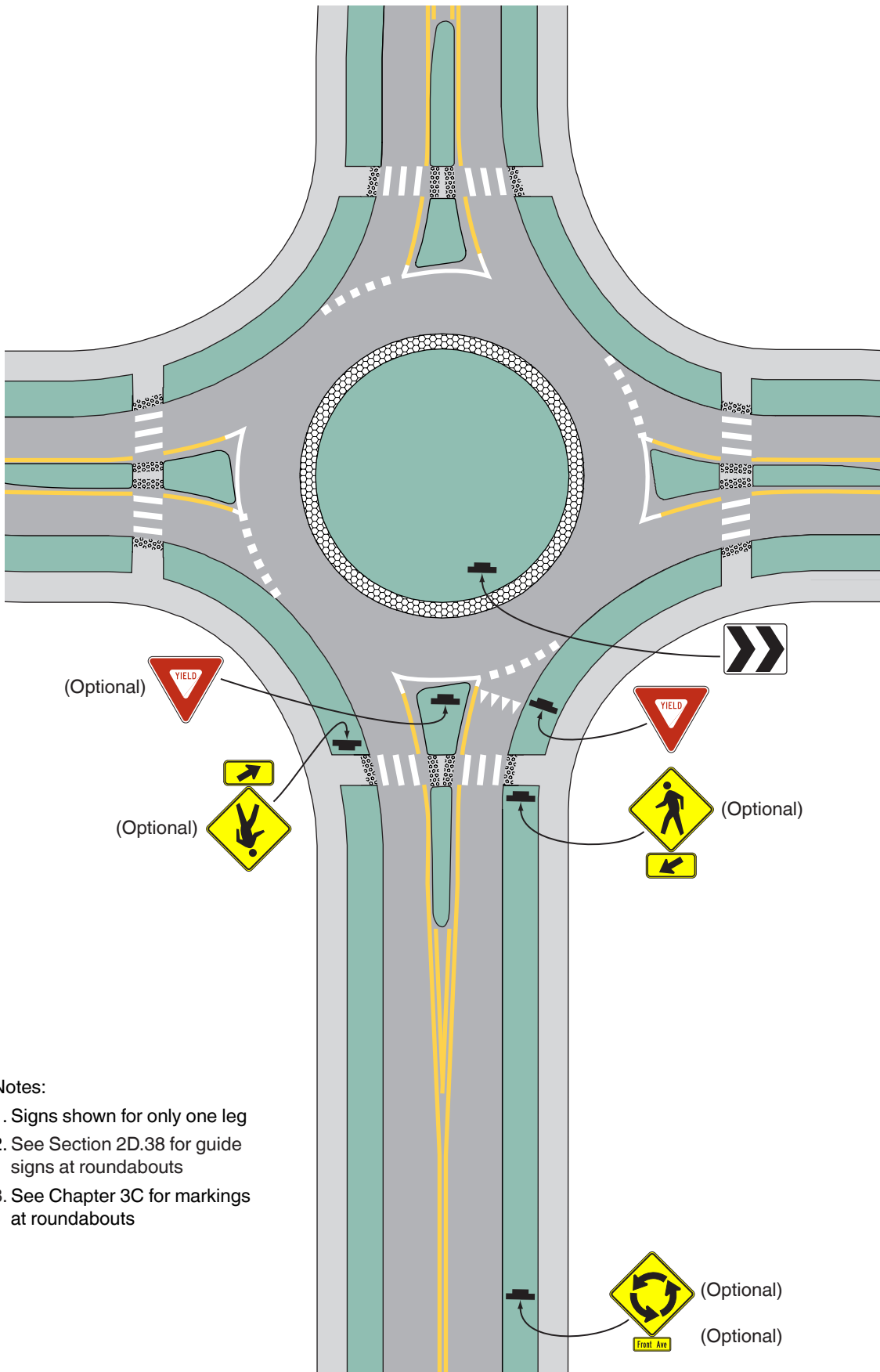
Figure 2B-21. Example of Regulatory and Warning Signs for a Mini-Roundabout



Notes:

- 1. Signs shown for only one leg
- 2. See Section 2D.38 for guide signs at roundabouts
- 3. See Chapter 3C for markings at roundabouts

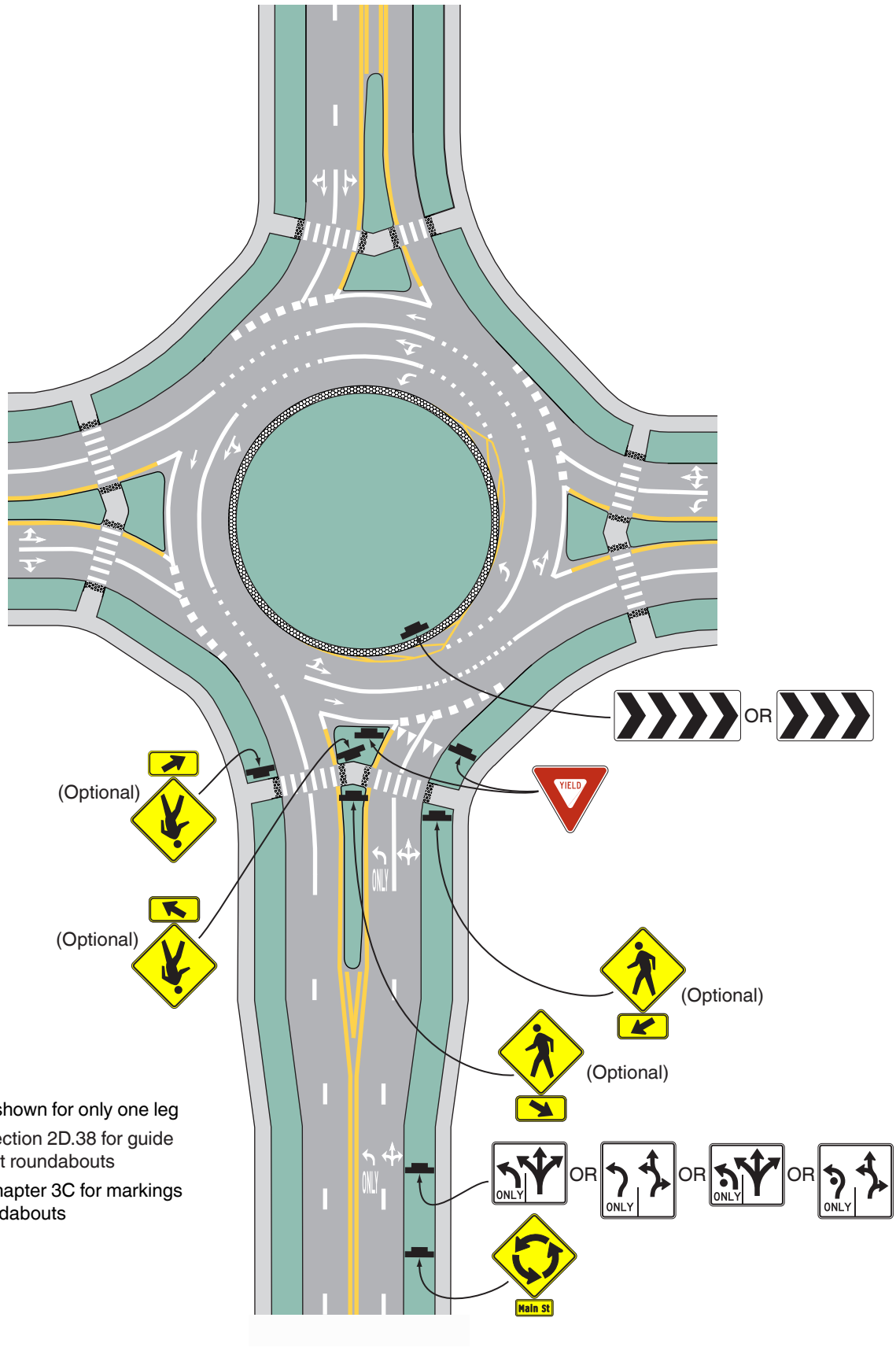
Figure 2B-22. Example of Regulatory and Warning Signs for a One-Lane Roundabout



Notes:

1. Signs shown for only one leg
2. See Section 2D.38 for guide signs at roundabouts
3. See Chapter 3C for markings at roundabouts

Figure 2B-23. Example of Regulatory and Warning Signs for a Two-Lane Roundabout with Consecutive Double Lefts



Notes:

1. Signs shown for only one leg
2. See Section 2D.38 for guide signs at roundabouts
3. See Chapter 3C for markings at roundabouts

Figure 2B-24. Parking and Standing Signs and Plaques (R7 Series) (Sheet 1 of 2)



R7-1



R7-2



R7-2a



R7-3



R7-4



R7-5



R7-6



R7-7



R7-8T



R7-8P



R7-11T



R7-20



R7-21



R7-21a



R7-22



R7-23



R7-23a



R7-107



R7-107a



R7-108

Option:

- 02 At roundabouts where Roundabout Directional Arrow signs and/or ONE WAY signs have been installed in the central island, Roundabout Circulation plaques may be placed below the YIELD signs on approaches to roundabouts to supplement the central island signs.
- 03 The Roundabout Circulation plaque may be used at any type of circular intersection.

Section 2B.45 Examples of Roundabout Signing

Support:

- 01 Figures 2B-21 through 2B-23 illustrate examples of regulatory and warning signing for roundabouts of various configurations.
- 02 Section 2D.38 contains information regarding guide signing at roundabouts and Chapter 3C contains information regarding pavement markings at roundabouts.

Section 2B.46 Parking, Standing, and Stopping Signs (R7 and R8 Series)

Support:

- 01 Signs governing the parking, stopping, and standing of vehicles cover a wide variety of regulations, and only general guidance can be provided here. The word “standing” when used on the R7 and R8 series of signs refers to the practice of a driver keeping the vehicle in a stationary position while continuing to occupy the vehicle. Typical examples of parking, stopping, and standing signs and plaques (see Figures 2B-24 and 2B-25) are as follows:
1. NO PARKING ANY TIME (R7-1);
 2. NO PARKING X:XX AM TO X:XX PM (R7-2, R7-2a);
 3. NO PARKING EXCEPT SUNDAYS AND HOLIDAYS (R7-3);
 4. NO STANDING ANY TIME (R7-4);
 5. XX HOUR PARKING
X:XX AM – X:XX PM (R7-5);
 6. NO PARKING LOADING ZONE (R7-6);
 7. NO PARKING BUS STOP (R7-7, R7-107, R7-107a);
 8. RESERVED PARKING
for persons with disabilities (R7-8T);
 9. VAN ACCESSIBLE (R7-8P);
 10. PARALLEL PARKING (R7-11T);
 11. Pay Station (R7-20);
 12. Pay Parking (R7-21, R7-21a, R7-22);
 13. Parking Permitted
X:XX AM TO X:XX PM (R7-23);
 14. Parking Permitted
XX HOUR(S) XX AM – XX PM (R7-23a);
 15. XX HR PARKING X:XX AM TO X:XX PM (R7-108);
 16. NO PARKING ANYTIME/XX HOUR PARKING X:XX AM – X:XX PM (R7-200, R7-200a);

Figure 2B-24. Parking and Standing Signs and Plaques (R7 Series) (Sheet 2 of 2)



Figure 2B-25. Parking and Stopping Signs and Plaques (R8 Series)

17. TOW-AWAY ZONE (R7-201P, R7-201aP);
18. THIS SIDE OF SIGN (R7-202P);
19. EMERGENCY SNOW ROUTE NO PARKING IF OVER XX INCHES (R7-203);
20. NO PARKING ON PAVEMENT (R8-1);
21. NO PARKING EXCEPT ON SHOULDER (R8-2);
22. No Parking (R8-3, R8-3a, R8-3aT);
23. EXCEPT SUNDAYS AND HOLIDAYS (R8-3bP);
24. ON PAVEMENT (R8-3cP);
25. ON BRIDGE (R8-3dP);
26. ON TRACKS (R8-3eP);
27. EXCEPT ON SHOULDER (R8-3fP);
28. LOADING ZONE (R8-3gP);
29. X:XX AM TO X:XX PM (R8-3hP);
30. NO TRUCK PARKING (R8-3kT);
31. EMERGENCY PARKING ONLY (R8-4);
32. NO STOPPING ON PAVEMENT (R8-5);
33. NO STOPPING EXCEPT ON SHOULDER (R8-6); and
34. EMERGENCY STOPPING ONLY (R8-7).

Section 2B.47 Design of Parking, Standing, and Stopping Signs

Support:

- 01 Discussions of parking signs and parking regulations in this Section apply not only to parking, but also to standing and stopping.

Standard:

- 02 **The legend on parking signs shall state applicable regulations. Parking signs (see Figures 2B-24 and 2B-25) shall comply with the standards of shape, color, and location.**
- 03 **Where parking is prohibited at all times or at specific times, the basic design for parking signs shall have a red legend and border on a white background (Parking Prohibition signs), except that the R8-4 and R8-7 signs and the alternate design for the R7-201P plaque shall have a black legend and border on a white background, and the R8-3 sign shall have a black legend and border and a red circle and slash on a white background.**
- 04 **Where only limited-time parking or parking in a particular manner are permitted, the signs shall have a green legend and border on a white background (Permissive Parking signs).**

Guidance:

- 05 *Parking signs should display the following information from top to bottom of the sign, in the order listed:*
- A. *The restriction or prohibition;*
 - B. *The times of the day that it is applicable, if not at all hours; and*
 - C. *The days of the week that it is applicable, if not every day.*
- 06 *If the parking restriction applies to a limited area or zone, the limits of the restriction should be shown by arrows or supplemental plaques. If arrows are used and if the sign is at the end of a parking zone, there should be a single-headed arrow pointing in the direction that the regulation is in effect. If the sign is at an intermediate point in a zone, there should be a double-headed arrow pointing both ways. When a single sign is used at the transition point between two parking zones, it should display a right and left arrow pointing in the direction that the respective restrictions apply.*
- 07 *Where special parking restrictions are imposed during heavy snowfall, Emergency Snow Route (R7-203) signs (see Figure 2B-24) should be installed. The legend will vary according to the regulations, but the signs should be vertical rectangles, having a white background with the upper part of the plate a red background.*

Standard:

- 08 **Where parking spaces that are reserved for persons with disabilities are designated to accommodate wheelchair vans, a VAN ACCESSIBLE (R7-8P) plaque shall be mounted below the R7-8T sign. The R7-8T sign (see Figure 2B-24) shall have a green legend and border and a white wheelchair symbol on a blue square, all on a white background. The R7-8P plaque (see Figure 2B-24) shall have a green legend and border on a white background.**

Option:

- 09 To minimize the number of parking signs, blanket regulations that apply to a given district may, if legal, be posted at district boundary lines.
- 10 As an alternate to the use of arrows to show designated restriction zones, word messages such as BEGIN, END, HERE TO CORNER, HERE TO ALLEY, THIS SIDE OF SIGN, or BETWEEN SIGNS may be used.
- 11 Where parking is prohibited during certain hours and time-limited parking or parking in a particular manner is permitted during certain other time periods, the red Parking Prohibition and green Permissive Parking signs may be designed as follows:
- A. Two 12 x 18-inch parking signs may be used with the red Parking Prohibition sign installed above or to the left of the green Permissive Parking sign; or
 - B. The red Parking Prohibition sign and the green Permissive Parking sign may be combined (see Figure 2B-24) to form an R7-200 sign on a single 24 x 18-inch sign, or an R7-200a sign on a single 12 x 30-inch sign.
- 12 At the transition point between two parking zones, a single sign or two signs mounted side by side may be used.
- 13 The words NO PARKING may be used as an alternative to the No Parking symbol. The supplemental educational plaque, NO PARKING, with a red legend and border on a white background, may be used above signs incorporating the No Parking symbol.
- 14 Alternate designs for the R7-107 sign may be developed such as the R7-107a sign (see Figure 2B-24). Alternate designs may include, on a single sign, a transit logo, an approved bus symbol, a parking prohibition, the words BUS STOP, and an arrow. The preferred bus symbol color is black, but other dark colors may be used. Additionally, the transit logo may be displayed on the bus face in the appropriate colors instead of placing the logo separately. The reverse side of the sign may contain bus routing information.

- 15 To make the parking regulations more effective and to improve public relations by giving a definite warning, a TOW-AWAY ZONE (R7-201aP) plaque (see Figure 2B-24) may be appended to, or incorporated in, any parking prohibition sign. The Tow-Away Zone (R7-201P) symbol plaque may be used instead of the R7-201aP word message plaque. The R7-201P plaque may have either a black or red legend and border on a white background.

Guidance:

- 16 *If a fee is charged for parking and a midblock pay station is used instead of individual parking meters for each parking space, pay parking signs should be used. Pay Parking (R7-22) signs (see Figure 2B-24) should be used to define the area where the pay station parking applies. Pay Station (R7-20) signs (see Figure 2B-24) should be used at the pay station or to direct road users to the pay station.*

Standard:

- 17 **If the pay parking is subject to a maximum time limit, the appropriate time limit (number of hours or minutes) shall be displayed on the Pay Parking (R7-21 or R7-21a) and Pay Station (R7-20) signs.**

Option:

- 18 In rural areas (see Figure 2B-25), the legends NO PARKING ON PAVEMENT (R8-1) or NO STOPPING ON PAVEMENT (R8-5) are generally suitable and may be used. If a roadway has paved shoulders, the NO PARKING EXCEPT ON SHOULDER sign (R8-2) or the NO STOPPING EXCEPT ON SHOULDER sign (R8-6) may be used as these signs would be less likely to cause confusion. The R8-3 symbol sign or the word message NO PARKING (R8-3a) sign may be used to prohibit any parking along a given highway. Word message supplemental plaques may be mounted below the R8-3 or R8-3a sign. These word message supplemental plaques may include legends such as EXCEPT SUNDAYS AND HOLIDAYS (R8-3bP), ON PAVEMENT (R8-3cP), ON BRIDGE (R8-3dP), ON TRACKS (R8-3eP), EXCEPT ON SHOULDERS (R8-3fP), LOADING ZONE (with arrow) (R8-3gP), and X:XX AM TO X:XX PM (with arrow) (R8-3hP).

- 19 Colors that are in compliance with the provisions of Section 2A.10 may be used for color coding of parking time limits.

Guidance:

- 20 *If colors are used for color coding of parking time limits, the colors green, red, and black should be the only colors that are used.*

Section 2B.48 Placement of Parking, Stopping, and Standing Signs

Guidance:

- 01 *When signs with arrows are used to indicate the extent of the restricted zones, the signs should be set at an angle of not less than 30 degrees or more than 45 degrees with the line of traffic flow in order to be visible to approaching traffic.*
- 02 *Spacing of signs should be based on legibility and sign orientation.*
- 03 *If the zone is unusually long, signs showing a double arrow should be used at intermediate points within the zone.*

Standard:

- 04 **If the signs are mounted at an angle of 90 degrees to the curb line, two signs shall be mounted back to back at the transition point between two parking zones, each with an appended THIS SIDE OF SIGN (R7-202P) supplemental plaque.**

Guidance:

- 05 *If the signs are mounted at an angle of 90 degrees to the curb line, signs without any arrows or appended plaques should be used at intermediate points within a parking zone, facing in the direction of approaching traffic. Otherwise the standards of placement should be the same as for signs using directional arrows.*

Section 2B.48A Placement of Handicapped Parking Signs (R7-8T)

Guidance:

- 01 *The Handicapped Parking (R7-8T) sign (see Figure 2B-24) should be used to define which parking space or spaces are reserved for the disabled or handicapped in accordance with State Law.*

Option:

- 02 The supplemental word message VAN ACCESSIBLE (R7-8P) plaque (see Figure 2B-24) may be mounted below the R7-8T sign.

Standard:

- 03 **Where a guide sign is needed to direct motorists to van-accessible parking facilities, the sign shall have white legend on a blue background with an appropriate directional arrow.**

Figure 2B-26. Pedestrian Signs and Plaques (Sheet 1 of 2)



R9-1



R9-2



R9-3



R9-3a



R9-3bP



R9-4



R9-4a



R10-1



R10-2



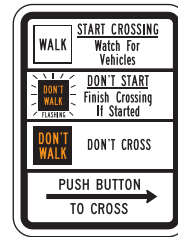
R10-3



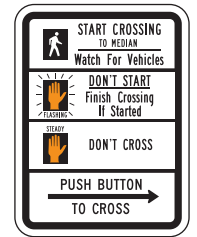
R10-3a



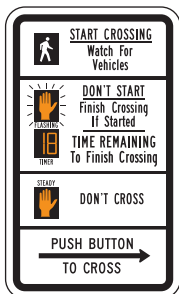
R10-3b



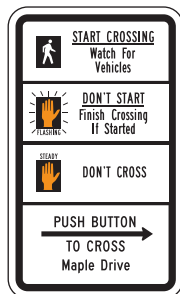
R10-3c



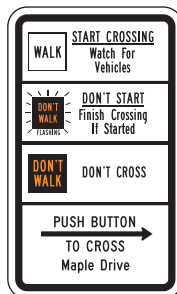
R10-3d



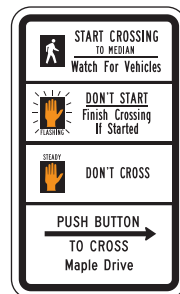
R10-3e



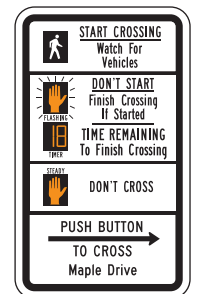
R10-3f



R10-3g



R10-3h



R10-3i

Guidance:

- 04 *Parking spaces in areas close to curb ramps for the handicapped or disabled should be considered first in the selection of reserved parking spaces for the handicapped.*

Option:

- 05 *In areas where repeated violations occur that block access to curb ramps, the following signs may be used to prohibit such parking: R7-1, R7-4, R8-3 and R8-3a.*
- 06 *As a substitute for R7-8T in off-street parking areas reserved for the disabled or handicapped, the international symbol of accessibility for the handicapped (D9-6) sign (see Section 2I.02), in combination with the text "RESERVED PARKING", may be used.*

Standard:

- 07 **Signs erected in areas where parking and/or pedestrian movement is likely to occur or where the sign may be an obstruction to view, the clearance to the bottom of the sign shall be at least 7 feet (from the near edge of pavement surface to the bottom of the sign).**

Guidance:

- 08 *In off-street parking areas or in areas where the sign support will not impede or obstruct pedestrian movement, the sign should be installed with a minimum clearance to the bottom of the sign of at least 7 feet.*

Option:

- 09 Parking spaces signed as handicapped parking spaces may be supplemented with pavement markings where there is a suitable pavement surface.

Section 2B.49 Emergency Restriction Signs (R8-4, R8-7, R8-8)**Option:**

- 01 The EMERGENCY PARKING ONLY (R8-4) sign (see Figure 2B-25) or the EMERGENCY STOPPING ONLY (R8-7) sign (see Figure 2B-25) may be used to discourage or prohibit shoulder parking, particularly where scenic or other attractions create a tendency for road users to stop temporarily.
- 02 The DO NOT STOP ON TRACKS (R8-8) sign (see Figure 8B-1) may be used to discourage or prohibit parking or stopping on railroad or light rail transit tracks (see Section 8B.09).

Standard:

- 03 **Emergency Restriction signs shall be rectangular and shall have a red or black legend and border on a white background.**

Section 2B.50 WALK ON LEFT FACING TRAFFIC and No Hitchhiking Signs (R9-1, R9-4, R9-4a)**Option:**

- 01 The WALK ON LEFT FACING TRAFFIC (R9-1) sign (see Figure 2B-26) may be used on highways where no sidewalks are provided.

Standard:

- 02 **If used, the WALK ON LEFT FACING TRAFFIC sign shall be installed on the right-hand side of the road where pedestrians walk on the pavement or shoulder in the absence of pedestrian pathways or sidewalks.**

Option:

- 03 The No Hitchhiking (R9-4) sign (see Figure 2B-26) may be used to prohibit standing in or adjacent to the roadway for the purpose of soliciting a ride. The R9-4a word message sign (see Figure 2B-26) may be used as an alternate to the R9-4 symbol sign.

Section 2B.51 Pedestrian Crossing Signs (R9-2, R9-3)**Option:**

- 01 Pedestrian Crossing signs (see Figure 2B-26) may be used to limit pedestrian crossing to specific locations.

Standard:

- 02 **If used, Pedestrian Crossing signs shall be installed to face pedestrian approaches.**

Option:

- 03 Where crosswalks are clearly defined, the CROSS ONLY AT CROSSWALKS (R9-2) sign may be used to prohibit pedestrians from crossing at locations away from crosswalks.

- 04 The No Pedestrian Crossing (R9-3) sign may be used to prohibit pedestrians from crossing a roadway at an une leg that cannot be crossed.

Guidance:

- 05 *The R9-3bP plaque should not be installed in combination with educational plaques.*

Section 2B.52 Traffic Signal Pedestrian and Bicycle Actuation Signs (R10-1 through R10-4, and R10-24 through R10-26)

Standard:

- 01 **Traffic Signal signs applicable to pedestrian actuation (see Figure 2B-26) or bicyclist actuation (see Figure 9B-2) shall be mounted immediately above or incorporated into the pushbutton detector units (see Section 4E.08).**

Support:

- 02 Traffic Signal signs applicable to pedestrians include:
- A. CROSS ONLY ON GREEN (symbolic circular green) (R10-1);
 - B. CROSS ONLY ON (symbolic walk indication) SIGNAL (R10-2);
 - C. Push Button for Walk Signal (R10-3 series); and
 - D. Push Button for Green Signal (R10-4 series).

Option:

- 03 The following signs may be used as an alternate for the R10-3 and R10-4 signs:
- A. Push Button to Cross Street Wait for Walk Signal (R10-3a); or
 - B. Push Button to Cross Street Wait for Green Signal (R10-4a).
- 04 The name of the street to be crossed may be substituted for the word STREET in the legends on the R10-3a and R10-4a signs.

Guidance:

- 05 *The finger in the pushbutton symbol on the R10-3, R10-3a, R10-4, and R10-4a signs should point in the same direction as the arrow on the sign.*

Option:

- 06 Where symbol-type pedestrian signal indications are used, an educational sign (R10-3b) may be used instead of the R10-3 sign to improve pedestrian understanding of pedestrian indications at signalized intersections. Where word-type pedestrian signal indications are being retained for the remainder of their useful service life, the legends WALK/DONT WALK may be substituted for the symbols on the educational sign R10-3b, thus creating educational sign R10-3c. The R10-3d educational sign may be used to inform pedestrians that the pedestrian clearance time is sufficient only for the pedestrian to cross to the median at locations where pedestrians cross in two stages using a median refuge island. The R10-3e educational sign may be used where countdown pedestrian signals have been provided. In order to assist the pedestrian in understanding which pushbutton to push, the R10-3f to R10-3i educational signs that provide the name of the street to be crossed may be used instead of the R10-3b to R10-3e educational signs.
- 07 The R10-24 or R10-26 sign (see Section 9B.11) may be used where a pushbutton detector has been installed exclusively to actuate a green phase for bicyclists.
- 08 The R10-25 sign (see Figure 2B-26) may be used where a pushbutton detector has been installed for pedestrians to activate In-Roadway Warning Lights (see Chapter 4N) or flashing beacons that have been added to the pedestrian warning signs.

