

**A RESOLUTION OF THE CITY OF SEAGOVILLE, TEXAS**

**RESOLUTION NO. 68-R-2018**

**A RESOLUTION OF THE CITY OF SEAGOVILLE, TEXAS, APPROVING THE IMPLEMENTATION OF THE TRAFFIC CONTROL PROGRAM FOR RESIDENTIAL STREETS AND ALLEYS UTILIZING TRAFFIC CALMING DEVICES UNDER THE TERMS AND CONDITIONS OF THE RESPECTIVE POLICY SET FORTH THEREIN, WHICH IS ATTACHED HERETO AND INCORPORATED HEREIN AS EXHIBIT "A"; PROVIDING FOR THE REPEAL OF ANY AND ALL RESOLUTIONS IN CONFLICT; PROVIDING FOR SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, citizens often request traffic calming devices be placed in their neighborhood to slow down speeding traffic and for safety reasons; and

**WHEREAS**, at the request of the City Council, staff has performed extensive research on traffic calming devices and the installation of the same; and

**WHEREAS**, after completing said research and reviewing various policies, staff has put together a Traffic Control Program for Residential Streets and Alleys that provides guidelines, conditions and policies for the installation of each of the respective traffic calming devices, to wit: road humps, stop signs, establishment of residential speed limits and alley speed reductions; and

**WHEREAS**, after discussion and review, the City Council finds it is in the best interest of the City to approve the implementation of the Traffic Control Program for Residential Streets and Alleys utilizing traffic calming devices under the terms and conditions of the respective policy set forth therein, which is attached hereto and incorporated herein as Exhibit A.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEAGOVILLE, TEXAS:**

**SECTION 1.** The City Council hereby approves the implementation of the Traffic Control Program for Residential Streets and Alleys utilizing traffic calming devices under the terms and conditions of the respective policy set forth therein, which is attached hereto and incorporated herein as Exhibit A.

**SECTION 2.** All resolutions of the City of Seagoville heretofore adopted which are in conflict with the provisions of this resolution, and the same are hereby repealed, and all resolutions of the City of Seagoville not in conflict with the provisions hereof shall remain in full force and effect.

**SECTION 3.** If any article, paragraph, subdivision, clause or provision of this resolution, as hereby amended, be adjudged invalid or held unconstitutional for any reason, such judgment or holding shall not affect the validity of this resolution as a whole or any part or provision thereof, as amended hereby, other than the part so declared to be invalid or unconstitutional.

**SECTION 4.** This resolution shall take effect immediately from and after its passage, and it is accordingly so resolved.

**DULY RESOLVED** by the City Council of the City of Seagoville, Texas, this the 17<sup>th</sup> day December, 2018.

**APPROVED:**

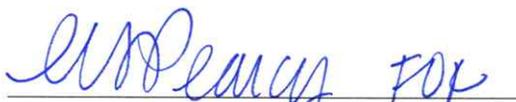


DENNIS K CHILDRESS, MAYOR

**ATTEST:**

  
KANDI JACKSON, CITY SECRETARY

**APPROVED AS TO FORM:**

  
ALEXIS ALLEN, CITY ATTORNEY  
(/cdb 11/27/2018)

# CITY OF SEAGOVILLE

## TRAFFIC CONTROL PROGRAM FOR RESIDENTIAL STREETS AND ALLEYS

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## **ROAD HUMP INSTALLATION POLICY**

### **FREQUENTLY ASKED QUESTIONS**

The City has developed a Road Hump Program to minimize speeding and to encourage traffic safety on local residential streets. The Program provides residents the opportunity to participate in a process that may lead to the installation of road humps. Here are some highlights from the program.

#### **What is a road hump?**

- It is not the typical speed bump seen in large commercial parking lots.
- It is comparable to speed bumps in that the intent is to slow traffic speeds.
- It is a pavement overlay or other specialty device placed on the surface of a pavement in a public right-of-way that can be up to six (6) inches tall, up to twelve (12) feet in length (in the travel direction), and usually extends the full width of the pavement. The ends are often tapered flush with the paved surface at gutter lines to allow water to drain around or through them. An alley or street may have just one or it may have several placed along its entire length.

