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Speed Zone Study for Hobbs Rd Between Ervin St and Patagonia St

Background

Study Segment: Hobbs Rd between Ervin St and Patagonia St in League City, Texas (See **Exhibit A** and **Figure 1** for aerial of study corridor).

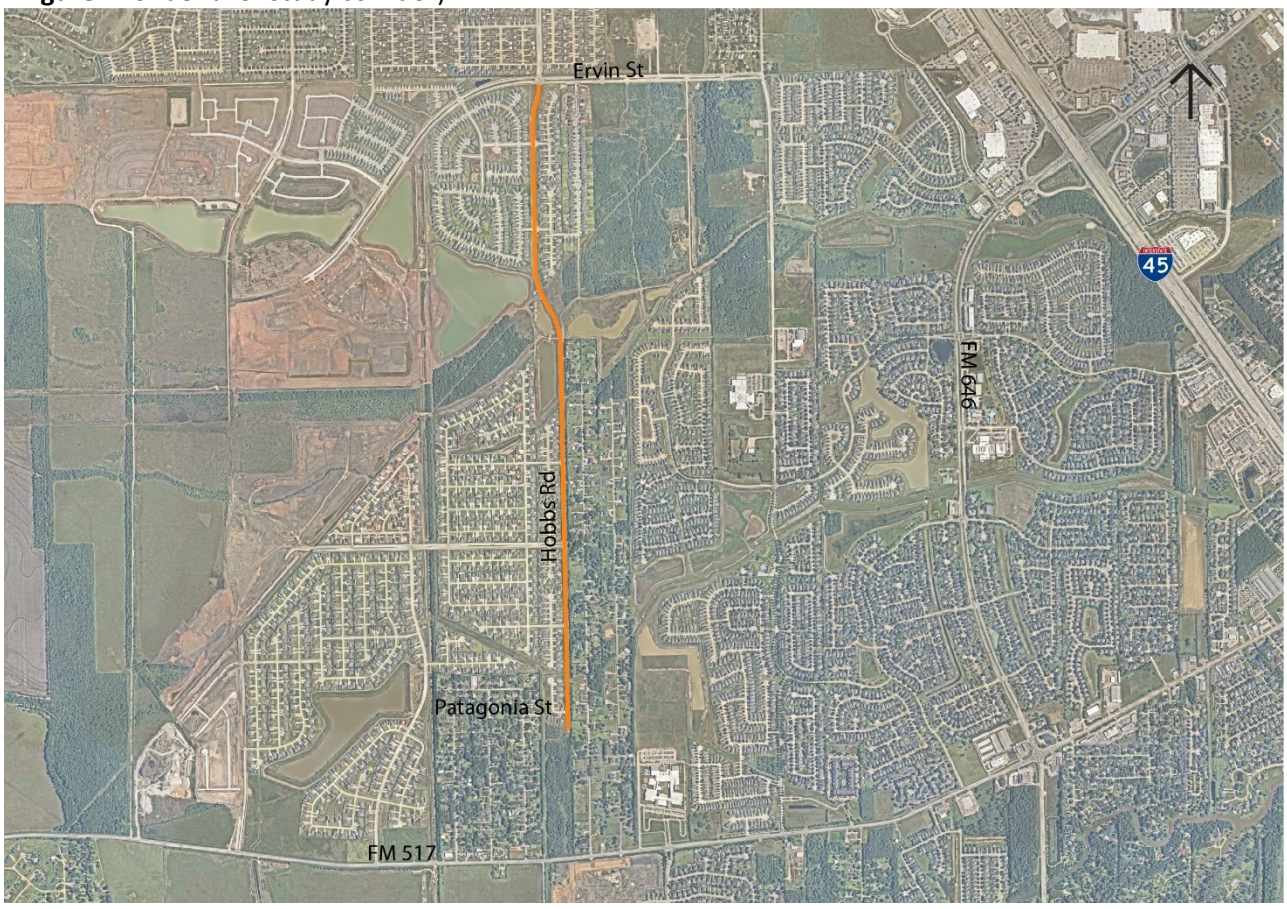

Figure 1 Aerial of Study Corridor

Existing Conditions

- **Roadway Type Designated in the 2024 City of League City Major Thoroughfare Plan:** Arterial
- **Number of Lanes:** Two lane undivided