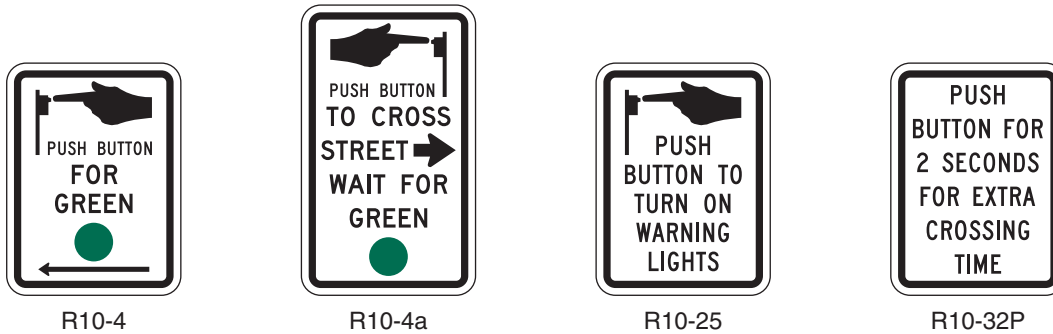
Support:

- 09 Section 4E.08 contains information regarding the application of the R10-32P plaque.

Section 2B.53 Traffic Signal Signs (R10-5 through R10-30)

Option:

- 01 To supplement traffic signal control, Traffic Signal signs R10-5 through R10-30 may be used to regulate road users.
- 02 Traffic Signal signs (see Figure 2B-27) may be installed at certain locations to clarify signal control. Among the legends that may be used for this purpose are LEFT ON GREEN ARROW ONLY (R10-5), STOP HERE ON RED (R10-6 or R10-6a), STOP HERE ON FLASHING RED (R10-14b) for observance of stop lines, DO NOT BLOCK INTERSECTION (R10-7) for avoidance of traffic obstructions, USE LANE(S) WITH GREEN ARROW (R10-8) for obedience to lane-use control signals (see Chapter 4M), LEFT TURN YIELD ON GREEN (symbolic circular green) (R10-12), LEFT TURN YIELD ON FLASHING YELLOW ARROW (R10-17T), and LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP (R10-27).

Figure 2B-26. Pedestrian Signs and Plaques (Sheet 2 of 2)*Guidance:*

- 03 If used, the *LEFT ON GREEN ARROW ONLY (R10-5) sign, the LEFT TURN YIELD ON GREEN (symbolic circular green) (R10-12) sign, or the LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP (R10-27) sign should be located adjacent to the left-turn signal face.*

Option:

- 04 If needed for additional emphasis, an additional *LEFT TURN YIELD ON GREEN (symbolic circular green) (R10-12) sign with an AT SIGNAL (R10-31P) supplemental plaque (see Figure 2B-27) may be installed in advance of the intersection.*
- 05 In situations where traffic control signals are coordinated for progressive timing, the *Traffic Signal Speed (I1-1) sign may be used (see Section 2H.03).*

Standard:

- 06 **The CROSSWALK STOP ON RED (symbolic circular red) (R10-23) sign (see Figure 2B-27) shall only be used in conjunction with pedestrian hybrid beacons (see Section 4F.02).**
- 07 **The EMERGENCY SIGNAL (R10-13) or EMERGENCY SIGNAL STOP WHEN FLASHING RED (R10-14T, R10-14aT) sign (see Figure 2B-27) shall be used in conjunction with emergency-vehicle traffic control signals (see Section 4G.02).**

Option:

- 08 In order to remind drivers who are making turns to yield to pedestrians, a *Turning Vehicles Yield to Pedestrians (R10-15) sign (see Figure 2B-27) may be used.*
- 09 A *U-TURN YIELD TO RIGHT TURN (R10-16) sign (see Figure 2B-27) may be installed near the left-turn signal face if U-turns are allowed on a protected left-turn movement on an approach from which a right-turn GREEN ARROW signal indication is simultaneously being displayed to drivers making a right turn from the conflicting approach to their left.*

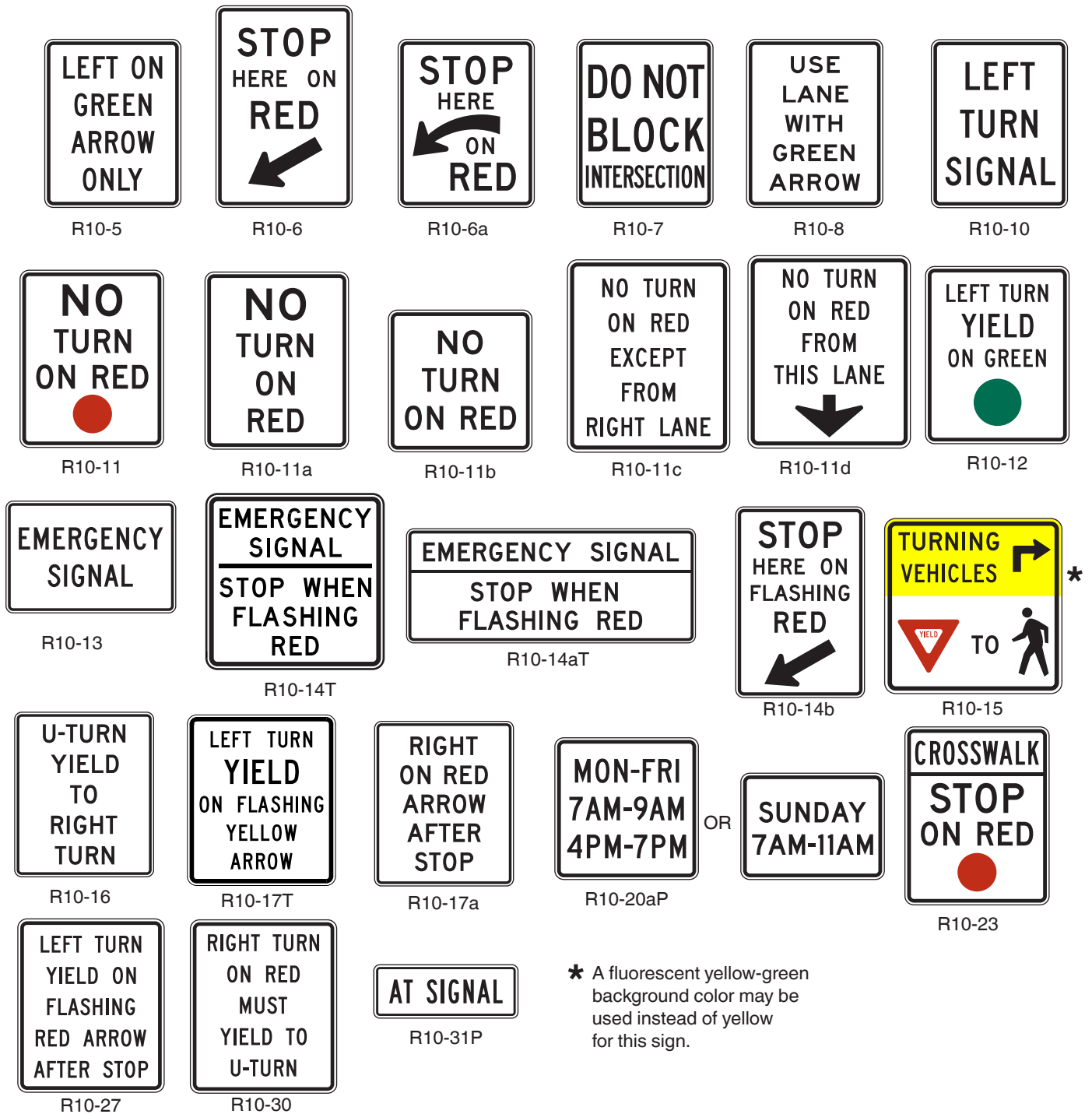
Section 2B.54 No Turn on Red Signs (R10-11 Series, R10-17a, and R10-30)**Standard:**

- 01 **Where a right turn on red (or a left turn on red from a one-way street to a one-way street) is to be prohibited, a symbolic NO TURN ON RED (symbolic circular red) (R10-11) sign (see Figure 2B-27) or a NO TURN ON RED (R10-11a, R10-11b) word message sign (see Figure 2B-27) shall be used.**

Guidance:

- 02 *If used, the No Turn on Red sign should be installed near the appropriate signal head.*
- 03 *A No Turn on Red sign should be considered when an engineering study finds that one or more of the following conditions exists:*
- A. *Inadequate sight distance to vehicles approaching from the left (or right, if applicable);*
 - B. *Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;*
 - C. *An exclusive pedestrian phase;*
 - D. *An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities;*
 - E. *More than three right-turn-on-red accidents reported in a 12-month period for the particular approach; or*
 - F. *The skew angle of the intersecting roadways creates difficulty for drivers to see traffic approaching from their left.*

Figure 2B-27. Traffic Signal Signs and Plaques



Option:

- 04 A supplemental R10-20aP plaque (see Figure 2B-27) showing times of day (similar to the S4-1P plaque shown in Figure 7B-1) with a black legend and border on a white background may be mounted below a No Turn on Red sign to indicate that the restriction is in place only during certain times.
- 05 Alternatively, a blank-out sign may be used instead of a static NO TURN ON RED sign, to display either the NO TURN ON RED legend or the No Right Turn symbol or word message, as appropriate, only at certain times during the day or during one or more portion(s) of a particular cycle of the traffic signal.

- 06 On signalized approaches with more than one right-turn lane, a NO TURN ON RED EXCEPT FROM RIGHT LANE (R10-11c) sign (see Figure 2B-27) may be post-mounted at the intersection or a NO TURN ON RED FROM THIS LANE (with down arrow) (R10-11d) sign (see Figure 2B-27) may be mounted directly over the center of the lane from which turns on red are prohibited.

Guidance:

- 07 Where turns on red are permitted and the signal indication is a steady RED ARROW, the RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign (see Figure 2B-27) should be installed adjacent to the RED ARROW signal indication.

Option:

- 08 A RIGHT TURN ON RED MUST YIELD TO U-TURN (R10-30) sign (see Figure 2B-27) may be installed to remind road users that they must yield to conflicting u-turn traffic on the street or highway onto which they are turning right on a red signal after stopping.

Section 2B.55 Traffic Signal Photo Enforced Sign (R10-18a)

Option:

- 01 A Traffic Signal Photo Enforced (R10-18a) sign (see Figure 2B-3) may be installed on an approach to a signalized location where red-light cameras are present on any approach to the signalized location.

Standard:

- 02 **The Traffic Signal Photo Enforced (R10-18a) sign shall not be installed on approaches to signalized locations where red-light cameras are not present on any of the approaches to the signalized location.**

- 03 **If used, the Traffic Signal Photo Enforced (R10-18a) sign shall be individually installed on a separate post or mounting. A Traffic Signal Photo Enforced (R10-18a) sign shall not be installed on the same support in combination with a Signal Ahead (W3-3) sign.**

Option:

- 04 A Signal Ahead (W3-3) warning sign with a PHOTO ENFORCED (W16-10aP) plaque mounted below may be used instead of the R10-18a sign to provide notice to road users that photo enforcement of red-light running is present on a particular approach to a signalized location (see Section 2C.36 and Section 2C.61).

- 05 A Signal Ahead (W3-3) sign and a Traffic Signal Photo Enforced (R10-18a) sign may be used on the same approach provided that they are on separate supports.

Guidance:

- 06 If used, the Traffic Signal Photo Enforced (R10-18a) sign should be located on the right-hand side of the roadway far enough in advance of the stop line to provide adequate notice to approaching road users.

Option:

- 07 On one-way streets or where a median of sufficient width is present, an additional Traffic Signal Photo Enforced (R10-18a) sign may be placed on the left-hand side of the roadway in accordance with Paragraph 11 of Section 2A.16.

Guidance:

- 08 If used, the Traffic Signal Photo Enforced (R10-18a) sign should be located such that it does not block or obscure the road user's view of other signs or traffic control devices.

Section 2B.56 Ramp Metering Signs (R10-28 and R10-29)

Option:

- 01 When ramp control signals (see Chapter 4I) are used to meter traffic on a freeway or expressway entrance ramp, regulatory signs with legends appropriate to the control may be installed adjacent to the ramp control signal faces.

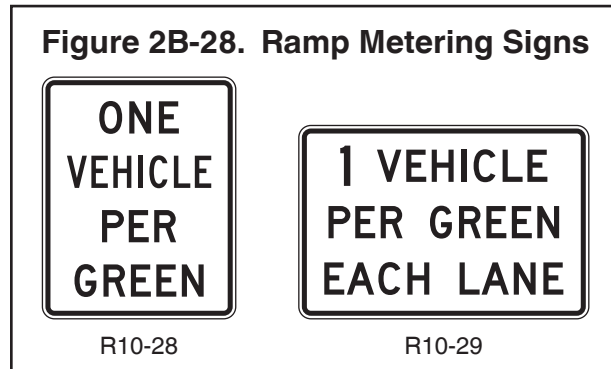
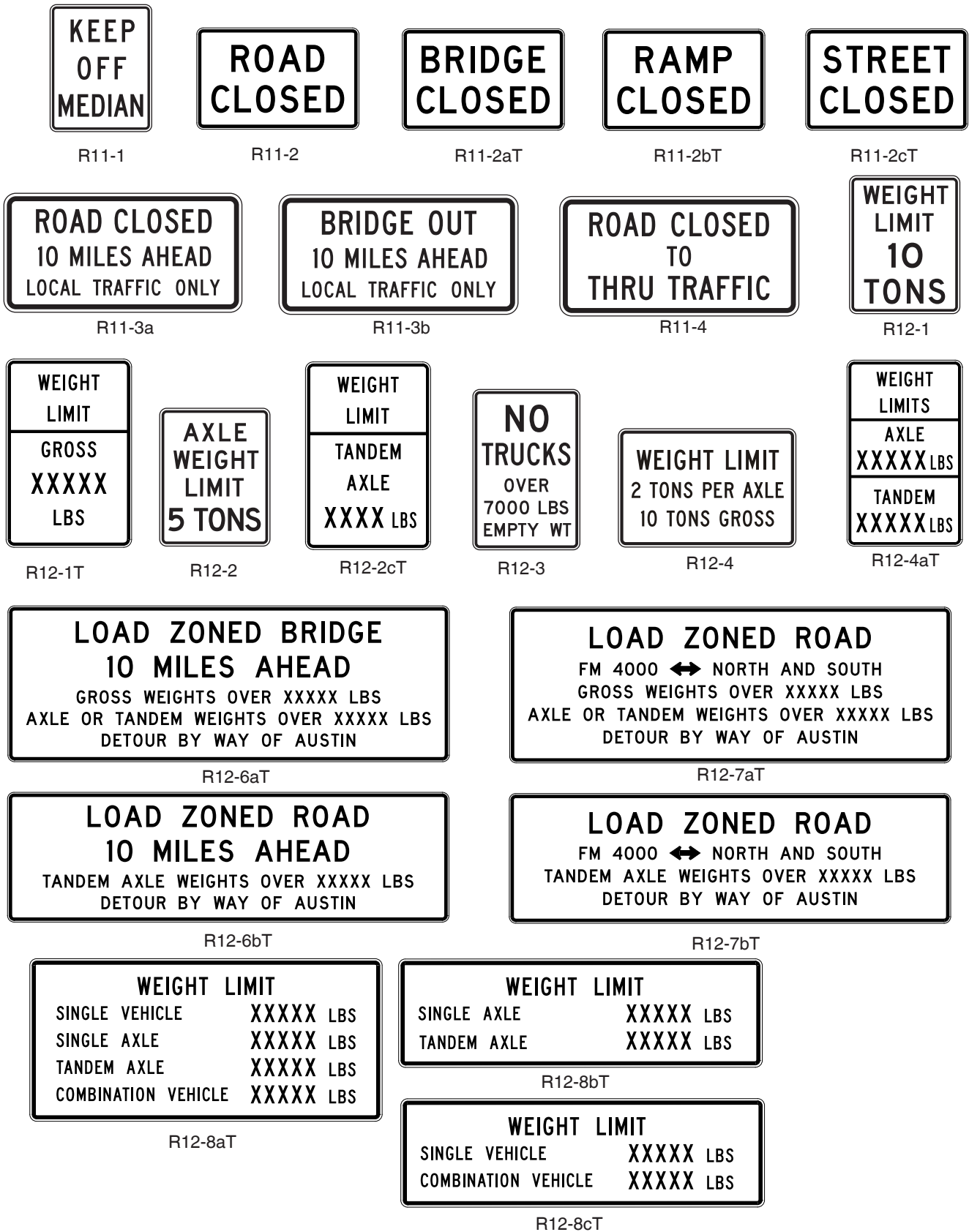


Figure 2B-29. Road Closed and Weight Limit Signs



- 02 For entrance ramps with only one controlled lane, an XX VEHICLE(S) PER GREEN (R10-28) sign (see Figure 2B-28) may be used to inform road users of the number of vehicles that are permitted to proceed during each short display of the green signal indication. For entrance ramps with more than one controlled lane, an XX VEHICLE(S) PER GREEN Each Lane (R10-29) (see Figure 2B-28) sign may be used to inform road users of the number of vehicles that are permitted to proceed from each lane during each short display of the green signal indication.

Section 2B.57 KEEP OFF MEDIAN Sign (R11-1)

Option:

- 01 The KEEP OFF MEDIAN (R11-1) sign (see Figure 2B-29) may be used to prohibit driving into or parking on the median.

Guidance:

- 02 The KEEP OFF MEDIAN sign should be installed on the left of the roadway within the median at random intervals as needed wherever there is a tendency for encroachment.

Section 2B.58 ROAD CLOSED Sign (R11-2) and LOCAL TRAFFIC ONLY Signs (R11-3 Series, R11-4)

Guidance:

- 01 The ROAD CLOSED (R11-2) sign should be installed where roads have been closed to all traffic (except authorized vehicles).
- 02 ROAD CLOSED—LOCAL TRAFFIC ONLY (R11-3) or ROAD CLOSED TO THRU TRAFFIC (R11-4) signs should be used where through traffic is not permitted, or for a closure some distance beyond the sign, but where the highway is open for local traffic up to the point of closure.

Standard:

- 03 The Road Closed (R11-2, R11-3 series, and R11-4) signs (see Figure 2B-29) shall be designed as horizontal rectangles. These signs shall be preceded by the applicable Advance Road Closed warning sign with the secondary legend AHEAD and, if applicable, an Advance Detour warning sign (see Section 6F.19).

Option:

- 04 An intersecting street name or a well-known destination may be substituted for the XX MILES AHEAD legend in urban areas.
- 05 The word message BRIDGE OUT may be substituted for the ROAD CLOSED legend where applicable.
- 06 BRIDGE CLOSED (R11-2aT), RAMP CLOSED (R11-2bT), and STREET CLOSED (R11-2cT) may also be substituted for the ROAD CLOSED legend where applicable.

Section 2B.59 Weight Limit and Load Zoned Signs (R12-1 through R12-8cT)

Option:

- 01 The WEIGHT LIMIT and LOAD ZONED BRIDGES and ROADS signs shown in Figure 2B-29 (R12-1 through R12-8cT) may be used as necessary.

Standard:

- 02 If used, the Weight Limit or Load Zoned sign (see Figure 2B-29) shall be located in advance of the applicable section of highway or structure.

Guidance:

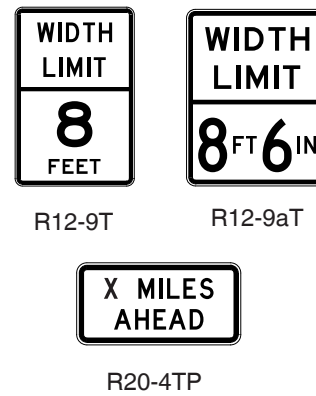
- 03 If used, the Weight Limit or Load Zoned sign with an advisory distance ahead legend should be placed at approach road intersections or other points where prohibited vehicles can detour or turn around.

Section 2B.59A WIDTH LIMIT Signs (R12-9T, R12-9aT)

Option:

- 01 The WIDTH LIMIT (R12-9T, R12-9aT) signs (see Figure 2B-29TA) may be used to identify areas where travel lanes are narrow. A supplemental distance plaque X MILES AHEAD (R20-4TP) may be mounted below the width limit signs.

Figure 2B-29TA. Width Limit Signs



Guidance:

- 02 The *WIDTH LIMIT* sign should be installed near an intersection that will provide an acceptable alternate route for loads that exceed the specified limit.

Section 2B.60 Commercial Motor Vehicle (CMV), U.S. Border Patrol Inspection and Weigh Station Signs (R13 Series)

Guidance:

- 01 An R13-1T sign with the legend *ALL COMMERCIAL VEHICLES & BUSES STOP AHEAD WHEN FLASHING* (see Figure 2B-30) should be used to direct appropriate traffic into a Commercial Motor Vehicle (CMV) Inspection Station.
- 02 The R13-1T sign should be supplemented by the D8 series of guide signs (see Section 2D.49).
- 03 An R13-2T sign with the legend *ALL VEHICLES MUST STOP AHEAD WHEN FLASHING* (see Figure 2B-30) should be used to direct all traffic into a U.S. Border Patrol Inspection Station or Weigh Station.
- 04 The R13-2T sign should be supplemented by the D8 series of guide signs (see Section 2D.49)

Section 2B.61 TRUCK ROUTE Sign (R14-1)

Guidance:

- 01 The *TRUCK ROUTE (R14-1)* sign (see Figure 2B-30) should be used to mark a route that has been designated to allow truck traffic.

Figure 2B-30. Truck Signs

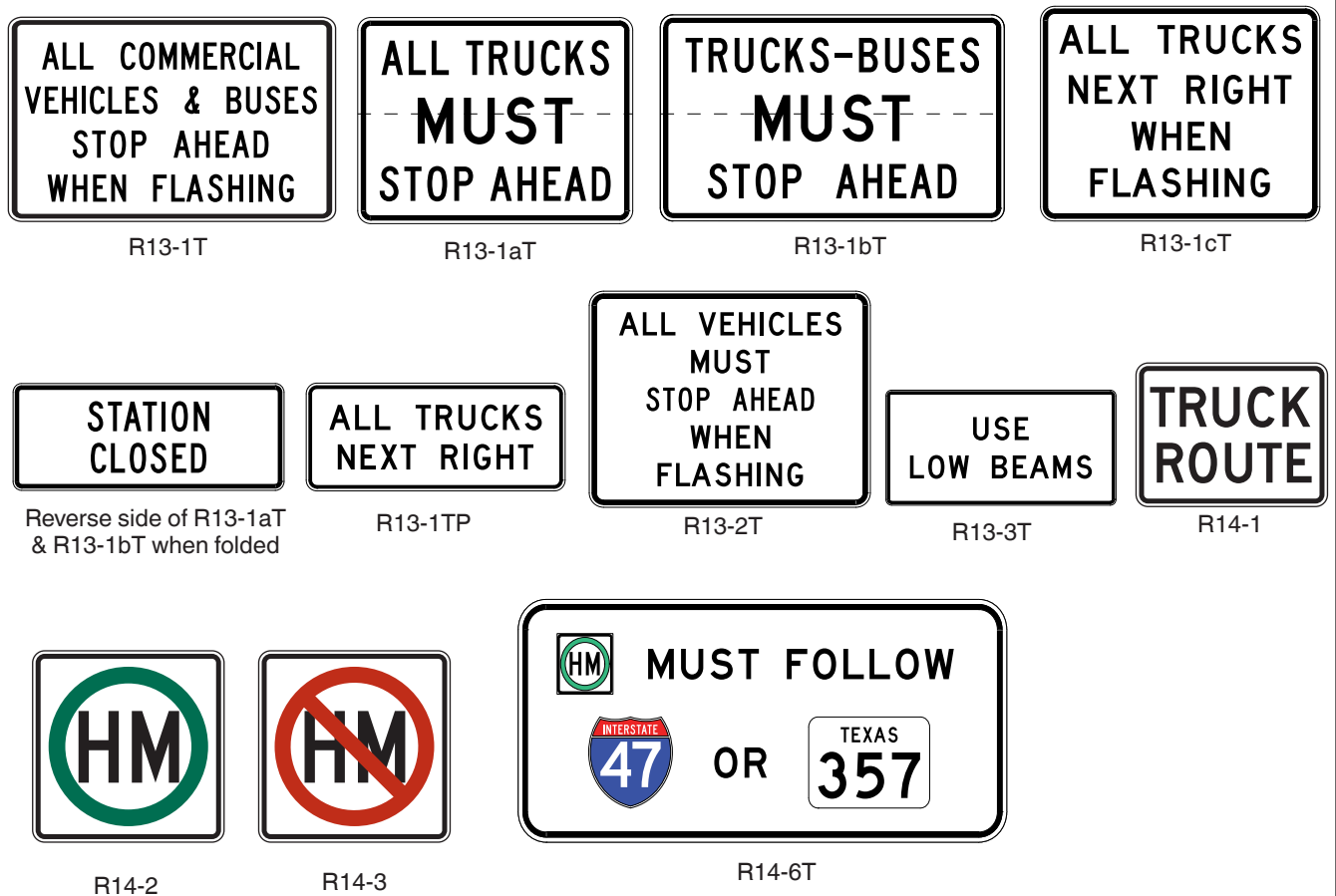


Figure 2B-31. DELETED

Option:

- 02 On a numbered highway, the TRUCK (M4-4) auxiliary sign may be used (see Section 2D.20).

Section 2B.62 Hazardous Material Signs (R14-2, R14-3)

Guidance:

- 01 The Hazardous Material Route (R14-2) sign (see Figure 2B-30) should be used to identify routes that have been designated by proper authority for vehicles transporting hazardous material.
- 02 On routes where the transporting of hazardous material is prohibited, the Hazardous Material Prohibition (R14-3) sign (see Figure 2B-30) should be used.

Standard:

- 03 The Hazardous Material routes shall be designated by proper authority.

Guidance:

- 04 If used, the Hazardous Material Prohibition sign should be installed on a street or roadway at a point where vehicles transporting hazardous material have the opportunity to take an alternate route.

Section 2B.62A HAZARDOUS MATERIALS MUST FOLLOW Sign (R14-6T)

Guidance:

- 01 The HAZARDOUS MATERIALS MUST FOLLOW (R14-6T) sign (see Figure 2B-30) should be used to give the vehicle operator advance notice of the designated route(s) to be taken by vehicles transporting a hazardous materials.

Standard:

- 02 The Hazardous Material routes shall be designated by proper authority.

Option:

- 03 This sign may be used in conjunction with other regulatory signs.