#### **How could my street become eligible?**

- A petition is supplied to the City by at least three-quarters (75%) of the residents in the petition area (as defined by the adopted policy) **OR** complaints to the City which result in speed detectors being placed to confirm the complaint and determine if the other requirements below have also been met.
- The measured eighty-fifth percentile (85<sup>th</sup>%) speeds of vehicles traveling on the pavement of a public right-of-way regularly exceeds five (5) miles per hour over the posted speed limit. The posted speed limit of the subject street cannot exceed forty (40) miles per hour.
- Only streets with low or medium density residential uses and with no more than one (1) moving lane of traffic in each direction is eligible. The street also cannot be identified and/or classified on the City's most recently adopted Master Thoroughfare Plan as a (planned or existing) collector or arterial roadway.

#### **Who is responsible for the cost of the installation?**

- The cost may be funded by the residents entirely or shared with the City according to the extent and type of speeding problem as defined under the adopted guidelines.
- Streets that qualify for City cost-sharing are ranked in accordance with the extent of the speeding problem. If City funds are insufficient to install all eligible humps in a given fiscal year, the request will remain eligible for the next consecutive three (3) fiscal years. However, in each of these additional years, all eligible streets will again be re-evaluated with all new and existing requests.

#### **How do I secure consideration of a specific road hump installation?**

- Call the Community Development Director at the City of Seagoville at 972-287-2050.
- A meeting will be schedule to discuss the details of the program and outline the petition area so that the eligibility process can begin.

## INSTALLATION POLICY

### **A. General**

Road Humps are an effective and appropriate device for safely reducing vehicle speeds on certain types of street when installed in accordance with the provisions of this policy. Effective road hump installations should be selectively located in accordance with defined transportation engineering criteria to solely and strictly reduce documented speeding problems.

This policy promotes reasonable opportunities for residents and property owners most affected by a proposed road hump to participate in the process that may lead to a road hump installation. It also allows the neighborhood and City to work together to share the installation, maintenance, and/or removal costs in certain cases.

### **B. Definitions**

For this policy only:

**Application** means the petition from the neighborhood or the form supplied by the City that requests the installation of road humps. See Appendix A for example.

**Low Density Residential Dwellings** means single family houses and other unattached dwelling units.

**Medium Density Residential Dwellings** means attached single family dwelling units, townhouses, duplexes, triplexes, some apartment complexes, and certain other City-recognized multi-family developments.

**Notification area** means all properties within two hundred feet (200') of the petition area. The area includes all streets and alleys (public or private) which entirely or partially occur within the two hundred feet (200').

**Petition Area Residents' Share** means the share of the total installation cost that is not the City's responsibility. This cost could be paid by one or more of the residents or from other private sources.

**Road** or **Speed hump** means a geometrically design feature of a roadway consisting of a raised or lowered area in which the roadway's pavement surface that extends transversely across the travel way whose primary purpose is to encourage the reduction in the speed of vehicles traveling along that roadway.

**Speed** means the eighty-fifth percentile (85<sup>th</sup>%) of measured and documented speeds. The measured eighty-fifth percentile (85<sup>th</sup>%) operating spot speeds for a minimum of one hundred (100) vehicles on a roadway or the total number of vehicles within a two-hour period measured in a non-peak hour travel time.

**Street** or **Petition area** means the roadway pavement length being petitioned for road hump installation. The minimum length of a pavement section is usually one thousand feet (five hundred feet in each travel direction from the proposed hump), or the entire length of the block – whichever is longer. This area cannot be divided by an intersection with a classified thoroughfare, traffic signal, or other traffic controlling devices (i.e. stop or yield sign). If the length extends into part of another block, it shall include the entire length of the second block unless separated by an offset intersection or other intervening vehicle travel way.

### **C. Eligible Requirements**

Each of the following criteria must be satisfied for a street to be considered eligible for a road hump

installation.