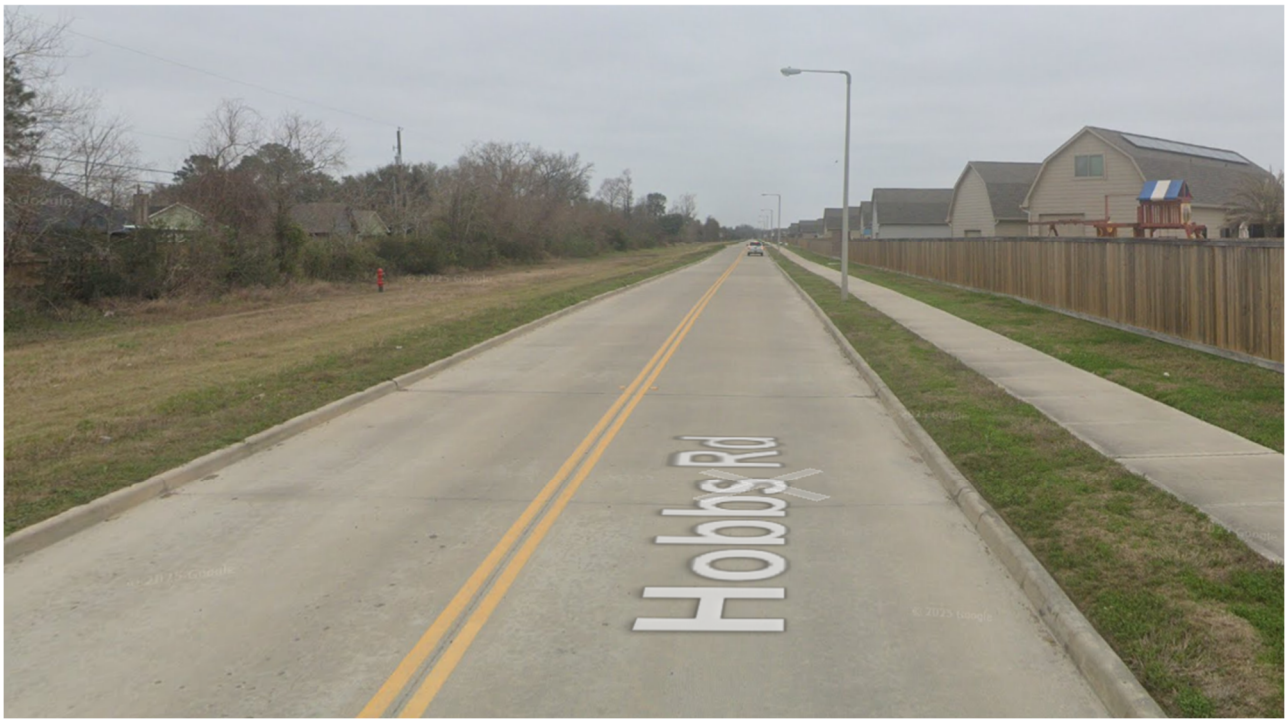

Figure 2 Cross Section of Study Corridor

- **Roadway Type:** Concrete - curb and gutter
- **Segment Length:** 1.78 miles
- **Posted Speed Limit:** 30 mph
- **Traffic Volume:** Average Daily Traffic Volume - 4741
- **Land Use:** Residential

Data Collection

- **Data Collection Methods:**
    - Spot Speed and Traffic Volume were collected by Public Works Department between 6/6/25 to 6/9/25 (Provided in **Exhibit B**).
    - Crash data was obtained from the TxDOT Crash Records Information System (C.R.I.S.) for a study period between 2024 and 2025 (Provided in **Exhibit C**).
- **Data Collection Location:** Hobbs Rd between Ervin St and Patagonia St

Methodology

The following section provides guidelines and standards from the Manual on Uniform Traffic Control Devices, 11th Edition (MUTCD) to ensure that speed zones are appropriate and effective.

Standard:

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 consider the roadway context.

Guidance:

Among the factors that should be considered when conducting an engineering study for establishing or reevaluating speed limits within speed zones are the following:

A. *Roadway environment (such as roadside development, number and frequency of driveways and access points, and land use), functional classification, public transit volume and location or frequency of stops, parking practices, and pedestrian and bicycle facilities and activity;*
B. *Roadway characteristics (such as lane widths, shoulder condition, grade, alignment, median type, and sight distance);*
C. *Geographic context (such as an urban district, rural town center, non-urbanized rural area, or suburban area), and multi-modal trip generation;*
D. *Reported crash experience for at least a 12-month period;*
E. *Speed distribution of free-flowing vehicles including the pace, median (50th-percentile), and 85th-percentile speeds; and*
F. *A review of past speed studies to identify any trends in operating speeds.*

When the 85th-percentile speed is appreciably greater than the posted speed limit, and the roadway context does not support setting a higher speed limit, the engineering study should consider whether changes to geometric features, enforcement, and/or other speed-reduction countermeasures might improve compliance with the posted speed limit. A similar approach should be used if the results of past speed studies indicate that the 85th-percentile speed has consistently increased.

On urban and suburban arterials, and on rural arterials that serve as main streets through developed areas of communities, the 85th-percentile speed should not be used to set speed limits without consideration of all factors described above.

Data Analysis

The 85th percentile speed for the northbound and southbound approach of the study stretch on Hobbs Rd was determined from the spot speed data collected. A summary of the 85th percentile data collected is provided in **Table 1**.

Table 1 85th Percentile Speed Data

Hobbs Rd	Northbound	Southbound
85th Percentile Speed	47 mph	42 mph

- **Crash Data Analysis:** Over the study period of 2024 to 2025, eight crashes containing 14 Units and 16 Persons were recorded along the study section. Speeding was mentioned as the contributing factor for four out of eight crashes that were recorded. Crash data collected is provided in **Exhibit C**.
- **Intersection Sight Distance Analysis:** No sight distance issues were observed.

Findings and Recommendations

A speed study was conducted on Hobbs Rd between Ervin St and Patagonia St in accordance with guidelines from the Manual on Uniform Traffic Control Devices, 11th Edition (MUTCD). The existing speed limit along the study section is 30 mph and the 85th percentile speed was estimated to be 45 mph.

Based on engineering judgment and data analyzed (sight distance, crash data, and speed data), the study recommends increasing the speed limit along the study section from 30 mph to 35 mph. This adjustment aims to better align the posted speed limit with observed driving speeds, which could improve driver compliance. It is not recommended to increase the speed limit above 35 mph at this time, based on the roadway context of the study section that includes 1) high incidence of crashes along this study section and 2) the fact that Hobbs Road terminates just south of Patagonia St.

It is recommended to perform a speed study along the study section once Hobbs Rd extension to FM 517 is complete. The study also recommends increasing enforcement along the study section to improve driver compliance.