Section 2B.63 National Network Signs (R14-4, R14-5) DELETED

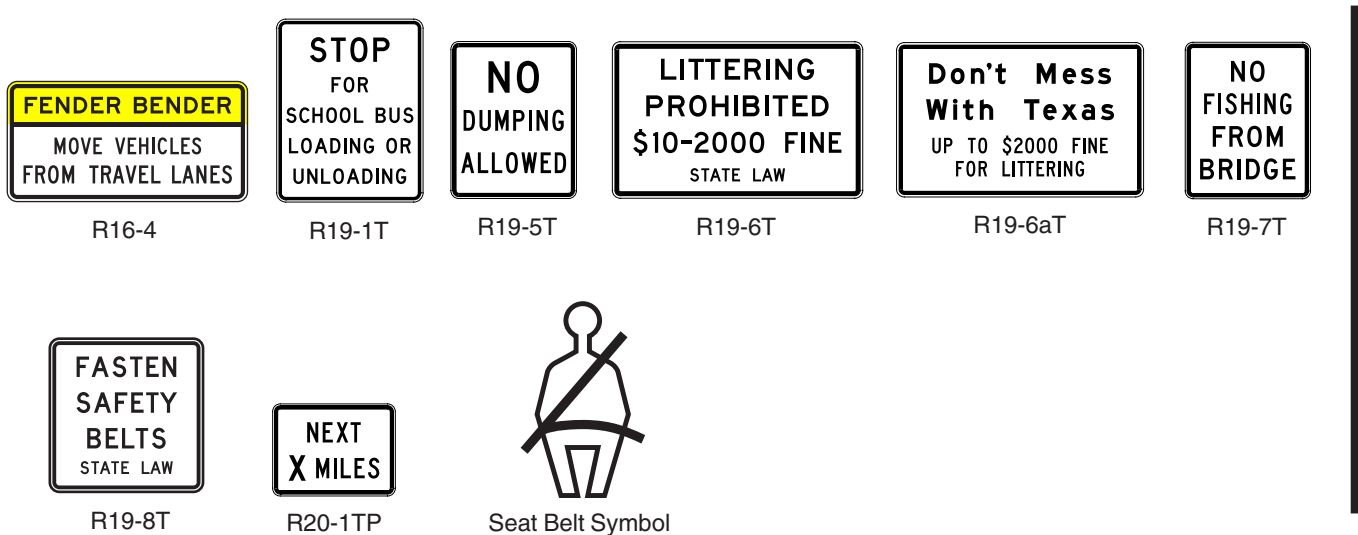
Section 2B.64 Headlight Use Signs (R16-5 through R16-11) DELETED

Section 2B.65 FENDER BENDER Sign (R16-4)

Option:

- 01 A FENDER BENDER MOVE VEHICLES FROM TRAVEL LANES (R16-4) sign (see Figure 2B-32) may be installed to require motorists to move their vehicle out of the travel lanes if they have been involved in a crash.

Figure 2B-32. Other Regulatory Signs and Symbols



Section 2B.66 Seat Belt Symbol and Sign (R19-8T)**Standard:**

- 01 When a seat belt symbol is used, the symbol shown in Figure 2B-32 shall be used.

Guidance:

- 02 The seat belt symbol should not be used alone. If used, the seat belt symbol should be incorporated into regulatory sign messages for mandatory seat belt use.

Option:

- 03 The FASTEN SAFETY BELTS (R19-8T) sign may be installed at freeway entry points and at other selected high visibility areas.

Section 2B.67 Barricades**Option:**

- 01 Barricades may be used to mark any of the following conditions:
- A. A roadway ends,
 - B. A ramp or lane closed for operational purposes, or
 - C. The permanent or semi-permanent closure or termination of a roadway.

Standard:

- 02 When used to warn and alert road users of the terminus of a roadway in other than temporary traffic control zones, barricades shall meet the design criteria of Section 6F.68 for a Type 3 Barricade, except that the colors of the stripes shall be retroreflective white and retroreflective red.

Option:

- 03 An end-of-roadway marker or markers may be used as described in Section 2C.66.

Guidance:

- 04 Appropriate advance warning signs (see Chapter 2C) should be used.

Section 2B.68 Gates**Support:**

- 01 Gates described in this section used for weather or other emergency conditions are typically permanently installed to enable the gate to be immediately deployed as needed to prohibit the entry of traffic to the highway segment(s).
- 02 A gate typically features a gate arm that is moved from a vertical to a horizontal position or is rotated in a horizontal plane from parallel to traffic to perpendicular to traffic. Traffic is obstructed and required to stop when the gate arm is placed in a horizontal position perpendicular to traffic. Another type of gate consists of a segment of fence (usually on rollers) that swings open and closed, or that is retracted to open and then extended to close.
- 03 Gates are sometimes used to enforce a required stop. Some examples of such uses are the following:
- A. Parking facility entrances and exits,
 - B. Private community entrances and exits,
 - C. Military base entrances and exits,
 - D. Toll plaza lanes,
 - E. Movable bridges (see Chapter 4J),
 - F. Automated Flagger Assistance Devices (see Chapter 6E), and
 - G. Grade crossings (see Part 8).
- 04 Gates are sometimes used to periodically close a roadway or a ramp. Some examples of such uses are the following:
- A. Closing ramps to implement counter-flow operations for evacuations,
 - B. Closing ramps that lead to reversible lanes, and
 - C. Closing roadways for weather events such as snow, ice, or flooding, or for other emergencies.

Standard:

- 05 Except as provided in Paragraph 6, gate arms, if used, shall be fully retroreflectorized on both sides, have vertical stripes alternately red and white at 16-inch intervals measured horizontally as shown in Figure 8C-1.

Option:

- 06 If used on a one-way roadway or ramp, the retroreflectorization may be omitted on the side of the gate facing away from approaching traffic.

07 Where gate arms are used to block off ramps into reversible lanes or to redirect approaching traffic, the red and white striping may be angled such that the stripes slope downward at an angle of 45 degrees toward the side of the gate arm on which traffic is to pass.

Standard:

08 **The gate arm shall extend across the approaching lane or lanes of traffic to effectively block motor vehicle and/or pedestrian travel as appropriate.**

09 **When gate arms are in the vertical position or rotated to an open position, the closest part of the gate arm and support shall have a lateral offset of at least 2 feet from the face of the curb or the edge of the traveled way.**

10 **When gate arms that are located in the median or on an island are in the horizontal position or rotated to a closed position, the closest part of the counterweight or its supports shall have a lateral offset of at least 2 feet from the face of the curb or the edge of the traveled way of the open roadway on the opposite side of the median or island.**

Guidance:

11 *When a gate that is rotated in a horizontal plane is in the position where it is parallel to traffic (indicating that the roadway is open), the outer end of the gate arm should be rotated to the downstream direction (from the perspective of traffic in the lane adjacent to the gate support) to prevent spearing if the gate is struck by an errant vehicle.*

12 *If a pedestrian route is present and if it is not intended that pedestrian traffic be controlled by the gate, a minimum of 2 feet of lateral offset from supports, posts, counterweights, and gate mechanisms should be provided when the gate arm is in the open position and when the gate arm is in the closed position such that pedestrian travel is not impeded.*

Option:

13 Red lights may be attached to traffic gates.

Standard:

14 **If red lights are attached to a traffic gate, the red lights shall be steadily illuminated or flashed only during the period when the gate is in the horizontal or closed position and when the gate is in the process of being opened or closed.**

15 **Except as provided in Paragraph 16, rolling sections of fence, if used, shall include either a horizontal strip of retroreflectorized sheeting on both sides of the fence with vertical stripes alternately red and white at 16-inch intervals measured horizontally to simulate the appearance of a gate arm in the horizontal position, or one or more Type 4 object markers (see Section 2C.66), or both. If a horizontal strip of retroreflectorized sheeting is used, the bottom of the sheeting shall be located 3.5 to 4.5 feet above the roadway surface.**

Option:

16 If used on a one-way roadway or ramp, the retroreflectorization may be omitted on the side of the fence facing away from approaching traffic.

Section 2B.68A Other Regulatory Signs

Option:

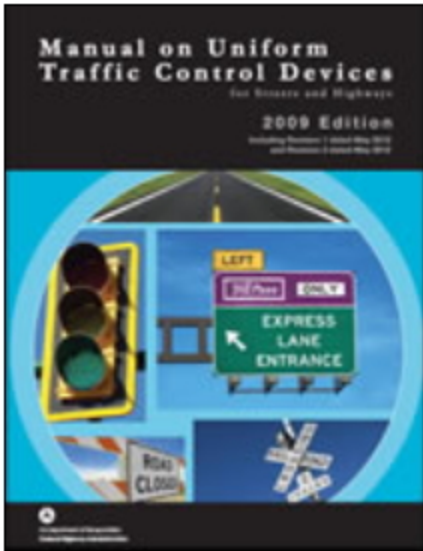
01 Regulatory word message signs other than those classified and specified in this Manual and the "Standard Highway Sign Designs for Texas" book may be developed to aid the enforcement of other laws or regulations. Except for symbols on regulatory signs, minor modifications in the design may be permitted provided that the essential appearance characteristics are met.

02 The STOP FOR SCHOOL BUS LOADING OR UNLOADING sign (R19-1T) may be erected to remind drivers that they must stop for a school bus loading or unloading children.

03 Other typical miscellaneous regulatory signs that may be used include NO DUMPING ALLOWED (R19-5T), LITTERING PROHIBITED \$10-2000 FINE STATE LAW (R19-6T), DON'T MESS WITH TEXAS (R19-6aT), NO FISHING FROM BRIDGE (R19-7T), and NEXT X MILES (R20-1TP).

On December 16, 2009 a final rule adopting the 2009 Edition of the MUTCD was published in the Federal Register with an effective date of January 15, 2010. States must adopt the 2009 National MUTCD as their legal State standard for traffic control devices within two years from the effective date.

The most current edition of the USDOT MUTCD is the 2009 Edition, shown on the federal website.



[Current Edition of MUTCD](#)

Texas MUTCD

Manual on Uniform Traffic Control Devices

Part 2

Signs

Section 2B Regulatory signs, barricades and gates
2011 edition

Topic:
TRANSPORTATION SAFETY; TRANSPORTATION DEPARTMENT; MUNICIPALITIES; MOTOR VEHICLES;
Location:
TRAFFIC SIGNS AND SIGNALS;



February 25, 2005

2005-R-0204

STANDARDS GOVERNING USE OF STOP SIGNS BY MUNICIPALITIES

By: James J. Fazzalano, Principal Analyst

You asked if there are federal guidelines or regulations that govern the criteria for putting up stop signs on municipal roads and, if so, if they are mandatory.

SUMMARY

“STOP” signs and other types of signs, traffic lights, road markings, and any other device that is used to regulate, warn, or guide traffic are “traffic control devices.” Several decades ago, Congress determined that uniformity in the use and display of traffic control devices was an important federal interest and passed laws requiring the U.S. Department of Transportation to develop and adopt uniform standards for these devices. These standards currently exist in a document known as the *Manual on Uniform Traffic Control Devices* (MUTCD). The U.S. transportation secretary has decreed under authority granted by the Highway Safety Act of 1966 that traffic control devices on all streets and highway open to public travel in each state must be in “substantial conformance” with the standards issued and endorsed in the manual.

The manual contains standards and guidance for both the form and use of the various types of traffic control devices. The criteria the MUTCD identifies that should be considered when a decision is being made to use a particular type of traffic control device are also known as “warrants.” The standards and guidance in the MUTCD are universally accepted by traffic engineers and authorities at all levels, including municipalities, and are indicative of sound engineering judgment.

The MUTCD contains both general guidance for when STOP signs should be considered and more quantitative guidance for consideration when traffic officials are determining if signs should installed on more than one approach to an intersection, i.e., “multiway” stops. Typical of the general guidance are stipulations that STOP signs should not be used for speed control and that, in most cases, the street carrying the lowest volume of traffic should be stopped rather than the busier street. Typical of the quantitative guidance applicable to consideration of multiway stops are criteria accounting for accident history for certain types of accidents that are amenable to correction from STOP signs, average traffic volumes on the major street approaches, average combined volume (vehicles, pedestrians, and bicyclists) on the minor street approaches, and approach speed of traffic on the major street.

FEDERAL LAW

Pursuant to federal statutory and regulatory requirements, the federal highway administrator of the U.S. Department of Transportation adopted the *Manual On Uniform Traffic Control Devices* (23 USCA §§ 109(d), 114(a), 217, 315, and 402(a); 22 CFR 655, and 49 CFR 1.48 (b)(8), 1.48 (b)(33), and 1.48(c)(2)). The manual defines traffic control devices as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bikeway by authority of a public agency having jurisdiction. The manual is incorporated by reference in 23 CFR, Part 655, subpart f, and is recognized as the national standard for traffic control devices on all public roads open to travel in accordance with 23 USCA §§ 109(d) and 402(a).

In the MUTCD, the U.S. Secretary of Transportation, under authority granted by the Highway Safety Act of 1966, decreed that traffic control devices on all streets and highways open to public travel in each state must be in substantial conformance with the standards issued and endorsed by the Federal Highway Administration.

STATE LAW

CGS § 14-298 establishes the State Traffic Commission within the Department of Transportation (DOT). It consists of the commissioners of Public Safety, Transportation, and Motor Vehicles. The law requires the commission, for the purpose of standardization and uniformity, to adopt and to publish regulations establishing a uniform system of traffic control signals, devices, signs, and markings consistent with state law for use upon the public highways.

State Traffic Commission regulations on the use of STOP signs specify that they: (1) should never be used on the through road of expressways; (2) should never be erected at intersections where traffic control signals are operating; (3) should normally be erected on the minor street to stop the lesser flow of traffic where two main highways intersect, unless traffic engineering studies justify a decision to install a sign on the major street; and (4) should not be used for speed control. The regulations also state that portable or part-time STOP signs should only be used for emergency purposes (Conn. Agency Regs. § 14-298-523). These regulations essentially mirror the general guidance provided by the MUTCD.

MUTCD GUIDANCE FOR STOP SIGN INSTALLATIONS

General Guidance for STOP Signs

In terms of general guidance, the MUTCD (§ 2B.05) states that STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law
- Street entering a through highway or street
- Unsignalized intersection in a signalized area
- High speeds, restricted view, or crash records indicate a need for control by the STOP sign

The MUTCD also states that STOP signs should not be used for speed control. This principle appears to be based on the results of several studies that have shown that when STOP signs have been installed for the purpose of controlling the speed of vehicles rather than to reduce the likelihood of vehicle conflicts at intersecting roads, the vehicle speeds between the sign installations typically increase over what they were prior to the signs being erected.

In addition, the MUTCD states that:

- STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs.
- Once a decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be made based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.
- A STOP sign should not be installed on the major street unless justified by a traffic engineering study.

The MUTCD lists several considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal traffic volumes and/or characteristics intersect. These include:

- Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes
- Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds
- Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection
- Stopping the direction that has the best sight distance to conflicting traffic

Specific Guidance for Multiway Stop Applications

In addition to the general guidance and restrictions provided in Section 2B.05 of the MUTCD, it provides additional guidance for situations where a multiway, rather than a single stop will be used. It states that multiway stop control can be useful as a safety measure at intersections if certain conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersection roads is approximately equal (§ 2B.07).

The guidance for multiway stops states that the decision to install a multiway stop should be based on an engineering study. The criteria, also known as *warrants*, that should be considered in such an engineering study are:

1. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic where arrangements are being made for the installation of the traffic control signal.
2. A crash problem, as indicated by five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions and right-angle collisions.
3. Minimum volumes— (a) The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any eight hours of an average day, **and** (b) the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same eight hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, **but** (c) if the 85th percentile approach speed of the major-street traffic exceeds 65 kilometers or 40 miles per hour, the minimum vehicular volume warrants are 70% of the ones noted above.

Where no single criterion is satisfied, but where criteria 1, 2, 3(a), and 3(b) above are all satisfied to 80% of the minimum values, criterion 3(c) is excluded from the consideration. In traffic engineering, the 85th percentile speed is the speed at or below which 85% of the motor vehicles travel.

The engineering study may consider other criteria as well. These may include: (1) the need to control left-turn conflicts; (2) the need to control vehicle-pedestrian conflicts near locations that generate high pedestrian volumes; (3) locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and (4) an intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

JF:ts

Council Meeting Date: Special City Council Meeting May 25, 2022**Agenda Item Cover Sheet****Agenda Item Subject/Title:**

Discuss and Take Appropriate Action on an Ordinance to Update and Change Title IX General Regulations, Chapter 91 Trees

Agenda Item Summary:

The goal is to update our existing tree ordinance to better protect larger trees and those designated as "Heritage Trees", provide clear guidance for new development practices, enhance the city's protections for our collective community tree inventory, increase fees for removal of certain trees to deter this process, and creates a separate removal permit process from simply trimming trees.

Financial Impact:

\$250 filing fee

Recommendations:

Recommend that the City Council pass this new version of the Tree Ordinance to replace the old one and enhance protections for the community tree inventory.

Submitted by: Councilmember Debra Hinesc

CITY OF WOODCREEK, TEXAS**AMENDMENT TO TITLE IX GENERAL REGULATIONS OF THE CODE OF ORDINANCES****AN ORDINANCE AMENDING THE CITY OF WOODCREEK CODE OF ORDINANCES AT TITLE IX ("GENERAL REGULATIONS"), CHAPTER 91 ("TREES") PROVIDING FOR ENACTMENT, REPEALER, SEVERABILITY, CODIFICATION, AND EFFECTIVE DATE, AND FINDING PROPER NOTICE AND MEETING.**

WHEREAS, pursuant to Texas Local Government Code Section 51.001, the City has general authority to create an ordinance that is for good government and order of the City; and

WHEREAS, the City Council finds that the preservation of tree inventory is environmentally beneficial and contributes to the overall aesthetics and natural beauty of the City; and

WHEREAS, the City Council recognizes that trees, if properly cared for, are assets that enhance property values but can quickly become liabilities if they are not monitored and protected; and

WHEREAS, the City Council recognizes that a single tree's lifespan is greater than any one property owner, and so therefore the City has a duty to protect the trees of the community for generations to come by enacting reasonable regulations for the care and protection of trees under the City's jurisdiction; and

WHEREAS, The City Council finds that the potential for development to negatively impact the City of Woodcreek's tree inventory, including the largest and most significant trees, requires reasonable regulations; and

WHEREAS, the City Councils finds the creation of this ordinance aligns with the best interests of its citizens and is for good government and order of the City.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Woodcreek:

1. FINDINGS OF FACT

The foregoing recitals are incorporated into this Ordinance by reference as findings of fact as if expressly set forth herein.

2. ENACTMENT

The Code of Ordinances of the City of Woodcreek is amended at Title IX ("General Regulations"), Chapter 91 ("Trees") so as to read in accordance with Attachment A attached hereto and incorporated into this Ordinance for all intents and purposes.

3. REPEALER

All ordinances, resolutions, or parts thereof, that are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters regulated, herein.

4. SEVERABILITY

Should any of the clauses, sentences, paragraphs, sections or parts of this Ordinance be deemed invalid, unconstitutional, or unenforceable by a court of law or administrative agency with jurisdiction over the matter, such action shall not be construed to affect any other valid portion of this Ordinance.

5. CODIFICATION

The City Secretary is hereby authorized and directed to record and publish the language of Title IV, Chapter 98, as written by this Ordinance, in the City's Code of Ordinances.

6. EFFECTIVE DATE

This Ordinance shall be effective immediately upon its passage and the publication of caption of this ordinance as provided by law.

7. PROPER NOTICE & MEETING

It is hereby officially found and determined that the meeting at which this Ordinance was passed was attended by a quorum of the City Council, was open to the public, and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551. 27

PASSED & APPROVED this, the ___ day of May 2022, by a vote of ___(ayes) to ___(nays) and ___ (abstentions) of the City Council of Woodcreek, Texas.

Jeff Rasco, Mayor

Suzanne Mac Kenzie, City Secretary

Attachment "A"
City of Woodcreek
CODE OF ORDINANCES
TITLE IX: GENERAL REGULATIONS
CHAPTER 91: TREE PROTECTIONS

91.01 TITLE

This chapter may be known and cited as the "Tree Ordinance."

91.02 JURISDICTION

Under the authority of sections 212.002 and 212.003 of the Local Government Code, Chapter 91: Trees Protections, is applicable to:

- (1) Both the City of Woodcreek and its ETJ.
- (2) All residential and commercial properties.
- (3) New development including but not limited to planned development districts, planned unit districts, municipal utility districts, subdivisions, and all other residential, commercial, and nonresidential lot improvements.
- (4) Existing residences and commercial properties.
- (5) Clearing of any land regardless of zoning with, or without, a primary structure.
- (6) Industrial zoning and development should it occur
- (7) Agriculture lands
- (8) Recreational properties not owned by the city or designated as public parks, greenspaces, or other public lands.

91.03 INTENT AND PURPOSE

- (A) The tree code regulations protect the health, safety, and general welfare of the citizens of Woodcreek.
- (B) The appearance of the city is enhanced, property values are protected, and the important ecological, cultural, and economic resources are preserved for the benefit of the city's residents, businesses, and visitors by implementing protections for trees within the jurisdiction of the city.
- (C) The sections within this chapter address trees in both development and non-development situations and seek to enhance the quality of the tree canopy, optimize the benefits that trees provide, and avoid unnecessary reductions in the tree inventory of the community.

(D) For new development situations, additional requirements are designated to promote tree preservation and protect existing trees throughout the construction process.

91.04 DEFINITIONS

For the purposes of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning. Words used in the chapter and not defined herein shall have their ordinarily accepted meaning.

CEDAR (Juniperus) STAND A group of cedars where 65% are over ten (10) feet tall and range over an area at least ten (10) feet wide.

DEVELOPER A person, contractor, corporation, or other legal entity with legal control over a property for the purpose of making improvements upon the land such as clearing, installation of utilities, or the building of a structure who may or may not occupy or live upon the property in question.

DBH (diameter at breast height). The tree trunk diameter of an existing tree measured in inches at a height of 4.5 feet above the ground. If a tree splits into multiple trunks below 4.5 feet, the trunk is measured at its narrowest point beneath the split.

DISEASED TREES Oaks infected by the fungus *Ceratocystis fagacearum*. Other trees infected by any disease rendering them unsustainable.

ESCROW A deposit of a cash bond with the city in accordance with this article.

FUNGICIDE A chemical treatment used on non-symptomatic or slightly symptomatic trees within the trench line that could be vulnerable to infection of oak wilt.

HERITAGE TREE A tree that has a trunk of twenty-four (24) inches in diameter or greater measured at DBH; or a multi-trunked hardwood tree having a total trunk DBH of thirty (30) inches or more (not counting trunks that are eight (8) inches or less in diameter); And is one of the following species:

- Ash, Texas
- Cypress, Bald
- Elm, American
- Elm, Cedar
- Madrone, Bigtooth
- All Oaks
- Pecan
- Walnut, Arizona
- Walnut, Eastern Black

This list of eligible heritage tree species may be supplemented, but not reduced, as prescribed by rule.

LION TAILING A pruning method where all the interior branches are removed, leaving only tufts of leaves and small branches at the ends of the large limbs. It damages the health and structural stability of the tree.

LIVE OAKS Members of a distinct group of the genus *Quercus* characterized by the leathery oval leaves that includes two Texas species: plateau live oak (*Quercus fusiformis*) and coastal live oak (*Quercus virginiana*).

NATURAL AREA An area where the naturally grown landscaping is left primarily undisturbed, except for removal of poison ivy, greenbrier, and similar vegetation, invasive species, oak wilt removal and/or prevention measures, and allowing for maintenance of the trees to maintain vigorous growth.

OAK WILT A vascular wilt disease of oaks. The fungus responsible, *Ceratocystis fagacearum*, invades the water-conducting tissues of oak roots, trunks and limbs. *Ceratocystis fagacearum* does not actively grow anywhere in nature except in oak trees. Spores of this fungus can be moved around by certain insects and by humans.

OAK WILT CENTER A site where the oak wilt fungus is spreading through the roots of diseased trees to infect healthy oaks, creating an area of sick, dead and dying oaks.

RESIDENT A person with legal control over the property in question, to include lessees, owners, and all other occupants who may make alterations to the landscape of the property or hire someone to do the same.

PREVENTATIVE MEASURES Actions that prevent the spread of oak wilt from diseased to healthy oaks, including but not limited to oak wilt suppression trench installation and the removal and destruction of diseased oaks and firewood from diseased oak.

PROTECTED TREE A tree with a diameter of nineteen (19) inches in diameter or greater measured at DBH. Or, Cedar Stands as defined in this ordinance.

RED OAKS Members of a distinct group of the genus *Quercus* characterized by lobed leaves tipped by small soft spines, including but not limited to Texas red oak (*Quercus texana*, also called *Quercus buckleyi*), shumard oak (*Quercus shumardii*), southern red oak (*Quercus falcata*), and blackjack oak (*Quercus marilandica*). These trees are highly susceptible to Oak Wilt, and can spread it naturally.

REMOVAL Means an act that causes or may be reasonably expected to cause a tree to die, including uprooting, severing the main trunk; damaging the root system; and/or excessive pruning.

SUBSTANTIALLY DEAD TREE Tress in which 90% or more of the previously healthy branches have died due to any cause, or which have been certified by an arborist as substantially dead.

SUSCEPTIBLE SPECIES All varieties of the genus *Quercus* that may be infected and killed by *Ceratocystis fagacearum*, including live oaks and all species of red oak.

TREE BOARD The City of Woodcreek Tree Board.

TRENCHING Short for OAK WILT SUPPRESSION TRENCHING INSTALLATION, a method used to isolate the infected area between healthy and diseased trees. Trenching equipment is used to cut connecting roots so that fungus cannot spread between trees.

WOODY DEBRIS Branches and limbs smaller than two inches in diameter cut from diseased trees; also, such branches and limbs from an unknown source that may potentially harbor the oak wilt fungus.

91.05 ESTABLISHMENT OF A TREE BOARD

There is hereby created and established a City Tree Board, which shall:

- (1) Consist of up to seven members, five regular members and two alternates who are resident citizens and qualified voters of the City of Woodcreek.
- (2) Each Council Member shall recommend one regular appointment and shall be accepted upon Council approval.
- (3) Alternates will be recommended by the mayor and shall be accepted upon Council approval. The Parks & Recreation Board may serve as the Tree Board.
- (4) Members and alternates will serve two-year staggered terms. Upon initial appointment, three members shall serve for two years, two members shall serve for one. Both alternates shall serve for a two-year term. This determination of term limits will be made by drawing names and the first three selected will serve the full two-year terms.
- (5) Members may resign at any time. If a vacancy occurs, at the next regular meeting, the Councilmember who originally appointed that member shall recommend a replacement person, with approval of the Council, to fill the unexpired term.
- (6) Members and alternates of the board shall serve without compensation.
- (7) Persons appointed to the Tree Board, as member or alternate, may serve on other City boards, panels, or work groups so long as it is not on the governing body of Woodcreek.
- (8) The Tree Board shall create and maintain a "tree inventory" including species and location of all trees located in public parks, right-of-way greenspaces, and other public land.
- (9) It shall be the responsibility of the Tree Board to study, investigate, provide counsel, develop and/or update annually, and administer a written plan for the care, preservation, pruning, planting, replanting, removal or disposition of trees and shrubs in parks, right-of-way greenspaces, and in other public areas per the Greenspaces Ordinance. Such a plan will be presented annually to the City Council and upon their acceptance and approval shall constitute the official comprehensive city tree plan for the City. Any actions taken in accordance with this plan shall require the approval of city council.