1) Petition

A petition documenting that at least three-quarters (75%) of the addressed dwelling units on the street support the installation and/or potential cost-sharing described herein. Only one (1) signature from each address on the subject street is required to show support for the proposed installation.

2) Location of the street

The land use on the proposed street for the road hump installation must be primarily residential. Also at least half (50%) of the properties must be zoned for low and/or moderate density residential dwellings.

3) Operational characteristics of the street

City Staff is hereby authorized to sub-categorize those streets designated in the City's Master Thoroughfare Plan as a collector or arterial into two (2) sub-categories of minor and major. These categories shall be based upon street function and shall apply for the purposes of this policy. An appendix to this policy indicates these designations shall be added to and become a part of this policy.

- a) The street must be used to provide access to abutting low and/or moderate density residential properties and/or collect traffic for such streets. Typically, these streets are classified as local residential streets and/or minor residential collector streets on the City's Master Thoroughfare Plan.
- b) There must be generally no more than one (1) moving lane of traffic in each direction. The street cannot be designated as an aerial or major collector street on the Thoroughfare Plan.
- c) Two-way traffic volumes must be between fifteen hundred (1500) and eighteen hundred (1800) vehicles per day.
- d) The eighty-fifth percentile (85<sup>th</sup>) vehicle speed must exceed thirty-five (35) miles per hour.
- e) The street cannot be a designated truck route.
- f) The street must have a designated speed limit along the route not exceeding forty (40) miles per hour or as determined in accordance with state law.

4) Geometric characteristics of the street

- a) The street must have adequate sight distances to safely accommodate the road hump as determined by a Community Development study or an engineering traffic study.
- b) The street must not have curves or grades that prevent safe placement of the humps. Humps may be located on streets that contain curves and/or grades, but the hump itself generally must not be located within a horizontal curve, a vertical grade greater than eight percent (8%), or their immediate approaches. Other restrictions and/or constraints may be determined by a site-specific traffic engineering survey.
- c) The street must be paved. A special design must be used to minimize vehicle avoidance if the street has no curbs or gutters.
- d) The elevation of the property adjacent to a road hump must be above the top of the hump. Other circumstances related to drainage and flooding potential may dictate location of speed humps or preclude their installation as determined by the Community Development Director. Devices will not be allowed to interfere with drainage.

**D. Cost Responsibility**

The cost for the road hump installation (engineering studies or design – including signs, pavement markings - and if necessary, special design features such as curbing or guard rail) may be shared

between the City and residents according to how much the eighty-fifth percentile (85<sup>th</sup>) measured speed on the street exceeds the 30 miles per hour limit:

<b>85th Percentile Speed in miles per hour</b>	<b>Minimum Petition Area Residents' Share of Installation Costs</b>
36	100%
37	95%
38	90%
39	85%
40	80%
41	70%
42	60%
43	40%
44	30%
45	25%
46 or more	20%

The hump maintenance costs are the City’s responsibilities when placed in a public right-of-way.

Humps on or within a private street or other non-public easement or right-of-way shall be placed and maintained by the adjoining property owners and there is no cost-sharing opportunity with the City. The City will accept lump-sum payments only. Residents may be able to expedite hump installation by voluntarily paying the full installation cost.

**E. Road Hump Removal and Alterations**

The process for road hump removal and/or alterations is the same as the process for installation. Cost participation by residents shall be requires and the Petition Area Residents’ Share for removal shall be the same as the percentage that applied at the time of installation unless otherwise approved by the City Council. No refunds of the neighborhood cost participation will be paid in the event of hump removal.

**F. Road Hump Location**

A road hump shall not be placed in front of adjacent property owner/occupant who objects to its placement – in the case of a property containing low and/or moderate density multiple dwellings, if over half (50%) of the households within the property objects to its placement.

Upon completion of traffic studies, the City will identify the location of proposed road humps. It shall be the responsibility of the applicant(s) to provide written certification to the City that the adjacent property owner(s) are agree with the location of the hump. If the adjacent property contains attached, multi-family, or multiple dwellings, over half (50%) of the households shall be required to certify the location agreement.