(10) The Tree Board, upon request by the City Council, shall consider, investigate, make findings, report and recommend upon any special matter of question coming within the scope of its work.

(11) The Tree Board shall choose its own officers, make its own rules and regulations, keep minutes of its meetings, and shall function like a work group in that it is not officially subject to the requirements of the Texas Open Meetings Act (TOMA).

(12) The Tree Board shall, however, make every effort to create transparency and a detailed public record of their work for citizens. Thus, all meetings and agendas shall be publicly posted and recordings will be made and published of any meetings that do not occur in the field.

(13) The Tree Board shall participate in or hold an annual Arbor Day event (date to be established annually). This event can occur in conjunction with the celebration of other natural resources and/or protective organizations, such as but not limited to the Cypress Creek Watershed protections, Trinity Aquifer regulations, Jacob's Well management zone, rainwater collection efforts, permaculture education, and other similar sustainable practices.

91.06 TREE FUND

(A) A fund is hereby created in which any/all cash-in-lieu paid to the City pursuant to the mandates of this chapter shall be deposited.

(B) The Fund will be administered by the City Council who may designate this responsibility to the Tree Board and may be drawn upon to implement landscaping improvements on city parks, city-controlled public right-of-way greenspaces, and other public land.

91.07 TREE TRIMMING PERMIT REQUIRED

(A) No property owner, resident, person, individual, firm, corporation, contractor, landscape contractor, developer, tree trimmer, builder, utility service or any other type of business entity shall trim, prune, or remove any tree within the city or its ETJ without having first obtained the appropriate permit from the city.

(B) Permits shall be issued based on the current fee schedule.

(C) Permits shall be effective for 30 days from the date of issuance and shall apply only to the lot or parcel of land for which it is issued.

(D) Pruning or cutting of oak trees shall be prohibited in the spring months of February through June when fungal spore formation and beetle activity are highest unless such activities are completely unavoidable to protect the safety of people and property or the health of the tree. A permit from the City must be secured prior to pruning or cutting in this situation.

(E) Pruning or cutting of oaks is permitted from July through January. All tools used on oak trees must be disinfected between trees.

(F) Regardless of the time of year that the wound occurs, black tree wound dressing must be applied immediately to all wounds of any size on susceptible oaks, including the cut surface of

healthy oak stumps, pruning cuts, construction damage, or any spot where the bark has been removed to expose the wood beneath, to discourage potential insect/disease contamination. Failure to seal any wound immediately upon creation is an unlawful violation of this chapter. This includes trunks of any oak trees fully removed where the trunk portion is left behind.

(G) The permit shall be posted in a place where it can be seen from the nearest street while the work is in process.

(H) Residents are encouraged to seek professional services from a licensed arborist for all tree-trimming and/or removals for all trees, but a certified arborist is required for the trimming of all trees designated as Protected or Heritage.

(I) It is the responsibility of the property owner to secure the proper permits.

(J) The practice of "lion tailing," as described in the definitions in section 91.04 of this chapter, is prohibited. If this practice is used by a resident or developer or conducted by hired help under the supervision and employment of the resident or developer, and the use of this practice later results in the loss or need for removal of a protected or heritage tree, as diagnosed by a certified arborist, then the owner will be subject to all the same fines and replacement measures assigned for removal of protected and heritage trees under the section 91.08

(K) There will be a separate permit process (91.15) for tree removal for all existing and new development within the city limits and the ETJ to establish the species of a tree and if it is a protected or heritage or nuisance tree. See section 91.09 of this chapter for more information.

(L) The following trees may require a permit but do not require mitigation to meet the objectives of invasive species management efforts of the City of Woodcreek.

- Chinaberry (*Melia azedararach*)
- Chinese parasol tree (*Firmiana simplex*)
- Chinese pistache (*Pistache chinensis*)
- Chinese tallow (*Sapium sebiferum*)
- Golden Rain Tree (*Koelreuteria paniculata*)
- Ligustrum, wax leaf (*Ligustrum japonicum*)
- Ligustrum, Japanese (*Ligustrum lucidum*)
- Lilac chaste (*Vitex agnus-castus*)
- Mimosa, non-native (*Albizzia julibrissin*)
- Mulberry, paper (*Broussonetia papyrifera*)
- Mulberry, white (*Morus alba*)
- Nandina (*Nandina domestica*)
- Photinia, Chinese (*Photinia, spp.*)

Privet, common (*Ligustrum sinense*, *Ligustrum vulgare*)

Pyracantha (*Pyracantha spp.*)

Russian olive (*Elaeagnus angustiflora*)

Siberian Elm (*Ulmus pumila*)

Tamarisk, salt cedar (*Tamarix spp.*)

Tree of Heaven (*Ailanthus altissima*)

(M) As a result of a storm or fire, a person may, without a permit, trim, prune or remove a storm damaged tree that is an imminent hazard to life or property if the tree is removed within seven days of being damaged by the event.

(1) Photos of the damaged tree and a written explanation showing the imminent hazard will be provided to the city within fifteen days of the event.

(2) If imminent hazard is not shown to have existed, the city may impose fines or fees for the removal of said damaged tree without having first obtained a permit.

(3) The city manager or their designee may extend these deadlines for widespread and extensive storm damage.

(4) This is extended to cover Protected and Heritage Trees should a storm damage them significantly and they pose a serious immediate hazard to persons or property. If the tree is designated as Protected or Heritage and was removed, and it is determined that full removal was not necessary, then the appropriate replacement costs will be imposed.

(N) Every owner of any tree overhanging any street or right-of-way within the City shall prune the branches so that such branches shall not obstruct view of any street intersection and so that there shall be a clear space of eight feet (8') above the surface of the street, sidewalk or right of way.

(1) Said owners shall remove all dead, diseased or dangerous trees, or broken or decayed limbs which constitute a menace to the safety of the public.

(2) The City shall have the right to prune any tree or shrub on private property when it interferes with visibility of any traffic control device or sign.

(3) The City will notify citizens of intent to prune trees or shrubs at least seven (7) days in advance of commencing this work.

(4) This work shall follow Oak Wilt guidelines as described in this chapter and the City will follow proper procurement procedures for all contracted workers utilized for right-of-way clearance.

91.08 PROTECTED AND HERITAGE TREES

(A) **Protected Trees** as defined in this chapter are trees with a trunk diameter of 19 inches and greater and they are not listed as invasive in section 91.07 (L) of this chapter.

(1) Trees designated as protected are considered to be highly desirable, and private landowners and developers are encouraged to preserve these trees through proper care and maintenance. A certified arborist is required for trimming on protected trees.

(2) If removal of a protected tree is desired, then the landowner or responsible party of existing lots and/or new development must request a permit for removal and they must provide replacement tree at a ratio of 1:1, or cash-in-lieu may be paid to the City Tree Fund in the amount equal to the cost of nursery stock required to replace the diameter amounts lost and the cost of installation on a per unit basis, not to exceed one hundred dollars (\$100.00) per diameter inch lost or 10% of the current value of the property.

(B) **Heritage Trees** as defined in this chapter are trees with a trunk of twenty-four (24) inches in diameter or greater measured at DBH; or a multi-trunked hardwood tree having a total trunk DBH of thirty (30) inches or more (not counting trunks that are eight (8) inches or less in diameter); And is one of the species listed in section 91.04 under Heritage Tree.

(1) Trees designated as heritage are hereby prohibited from removal.

(2) Property owners, residents, and developers who wish to remove a Heritage Tree must request a variance. They must show proof that there is substantial reason to remove a Heritage Tree and placement of a desired structure is not considered to be reason enough to remove a Heritage Tree.

(3) If a removal variance is granted, a replacement must be provided at a ratio of 1:1, or cash-in-lieu may be paid to the City Tree Fund in the amount equal to the cost of nursery stock required to replace the diameter amounts lost and the cost of installation on a per unit basis, not to exceed one hundred dollars (\$100.00) per diameter inch lost or 10% of the current value of the property.

(4) A certified arborist is required for all trimming on Heritage Trees.

(C) **Protected and Heritage Trees** that have been lion tailed, as diagnosed by a certified arborist, will not be considered exempt under any circumstances from the usual fees or replacement measures associated with the removal of said trees even if they are deemed hazardous or diseased if it is established that the lion tailing caused the established protected or heritage tree to decline. Owners who wish to avoid these costs shall have to prove that the structural damage of lion tailing occurred prior to their purchase of the property or prior to enactment of this ordinance. Owners can contest this ruling by requesting a public hearing and appealing to the Adjustment Board with proper documentation.

(D) **Diagnosed Oak Wilt in Protected and Heritage Trees** may result in their removal. If Oak Wilt is detected and it is substantial enough to warrant removal or has caused significant structure damage or death of large portions of the tree, as diagnosed by a certified arborist, it may be mean that these trees are exempt from replacement requirements.

91.09 TREE REMOVAL

- (A) All tree removals must go through a permit process separate from the tree trimming process. This is to determine the species, Protected or Heritage tree status, or if there is a public hazard or nuisance.
- (B) Removal of Protected Trees should be avoided. In the case of bug infestation or disease, besides Oak Wilt, treatments should be pursued before removal if possible. Protected trees should be replaced following the procedures outlined in section 91.08 (A).
- (C) Removal of Heritage Trees is prohibited. A variance must be requested, significant proof is needed for approval to remove beyond placement of a desired structure alone, and the replacement procedures outlined in section 91.08 (B) apply.
- (D) Removal of trees listed in 91.07 (L) is permitted and no replacement procedure is required. The permit in this case is simply to establish the tree type.
- (E) Residents are highly encouraged to use a licensed and insured tree care professional for all removals as they can pose a serious risk to life and property,

91.10 OAK WILT

- (A) Reporting. Any person who discovers or suspects the presence of oak wilt infestation or an oak wilt infected tree shall report that information to the City Manager/Administrator within ten (10) business days.
- (B) Inspections and Notice to Owner
- (1) The City of Woodcreek is authorized and empowered to send a representative from city staff, the Tree Board, Texas A&M Forest Service, or a certified arborist to enter upon any lot or parcel of land in the city or its ETJ at any reasonable hour for the purpose of inspecting any oak tree(s) or dead oak wood situated thereon.
 - (2) Every reasonable effort shall be made to contact the owner, resident, or other persons who may have charge or control of the lot or parcel in advance to notify them of the inspection and to request entry.
 - (3) If there is a living structure on premise, or it is established by observation that the parcel or lot is occupied at the time of the inspection, the aforementioned personnel shall first present credentials, alert the occupant of their intention to enter the property for inspection purposes, and request entry.
 - (4) Owners and occupants shall provide reasonable cooperation for the entry and inspection of their property for the purpose of dealing with this public nuisance. While permission from the resident, owner, or occupant is necessary for entry, if such entry is refused and the City has probable cause to believe that there exists on the premises a public nuisance such as oak wilt, the city shall go before the Municipal Court Judge to seek and obtain a search warrant. The purpose of this warrant is to determine the presence of oak wilt and to obtain samples.
- (C) Confirmation of Oak Wilt and Notice to Owner:

(1) If, on laboratory analysis of specimens removed from any red oak tree, it is determined that such tree is infected with Oak Wilt, or if it is determined that any dead or substantially dead red oak tree, is infected with Oak Wilt then it must be fully removed and all wood taken from the property and disposed of properly. Tools used should be cleaned immediately and shall not be used on other trees until they have been properly sanitized.

(2) If, on laboratory analysis of specimens removed from any species of oak tree other than red oak, it is determined that such tree is infected with Oak Wilt, and it is determined that the tree should be removed by a certified arborist because abatement measures to contain the Oak Wilt and/or prolong the tree's lifespan are determined to be insufficient or cost prohibitive for the owner, or it is determined the structural damage to the tree is significant enough to make it a public health hazard then it must be fully removed and all wood taken from the property and disposed of properly.

(3) If it is determined that any such tree, dead or alive, infected with should be removed, the city may serve or cause to be served a written notice upon the owner of record and upon all lienholders of the lot or parcel of land on which the tree or dead oak wood is located, requiring such owner to comply with the provisions of this chapter.

(4) Diagnosis will be obtained via laboratory verification by the Texas A&M Forest Service or through a field survey by trained personnel.

(5) Service of notice provided for in this chapter shall be by certified mail to the owner's address as listed on the Hays County Appraisal District's tax roll. Notice to a lienholder or its agent may be made by personal service or by certified mail. Certified mail returned as "unclaimed" or "refused" shall be deemed delivered.

(6) If, on laboratory analysis of specimens removed from any species of oak tree other than red oak, it is determined that such tree is infected with Oak Wilt, and it is determined that the tree could benefit from abatement and treatment efforts and that these efforts could effectively contain the Oak Wilt and prolong the tree's life as diagnosed by a certified arborist with a specialization in Oak Wilt, then the owner may take these preventive measures at their own expense.

(D) Abatement or Removal Required:

(1) Upon receipt of written notice by the city as described in 91.10 it shall be unlawful for any owner of any lot or parcel of land within the jurisdiction of the City of Woodcreek to permit or maintain on any such lot or parcel any dead oak wood or oak tree which is a public nuisance as defined in this chapter, and it shall be the duty of the owner of such to promptly remove and destroy such oak tree by cutting the tree off at ground level and removing all dead oak wood and woody debris as directed by the city.

(2) Should the property owner fail to abate the public nuisance within sixty (60) days following the receipt of notification, the city shall have the right to cause the removal and destruction of the diseased trees. The full cost of such removal and destruction shall be assessed to the property owner. Should the property owner fail to pay the city within

thirty (30) days from the date of invoicing the city may, at its discretion, file a lien against the property in the amount of all costs incurred by the city, plus interest. The assessment of expenses and lien shall follow the procedures established in Tex. Health and Safety Code Ch. 342.

(3) Oaks known or suspected to have died of oak wilt may not be retained for firewood under any circumstances due to the elevated risk of fungal mat formation and insect transmission.

(4) It shall be unlawful for any person to sell firewood within the city that was taken from oak trees known or suspected to be infected by the oak wilt fungus.

(5) Pruning or cutting of oak trees shall be prohibited in the spring months of February through June when fungal spore formation and beetle activity are highest unless such activities are completely unavoidable to protect the safety of people and property or the health of the tree. A permit from the City must be secured prior to pruning or cutting in this situation.

(6) Pruning or cutting of oaks is permitted from July through January. Pruning apparatus must be disinfected between trees.

(7) Regardless of the time of year that the wound occurs, black tree wound dressing must be applied immediately to all wounds of any size on susceptible oaks, including the cut surface of healthy oak stumps, pruning cuts, construction damage, or any spot where the bark has been removed to expose the wood beneath, to discourage potential insect/disease contamination. Failure to seal any wound immediately upon creation is an unlawful violation of this chapter. This includes trunks of any diseased oak trees fully removed where the trunk portion is left behind. Residents are encouraged to fully remove the stump of diseased oak trees as they can still spread oak wilt.

(8) If any owner, resident, or responsible party including the City fails to address Oak Wilt once confirmed by laboratory specimen and it can be reasonably proven that the Oak Wilt has since spread to other nearby properties as a result of this negligence as determined by a certified arborist specializing in Oak Wilt, the property owner or responsible party of the Oak Wilt center may be liable for the damage to surrounding properties and subject to no less than half of the fees associated with removal, containment, abatement, and/or replacement of the trees on property surrounding the Oak Wilt Center and any other fees as determined in this chapter under 91.13. Reasonable proof must exist that the owner was notified of confirmed Oak Wilt and that no action was taken to contain and/or remove the diseased trees. If action was taken, and Oak Wilt still spread as diagnosed by a certified arborist specializing in Oak Wilt, then the property owner for which the Oak Wilt center was located is not liable for any spreading that may occur after reasonable efforts have been made to contain and/or remove the Oak Wilt from the property.

(E) City Sponsored Replacement Program and Oak Wilt Abatement and Prevention Efforts:

- (1) The City shall appropriate funds as deemed appropriate by the City Council for oak wilt suppression on private and public lands within the city limits and in the ETJ.
- (2) The City has no obligation to pay for preventive measures on any private property. However, to encourage participation by property owners, the City may enter into written agreements with certain property owners to pay for all or part of the costs of preventive measures.
- (3) The City may enter into an agreement with the property owner(s) for cost-sharing of trenching or removal of dead oaks.
- (4) The City may enter into an agreement with the property owner(s) for cost-sharing of replacement trees.
 - (a) The City will offer up to \$200 in matching funds to replace any protected or heritage tree that has died or must be removed due to Oak Wilt as diagnosed by a certified arborist and confirmed by the City.
 - (b) Trees smaller in diameter and younger in age than a designated protected or heritage tree but afflicted by Oak Wilt as diagnosed by a certified arborist and confirmed by the City, will be grouped into sets of 5 to determine a funding match from the City; for every five smaller trees a resident may receive \$200 and for every three smaller trees a resident may receive half value at \$100 in matching funds.
 - (c) The resident will be reimbursed upon the confirmed planting of the replacement tree. Trees must be planted in the fall, not during a drought, and the resident must provide an exact match of funds from the city to purchase a tree of advanced age and suitable durability to survive transplantation.
 - (d) The City will not cover costs to plant the tree and no portion of the match funds may be used for planting services. The match funds shall be solely used for the purchase of the tree.
 - (e) Trees selected for planting may not be susceptible to Oak Wilt and residents should reference the Texas A&M Forrest Service guidelines for appropriate trees to plant to in this area that Oak Wilt cannot infect.
 - (f) Residents that show proof the replacement tree planted has survived after three years will receive an additional \$100 per tree. This must be documented via photos and the tree must still be alive and thriving at the time the City sends out a representative to confirm in person.
- (F) Fungicide treatment for non-symptomatic or slightly symptomatic trees or removal of infected or dead trees shall be the responsibility of the landowner.
- (G) If an owner of any private land, regardless of zoning or development status, fails to remove, trench, and treat confirmed Oak Wilt then the City may remove the trees at the owner or responsible person(s) expense and may impose additional fines as described in this chapter.

91.11 CERTAIN TREES DECLARED A PUBLIC NUISANCE

(A) Any tree which is in an unsafe condition or which by reason of its nature or growth is injurious to sewers, power lines, gas lines, water lines or other public improvements and measures to save the tree while eliminating the public risk would be cost prohibitive or unlikely to be effective as assessed by a certified arborist.

(B) All red oak diseased trees, alive, dead or substantially dead, and all wood from red oak trees to which any bark is still attached.

(C) All species and varieties of diseased oak trees that are dead or substantially dead, and all dead diseased oak wood to which the bark is still attached, which, because of its condition, may serve as a breeding place for any carrier of oak wilt disease.

(D) Any diseased tree that is dead or substantially dead.

(E) Any tree with substantial bug infestation which has resulted in significant structural damage, as determined by a certified arborist, and treatment would be unable to save or preserve the tree and thus the tree constitutes as a hazard to the public if not immediately removed.

(D) A living, dying, or dead tree or limb or shrub on a right-of-way, or adjacent to a right-of-way but on private property, if it obstructs streetlights, traffic signs, or the free and safe passage of pedestrians and vehicles, or poses a hazard to life or property. A representative of the City may meet with the property owner to discuss such a tree, and the city may give notice to the property owner to remedy such nuisance at the owner's expense.

(E) A living, dying, or dead tree or limb or shrub on a right-of-way, or anywhere on private property, that harbors an infestation or fungus or disease which a certified arborist determines is a contagious communicable threat to other trees within the city. Owners are encouraged to report such nuisances to the city. A representative of the City may meet with the property owner to discuss such a nuisance. The city may give notice to the property owner that it intends to remediate such nuisance for the owner at the owner's expense and proceed to do so. The owner shall cooperate with the city's remediation. Remediation may include various measures as determined by a certified arborist, such as spraying, injecting, trimming, or removing.

91.12 GUIDELINES FOR DISEASED OR INFESTED TREES OTHER THAN FROM OAK WILT

(A) Inspections for all trees

(1) Homeowners, residents, and all others in charge of or care over any property within the city limits of Woodcreek or its ETJ are encouraged to conduct annual tree inspections of their property. If Oak Wilt is suspected, please contact the City immediately to receive assistance in properly diagnosing diseased trees.

(2) Additional inspections to consider would be for bug infestations, diseases other than oak wilt, excess ball moss growth, girdling, buried root crowns, blight, and erosion. The City encourages residents, property owners, and developers to seek regular inspections and to pursue proper tree care but will not provide compensation outside of the

programs listed in this chapter or any other official city sponsored events that may occur.

(3) It is the financial responsibility of private landowners and residents to properly inspect and care for their trees per the guidelines in this chapter to ensure the trees located within their property lines are safe and healthy, thus protecting residents' assets and property values.

(4) If there is a suspected contagious disease or bug infestation, the City may send a city representative, member of the Tree Board, or other licensed professional to inspect and diagnose trees in question or determined at risk pursuant to the guidelines as described in section 91.10 (B).

(B) Notice to owner for diseased and infested trees

(1) If, on laboratory analysis of specimens or upon the diagnosis by a certified arborist, that any species of tree under the city's jurisdiction is determined that such tree is a public nuisance, as provided in this chapter, or if it is determined that any dead or substantially dead tree, is a public nuisance, as provided herein, and if it is determined that any such tree should be removed, the city may serve or cause to be served a written notice upon the owner of record and upon all lienholders of the lot or parcel of land on which the tree or dead wood is located, requiring such owner to comply with the provisions of this chapter.

(2) Diagnosis may be obtained via laboratory verification by the Texas A&M Forest Service or through a field survey by trained personnel.

(3) Service of notice provided for in this chapter shall be by certified mail to the owner's address as listed on the I-lays County Appraisal District's tax roll. Notice to a lienholder or its agent may be made by personal service or by certified mail. Certified mail returned as "unclaimed" or "refused" shall be deemed delivered.

(4) Once notice has been issued, action must be taken to treat or remove the public nuisance

(C) Costs for treatment, removal, and replacement

(1) The City shall appropriate funds as deemed appropriate by the City Council for suppression of infectious diseases or bug infestations that pose a threat to the greater community.

(2) The City has no obligation to pay for preventive measures on any private property. However, in order to encourage participation by property owners, the City may enter into written agreements with certain property owners to pay for all or part of the costs of preventive measures.

(3) The City may enter into an agreement with the property owner(s) for cost-sharing of treatments deemed necessary by a certified arborist.

(4) The City may enter into an agreement with the property owner(s) for cost-sharing of replacement trees.

(5) Fungicide treatment for non-symptomatic or slightly symptomatic trees or removal of infected or dead trees shall be the responsibility of the landowner.

91.15 TREE PROTECTION REQUIREMENTS FOR NEW DEVELOPMENT OR NEW CONSTRUCTION ON EXISTING DEVELOPMENT

(A) A “Grading and Tree Survey” shall be submitted with all new commercial and residential or subdivision development site plans within the city’s jurisdiction.

(1) The Tree Survey shall include all existing, live, healthy trees with a fourteen (14) inch or larger DBH in diameter. The Survey shall indicate the size (DBH) and species of tree. Trees observed to be distressed will be indicated with an asterisk on the tree list. Trees shall be represented by circles using the formula of one (1) foot of radius diameter for every one (1) inch of trunk diameter. Unbroken circles indicate trees that are to remain. Dashed circles indicate trees that are to be removed (including trees identified to be distressed).

(2) Healthy designated Protected Trees that require removal to accommodate the development shall be replaced at a ratio of 1:1, or cash-in-lieu may be paid to the City Tree Fund in the amount equal to the cost of nursery stock required to replace the diameter amounts lost and the cost of installation on a per unit basis, not to exceed one hundred dollars (\$100.00) per diameter inch lost for the entire Site, or 10% of the current value of the entire property (before subdivision, if being divided). Trees identified as diseased, infested, containing Oak Wilt, or with substantial structure failure as diagnosed by a certified arborist may be exempt from replacement requirements if it is determined the tree would not naturally survive without extensive and cost-prohibitive intervention.

(3) Healthy designated Heritage Trees are prohibited from removal. A variance for removal must be requested from the City and proof that there is substantial reason to remove a Heritage Tree is required. Placement of a desired structure alone is not considered to be reason enough to remove a Heritage Tree. If the variance to remove a Heritage Tree is granted, then a replacement tree must be planted at a ratio of 1:1, or cash-in-lieu may be paid to the City Tree Fund in the amount equal to the cost of nursery stock required to replace the diameter amounts lost and the cost of installation on a per unit basis, not to exceed one hundred dollars (\$100.00) per diameter inch lost for the entire Site, or 10% of the current value of the entire property (before subdivision, if being divided). Trees identified as diseased, infested, containing Oak Wilt, or with substantial structure failure as diagnosed by a certified arborist may be exempt from the variance and replacement requirements if it is determined that the tree could not first be preserved through treatment and mitigation.

(4) Pre- and post-construction fertilization is required for existing trees that will be, or have been, disturbed by construction activities, including disturbance of the critical root

zone. All fertilizers must be phosphate-free. Receipts from this treatment must be provided to the City Manager prior to a certificate of occupancy issuance.

(5) The planting, preserving and maintaining of trees, which are contagiously diseased trees, or the storage of cut oak, unless first determined by a certified arborist to be devoid of oak wilt or properly treated, shall be deemed to be a Public Nuisance and is prohibited.

(6) During construction, measures must be taken to protect all trees; including, but not limited to: rigid fencing, shielding, and signage, as necessary. Rigid fencing shall be placed with a radius of at least ten (10) feet from the trunk or at the critical root zone, whichever is greater, unless property lines or other features prohibit a complete radius. Rigid fencing shall consist of chain-link or wood fencing not less than four (4) feet high at the drip line of the tree. Stakes shall be no more than six (6) feet apart and at least one and one-half (1-1/2) feet deep into the ground.

(7) The City Manager or Designee shall inspect and approve installed tree protection before the issuance of any Permit to commence with any construction activity.

(8) Tree protection shall remain in place until final landscaping installation is approved by the City Manager or designee.

(9) The parking or storage of vehicles, equipment or materials within the critical root zone is prohibited.

(10) Any trenching that must occur during or post construction around Protected and Heritage Trees must have the plan reviewed by a certified arborist. If it is determined the trenching will occur in a critical root zone, then the work must be conducted by a certified arborist.

(B) For all new commercial and residential developments or subdivisions, during extreme drought classifications for this region as determined by the National Drought Mitigation Center, the City Manager, or designee, may:

(1) Accept a fiscal deposit in the amount equal to the cost of purchasing and installing the trees, and other required landscaping, into the City's Tree Fund in lieu of the installation of trees, and other required landscaping, required by this chapter for the issuance of a Certificate of Occupancy Permit; OR

(2) The City Manager, or designee, may accept an escrow equal to the cost of purchasing and installing the trees, and other required landscaping. The City shall only accept the Fiscal Deposit or Escrow if an Erosion Control Plan has been reviewed and accepted by the City Manager, or Designee. Failure to maintain and adhere to an approved Erosion Control Plan during periods of an extreme drought classification shall be deemed a violation. Such a violation will result in fines and penalties being applied.

(3) The escrow may be drawn upon by the City to implement tree requirements for the depositing property owner, or the funds shall be released to the depositing property owner to implement tree requirements within thirty (30) days when after the Drought

Mitigation Center determines that this region is no longer in an extreme drought condition or higher classification. Failure to implement the tree requirements within thirty (30) days of the release of the fiscal deposit to the depositing property owner shall be deemed a violation and the fines and penalties of this article shall apply.

(C) Fiscal deposit or cash accepted in lieu of replacement of trees

(1) Persons requesting that the City accept an in lieu Fiscal Deposit to the Tree Fund shall provide the City with written documentation from an entity that sells trees providing the estimated cost of purchasing and installing the trees and other landscaping required by this chapter.

(2) If no estimated cost for the installation of the trees required by this chapter is provided to the City, the City shall require a sixty-six (66) percent of the cost of the tree to be paid as the installation cost in addition to the cost to purchase the tree.

(3) Any fiscal deposits for trees paid to the City pursuant to this section shall be held in the Tree Fund and used as designated in section 91.06 of this chapter.

(4) Replacement fees for Protected and Heritage Trees are outlined in section 91.08 of this chapter.

91.16 ENFORCEMENT

The City Manager or their designee is charged with the enforcement of the provisions of this chapter.

91.17 PENALTY

It shall be unlawful for any person, firm or corporation to violate the provisions of this chapter. Any person violating any provision hereof shall be deemed guilty of a misdemeanor, and each such person shall be deemed guilty of a separate offense for each and every such violation and for each and every day or portion thereof during which any such violation continues or occurs. Upon the conviction of such violation, such offense shall be punishable by fine which shall not exceed \$500 for each separate offense.

(A) Compliance. Violators of this article will be required to come into compliance within sixty (60) days, unless a variance has been approved by the city. Compliance with this article may be grounds for withholding of other related pending permits for the project by the city.

(B) Enforcement. The city shall have the power to administer and enforce the provisions of this article as may be required by governing law. Any person violating any provision of this article is subject to a stop work order, suit for injunctive relief, and/or prosecution for criminal violations. Any violation of this article is hereby declared to be a nuisance. Any violation of this article may serve as grounds to withhold or delay issuance of other permits and revocation of a certificate of occupancy.

(C) Civil remedies. Nothing in this article shall be construed as a waiver of the city's right to bring a civil action to enforce the provisions of this article and to seek remedies as allowed by law, including but not limited to the following:

(1) Injunctive relief. Injunctive relief to prevent specific conduct that violates this article or to require specific conduct that is necessary for compliance with this article;

(2) Civil penalty. A civil penalty up to five hundred dollars (\$500.00) a day to be deposited in the City Tree Fund, when it is shown that the defendant was notified of the provisions of this article and after receiving notice committed acts in violation of this article or failed to take action necessary for compliance with this article, and other available relief; and

(3) Stop work order. In the event work is not being performed in accordance with this article, the city shall issue a stop work order and all work shall immediately cease. No further work shall be undertaken on the project as long as a stop work order is in effect.

SIGNIFICANT CHANGES IN THE PROPOSED UPDATE TO CHAPTER 91: TREE ORDINANCE:

- Applies to ALL property under the jurisdiction of the City and not just new construction, development or subdivision. This includes residential, commercial, and recreational lands within the city limits and ETJ.
- Bans the controversial and undesirable pruning practice of “lion tailing” and established regulatory consequences for the use of this practice if it can be proven that the tree failed because of the practice.
- Enhances the Tree Board guidelines for that governing body
- Defines and designates Protect and Heritage Trees, establishing rules for their preservation.
 - Residents and developers MUST use a certified arborist to work on these trees, except in the case of a full removal. Although a trained arborist is recommended in this case because the removal of large trees can pose a significant hazard to life and property.
 - Removal of a Protected Tree is discouraged and the property owner or developer must replace it or provide a cash-in-lieu payment.
 - Removal of a Heritage Tree is prohibited and the property owner or developer must go through the variance process in order to request permission to remove. If removal is granted a replacement or cash-in-lieu payment must be made.
 - Certified arborist required for trenching around trees designated Protected or Heritage.
- Creates a separate permit process for removal versus just trimming for all trees.
- Increased payments for removing Protected and Heritage Trees.
- Moved “Cedar Stands” to Protected Tree status from Heritage.
- Improved guidelines for trees infected with things other than Oak Wilt and bug infestations
- Strengthens guidelines and tree protections for new development and in the construction process.

Council Meeting Date: Special City Council Meeting May 25, 2022**Agenda Item Cover Sheet****Agenda Item Subject/Title:**

Discuss and Take Appropriate Action on an Ordinance Amending Title IX "General Regulations," Adding Chapter 98 "Street Trees, Right-of-Way Public Greenspaces, and City Parks" to the City of Woodcreek Code of Ordinances.

Agenda Item Summary:

This ordinance works to protect street trees and other vegetation located on city owned public land such as city parks, islands, medians and right-of-way public greenspaces. It sets up a process for volunteers to help care for these areas and a permit process for any significant work being proposed. Additionally, it creates an official inventory of city owned public lands and street trees located in public right-of-way greenspaces. This ordinance is the next step in the motion to establish these protections that the City Council unanimously approved earlier this year.

Financial Impact:

\$250 filing fee

Recommendations:

Recommend that the City Council approve this ordinance.

Submitted by: Councilmember Debra Hines

ORDINANCE NO. _____

CITY OF WOODCREEK, TEXAS

AMENDMENT TO TITLE IX GENERAL REGULATIONS OF THE CODE OF ORDINANCES

AN ORDINANCE AMENDING THE CITY OF WOODCREEK CODE OF ORDINANCES AT TITLE IX ("GENERAL REGULATIONS"), ADDING CHAPTER 98 ("STREET TREES, RIGHT-OF-WAY PUBLIC GREENSPACES, AND CITY PARKS") PROVIDING FOR ENACTMENT, REPEALER, SEVERABILITY, CODIFICATION, AND EFFECTIVE DATE, AND FINDING PROPER NOTICE AND MEETING.

WHEREAS, pursuant to Texas Local Government Code Section 51.001, the City has general authority to create an ordinance that is for good government and order of the City; and

WHEREAS, the City Council finds that the preservation of tree inventory is environmentally beneficial and contributes to the overall aesthetics and natural beauty of the City; and

WHEREAS, the City Council finds that amplifying right-of-way public greenspaces can serve as natural traffic calming measures working to reduce the speed of motorized vehicles and promote the overall safety and wellbeing of the citizens; and

WHEREAS, the City Council understands that it is the fiscal responsibility of the City to maintain and care for right-of-way public greenspaces, city parks, and other public land; and

WHEREAS, the City Council finds that the City has a duty to protect ground water and air quality through the preservation of natural spaces; and

WHEREAS, the City Council finds that street trees, right-of-way public greenspaces, City parks, and undeveloped public land can work to control stormwater runoff and promote a nature-based flood control infrastructure; and

WHEREAS, the City Council finds that maintaining and increasing street tree inventory, right-of-way public greenspaces, city parks, and undeveloped public land protects property values; thereby ensuring the longevity of the City itself through the promotion of its desirability for future residents and maintaining consistent ad valorem tax income; and

WHEREAS, the City Councils finds the creation of this ordinance aligns with the best interests of its citizens and is for good government and order of the City.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Woodcreek:

1. FINDINGS OF FACT

The foregoing recitals are incorporated into this Ordinance by reference as findings of fact as if expressly set forth herein.

2. ENACTMENT

The Code of Ordinances of the City of Woodcreek is amended at Title IX ("General Regulations") to add Chapter 98 ("Street Trees, Right-of-Way Public Greenspaces, and City Parks") so as to read in accordance with Attachment A attached hereto and incorporated into this Ordinance for all intents and purposes.

3. REPEALER

All ordinances, resolutions, or parts thereof, that are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters regulated, herein.

4. SEVERABILITY

Should any of the clauses, sentences, paragraphs, sections or parts of this Ordinance be deemed invalid, unconstitutional, or unenforceable by a court of law or administrative agency with jurisdiction over the matter, such action shall not be construed to affect any other valid portion of this Ordinance.

5. CODIFICATION

The City Secretary is hereby authorized and directed to record and publish the language of Title IV, Chapter 98, as written by this Ordinance, in the City's Code of Ordinances.

6. EFFECTIVE DATE

This Ordinance shall be effective immediately upon its passage and the publication of caption of this ordinance as provided by law.

7. PROPER NOTICE & MEETING

It is hereby officially found and determined that the meeting at which this Ordinance was passed was attended by a quorum of the City Council, was open to the public, and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551. 27

PASSED & APPROVED this, the ___ day of May 2022, by a vote of ____ (ayes) to ____ (nays) and ____ (abstentions) of the City Council of Woodcreek, Texas.

Jeff Rasco, Mayor

Suzanne Mac Kenzie, City Secretary

Attachment "A"

City of Woodcreek

CODE OF ORDINANCES

TITLE IX: GENERAL REGULATIONS

CHAPTER 98: STREET TREES, RIGHT-OF-WAY PUBLIC GREENSPACES, AND CITY PARKS

§ 98.01 TITLE

This chapter may be known and cited as the "Greenspaces Ordinance."

§ 98.02 INTENT AND PURPOSE

The intent of this chapter is, through the preservation, protecting and planting of trees, plants, flowers, and other shrubs to:

- (A) Aid in the stabilization of soil by the prevention of erosion and the enhancement of sedimentation;
- (B) Reduce stormwater runoff and the costs associated therewith and replenish ground water supplies;
- (C) Provide a haven for birds which in turn assist in the control of insects;
- (D) Provide habitat and food for pollinators;
- (E) Protect and increase property values;
- (F) Conserve and enhance the city's physical and aesthetic environment;
- (G) Improve air quality and maintain natural carbon offsets;
- (H) Provide natural traffic calming features to reduce the speed of motorized vehicles;
- (I) Lower surface and air temperatures by providing shade and through evapotranspiration;
- (J) Protect and enhance the quality of life and the general welfare of the city.

§ 98.03 DEFINITIONS

Improved right-of-way. A strip of land dedicated and improved and developed to city standards for public use as a street, walking trail, or alley.

Major pruning. Trimming or cutting of branches two inches in diameter or greater; root pruning; or trimming or cutting out of branches and limbs constituting greater than 10 percent of the tree's foliage bearing area. The work shall retain the natural form of the tree.

Minor pruning. Trimming or cutting of water sprouts, suckers, twigs, or branches less than two inches in diameter, or which constitutes less than 10 percent of the tree's foliage bearing area. The work shall

retain the natural form of the tree. Removal of dead wood is included within the definition of minor pruning.

Other vegetation. Trees, bushes, shrubs, grasses, or other plant material located within an improved public right-of-way in a tree pit, median, island, or planting strip or on public land or in a public park.

Person. Any public or private individual, group, company, firm, corporation, partnership, association, society, or any other combination of human beings whether legal or natural.

Planting strip. Any portion of the improved street right-of-way not used for transportation and thus available for the purpose of planting and maintaining trees and other vegetation; other names for this would include median, island, or tree pit.

Right-of-way. Any strip of land dedicated to or over which is built public streets, walking trails or alleys, or is used for or dedicated to utilities installation; the “right-of-way” is an easement over the land of the adjoining property owner or can be a portion of City owned property that is left as a greenspace, street tree, planting strip, median, island, or tree pit.

Street tree. Any tree which is located upon property within the improved public right-of-way, such as in a tree pit, median, planting strip or island, in the city of Woodcreek.

Topping. The removal of the leader stem of the tree.

Tree trimmer. A person contracted by the city to engage in the business or occupation of trimming, pruning, treating, or removing trees who holds the appropriate qualifications and experience.

Unimproved right-of-way. Any strip of land which has been dedicated, but not developed or improved to city standards for public use as a street, walking trail, or alley.

§ 98.04 PROTECTION OF STREET TREES, RIGHT-OF-WAY PUBLIC GREENSPACES, AND CITY PARKS

(A) All street trees and other vegetation located within an improved or unimproved public right-of-way shall hereby be protected, maintained, and preserved using City resources. This does not pertain to privately owned property that is in a street-adjacent right-of-way easement. This is applicable to all medians, planting strips, tree pits, islands or other such greenspaces located on public land in a public right-of-way and other similar city-owned property.

(B) These street trees, tree pits, medians, islands, and planting strips shall be designated as “right-of-way public greenspaces” unless already dedicated as park land.

(C) It shall be unlawful to remove, prune, or significantly alter street trees and vegetation located within these right-of-way public greenspaces without written approval of the City through the approved permit process or by an authorized City representative for regular and necessary maintenance.

(D) Removal of street trees or any significant alteration of the landscape or vegetation within these right-of-way public greenspaces shall require a majority vote of approval by the governing body. There must be significant justification for the removal of street trees and alternative plans submitted to preserve and reconstruct the right-of-way public greenspace with similar and/or appropriate vegetation.

(E) The City of Woodcreek shall seek to preserve and protect street trees, right-of-way public greenspaces, city parks and other public land by the regular investment of City resources in their care

and maintenance. The City is hereby authorized to host annual and seasonal events to enlist volunteers to assist in the regular care and maintenance of these areas; these beautification events shall occur on an as-needed basis and City funds may be allotted to cover necessary expenses such as but not limited to the purchasing of trees or other vegetation, renting equipment, purchasing soil and/or mulch, purchasing food and beverages for volunteers, and the hiring of professional services for tree trimming, ball moss removal, fertilization and more. All funding requests are subject to Council approval and shall be coordinated with the City in advance.

(F) The City of Woodcreek shall seek to increase its inventory of street trees, right-of-way public greenspaces, and park land when an opportunity arises to secure such public land. Reductions in inventory of street trees and public greenspaces is not advised.

(G) All trees, on City owned land, near any excavation or construction of any building, structure, or street work, shall be sufficiently guarded and protected by those responsible for such work as to minimize potential injury to said trees and to maximize their survival.

(H) Stakes or guards may be placed alongside or around any street tree or tree located on City owned land; provided, that such supports are placed as near as practical to the tree for which support is intended, and do not restrict access to or from the street or create any hazard to the public.

(I) The City of Woodcreek will abide by best practices in regards to Oak Wilt, and/or other seasonal limitations in the care of its publicly owned trees and vegetation.

(J) The City of Woodcreek will seek to hire licensed and experienced professionals for all tree-trimming work.

(K) The City of Woodcreek, City Councilmembers, Tree Board members, and any other representative designated to make decisions about public right-of-way greenspaces, parks, and other public land shall follow the guidelines set forth in Chapter 91, Trees, for the care, maintenance and preservation of Protected and Heritage Trees located on public lands in the City of Woodcreek in addition to the regulations set up in this chapter.

§ 98.05 MAINTENANCE RESPONSIBILITY

(A) The City of Woodcreek shall maintain all street trees and other vegetation located on planting strips and within right-of-way public greenspaces, in addition to city parks and other public land.

(B) Private property owners shall maintain all trees and vegetation located within street-adjacent right-of-way easements, public utility easements, and those areas abutting parks and/or walking trails that fall within their property lines.

(C) The City may conduct and is responsible for street adjacent right-of-way road clearance on an as-needed basis. This City will notify the public in advance of such work, must use qualified tree trimming or landscape professionals for the service per the City procurement policies, and all contracts are subject to approval by the governing body.

(D) Private property owners and residents of the City of Woodcreek may volunteer time, resources, and their services to improve upon and care for right-of-way public greenspaces, street trees, planting strips and public parks. If they intend to receive compensation for funds spent, they shall go through the

appropriate permit process. Volunteers can participate in or lead a City sponsored beautification event or project with the necessary permits.

(E) Volunteers who wish to “adopt” or be responsible for an area and its regular maintenance can contact the City to receive approval. The City will not be responsible to compensate or reimburse volunteers unless the appropriate permit has been completed and approved. Volunteers that “adopt” an area are encouraged to water, conduct annual pruning, clean out debris and leaves from garden beds, add mulch, replace existing vegetation that may have died off, and other similar maintenance activities. These activities will be at their own expense unless a permit has been issued by the City. Volunteers shall contact the City to let them know of their intention to “adopt” the area and provide their contact information. This “adoption” may be subject to approval by the City Council. Any significant changes involving removal of a tree or alternation of landscape design must be permitted in advance of the work being done. Areas that have been “adopted” are still under the supervision and responsibility of the City, and the City may conduct regular maintenance or permitted alternations as needed.

§ 98.06 ENFORCEMENT AUTHORITY

(A) The City Manager or their designee shall be charged with the enforcement of this chapter

(B) The City of Woodcreek governing body shall have exclusive jurisdiction and supervision over all street trees or other vegetation growing in public rights-of-way greenspaces, plantings strips, medians, islands, city parks, and other public land unless otherwise provided by this chapter. The City of Woodcreek may designate this responsibility to the Tree Board or Parks and Recreation Board. The City may have the Tree Board or Parks and Recreation Board review applications for recommendation to the governing body for approval.

1. Designation of certain greenspace and park areas to the care and maintenance of appropriate volunteer residents, a landscaping company, tree trimmer, or other contracted employee holding the necessary qualifications is allowed and is subject to the approval of the governing body. These individuals shall utilize the guidelines set forth in Chapter 91, Trees to guide all work done.
2. This provision does not prevent the City Manager from hiring contracted employees for regular maintenance such as mowing or removal of dangerous or hazardous limbs.
3. The City may plant, and shall maintain, trees and may plant, and shall maintain, other plants in the right-of-way public greenspaces, city parks, and other public lands, in order to preserve symmetry and replace diseased, damaged, or dying vegetation. Preference shall be given to drought tolerant and deer resistant plants.
4. Members of the governing body hold the collective authority to supervise all work done under permit issued in accordance with the terms of this chapter. They may designate this authority to the Tree Board or Parks Board.
5. The City of Woodcreek governing body shall have the authority to affix reasonable conditions to the grant of a permit hereunder.

6. The City of Woodcreek governing body, or any other government body or city official they designate for the permit approval and supervision process, shall use the guidelines outlined in Chapter 91, Trees, for tree care, Oak Wilt procedures, preservation of Protected and Heritage Trees, and other regulations pertaining to tree preservation and maintenance to guide permit approval decisions in addition to the guidelines set forth in this Chapter.

§ 98.07 PERMITS REQUIRED

(A) *Tree Trimming.* No person shall perform major pruning or remove trees in planting strips, within improved public right-of-way greenspaces, city parks, or other public places, or cause or authorize any person to trim, prune or remove trees in public places, without first filing an application and procuring an appropriate permit from the city. They may designate this responsibility to the Tree Board.

1. *Application Data.* The application required herein shall state the kind, size, and condition of trees to be trimmed or removed; the kind of trimming to be administered; and such other information as the City of Woodcreek governing body shall find reasonably necessary to a fair determination of whether a permit should issue hereunder.

2. *Standards for Issuance.* The City Manager shall issue the permit provided for herein when the governing body finds that the desired action or treatment is necessary and that the proposed method and workmanship are satisfactory.

3. *Major Pruning.* The city will require that the pruning be performed by a licensed tree trimmer. This determination will be made as a part of the permit process.

4. *Tree topping.* Not permitted as a normal or regular practice.

5. *Trees severely damaged.* If a storm or some other natural cause has resulted in significant damage to a tree, where typical pruning practices are impractical, said tree(s) may be exempted from this section at the determination of the City of Woodcreek governing body or their designated representative(s).

5. *Removal of Trees.* The stumps and roots of trees shall be removed to a point at least one foot below the top of the adjacent land or proposed grade.

6. *Tree Replacement Location.* As a condition to the granting of a tree removal permit, the City may require a replacement.

(B) *Planting of Trees and Other Vegetation.* No person shall plant a new tree or other vegetation within improved public right-of-way greenspaces, city parks, or other public lands without first filing an application and procuring a permit from the city. Upon receipt of an application for a permit to plant, the City of Woodcreek governing body shall have the authority to require from the applicant a detailed declaration of intentions either in form of a planting plan or written statement. All planting plans shall be drawn in ink and submitted in duplicate. One copy of each plan or statement of intention shall, when approved by the governing body, be returned to the applicant and the other copy shall be kept on file by the City Secretary. All statements filed in lieu of a planting plan shall contain the same information as required on the plan. All planting plans shall accurately show:

1. The proposed street including pavement, curb, gutter, parking strip and sidewalk areas to a definite indicated scale.
2. The variety and size of each and every tree and plant proposed to be planted and of those already existing within the proposed street lines, either indicated on the plans or referenced with a number to key list.
3. The proposed location of each and every proposed tree and plant together with the location of each existing tree or plant within the proposed street line in scaled relation to the other features of the plan.
4. The distance between trees other plants in any direction.
5. Preference shall be given to species not subject to Oak Wilt, to those native to Central Texas, drought tolerant, and deer resistant.
6. Proper measurements shall be taken to ensure young trees will survive. This may include a deer guard or wire cage for several years until it is established.

(C) *Notice of Completion.* A notice of work completion concerning tree or other vegetation planting, removal or major pruning shall be given by the permittee, within five days, to the City Manager for his inspection. At which time, the City Manager shall inspect that the work has been completed and is satisfactory. If compensation is expected, an invoice must be provided and payment is subject to approval of satisfactory work by the City Manager or other designated City employee.

§ 98.08 REMOVAL OF TREES, PLANTS, AND SHRUBS

The City may authorize removal or may remove trees, plants and shrubs situated in planting strips, whenever:

- (A) The tree, plant or shrub is actually defective or dangerous, or an obstruction to public travel;
- (B) Removal is necessary because the installation of, or potential or actual damage to, a sidewalk, parkway, curb, gutter, pavement, sewer line, underground utility, or other municipal improvement. Such removal will not be authorized automatically; consideration shall first be given to construction modifications for the preservation of any trees; or
- (C) Removal is necessitated by infection or infestation as diagnosed by a licensed professional.
- (D) Authorization to remove is subject to the approval of the governing body. In the case of an emergency, the Mayor may temporarily grant the power to provide mitigation services until which time the governing body may convene and make a final decision on any potential removal.

§ 98.09 REMOVAL OF HAZARDOUS OR OBSTRUCTIVE TREES AND LIMBS

(A) *Hazard Tree.* Any tree or tree part which poses a high risk of damage to persons or property located in a right-of-way public greenspace, planting strip, city park or other public land.

1. The governing body will make the determination of a hazard tree. They may designate this responsibility to the Tree Board.

2. Upon approval by the governing body, the City Manager or their designee will contract services to remove the hazard tree.

3. Notice to the public shall be given stating the reasons for the tree removal.

(B) Obstructive Tree. Any tree or other vegetation which impedes vehicle or pedestrian traffic or obstructs the vision of vehicle drivers or pedestrians of traffic control devices when traveling from one roadway to another located in a right-of-way public greenspace, planting strip, city park, or other public land.

1. The governing body will make the determination of an obstructive tree or vegetation. They may designate this responsibility to the Tree Board.

2. Upon approval by the governing body, the City Manager or their designee will contract services to remove the obstructive tree, vegetation or tree limb.

3. Regular, annual right-of-way clearance is not subject to this approval process, but will still be subject to procurement procedures and contract approval by the governing body.

§ 98.10 TREATMENT AND REMOVAL OF INFECTED OR INFESTED TREES

The following rules shall govern the treatment or removal of infected or infested trees:

(A) If any tree, plant or shrub in any planting strip or other public place is infected or infested with disease or pest detrimental to the growth, health or life of such trees, the City may remove or control such infection or infestation

(B) If the infection or infestation cannot be controlled or removed, then such tree, plant or shrub may be removed and destroyed if the City finds that such disposition is in the public interest.

(C) Treatment and removal is subject to approval by the governing body.

(D) Assessment shall be conducted by a licensed professional.

(E) The public shall be notified if a tree is to be removed.

§ 98.11 DESTROYING, DEFACING, OR INJURYING ANY TREE

It is unlawful for any person to destroy, injure or deface, by any means, any street tree or tree located in a city park or other public land, including but not limited to the following:

(A) Pouring any toxic material on any tree or on the ground near any tree;

(B) Attaching any sign, poster, notice, or other object on any tree, or fastening any guy wire, cable, rope, nails, screws, or other device to any tree except as used to support a young or broken tree; and except that the city may tie temporary "no parking" signs to trees when necessary in conjunction with street improvement work, tree maintenance work, or parades; or the city authorizing installation of holiday lighting;

(C) Causing or encouraging any fire or burning near or around any tree;

(D) Harming a tree by cutting the bark or branches with a knife, hatchet or other similar object.

§ 98.12 INTERFERING WITH CITY PERSONNEL

No person shall prevent, delay, or interfere with the governing body, or any of their representatives, in the execution or enforcement of the provisions of this chapter.

§ 98.13 PARKING ON RIGHT-OF-WAY PUBLIC GREENSPACES AND PARKS

(A) Parking on any right-of-way public greenspace, median, planting strip, island, tree pit or around the base of a street tree is prohibited unless in designated parking spaces marked by sign or on durable surfaced spaces created for such purpose and designated as public parking. The Triangle, parcel of land located at the intersection of Woodcreek Drive and Brookhollow, is an exception to this rule as it functions as a public park without that official designation; parking may occur parallel to the street so long as all four tires are off the road.

(B) Parking at public parks adjacent and parallel to a City owned right-of-way is permitted so long as all four tires are off the pavement.

(C) The City may erect signs preventing parking or designating a time limit for parking in any area of a right-of-way public greenspace, city park, or other public land.

(D) The City may create designated parking spaces in a public greenspace right-of-way, city park, or other public land so long as these parking spaces may not serve to compact the roots of nearby trees. Approval of the creation of new parking spaces is subject to the review of the City's governing body or the may designate this responsibility to the Tree and/or Parks Board. Every effort should be made to provide adequate off-street parking while working to ensure surrounding trees are protected from root compaction and soil degradation.

§ 98.14 COOPERATION BETWEEN CITY DEPARTMENTS AND AGENCIES

Policies shall be developed to ensure close cooperation between the City Manager, Governing Body, Parks Board, and Tree Board relating to routing of permit applications and the enforcement of the provisions of this chapter.

§ 98.15 NON-LIABILITY OF THE CITY

Nothing in this chapter shall be deemed to impose any liability upon the city nor upon any of its officers or employees nor to relieve the owner or occupant of any private property from the duty to keep trees and other vegetation upon private property or property under his control in a safe condition.

§ 98.16 ENFORCEMENT

This chapter may be enforced by one or more of the following:

(A) *Stop Work Orders.* In the case of a violation of any provisions of this chapter, a failure to comply with the terms of a permit, or in the case of removal of trees in violation of this chapter, the City Manager or designee will order the work stopped by notice in writing served on any persons engaged in the doing or causing such work to be done, and any such persons shall

forthwith stop such work until authorized by the City Manager or designee to proceed with the work.

(B) Injunctive Enforcement. Any violation of the provisions of the chapter is hereby declared to be a public nuisance and may be abated through proceedings for injunctive or similar relief in court.

(C) Violation – Civil Remedies and Penalty.

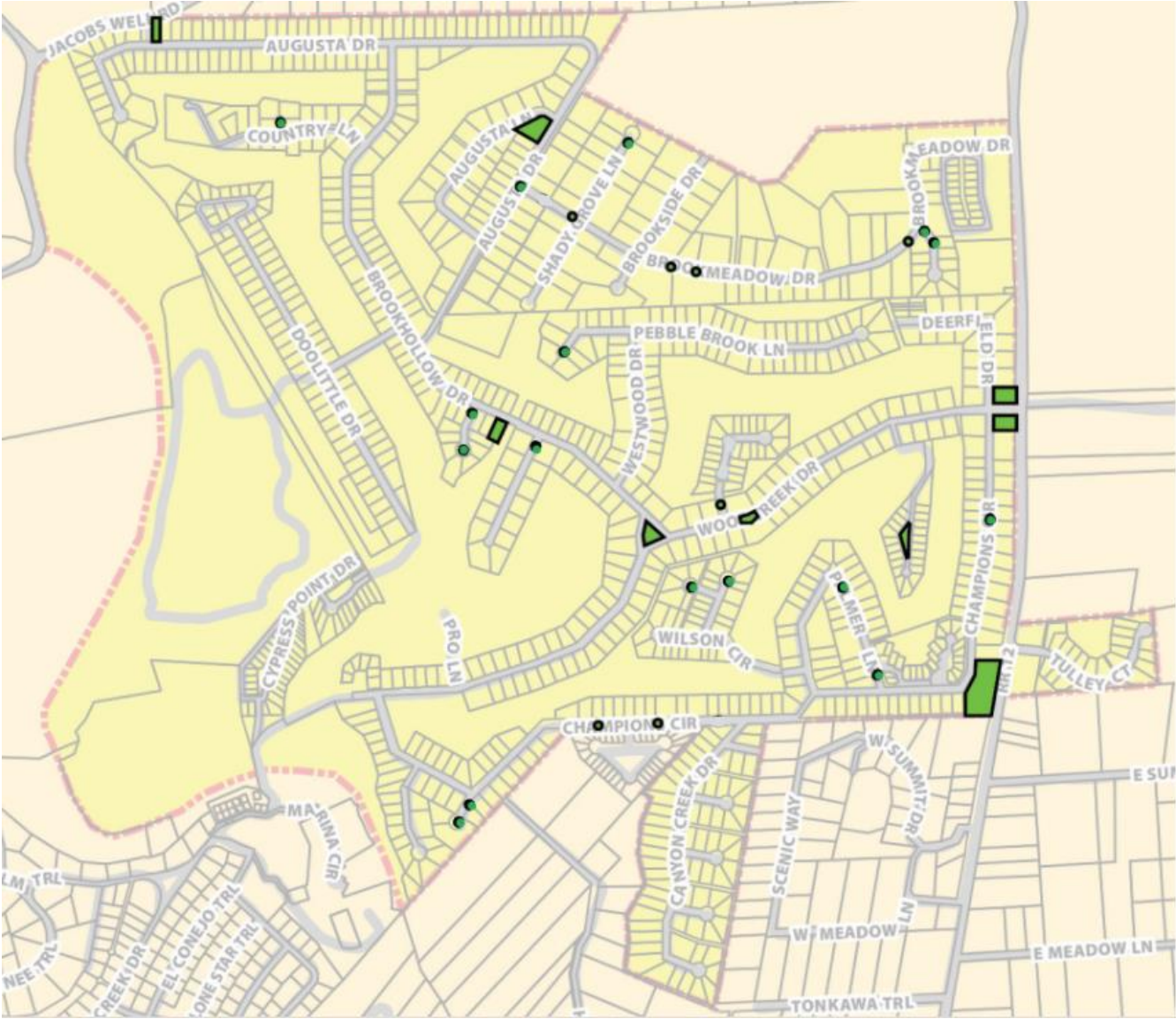
1. Any person who removes a tree in violation of the terms of a tree removal permit or in violation of this chapter shall be required to plant replacement trees.
2. The governing body shall determine standards for establishing reasonable replacement trees, based on comparable caliper of trees unlawfully removed. They may designate this responsibility to the Tree Board.
3. The City Manager or designee shall issue an order requiring planting of replacement trees and setting reasonable time limits for compliance.
4. The City Manager shall require a maintenance bond to ensure compliance with the city's order guaranteeing replacement and survival of trees for a minimum of two years.
5. Any person aggrieved by a final order of the City Manager with respect to replacing trees shall have 30 days to appeal in writing to the City's governing body.
6. In addition to any other sanction or remedial injunctive procedure which may be available at law or equity, any person failing to comply with the final order issued by the City Manager or governing body shall be subject to a cumulative civil penalty in an amount not to exceed \$100.00 per day from the date set for compliance until such order is complied with. Such civil penalty shall be collected by civil action brought in the name of the city. The City Manager shall notify the city attorney in writing of the name of any such person subject to such penalty and the amount thereof; appropriate action shall be taken to collect the same.

(D) Violation – Criminal Penalties. Any person violating any provision of this chapter or any terms or conditions of any permit issued hereunder shall be subject to prosecution under law by authority of the local governing body. In addition to the fine, any person found in violation of this chapter shall be required to pay the replacement value of trees and shrubs as determined in accordance with the latest revision of "Valuation of Landscape Trees, Shrubs and Other Plants," as published by the International Society of Arboriculture.

§ 98.17 SEVERABILITY

Should any part or provision of this chapter be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the chapter as a whole, or any part thereof other than the part declared to be invalid.

§ 98.18 MAP OF EXISTING PUBLIC PARKS, RIGHT-OF-WAY PUBLIC GREENSPACES, STREET TREES AND OTHER PUBLIC LAND.



§ 98.19 CHART OF MAP OF EXISTING PUBLIC PARKS, RIGHT-OF-WAY PUBLIC GREENSPACES, STREET TREES, AND OTHER PUBLIC LAND.

PUBLIC PARKS	RIGHT-OF-WAY PUBLIC GREENSPACE (Medians & Islands)	RIGHT-OF-WAY PUBLIC GREENSPACE (Street Trees)	OTHER PUBLIC LAND
Augusta Park 90 Augusta Drive	The Triangle Woodcreek Drive at Brookhollow Drive	6 Palmer near Champions Circle	City Hall 41 Champions Circle
Veteran's Memorial Plaza Woodcreek Drive at Deerfield Drive	Par View Village Triangle located between 8 and 21	Between 20 and 23 Palmer	185 Augusta Drive East of La Rocca Lane
1 Champions Circle at RR12 and Woodcreek Dr.	Woodcreek Drive at 32 and 33	Spalding Circle cul-de-sac	
28 Brookhollow Dr at the Hog Creek Greenbelt	Brookmeadow Sign and planter at Brookmeadow and Augusta Drive	McGregor Circle cul-de-sac	
		Champion Court cul-de-sac	
		7 Champion Court	
		Overbrook Court at Brookhollow	
		Par Circle at Brookhollow	
		Par Circle cul-de-sac	
		Pebblebrook Lane WEST cul-de-sac	
		Stonehouse Circle near Woodcreek Drive	
		Shady Grove NORTH cul- de-sac	
		Country Court cul-de-sac	
		Elmbrook at Brookmeadow	
		5 Elmbrook	
		86 Champions Circle	
		100 Champions Circle	
		106 Champions Circle	
		Between 15 and 16 Brookmeadow	
		Between 41 and 44 Brookmeadow	
		45 Brookmeadow	
		West of Shady Grove on Brookmeadow	

Council Meeting Date: Special City Council Meeting May 25, 2022

Agenda Item Cover Sheet

Agenda Item Subject/Title:

Discuss and Take Appropriate Action on Requesting the Tree Board to Create a Tree Inventory of Trees Located on City Owned Properties, such as City Parks, and Present Findings to the City Council.

Agenda Item Summary:

Request the Tree Board to create a tree inventory of trees located on city owned property, including their conditions, locations and species. Forward packet to the Tree Board for their consideration.

Financial Impact:

N/A

Recommendations:

Request the Woodcreek Tree Board create a Tree Inventory of trees located on city owned property. Forward packet to the Tree Board for consideration.

Submitted by: Councilmember Chrys Grummert

Tree Inventory notes

One of the first steps in managing your city forest is to know what is in it. Where are the trees located? What are their condition, size and species? These are questions that can be answered by conducting an inventory, an essential tool for developing a management plan.

Some communities undertake an inventory for community safety and maintenance needs. Others, for budget justification and planning for the future.

There is no single, correct type and way of conducting an inventory; it all depends on how the inventory will be used and who will use it. It can be a windshield survey in which tree data are collected from a slow-moving car. This basic survey is often used in very small communities with limited budgets or to conduct a partial inventory.

TOOLS by Texas A&M Forest Service

Trees Count

Trees Count is a mobile app for iOS and Android devices that allows users to inventory trees in communities and print reports. Trees are mapped and characterized with informative attributes. Inventories can be transferred across devices. The data is iTree compatible and can be exported to CSV files that can be opened in Excel.

<http://texasforestinfo.tamu.edu/MobileApps/TreesCount/>

Tree Risk

The Level 1 Tree Risk Assessment app helps perform a limited visual tree assessment. It maps those trees with obvious defects that have a Probable or Imminent likelihood of failure and identifies treatment.

Designed for pre-and post-storm use, this app can store tree assessments locally, export them via email, and print reports.

<http://texasforestinfo.tamu.edu/MobileApps/TreeRisk/>

Urban Forest Management Plan Toolkit

<https://ufmptoolkit.net/two/inventories-assessments/>

Tree Sheet Inventory

Collector _____

Date 10/10/2012

Tree ID	Genus species	DBH	Ht. Cl.	Hlth	Site Con.	Conflicts
WP 67	<i>Fraxinus uhdei</i>	26"	4			
WP 68	<i>Chitalpa taskentensis</i>	5"	1	2	5	
WP 69	<i>Quercus agrifolia</i>	5"	1	1	5	
WP 70	<i>Chitalpa taskentensis</i>	4"	1	1	5	
WP 71	<i>Parkinsonia</i> "Desert Museum"	17"	2	1	5	
WP 72	<i>Arbutus</i> 'Marina'	7"	1	1	5	
WP 73	<i>Prunus dulcis</i> 'All in one'	6"	1	1	5	
WP 74	<i>Sapote</i>	7"				
WP 75	<i>Prunus dulcis almendro</i> "Garden Prince"	3"	1	1	5	
WP 76	<i>Pyrus pyrifolia</i>	3"	1	1	5	
WP 77	<i>Plum-?</i>	3"	1	1	5	
WP 78	<i>Prunus persica</i>	8"	1	1	5	
WP 79	<i>Tabebuia impetiginosa</i>	2"	2	1	5	
WP 80	<i>Tabebuia Impetiginosa</i>	1"	2	1	5	
WP 81	?	2"	1	2		
WP 82	<i>Geijera parviflora</i>	5"	1	1	5	
WP 83	<i>Geijera parviflora</i>	2"	1	1	5	

DBH	1 = <10 in.	2 = 10-20 in.	3 = >20 in.	
Ht. Class	1 = <15 ft.	2 = 15 - 30 ft.	3 = 30 - 45 ft.	4 = > 45 ft.
Health	1 = good	2 = fair	3 = poor	4 = dead
Site Cond.	1 = shrubs	2 = grass	3 = paving	4 = bare walls 5 = mulch
Conflicts	1 = pot. Overhead utility	2 = exi. Overhead utility		
	3 = building/other structure	4 = sidewalk/curb	5 = other	

Comments
note: Shamel Ash is known for root damage/poor structure
N:33, 58', 51.6" W: 117, 23' 21.1" Codominant with Included Bark
N:33, 58', 51.3" W: 117, 23', 20.3" Suckers need to be trimmed.
Hybrid Palo Verde Crossing/ touching branches
Multi
Almond. Multi- grafted at 1'/2'
Multi- stemmed
Almond, Multi
Asian Pear
Sucker at bottom
California curl leaf Peach
remove and replant
remove and replant
Australian willow

Tree Inventory Data Sheet

Tree ID#:

Tag ID#: (if available)

Species:

<p>Diameter at Breast Height (DBH):</p> <p>Circumference = <input style="width: 80px; height: 25px;" type="text"/> inches</p>	<p>Multiple Trunk: (if present)</p> <p>Number = <input style="width: 80px; height: 25px;" type="text"/></p>
<p>Height:</p> <p>Height Class = <input style="width: 80px; height: 25px;" type="text"/> 1 = < 25 feet 2 = 25 - 45 feet 3 = > 45 feet</p>	<p>Diameter of Canopy: (approximate)</p> <p>Diameter = <input style="width: 80px; height: 25px;" type="text"/> feet</p>
<p>Health:</p> <p>Health Class = <input style="width: 80px; height: 25px;" type="text"/> 5 = Excellent 4 = Good 3 = Fair 2 = Poor 1 = Dead</p> <p>Evaluate overall tree health by inspecting the tree's crown, trunk, and roots. Look for exposed roots, missing bark, decay, or unbalanced foliage as signs of an unhealthy tree.</p>	<p>Growing Conditions:</p> <p>Condition Class = <input style="width: 80px; height: 25px;" type="text"/> 3 = Good 2 = Fair 1 = Poor</p> <p>Make a determination of growing condition based upon your knowledge of the site characteristics.</p>
<p>Understory Condition: (circle one)</p> <p>Impervious (including all paved and unpaved surfaces (concrete, asphalt, bare soil, and compacted gravel))</p> <p>Grass (Including grass groundcover)</p> <p>Forest Litter (leaves, twigs, flower, fruit and other natural tree droppings)</p>	<p>Comments:</p>

Council Meeting Date: Special City Council Meeting May 25, 2022

Agenda Item Cover Sheet

Agenda Item Subject/Title:

Discuss and Take Appropriate Action on a Resolution of the City of Woodcreek, Texas Updating the City's Procurement Policy

Agenda Item Summary:

Enhance and better define the procurement policy and set reasonable spending caps for city officials.

Financial Impact:

none

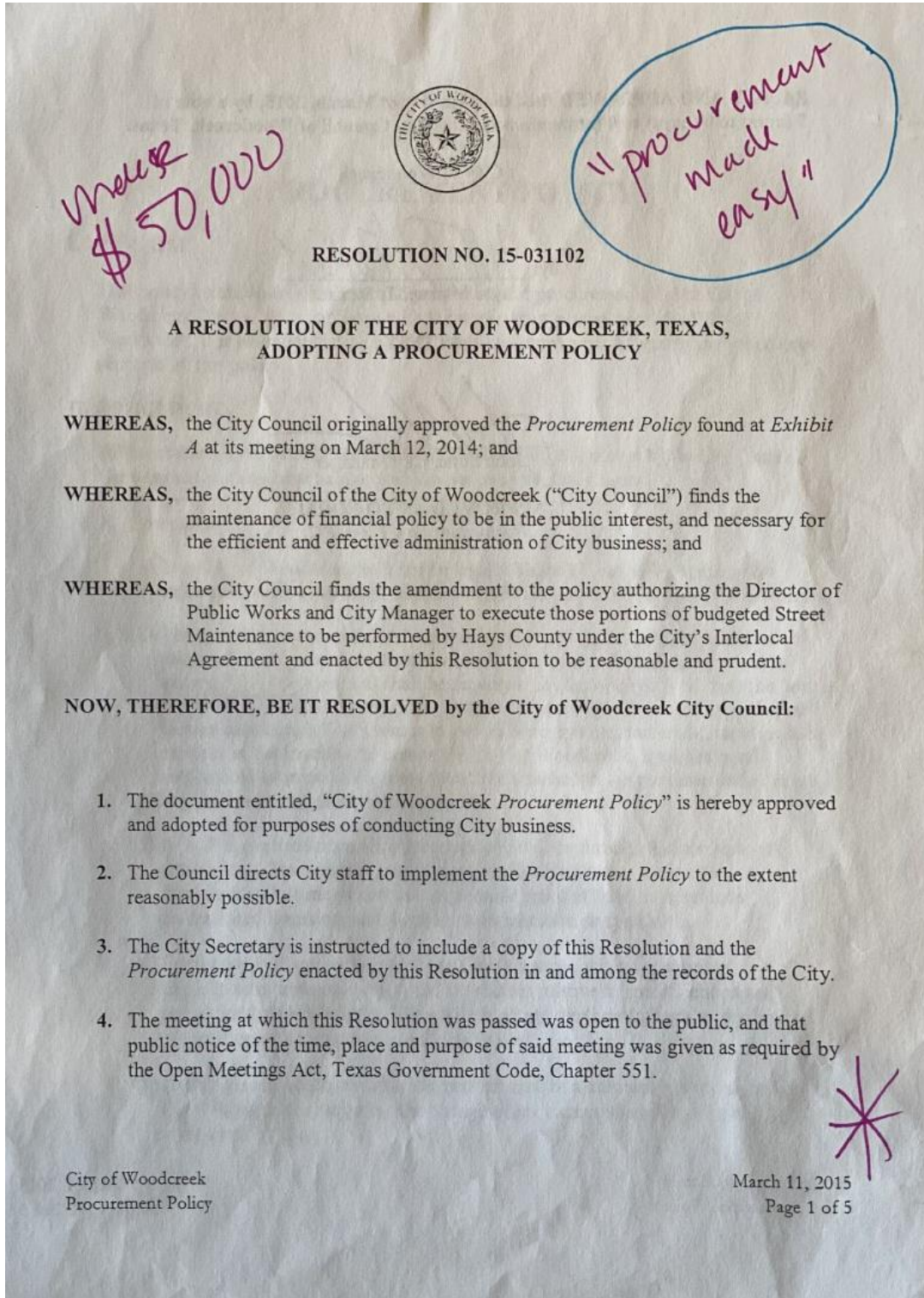
Recommendations:

Recommend that Council pass the Resolution to update the Procurement Policy

Submitted by: Councilmember Debra Hines

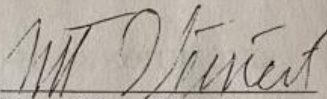
EXISTING PROCUREMENT POLICY

Handwritten notes by Councilmember Hines made in a meeting in early 2022 with City Manager Brenton Lewis and Councilmember Grummert

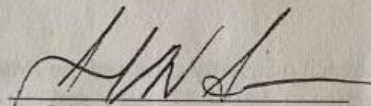


PASSED AND APPROVED this, the 11th day of March, 2015, by a vote of 5 (ayes) to 0 (nays) to 0 (abstentions) of the City Council of Woodcreek, Texas.

City of Woodcreek

by: 
Mayor Michael T. Steinert

ATTEST:


John Sone, City Manager

APPROVED AS TO FORM:
Borjorquez Law Firm, PC

Exhibit A

City of Woodcreek

PROCUREMENT POLICY

I. PURPOSE

This policy establishes guidelines and procedures for procurement for the City of Woodcreek, Texas. In accordance with the public trust placed upon the City of Woodcreek, it is essential that all City officials and employees adhere to the procedures set forth by this policy.

II. PROCEDURE

All expenditures must be in accordance with an annual budget approved by the City Council. Unbudgeted purchases must be approved in advance by the City Council.

A. Contracting

- (1) The City of Woodcreek will not be legally bound by verbal agreements for materials, parts, equipment, supplies or services without a written purchase order.
- (2) The procurement process shall be competitive and the solicitation of **three** proposals is required for all contract work, the value of which is expected to exceed \$750.00. Approval shall be requested for the one received from the lowest and best responsible source-price, quoted delivery, vendor reliability and other factors considered. The intent is to purchase equipment, materials, supplies and services at the lowest total cost to the City of Woodcreek, from the best responsible sources. All quotes should be attached to the purchase order. Faxes, emails or written quotes are acceptable.
- (3) A W-9 is required from all contractors and will be furnished at the time of contracting. Payment may not be processed without one. Other items to be furnished at the time of contracting include proof of liability insurance, professional licensing, and worker's compensation as applicable.
- (4) Employees will coordinate with the City Manager, when appropriate, participation in negotiations with contractors relative to specifications and contractual responsibilities. This will facilitate the thorough understanding and preparation of contract terms and conditions.
- (5) If changes are necessary after the performance of a contract has commenced, the City Manager must approve the change order, except when City Council approval is required by law.

(6) City Council approval is required on all unbudgeted work orders over \$750.00.

~~*~~ (7) When estimates are received from Hays County Transportation Services, found to be fair and reasonable by the Director of Public Works, found to be within budgeted amounts by the City Manager, the City's procurement agent may approve the expenditure not to exceed \$8,000.00.

B. Local Purchases

(1) There shall be a preference in the City's procurement activities to buy local, to the extent reasonably possible and fiscally prudent, and within the confines of state law.

(2) With the authorization of the City Manager, authorized employees may make local purchases, not exceeding \$100.00 without the use of a purchase order. For purposes of this Policy, "local purchases" are those made in the city limits of Woodcreek or Wimberley.

(3) An invoice or charge slip must be obtained for all purchases and returned to the City Treasurer.

1500
+
report x

(4) No payment will be made for this type of purchase without the City Manager's approval.

C. Equipment Purchases

Equipment procurement requires a minimum of **three** quotes for all purchases over \$750.00.

D. Other purchases

Purchases for Daily Operations such as Office and Janitorial supplies will be bought in bulk. An exception to this policy for immediate need requires authorization from the City Manager.

E. Purchase Orders

(1) No Purchase orders will be processed without appropriate approvals. The requisitioner is responsible for verifying that all quotes accurately describe the materials, equipment, supplies or services to be purchased.

(2) Purchase orders will be numbered. The records should indicate the reason for any voided purchase order.

(a) After final approval, the original top copy should be maintained until work is completed and then final invoice attached and turned into the Financial Coordinator for payment.

(b) A copy will be provided to the vendor.

F. Contract Change Orders

While every attempt is to be made to establish an exact expenditure from the initiation of the contract, a need to alter the original contract may arise. Every effort should be made during the work process to limit Change Orders, but if changes are necessary the City Manager must approve.

G. Sales Taxes

As a municipal corporation, the City is exempt from paying sales taxes. Those persons making purchases on behalf of the City are obligated to make stores and vendors aware of this exemption.

H. Means of Purchase

To the extent possible, purchases shall be made utilizing the following hierarchy, with the preferred means listed first below:

- (1) Direct bill to the City.
- (2) City-issued credit card.
- (3) Check drawn on City's bank account.

III. GUIDANCE DOCUMENT

This Policy shall be utilized as a guidance document, only. Failure to comply with the mandates of this Policy shall not be considered illegal, per se, or the violation of law. However, the City Council reserves the right to consider disregard of this Policy grounds for disciplinary action in employment situations.

IV. STATE LAW

Nothing in this Policy shall be construed as waiving or altering the mandates of state law.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY OF WOODCREEK, TEXAS
UPDATING THE PROCUREMENT POLICY

WHEREAS, the City Council has review the existing procurement policy and the newly proposed version on May 25, 2022; and

WHEREAS, the City Council finds the maintenance of the financial policy to be in the public interest, and necessary for the efficient and effective administration of City business.

NOW, THEREFORE, BE IT RESOLVED by the City of Woodcreek City Council:

1. The document entitled, "City of Woodcreek Procurement Policy" is hereby approved and adopted for purposes of conducting City business.
2. The City Council directs City Staff to implement the Procurement Policy to the extent reasonably possible.
3. The City Secretary is instructed to include a copy of this Resolution and the Procurement Policy enacted by this resolution in and among the records of the City.
4. The meeting at which this Resolution was passed was open to the public, and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings act, Texas Government Code, Chapter 551.

PASSED AND APPROVED this, the _____ day of May, 2022, by a vote of ____ ayes to ____ nays to ____ abstentions of the City Council of Woodcreek, Texas.

City of Woodcreek

By: _____

Mayor, Jeff Rasco

ATTEST:

Brenton Lewis, City Manager

CITY OF WOODCREEK

PROCUREMENT POLICY**I. Purpose**

This Policy document establishes guidelines and procedures for the procurement of goods or services for the City of Woodcreek. In accordance with the public trust placed upon the City of Woodcreek, its governing body, staff, and City Manager, it is essential that all City Officials and Employees adhere to the procedures set forth by this Policy.

The intent is to purchase equipment, materials, supplies and services at the lowest possible cost to the City from the most responsible and reputable sources.

II. Procedure

A. All expenditures must be in accordance with the Comprehensive Fund Balance, also known as the annual City budget, as approved by the governing body. Any unbudgeted purchases must be approved in advance by the City Council by a formal motion and a majority vote. Unbudgeted purchases may be subject to the budget amendment process.

B. Contracting Services: verbal agreements will not be legally binding; a written contract or purchase agreement must be secured prior to the release of City funds.

1. Professional Service:

a. The City will pursue services from the most qualified provider. It is essential the City Manager, or any other authorized representative of the City, do their due diligence in researching providers for professional services such as, but not limited to, debt management, investment portfolio management, financial advising, legal representation and more.

b. Relevant qualifications to provide the needed service shall be the primary reason for their selection. Monetary concerns and limitations shall be secondary in this process unless there is a reasonable need to reduce costs and a similarly qualified service provider is available at a lower cost.

2. Contract Labor:

a. The City will solicit three proposals for all contract work over \$300.

b. A report to the governing body shall be required for all expenditures over \$1500 not pertaining to the regular function and daily maintenance involved in the basic operations of the City and previously allocated in the Comprehensive Fund Balance. Expenditures over \$1500 may be subject to approval by the governing body.

c. A W-9 is required from all contractors and will be furnished prior to the start of work.

d. All contractors are required to provide proof of liability insurance, have the necessary professional licenses should there be any required and show proof of such, and provide for the compensation of all workers under their supervision. Work shall not begin, and no payment will be processed without all proper documentation on file with the City.

e. The City will not be held liable for unpaid labor under a contractors' supervision during work or after final payment has been released to the contractor. It is the sole responsibility of the contractor to carry worker's compensation, adequate liability insurance, and full compensation for work provided by their staff. The City shall require a document stating these provisions be signed by the contractor thus waiving their rights to claim otherwise.

f. Initial payments to begin work shall not exceed two-thirds of the final total bill. The final payment will only be released upon completion of the work and will require an inspection from the supervising City Official with a satisfactory report.

g. The City Manager shall coordinate with all contract employees but may delegate this duty to a subordinate without relegating their ultimate responsibility of project management including securing proper documentation in advance, final inspections, and the processing of all payments.

h. If changes are necessary after a contract has been agreed upon, the City Manager must be the one to approve the change order, except when approval of the governing body is necessary. Every attempt shall be made to limit change orders and to establish a final expected cost prior to finalizing written agreements or providing payments.

i. When estimates are received from Hays County Transportation Services, found to be fair and reasonable, and are within budgeted amounts allocated in the Comprehensive Fund Balance, the City Manager may approve these expenditures so long as they do not exceed \$1500. All expenditures over \$1500 must be reported in advance to the governing body and may be subject to their approval.

C. Daily Operations and Regular Maintenance: it is recognized that some expenditures involved in regular city business should not be subject to constant reporting and approval as they are accounted for in the Comprehensive Fund Balance as approved by the governing body and are regular monthly expenses not subject to significant change.

a. Some such examples include personnel costs, janitorial services, pothole filling, cost of utilities, landscape maintenance, IT subscriptions, and lease of normal business equipment such as the copier.

b. These items will be reported in the monthly check registers and regularly monitored by the City Manager and governing body.

c. The cost of these items may exceed spending limits set forth in this Policy document for other services and goods and are not subject to approval or reporting unless there is a significant change in cost or service expected.

C. Purchase of Goods: there shall be preference given to buy local to the extent that it is reasonably possible, fiscally prudent, and within the confines of State Law.

1. Purchase of goods is subject to the City Managers approval. Authorized employees may make purchases up to \$100 without the use of a purchase order or written contract for items such as office supplies, food and beverages needed for events, and other similar needs.

2. An invoice, charge slip, or receipt must be obtained and submitted to the City Manager.

3. Purchases for daily operations and janitorial supplies should be purchased in bulk and the City Manager is authorized to create an account at a provider with an annual subscription fee in order to secure these resources at discounted rates and in bulk quantities.

D. Purchase of Equipment: the purchase of all equipment over \$300 shall require a minimum of three quotes. Expenditures over \$1500 must be reported to the governing body and are subject to approval.

E. Spending Limits: the City shall have reasonable spending limits set for all goods, services, and authorized personnel in order to protect the City's assets and financial stability.

1. All spending must be in accordance with the Committed Fund Balance, also known as the annual City budget, as approved by the governing body.

2. Spending limits are outlined throughout this Policy document and are varied depending on the goods, type of services, frequency provided, and the authorized representative designated to approve such expenditures.

3. It is mandatory this policy document be followed regarding the use of City funds.

4. Any questions on this topic should be directed to the Mayor and/or City Council.

5. The governing body will set discretionary spending limits as they see fit and may from time to time authorize spending beyond the limits set forth in this document. However, authorization to exceed spending limits shall require a formal motion and a majority vote.

F. Use of Restricted Funds: there shall be no spending of restricted funds without prior notice given to the governing body.

1. Use of restricted funds is subject to the Policies outline in this document depending on the type of goods or services needed.

2. Spending of restricted funds is prohibited without a formal motion, review and approval by a majority of the governing body.

3. Spending of restricted funds can be dependent upon their revenue source and are subject to be designated for a specific purpose or project. This must be taken into account when authorizing their use and it is prohibited to authorize the use of restricted funds for any purpose outside of those designated by their revenue source if such designation exists.

G. Sales Tax: As a municipal corporation, the City is exempt from paying sales tax. Authorized personnel making purchases on behalf of the City are required to notify vendors, stores, and the like and make them aware of this exemption by providing the proper exemption documentation.

H. Means of Purchase: to the extent possible, purchases shall be made utilizing one of the preferred methods listed here and preference given in the order shown: (1) direct bill to the City, (2) City-issued credit card, and (3) Check drawn on the City's bank account

III. Compliance

A. Any authorized representative of The City of Woodcreek who spends funds on behalf of the City must follow the procedures outlined in this document.

B. Failure to follow these guidelines may be considered grounds for disciplinary action and/or may result in the termination of employment or contract without severance depending on the severity of the misconduct.

C. Certain actions are considered unlawful by State and Local code, while this document is a set of guidelines for City policy. Authorized representatives of the City of Woodcreek are expected to always follow State and Local law in the expenditure and management of City funds; failure to do so will result in immediate termination of employment and contract without severance and can result in legal action taken against the individual.

IV. State Law

Nothing in this Policy document shall be construed as waiving or altering the mandates of State Law.

Council Meeting Date: Special City Council Meeting May 25, 2022

Agenda Item Cover Sheet

Agenda Item Subject/Title:

Discuss and Take Appropriate Action on a Resolution of the City of Woodcreek, Texas Update the City's Fund Balance Policy

Agenda Item Summary:

The goal of the update is to better align the policy with actual City practice and other regulatory policy updates per the Government Accounting Standards Board (GASB)

Financial Impact:

none

Recommendations:

Recommend that the City Council pass the Resolution to update the Fund Balance Policy.

Submitted by: Councilmember Debra Hines

EXISTING FUND BALANCE POLICY

Handwritten notes by Councilmember Hines made in a meeting in early 2022 with City Manager Brenton Lewis and Councilmember Grummert

~~remove existing~~

CITY OF WOODCREEK
COMPREHENSIVE FUND BALANCE POLICY

GASB
update

BACKGROUND

The Governmental Accounting Standards Board ("GASB") has issued Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions* ("GASB-54"). The primary objective of this new standard is to improve the usefulness and comparability of fund balance information by reporting fund balance in more intuitive and meaningful components. This standard also clarifies the definitions of the different types of funds that a governmental entity may set up for financial reporting purposes.

GASB-54 now requires the City of Woodcreek - to classify the fund balance amounts reported within our financial statements in accordance with five new and more detailed classifications shown below. These categories are as follows:

Nonspendable Fund Balance – Fund balance reported as “nonspendable” represents fund balance associated with inventory or prepaid items. The cash outlay for these types of items has already been made and therefore the resources represented by this fund balance category cannot be spent again; hence the term “nonspendable”.

Restricted Fund Balance – Fund balance reported as “restricted” represents amounts that can be spent only on the specific purposes stipulated by law or by the external providers of those resources.

Committed Fund Balance – Fund balance reported as “committed” includes amounts that can be used only for the specific purposes determined by a formal action of our City’s highest level of decision-making authority.

Assigned Fund Balance – Fund balance reported as “assigned” represents amounts intended to be used for specific purposes, but not meeting the criteria to be reported as committed or restricted fund balance. In addition, our governing body may grant to an administrator within our organization the authority to “assign” fund balance.

Unassigned Fund Balance – Fund balance reported as “unassigned” represents the residual classification of fund balance and includes all spendable amounts not contained within the other classifications.

GASB-54 is effective for periods beginning after June 15, 2010. Therefore, the City of Woodcreek -is required to implement this new standard starting with Fiscal Year 2010/2011. *updates?*

A written Comprehensive Fund Balance Policy is recommended to be formally adopted by the governing body of our organization depicting the procedures that will be used for committing fund

Page 1 of 4

* →
we only
use
this one

balance, assigning fund balance, how stabilization funds, if any, will be determined, order of spending the fund balance categories, minimum fund balance levels, and use of governmental fund types.

COMPREHENSIVE FUND BALANCE POLICIES

1.0 Policy on Committing Funds

In accordance with GASB-54, it is the policy of the City of Woodcreek that fund balance amounts will be reported as "Committed Fund Balance" only after formal action and approval by the City Council. The action to constrain amounts in such a manner must occur prior to year end; however, if the actual dollar amount is not known that may be determined in the subsequent period.

For example, the City Council may approve a motion prior to year end to report within the year-end financial statements, if available, up to a specified dollar amount as Committed Fund Balance for Capital Projects. The exact dollar amount to be reported as Committed Fund Balance for Capital Projects may not be known at the time of approval due to the annual financial audit not yet being completed. This amount can be determined at a later date when known and appropriately reported within the year-end financial statements due to the governing body approving this action before year-end.

It is the policy of the City of Woodcreek that the governing body may commit fund balance for any reason that is consistent with the definition of Committed Fund Balance contained within GASB-54. Examples of reasons to commit fund balance would be to display intentions to use portions of fund balance for future capital projects, stabilization funds, or to earmark special General Fund revenue streams unspent at year-end that are intended to be used for specific purposes.

After approval by the City Council, the amount reported as Committed Fund Balance cannot be undone without utilizing the same process required to commit the funds. Therefore, in accordance with GASB-54, it is the policy of this City that funds can only be removed from the Committed Fund Balance category after motion and approval by City Council.

2.0 Policy on Assigning Funds

In accordance with GASB-54, funds that are *intended* to be used for a specific purpose but have not received the formal approval action at the governing body level may be recorded as Assigned Fund Balance. Likewise, redeploying assigned resources to an alternative use does not require formal action by the governing body.

GASB-54 states that resources can be assigned by the governing body or by another internal body or person whom the governing body gives the authority to do so, such as a budget committee or the City Administrator.

Therefore, having considered the requirements to assign fund balance, it is the policy of the City of Woodcreek that the City Administrator will have the authority to assign fund balance of this organization based on intentions for use of fund balance communicated by the governing body.

3.0 Policy on Order of Spending Resources

It is the policy of the City of Woodcreek that when expenditures are incurred that would qualify as expenditures of either Restricted Fund Balance or Unrestricted Fund Balance (Committed, Assigned, or Unassigned), those expenditures will first be applied to the Restricted Fund Balance category.

Furthermore, it is the policy of the City of Woodcreek - that when expenditures are incurred that would qualify as a use of any of the Unrestricted Fund Balance categories (Committed, Assigned, or Unassigned), those expenditures will be applied in the order of Committed first, then Assigned, and then Unassigned.

The City of Woodcreek has two funds: 1) Hotel-Motel Tax Fund which is a Special Revenue Fund and 2) the General Fund.

4.0 Policy on the Acceptable Minimum Level of Fund Balances

It is the policy of the City of Woodcreek to maintain at all times an overall Unrestricted Fund Balance (Committed Fund Balance, Assigned Fund Balance, and Unassigned Fund Balance) of not less than two months of regular budgeted General Fund operating expenditures, measured based on the most recently completed fiscal year. If it is determined that the City is below this minimum established fund balance level, the governing body will be informed of this condition and take necessary budgetary steps to bring the fund balance level into compliance with this policy through budgetary actions.

5.0 Review of Governmental Fund Classifications

The City of Woodcreek - desires that the governmental fund types available for use in governmental financial reporting be appropriately selected based on the GASB-54 definitions of these fund types. Furthermore, the fund balance categories utilized within each these fund types are also to be appropriately selected from the new GASB-54 classifications.

Therefore, after consideration of the purpose of each governmental fund type, it is the policy of the City of Woodcreek to limit the fund balance categories that may be used with each governmental fund type as follows:

General Fund

- Nonspendable Fund Balance
- Restricted Fund Balance
- Committed Fund Balance
- Assigned Fund Balance
- Unassigned Fund Balance

Debt Service Funds

- Restricted Fund Balance
- Committed Fund Balance
- Assigned Fund Balance

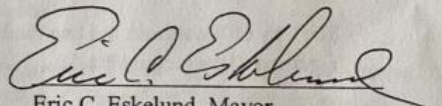
Capital Projects Funds

- Restricted Fund Balance
- Committed Fund Balance
- Assigned Fund Balance

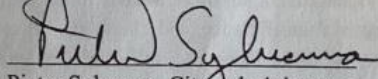
Special Revenue Funds

- Restricted Fund Balance
- Committed Fund Balance
- Assigned Fund Balance.

PASSED AND APPROVED by a vote of 4 (ayes), 0 (nays), and 1 (absence) this the 6th day of September, 2011.


 Eric C. Eskelund, Mayor
 City of Woodcreek, Texas

ATTEST:


 Pieter Sybesma, City Administrator
 City of Woodcreek, Texas

APPROVED AS TO FORM:
Roger E. Gordon, City Attorney

RESOLUTION NO. _____

A RESOLUTION OF THE CITY OF WOODCREEK, TEXAS
UPDATING THE FUND BALANCE POLICY

WHEREAS, the City Council has review the existing fund balance policy and the newly proposed version on May 25, 2022; and

WHEREAS, the City Council finds the maintenance of the financial policy to be in the public interest, and necessary for the efficient and effective administration of City business.

NOW, THEREFORE, BE IT RESOLVED by the City of Woodcreek City Council:

1. The document entitled, "City of Woodcreek Fund Balance Policy" is hereby approved and adopted for purposes of conducting City business.
2. The City Council directs City Staff to implement the Fund Balance Policy to the extent reasonably possible.
3. The City Secretary is instructed to include a copy of this Resolution and the Fund Balance Policy enacted by this resolution in and among the records of the City.
4. The meeting at which this Resolution was passed was open to the public, and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings act, Texas Government Code, Chapter 551.

PASSED AND APPROVED this, the _____ day of May, 2022, by a vote of ____ ayes to ____ nays to ____ abstentions of the City Council of Woodcreek, Texas.

City of Woodcreek

By: _____

Mayor, Jeff Rasco

ATTEST:

Brenton Lewis, City Manager

CITY OF WOODCREEK
FUND BALANCE POLICY

OBJECTIVE

The purpose of this document is to establish clear guidelines for the management of assets and allocation of financial resources in the City of Woodcreek. Creating financial policies is an essential part of public finance management.

By creating strategic, long-term approaches to financial management through policy we promote stability and continuity for the City and clarify the intent of the City to provide the best value for the community.

By defining the limits on the actions of the staff authorized to spend funds we create boundaries that will ensure the preservation of the City's wealth and form a framework for achieving long-term goals while balancing financial risks with the pursuit of funding public goals.

It is essential that the City maintain adequate levels of funds for general operation, investments, and mitigation of future risks such as revenue shortfalls and unanticipated expenditures.

By maintaining a structurally balanced budget, the City can ensure stable tax rates, support good bond ratings which reduces the cost of borrowing when needed, and promotes wealth retention for the City while working to achieve Capital Improvement goals.

The City of Woodcreek hereby adopts policies and procedures of accounting and managing the City funds as outlined by The Governmental Accounting Standards Board (GASB) in the Governmental Accounting Auditing and Financial Reporting (GAAFR) text.

GENERAL FINANCIAL GOALS:

1. **General Fund:** maintain significant and adequate reserves to cover basic operating costs, contribute to reserves, anticipate and adjust for changes in revenue or expenditures, and provide for unanticipated yet unavoidable costs in the event of an emergency.
2. **Grants:** research and pursue optional funding methods for all Capital Improvements projects when possible.
3. **Debt:** seek to reduce and limit debt while simultaneously acknowledging that the City may need to pursue outside municipal funding options for some Capital Improvement Projects.
4. **Investment:** pursue smart and safe investments to generate additional revenue for the City as outlined in the City's Investment Policy.
5. **Economic Development:** while increasing City revenue is a goal, it must be balanced with the greater public good and the expressed interests of the Citizens as stated in the Comprehensive Plan.
6. **Accounting and Financial Reporting:** providing regular reports and good financial accounting are a primary objective and a core function of the City Manager.

7. **Long-term Financial Planning:** shall include risk management, debt reduction, identification and funding of Capital Improvements Projects, and on-going contributions to investments and reserves.
8. **Structurally Balanced Budget:** it is essential the City address over-spending and seek to maintain low operating costs given the limited revenues sources available.
9. **Capital Improvement:** planning, budgeting, project management, and asset maintenance are essential considerations for the City when developing the annual Committed Funds Balance in addition to long-term financial planning.
10. **Revenues:** the City shall seek revenue expansion but not to the detriment of the quality of life or loss of character of the City. All revenue expansion shall align with the Comprehensive Plan.
11. **Expenditures:** it is the duty of the City Manager to report to the governing body on a range of issues surrounding allocation and expenditure of funds, debt management, personnel costs, project management, and the health of investments. It is essential that regular reports are given in order to maintain a balanced budget, and that excess spending be reduced and managed immediately.
12. **Operating Budget:** the City should maintain a basic operating budget with clear identification of how City funds shall be committed throughout the fiscal year. Changes in this budget must go through a formal review process.
13. **Transparency:** the City will strive to be transparent and provide regular communications on the finances of the City and its operation to the Citizens of Woodcreek.

COMPREHENSIVE FUND BALANCE POLICIES

1) Policy on Commitment of Funds

Creating an annual operating budget or “Committed Fund Balance” must occur prior to the end of the fiscal year. Fund balance amounts will be reported as the “Committed Fund Balance” only after formal action and approval by the governing body.

If the actual dollar amount expected to be spent on an item is not known, estimates may be used to plan. For example, Capitol Projects may receive an allocation of funds in the Committed Fund Balance prior to finalizing the procurement process for a specific project. In this case, the Committed Fund Balance may be approved utilizing an estimation of expected costs providing the actual amount to be spent can be determined prior to its expenditure and accurately reported within the year-end financials.

It is the policy of The City of Woodcreek that the governing body may commit funds for any reason that is consistent with the GASB and GAAFR. This includes, but is not limited to, general operating expenses, maintenance of infrastructure, employee payroll, public relations, funding public works projects, purchasing of equipment, expansion of property or structures owned and more.

Unspent funds shall be committed to reserves at the end of each fiscal year unless the governing body determines it is essential they roll into the subsequent year’s Committed Fund Balance.

After approval, the Committed Fund Balance cannot be undone or altered without utilizing the same approval process required to commit the funds, including no less than one public hearing, two draft readings, a formal motion, and approval by a majority of the governing body.

2) Policy on Expenditure of Committed Funds

The annual operating budget including all Capital Improvement Projects and other large, planned expenditures shall operate as a Committed Fund Balance in accordance with GASB standards as outlined in the GAAFR text. There shall be no other fund balance types aside from those outlined in this Fund Balance Policy document under number five below. All funds received from ad valorem taxes, sales tax, investment dividends, permit fees, or hotel occupancy taxes shall be considered part of the City's General Revenue Fund and may be used for the purpose of creating the Committed Fund Balance and annual operating budget for the City.

Funds that are intended and committed to be used for a specific purpose as outlined in the Committed Funds Balance, also known as the annual operating budget, cannot be transferred to another budget line item or used to cover a deficit elsewhere without formal action and approval by the governing body.

Expenditures over \$1500 within the Committed Funds Balance must be reported in advance to the governing body and may be subject to approval at their discretion. This shall not include funds spent for the daily function of the City; such as personnel costs, payment of existing contracts, maintenance and use of necessary equipment, and other regular aspects of the City's basic operation.

Use of Committed Funds is governed by the Procurement Policies of the City and shall occur in accordance with that document.

3) Policy for the Creation and Use of an Unrestricted Fund Balance

The City may maintain no more than \$50,000 in an Unrestricted Fund Balance as part of the annual budget in combination with the Committed Fund Balance during any single fiscal year. Use of these funds for any purpose shall require formal action and approval by a majority of the governing body. The purpose of maintaining an unrestricted fund balance is to create an emergency reserve fund in the case of natural disaster, volatile revenue sources, or unforeseen market trends at the state or federal level. These funds are not intended to fund general expenses or cover deficits in the Committed Fund Balance due to poor management or planning.

4) Policy on Acceptable Minimal Level of Fund Balance

It is recommended that the City use no more than one-half of the General Fund Balance in any fiscal year to create the Committed Funds Balance, also known as the annual operating budget. This shall include any approved Capital Improvement Projects and the Unrestricted Fund Balance if one has been designated. Additionally, the City shall always reserve no less than two-months of operating costs in the General Fund Balance.

5) Fund Balance Classifications

A) General Fund Balance:

This is the primary operating budget of the City. This includes items in the Committed Funds Balance, the Unrestricted Fund Balance if it exists, and all reserves. This is the total amount of liquidity the City has during a single fiscal year. The General Fund Balance does not include investments or other assets; those are calculated in the Net Fund Balance below.

B) Capital Improvement Projects Funds:

Capital Improvements can be funded from the General Fund Balance or from Restricted Funds. The source of the revenue and expected costs must be outlined in the annual budget and Committed Fund Balance. Estimates may be used for planning purposes in the allocation of these resources as stipulated in item number one on this document. Expenditures of these funds must go through the City's formal procurement process and be approved by a formal motion of a majority of the governing body.

C) Debt Service Funds:

A portion of the annual revenues shall be set aside and used for debt service alone. Proper planning and management of the annual budget and Committed Fund Balance shall set aside funds for this purpose. It is the duty of the governing body and City Manager to ensure this service is properly accounted for and maintained.

D) Special and Restricted Revenue Funds:

Funds in this category include income from federal programs tied to specific infrastructure projects and the like, general bond funds, grants, and donations received that contain stipulations that they be used for a specific purpose only. These funds must be kept separate from the General Fund Balance and can only be included in the annual budget or Committed Fund Balance so long as they are shown to be restricted and used for their intended purpose alone.

E) Net Fund Balance:

This fund includes all funds, reserves, investments, assets, and debt owned by The City of Woodcreek. It is from the Net Fund Balance that all other balances come. This could also be stated as the total net worth of the City and will be used to calculate any future municipal debt services.

Council Meeting Date: Special City Council Meeting May 25, 2022**Agenda Item Cover Sheet****Agenda Item Subject/Title:**

Discuss and Take Appropriate Action on Establishing a 65 Years or Older or Disabled Tax Exemption for the City of Woodcreek, Texas

Agenda Item Summary:

Creating a city tax exemption for homeowners 65 years or older or disabled. This would be a reduction on the amount of the appraised value of their home used to calculate city property tax.

Financial Impact:

Financial impact is shown in the document '65+ Tax Exemption Impact Number Analysis' found in the packet for this item.

Recommendations:

Have council consider creating a tax exemption for homeowners for those 65 years or older or those disabled of any age, and have council set the amount of such a tax exemption. If established, request city staff to draft the ordinance and present to council at the next meeting.

Submitted by: Councilmember Chrys Grummert

HAYS COUNTY 2021 TAX RATES and EXEMPTIONS

Item 12.

Jurisdiction	Code	Tax Rate	M&O	I&S	Homestead	Over 65	Disabled	Veteran
Anthem MUD	MANM	1.0000	1.0000	0.0000				X
Austin Community College	ACCD	0.1048	0.0900	0.0148	1% or 5,000	180,000	180,000	X
Bear Creek, Village of	CBC	0.0800	0.0800	0.0000		10,000		X
Buda, City of	CBU	0.3423	0.1087	0.2336	1% or 5,000	35,000	35,000	X
Buda MUD #1	MBU1	0.6000	0.6000	0.0000				X
Caldwell Hays ESD #1	ECH	0.1000	0.1000	0.0000				X
Crosswinds MUD	MCRW	0.9000	0.4100	0.4900				X
Driftwood Conservation District	DCD	1.0000	1.0000	0.0000				X
Driftwood Economic Dev MMD	DDM	0.1500	0.1500	0.0000				X
Dripping Springs, City of	CDS	0.1900	0.1900	0.0000		25,000	25,000	X
Dripping Springs ISD	SDS	1.3103	0.9603	0.3500	25,000	10,000	10,000	X
Greenhawe WCID #2	WGH2	0.2200	0.0735	0.1465				X
Hays, City of	CHA	0.1042	0.1042	0.0000	20% or 5,000	10,000	10,000	X
Hays CISD	SHA	1.3597	0.8720	0.4877	25,000	10,000	10,000	X
Hays County	GHA	0.3629	0.2383	0.1246	1% or 5,000	45,000	45,000	X
Hays County Dev Dist No. 1	DHA1	0.9000	0.3700	0.5300				X
Hays Co. ESD #5	FHA	0.1000	0.1000	0.0000				X
Hays Co. ESD #9	EHA	0.05819	0.05819	0.00000				X
Hays Co. MUD #4	MHC4	0.8344	0.3460	0.4884				X
Hays Co. MUD #5	MHC5	0.5375	0.1250	0.4125				X
Hays Co. WCID No. 1	HU1	0.8290	0.2893	0.5397	7% or 5,000	20,000	20,000	X
Hays Co. WCID No. 2	WHC2	0.8404	0.2048	0.6356	4% or 5,000	20,000	20,000	X
Headwaters MUD	MHDW	0.9000	0.3500	0.5500				X
Kyle, City of	CKY	0.5082	0.3302	0.1780		30,000		X
Mountain City, City of	CMC	0.1103	0.1103	0.0000				X
Niederwald, City of	CNI	0.1109	0.1109	0.0000				X
North Hays Co. ESD #1	ENR	0.0300	0.0300	0.0000				X
North Hays Co. MUD #1	MNH1	0.8575	0.2075	0.6500				X
North Hays Co. MUD #2	MNH2	0.1500	0.1500	0.0000				X
Northeast Hays Co. ESD #2	ENE	0.0750	0.0750	0.0000				X
Hays County ESD #8	FNE	0.1000	0.1000	0.0000				X
Hays Co. ESD #6	FNW	0.08033	0.08033	0.0000				X
Plum Creek Conservation	PCC	0.0205	0.0205	0.0000		10,000		X
Plum Creek Groundwater	WPC	0.0208	0.0208	0.0000				X
Reunion Ranch WCID	WRR	0.8250	0.2750	0.5500				X
San Marcos, City of	CSM	0.6030	0.4076	0.1954		25,000	25,000	X
San Marcos CISD	SSM	1.170782	0.901600	0.269182	25,000	10,000	10,000	X
South Buda WCID #1	WSB	0.8900	0.1950	0.6950				X
South Hays ESD #3	FSO	0.1000	0.1000	0.0000				X
Special Road (Over 65 Only)	RSP	0.0238	0.0238	0.0000	1% or 5,000	45,000	45,000	X
" (Homestead Only)					3,000			X
Springhollow MUD	MSH	1.0000	0.5950	0.4050				X
Sunfield MUD #1	MSF1	0.9000	0.2800	0.6200				X
Sunfield MUD #3	MSF3	0.9000	0.3550	0.5450				X
Sunfield MUD #4	MSF4	0.9000	0.9000	0.0000				X
Uhland, City of	CUH	0.1751	0.1751	0.0000	1% or 5,000	10,000	10,000	X
Wimberley Hays Co ES Dist #7	EWI	0.0730	0.0730	0.0000				X
Wimberley ISD	SWI	1.1812	0.9085	0.2727	25,000	10,000	10,000	X
Wimberley Fire Hays Co ESD #4	FWI	0.0500	0.0500	0.0000				X
Woodcreek, City of	CWC	0.2071	0.1291	0.0780				X
York Creek Improvement	YCI	0.0048	0.0048	0.0000	1% or 5,000	3,000	3,000	X

ORDINANCE NO. 21-296

AN ORDINANCE OF THE CITY OF WOODCREEK, TEXAS APPROVING THE CERTIFIED APPRAISAL ROLL; SETTING THE TAX RATE; LEVYING AND ASSESSING AD VALOREM TAXES FOR THE USE AND SUPPORT OF THE MUNICIPAL GOVERNMENT OF THE CITY OF WOODCREEK, TEXAS FOR FISCAL YEAR 2021-2022; APPORTIONING THE LEVIES FOR SPECIFIC PURPOSES; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City Council finds Chief Appraiser of the Hays County Central Tax Appraisal District has prepared, certified, and submitted to the tax assessor/collector the appraisal roll of the City of Woodcreek, Texas (the "City") for 2021; and

WHEREAS, the Tax Assessor and Collector of Hays County has performed the statutory calculations required by Section 26.04 of the Texas Tax Code, and the City of Woodcreek has published the proposed tax rate, and has fulfilled all other requirements for publication as contained in Section 26.052 of the Texas Tax Code, in a manner designed to come to the attention of all residents of said City and has submitted said rates to the City Council of said City prior to the Special City Council meeting of September 22, 2021; and

WHEREAS, the City Council finds the tax rate to be levied for 2021 (fiscal year 2022) set by this ordinance is based on the appraisal roll and is sufficient to provide the tax revenues required by the City; and

WHEREAS, the City Council finds all requirements contained in the Texas Tax Code have been met and all required notices have been issued in accordance with Texas law permitting this tax levy; and

WHEREAS, the City Council finds that this Ordinance is in compliance with Texas Tax Code §26.05(b)(1) by including the following statement in type larger than the type used in any other portion of this Ordinance:

THIS TAX RATE WILL RAISE MORE TAXES FOR MAINTENANCE AND OPERATIONS THAN LAST YEAR'S TAX RATE. THE TAX RATE WILL EFFECTIVELY BE RAISED BY 3.5% AND WILL LOWER TAXES FOR MAINTENANCE AND OPERATIONS ON A \$100,000 HOME BY APPROXIMATELY \$ 7.00 or 5.14%.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WOODCREEK, TEXAS:

SECTION 1.

That the tax rate of the City of Woodcreek, Texas for the tax year 2021 be, and is hereby, set at \$0.2071 on each one hundred dollars (\$100) of the taxable value of real and personal property not

exempt from taxation by the Constitution and laws of this State situated within the corporate limits of said City.

SECTION 2.

That there is hereby levied for the tax year 2021 upon all real and personal property not exempt from taxation by the Constitution and laws of this State situated within the corporate limits of said City, and there shall be collected for the use and support of the municipal government of the City of Woodcreek, Texas, to provide a sinking fund for the retirement of the existing indebtedness of said City so levied and collected, shall be apportioned to the specific purposes hereinafter set forth; to-wit:

- A. For the payment of current expenses and to be deposited in the general fund (for the purposes of maintenance and operations) \$0.1291 on each one hundred dollars (\$100) of the taxable value of such property; and
- B. To provide for sinking funds for the payment of the principal and interest and the retirement of the tax note debt, and the same shall become due as shall be necessary to pay the principal and interest of the current year as follows, \$0.0780 per one hundred dollars (\$100) valuation.

SECTION 3.

In accordance with the provisions and requirements of Section 26.05 of the Texas Property Tax Code, as amended, the City Council hereby states that:

THIS TAX RATE WILL RAISE MORE TAXES FOR MAINTENANCE AND OPERATIONS THAN LAST YEAR’S TAX RATE. THE TAX RATE WILL EFFECTIVELY BE RAISED BY 3.5% AND WILL LOWER TAXES FOR MAINTENANCE AND OPERATIONS ON A 100,000 HOME BY APPROXIMATELY \$ 7.00 or 5.14%.

SECTION 4.

That the Hays County Tax Assessor and Collector is hereby authorized to assess and collect the taxes of said City employing the above tax rate.

SECTION 5.

The taxes levied hereby are due presently and shall be delinquent if not paid by January 2022.

SECTION 6.

That monies collected pursuant to this Ordinance shall be expended as set forth in the City of Woodcreek’s FY 2021-2022 Annual Budget.

SECTION 7.

That this Ordinance shall take effect and be in full force and effect from and after its passage and approval according to law.

SECTION 8.

Pursuant to Texas Tax Code §26.05(b), this ordinance must be a record vote; which is reflected below:

Mayor Pro Tem LeBrun:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent
Councilmember Brizendine:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent
Councilmember Rasco:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Absent
Councilmember Pulley:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Absent
Councilmember Hambrick:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent

PASSED, ADOPTED AND APPROVED by the City Council of the City of Woodcreek on this the 22nd day of September 2021.

CITY OF WOODCREEK:

By: *Gloria Whitehead, Mayor*
Gloria Whitehead, Mayor

ATTEST:

Linda Land
Linda Land, City Secretary

Residence Homestead Exemption Application

Form 50

Item 12.

Appraisal District's Name _____

Appraisal District Account Number (if known) _____

Are you filing a late application? Yes No Tax Year(s) for Application _____

GENERAL INFORMATION: Property owners applying for a residence homestead exemption file this form and supporting documentation with the appraisal district in each county in which the property is located (Tax Code Sections 11.13, 11.131, 11.132, 11.133, 11.134 and 11.432). **Do not file this form with the Texas Comptroller of Public Accounts.**

SECTION 1: Exemption(s) Requested (Select all that apply.)

Do you live in the property for which you are seeking this residence homestead exemption? Yes No

General Residence Homestead Exemption **Disabled Person** **Person Age 65 or Older (or Surviving Spouse)**

100 Percent Disabled Veteran (or Surviving Spouse) Is the disability a permanent total disability as determined by the U.S. Department of Veterans Affairs under 38 C.F.R. Section 4.15? Yes No

Surviving Spouse of an Armed Services Member Killed or Fatally Injured in the Line of Duty **Surviving Spouse of a First Responder Killed in the Line of Duty**

Donated Residence of Partially Disabled Veteran (or Surviving Spouse) _____
Percent Disability Rating

Surviving Spouse: _____
Name of Deceased Spouse Date of Death

Cooperative Housing: Do you have an exclusive right to occupy this property because you own stock in a cooperative housing corporation? Yes No

If yes, state name of cooperative housing corporation: _____

Were you receiving a homestead exemption on your previous residence? Yes No

Are you transferring an exemption from a previous residence? Yes No

Are you transferring a tax limitation? Yes No

Previous Residence Address, City, State, Zip Code _____

Previous County _____

SECTION 2: Property Owner/Applicant (Provide information for additional property owners in Section 5.)

Select One: Single Adult Married Couple Other (e.g., individual who owns the property with others)

Name of Property Owner 1 _____ Birth Date* (mm/dd/yyyy) _____ Driver's License, Personal ID Certificate or Social Security Number** _____

Primary Phone Number (area code and number) _____ Email Address*** _____ Percent Ownership Interest _____

Name of Property Owner 2 _____ Birth Date* (mm/dd/yyyy) _____ Driver's License, Personal ID Certificate or Social Security Number** _____
(e.g., Spouse, Co-Owner/Individual)

Primary Phone Number (area code and number) _____ Email Address*** _____ Percent Ownership Interest _____

Applicant mailing address (if different from the physical address) _____

SECTION 3: Property Information

Date you acquired this property _____ Date you began occupying this property as your principal residence _____

Physical Address (i.e. street address, not P.O. Box), City, County, ZIP Code _____

Legal Description (if known) _____

Is the applicant identified on deed or other recorded instrument?

Yes _____
Court record/filing number on recorded deed or other recorded instrument, if available

No If no, required documentation must be provided. (see important information)

Is the property for which this application is submitted an heir property (see Important Information)? Yes No

Do other heir property owners occupy the property? Yes (affidavits required) No

SECTION 3: Property Information (Continued)

Item 12.

Manufactured Home Make _____ Model _____ ID Number _____
Is any portion of the property for which you are claiming a residence homestead exemption income producing? ... Yes No
If yes, indicate the percentage of the property that is income producing: _____ percent
Number of acres (or fraction of an acre, not to exceed 20 acres) you own and occupy as your principal residence: _____ acres

SECTION 4: Waiver of Required Documentation

Indicate if you are exempt from the requirement to provide a copy of your driver's license or state-issued personal identification certificate.

I am a resident of a facility that provides services related to health, infirmity or aging.

Facility Name and Address

I am certified for participation in the address confidentiality program administered by the Office of the Texas Attorney General under Code of Criminal Procedure Chapter 58, Subchapter B.

Indicate if you request that the chief appraiser waive the requirement that the property address for exemption corresponds to your driver's license or state-issued personal identification certificate address:

I am an active duty U.S. armed services member or the spouse of an active duty member.

I hold a driver's license issued under Transportation Code Section 521.121(c) or 521.1211. Attached is a copy of the application for that license.

SECTION 5: Provide Additional Information Here (If any)

If you own other residential property in Texas, please list the county(ies) of location.

SECTION 6: Affirmation and Signature

I understand if I make a false statement on this form, I could be found guilty of a Class A misdemeanor or a state jail felony under Penal Code Section 37.10.

I, _____, _____, swear or affirm the following:
Property Owner/Authorized Representative Name Title/Authorization

- 1. that each fact contained in this application is true and correct;
2. that I/the property owner meet(s) the qualifications under Texas law for the residence homestead exemption for which I am applying; and
3. that I/the property owner do(es) not claim an exemption on another residence homestead or claim a residence homestead exemption on a residence homestead outside Texas.

sign here

Signature of Property Owner/Applicant or Authorized Representative

Date

* May be used by appraisal district to determine eligibility for persons age 65 or older exemption or surviving spouse exemptions (Tax Code §11.43(m))
** Social security number disclosure may be required for tax administration and identification. (42 U.S.C. §405(c)(2)(C)(i); Tax Code §11.43(f)). A driver's license number, personal identification number or social security number disclosed in an exemption application is confidential and not open to public inspection, except as authorized by Tax Code §11.48(b).
*** May be confidential under Government Code §552.137; however, by including the email address on this form, you are affirmatively consenting to its release under the Public Information Act.

Important Information

GENERAL INSTRUCTIONS

This application is for claiming residence homestead exemptions pursuant to Tax Code Sections 11.13, 11.131, 11.132, 11.133, 11.134 and 11.432. Certain exemptions may also require Form 50-114-A. The exemptions apply only to property that you own and occupy as your principal place of residence.

FILING INSTRUCTIONS

File this form and all supporting documentation with the appraisal district office in each county in which the property is located generally between Jan. 1 and April 30 of the year for which the exemption is requested. **Do not file this document with the Texas Comptroller of Public Accounts.** A directory with contact information for appraisal district offices is on the Comptroller's website.

APPLICATION DEADLINES

Generally, the completed application and required documentation is due no later than April 30 of the year for which the exemption is requested.

The due date for persons age 65 or older; disabled; or partially disabled veterans with donated homesteads to apply for the exemption is no later than the first anniversary of the qualification date.

A late application for a residence homestead exemption may be filed up to two years after the deadline for filing has passed. (Tax Code Section 11.431). A late application for residence homestead exemption filed for a disabled veteran (not a surviving spouse) under Tax Code sections 11.131 or 11.132 may be filed up to 5 years after the delinquency date. Surviving spouse of a disabled veteran, who files under Tax Code sections 11.131 or 11.132, may file up to two years after the delinquency date, for a late application for residence homestead exemption.

If the chief appraiser grants the exemption(s), property owner does not need to reapply annually, but must reapply if the chief appraiser requires it, unless seeking to apply the exemption to property not listed in this application.

Property owners already receiving a general residence homestead exemption who turn age 65 in that next year are not required to apply for age 65 or older exemption if accurate birthdate information is included in the appraisal district records or in the information the Texas Department of Public Safety provided to the appraisal district under Transportation Code Section 521.049. (Tax Code Section 11.43(m))

REQUIRED DOCUMENTATION

Attach a copy of property owner's driver's license or state-issued personal identification certificate. The address listed on the driver's license or state-issued personal identification certificate must correspond to the property address for which the exemption is requested. Property owners who reside in certain facilities or participate in a certain address confidentiality program may be exempt from this requirement. The chief appraiser may waive the requirements for certain active duty U.S. armed services members or their spouses or holders of certain driver's licenses.

Heir property is property owned by one or more individuals, where at least one owner claims the property as a residence homestead, and the property was acquired by will, transfer on death deed, or intestacy. An heir property owner not specifically identified as the residence homestead owner on a deed or other recorded instrument in the county where the property is located must provide:

- an affidavit establishing ownership of interest in the property (See Form 114-A);
- a copy of the prior property owner's death certificate;
- a copy of the property's most recent utility bill; and
- A citation of any court record relating to the applicant's ownership of the property, if available.

Each heir property owner who occupies the property as a principal residence, other than the applicant, must provide an affidavit that authorizes the submission of this application (See Form 50-114-A).

Manufactured homeowners must provide:

- a copy of the Texas Department of Housing and Community Affairs statement of ownership showing that the applicant is the owner of the manufactured home;
- a copy of the sales purchase agreement, other applicable contract or agreement or payment receipt showing that the applicant is the purchaser of the manufactured home; or
- a sworn affidavit (see Form 50-114-A) by the applicant indicating that:
 1. the applicant is the owner of the manufactured home;
 2. the seller of the manufactured home did not provide the applicant with the applicable contract or agreement; **and**
 3. the applicant could not locate the seller after making a good faith effort.

ADDITIONAL INFORMATION REQUEST

The chief appraiser may request additional information to evaluate this application. Property owner must comply within 30 days of the request or the application will be denied. The chief appraiser may extend this deadline for a single period not to exceed 15 days for good cause shown. (Tax Code Section 11.45)

DUTY TO NOTIFY

Property owner must notify the chief appraiser in writing before May 1 of the year after his or her right to this exemption ends.

EXEMPTION QUALIFICATIONS

General Residence Homestead Exemption (Tax Code Section 11.13(a) and (b))

A property owner who acquires property after Jan. 1 may receive the residence homestead exemption for the applicable portion of that tax year immediately on qualification of the exemption, if the previous owner did not receive the same exemption for the tax year. The property owner must occupy the property as the owner's primary residence and the residence homestead exemption cannot be claimed by the property owner on any other property.

Disabled Person Exemption (Tax Code Section 11.13(c) and (d))

Persons under a disability for purposes of payment of disability insurance benefits under Federal Old-Age, Survivors, and Disability Insurance. Property owners not identified on a deed or other instrument recorded in the applicable real property records as an owner of the residence homestead must provide an affidavit or other compelling evidence establishing the applicant's ownership interest in the homestead. (See Form 50-114-A) An eligible disabled person age 65 or older may receive both exemptions in the same year, but not from the same taxing units. Contact the appraisal district for more information.

Age 65 or Older Exemption (Tax Code Section 11.13(c) and (d))

This exemption is effective Jan. 1 of the tax year in which the property owner becomes age 65. Property owners not identified on a deed or other instrument recorded in the applicable real property records as an owner of the residence homestead must provide an affidavit or other compelling evidence establishing the applicant's ownership interest in the homestead. (See Form 50-114-A) An eligible disabled person age 65 or older may receive both exemptions in the same year, but not from the same taxing units. Contact the appraisal district for more information.

Surviving Spouse of an Individual Who Qualified for Age 65 or Older Exemption (Tax Code Section 11.13(q)):

Surviving spouse of person who qualified for the age 65 or older exemption may receive this exemption if the surviving spouse was 55 years of age or older when the qualifying spouse died. The property must have been the surviving spouse's residence homestead at the time of death and remain the surviving spouse's residence homestead. This exemption cannot be combined with an exemption under 11.13(d).

100 Percent Disabled Veterans Exemption (Tax Code Section 11.131(b))

Property owner who has been awarded a 100 percent disability compensation due to a service-connected disability and a rating of 100 percent disabled or individual unemployability from the U.S. Department of Veterans Affairs or its successor. Documentation must be provided to support this exemption request.

Surviving Spouse of a Disabled Veteran Who Qualified or Would Have Qualified for the 100 Percent Disabled Veteran's Exemption (Tax Code Section 11.131(c) and (d))

Surviving spouse of a disabled veteran (who qualified for an exemption under Tax Code Section 11.131(b) at the time of his or her death or would have qualified for the exemption if the exemption had been in effect on the date the disabled veteran died) who has not remarried since the death of the veteran. The property must have been the surviving spouse's residence homestead at the time of the veteran's death and remain the surviving spouse's residence homestead.

Donated Residence Homestead of Partially Disabled Veteran (Tax Code Section 11.132(b))

A disabled veteran with a disability rating of less than 100 percent with a residence homestead donated by a charitable organization at no cost or at some cost that is not more than 50 percent of the good faith estimate of the market value of the residence homestead as of the date the donation is made. Documentation must be provided to support this exemption request.

Surviving Spouse of a Disabled Veteran Who Qualified for the Donated Residence Homestead Exemption (Tax Code Section 11.132(c) and (d)):

Surviving spouse of a disabled veteran (who qualified for an exemption under Tax Code Section 11.132(b) at the time of his or her death) who has not remarried since the death of the disabled veteran and maintains the property as his or her residence homestead.

Surviving Spouse of a Member of Armed Services Killed in Line of Duty (Tax Code Section 11.133(b) and (c))

Surviving spouse of a U.S. armed services member who is killed or fatally injured in the line of duty who has not remarried since the death of the service member. Documentation must be provided to support this exemption request.

Surviving Spouse of a First Responder Killed in the Line of Duty (Tax Code Section 11.134)

Surviving spouse of a first responder who is killed or fatally injured in the line of duty who has not remarried since the death of the first responder. Documentation must be provided to support this exemption request.

This exemption, if adopted, would be a credit or discount on the total taxable county appraised value of the home. It works just like the regular homestead exemption.

The State of Texas allows cities to add an additional homestead exemption for individuals who are disabled or 65+ (Tx Loc. Gov. Code 11.13(d)) which ONLY applies to the portion of your annual property taxes levied by the City. This exemption, if adopted, is combined with other exemptions to reduce the taxable value of your home.

*The State of Texas sets a **minimum of \$3,000** city tax exemption and a maximum of 20% of a home’s valuation. For Woodcreek, using the estimated lowest priced home being \$150,000. the **maximum would be \$30,000** off the taxable home valuation for city taxes allowed by law.*

ANNUAL SAVING FOR THE INDIVIDUAL HOMEOWNER

PROPOSED EXEMPTIONS (reduction in taxable home value)	Value of average home: \$425,000 minus the reduction in value provided by exemption	CURRENT CITY OF WOODCREEK TAX RATE (per \$100 of valuation) = .2071 TAXES OWED WITH EXEMPTION AT CURRENT TAX RATES	WITHOUT EXEMPTION, Avg. Home value of \$425,000 /100 x .2071 = \$880.18 in Taxes owned to the City of Woodcreek CHART BELOW SHOWS THE ANNUAL SAVINGS PROVIDED BY EXEMPTION
3000	422,000	873.96	-6.22
5000	420,000	869.82	-10.36
10,000	415,000	859.47	-20.71
15,000	410,000	849.11	-31.07
20,000	405,000	838.76	-41.42
30,000	395,000	818.05	-62.13

IMPACT ON THE CITY

If Woodcreek has about 800 homes (non-apartments) and 40% of our residents are 65+ then we can estimate 320 homes would see these reductions in appraised value for city taxation. These reductions are a static amount. So, while home values vary and the impact for the individual tax owner is based on the value of the home after the reduction, the math is a little different for the city.

PROPOSED EXEMPTION (reduction in taxable home value)	# of Homes claiming the exemption estimated at 320 x the exemption amount = The total home value amount reduced for the City to tax	The overall reduction in home values in the city divided by 100 (for per \$100 of valuation) and multiplied by the current tax rate .2071 = THE TOTAL IMPACT IN REDUCTION OF AD VALOREM VALUE
3000	960,000	1,988.16
5000	1,600,000	3,313.60
10,000	3,200,000	6,627.20
15,000	4,800,000	9,940.80
20,000	6,400,000*	13,254.40
30,000	9,600,000	19,881.60

***This is a 2.67% reduction in value of the estimated 2022 city value of \$309,582,377 taxable ad valorem.**

\$13,254.40 represents 1.55% of the overall general expenditures projected for 2021-2022 budget.

This document is for informational purposes only and it is not legally binding on the City of Woodcreek.

Numbers shown are estimates based on the current tax rate and approximate number of homes owned by residents 65+ which could receive a homestead exemption. Actual totals would be assessed and applied by the County.

TO RECEIVE THE EXEMPTION (IF ADOPTED) ONE MUST APPLY.

Document produced by Councilmember Hines and Councilmember Grummert

SAMPLE PROPERTY TAX DOCUMENT

Item 12.

Woodcreek City Council is considering an additional Homestead Exemption for 65+ and disabled residents.

This document illustrates a local tax bill where an additional city-specific homestead exemption would appear.

Hays County offers a 20% reduction in Home Value for a typical Homestead Exemption. That is already applied below.

The red arrow indicates where you would see this new reduction appear if adopted.

Appraised Information		Last Year 2021	Proposed This Year 2022
Land's Market Value		59,060	76,950
Agricultural/Timber Market Value		0	0
Agricultural/Timber Productivity Value		0	0
Improvements (Buildings) Appraised Value		310,910	437,180
Personal Property Appraised Value		0	0
Mineral Interest Appraised Value		0	0
Total Market Value of this Property		369,970	514,130
Total Appraised Value (with Homestead Limit) **		369,970	406,967
Exemptions***		HS	HS

2021 Exemption Amt	Last Year's Taxable	Taxing Unit	Proposed Appraised	Proposed Exemptions	Proposed Taxable (Less Exemptions)
5,000	364,970	HAYS COUNTY	406,967	5,000	401,967
8,000	361,970	SPECIAL ROAD	406,967	8,000	398,967
25,000	344,970	WIMBERLEY ISD	406,967	25,000	381,967
0	369,970	CITY OF WOODCREEK	406,967	0	406,967
0	369,970	WIMBERLEY HAYS CO ES	406,967	0	406,967
0	369,970	WIMBERLEY FIRE HAYS	406,967	0	406,967

2017 Appraised Value: 281,830 %Chg (2017 to 2022): 82 %

YOU WOULD STILL NEED TO APPLY FOR THIS EXEMPTION (IF ADOPTED).

YOU WOULD NEED TO SHOW PROOF THAT YOU QUALIFY.

Excerpt from Chapter 11.13 Texas Local Government Code

(d) In addition to the exemptions provided by Subsections (b) and (c) of this section, an individual who is disabled or is 65 or older is entitled to an exemption from taxation by a taxing unit of a portion (the amount of which is fixed as provided by Subsection (e) of this section) of the appraised value of his residence homestead if the exemption is adopted either:

- (1) by the governing body of the taxing unit; or
- (2) by a favorable vote of a majority of the qualified voters of the taxing unit at an election called by the governing body of a taxing unit, and the governing body shall call the election on the petition of at least 20 percent of the number of qualified voters who voted in the preceding election of the taxing unit.

(e) The amount of an exemption adopted as provided by Subsection (d) of this section is \$3,000 of the appraised value of the residence homestead unless a larger amount is specified by:

- (1) the governing body authorizing the exemption if the exemption is authorized as provided by Subdivision (1) of Subsection (d) of this section; or
- (2) the petition for the election if the exemption is authorized as provided by Subdivision (2) of Subsection (d) of this section.

(f) Once authorized, an exemption adopted as provided by Subsection (d) of this section may be repealed or decreased or increased in amount by the governing body of the taxing unit or by the procedure authorized by Subdivision (2) of Subsection (d) of this section. In the case of a decrease, the amount of the exemption may not be reduced to less than \$3,000 of the market value.

(g) If the residence homestead exemption provided by Subsection (d) of this section is adopted by a county that levies a tax for the county purposes authorized by Article VIII, Section 1-a, of the Texas Constitution, the residence homestead exemptions provided by Subsections (a) and (d) of this section may not be aggregated for the county tax purposes. An individual who is eligible for both exemptions is entitled to take only the exemption authorized as provided by Subsection (d) of this section for purposes of that county tax.

(h) Joint, community, or successive owners may not each receive the same exemption provided by or pursuant to this section for the same residence homestead in the same year. An eligible disabled person who is 65 or older may not receive both a disabled and an elderly residence homestead exemption from the same taxing unit in the same year but may choose either if a taxing unit has adopted both. An eligible disabled person who is 65 or older may receive both a disabled and an elderly residence homestead exemption in the same year if the person receives the exemptions with respect to taxes levied by different taxing units. A person may not receive an exemption under this section for more than one residence homestead in the same year. An heir property owner who qualifies heir property as the owner's residence homestead under this chapter is considered the sole recipient of any exemption granted to the owner for the residence homestead by or pursuant to this section.

Council Meeting Date: Special City Council Meeting May 25, 2022**Agenda Item Cover Sheet****Agenda Item Subject/Title:**

Discuss and Take Appropriate Action on Directing Staff to Prepare and Send a Roads and Financing Packet to the Platinum Panel

Agenda Item Summary:

The Platinum Panel recently had members appointed and they will need to be given a brief overview of the work that has been done to analyze roads, the Town Halls held last fall, recent financial presentations from Hilltop Securities, and other relevant information. A packet of this information could be prepared and shared with them for review at their first meeting. The Council liaison, Mayor Pro Tem LeBrun, could work to assist staff in preparing and gathering this information and presenting it to the Platinum Panel. Council has already approved sending a "Walking Trails" packet to the Platinum Panel for which Councilmember Hines volunteered to work on with City Staff.

Financial Impact:

Cost of labor/time for staff to prepare

Recommendations:

Recommend that Council approve the creation of a Roads Status and Funding Packet to be sent to the Platinum Panel for review and discussion at their first meeting. This packet will serve to review and/or introduce the status of the road repairs needed and funding option information. Council should make recommendations as to what documents or information should be included beyond the Hilltop Securities presentation.

Submitted by: Councilmember Debra Hines

Road Funding Packet Suggestions:

Comprehensive Plan Survey Results highlighting roads and walking trails as top priorities:

[https://www.woodcreektx.gov/bc-comp-plan/page/comprehensive-plan#:~:text=Comprehensive%20Plan%20Survey%20Results%20\(Compiled%20by%20K%20Fries e\)](https://www.woodcreektx.gov/bc-comp-plan/page/comprehensive-plan#:~:text=Comprehensive%20Plan%20Survey%20Results%20(Compiled%20by%20K%20Fries e))

-Provide BOTH analysis by K.Friese

Fall 2021 Town Hall PowerPoint:

[Town Hall Presentation - Roads - Oct. 19 and Oct. 21, 2021](#)

[Oct. 19, 2021 Town Hall on Roads](#)

Pavement Assessments and Reports:

[Pavement Assessment Presentation by K. Friese - March 3, 2021](#)

[Pavement Report by K. Friese - March 3, 2021](#)

[Roadway Improvement Drainage Assessment - Feb. 2017](#)

CONSIDER:

Tax Rate Breakdown comparing Bond versus Tax Note over 10 years if all home values and tax rates remain unchanged: https://woodcreektx-my.sharepoint.com/:x:/r/personal/debra_hines_woodcreektx_gov/_layouts/15/Doc.aspx?sourcedoc=%7B8D1347FE-8E99-4B16-8051-AE2091CDA6F2%7D&file=TAX%20RATE%20BREAKDOWN.xlsx&action=default&mobileRedirect=true