**G. Design Standards and Procedures**

The City Manager or his/her designee shall prepare and maintain the current design standards and installation procedures for road humps in accordance with this policy.

**H. Re-assessment**

City Staff will re-assess this policy on an annual basis for three (3) years after its implementation. The

first re-assessment is due one year after the installation of the first road hump installed under the provisions of this policy.

### **PROCEDURES FOR INSTALLATION**

- A. The initial application for the installation of road humps must originate from one or more residents living on the proposed street to receive a road hump installation. A request in writing from a resident or representative must be forwarded to:

Road Hump Program  
City of Seagoville  
Attn: Community Development Director  
702 North U.S. Highway 175  
Seagoville, TX 75159

- B. A preliminary determination of eligibility based on available traffic data will be made in a timely manner. If there is no available traffic data, the Community Development Director will first need to collect the necessary traffic data to determine eligibility. Collecting a reasonable amount of data may take several weeks to determine daily traffic counts and speeds during non-peak travel hours.
- 1) If the street is determined to be ineligible, the applicant(s) will be notified in writing and given the reason(s) for the determination.
  - 2) Decision of ineligibility may be appealed in writing to the City Manager within fifteen (15) days of the notification date. The City Manager will review the determination and respond to the applicant(s) within thirty (30) days of the appeal request. If the decision is appealed and the City Manager approves, the applicant will be required to pay 100% of the costs.
  - 3) If the street is determined to be eligible for consideration, a meeting will be arranged between the applicant(s) and Staff to define the petition area and the approximate hump location(s). The applicant(s) will be instructed to submit a formal petition using the forms supplied by the City indicating that a minimum of three-quarters (75%) of the low and/or moderate density dwelling households on the street support the installation and cost-sharing of road hump(s) as provided in the Road Hump Policy. Only petition forms supplied by the City of Seagoville or exact duplicates may be used.
- C. After verification of the petition, the Community Development Director will conduct the necessary studies and solicit comments and recommendations from other agencies. A determination of the street's eligibility for an installation will be made in a timely manner and will be based on this policy.
- 1) If the street is determined not to be eligible for an installation, the applicant(s) will be notified in writing and given the reason(s) for the Director's determination.
  - 2) Decision of ineligibility may be appealed in the same manner described in Section 2 above.
  - 3) If the street is determined to be eligible, the street will be placed on the list of streets eligible for a road hump installation.

- D. The Community Development Director will determine the total installation cost as well as the residents

share, if applicable.

- E. Once eligible for an installation, owners of real property lying within the notification area will be notified of the proposed action by the Community Development Director or other designated staff member. (See notification area and petition area definitions in the Installation Policy.) Notices shall include a return form to indicate support or objection to the proposed installation.
- F. If within thirty (30) days of the notice being mailed, signatures representing twenty percent (20%) or more of the property ownership within the notification area have been returned to the City stating objections to the proposed installation, a public hearing in front of City Council will be scheduled on the matter. The applicant(s) and owners of the real property will be notified of the public hearing. In addition, a reasonable effort will be made to notify each low and/or moderate density residential household along the street and the area neighborhood associations of the public hearing.
- G. If the City Council approves the installation after a public hearing, the Community Development Director or other designated staff member will place the street on the list of streets eligible for a road hump installation.
- H. Depending on the method used to pay for the cost of the installation, one of the two (2) following sections will apply. Section 1 will apply if there is no City participation in the installation cost (i.e. cost paid fully by voluntary private funds). Section 2 will apply if the residents request any City participation in paying for the cost of the installation – if that option is available under Section D of the Installation Policy.
  - 1) Once a street is placed on the list of streets eligible for a road hump installation, the City will submit an invoice for the cost of the installation to the neighborhood representative. Upon receipt of payment, the installation will be scheduled. If full payment has not been received within one year (365 days) from the statement date, the street will be removed from the list of streets eligible for a road hump installation. All monies received, if any, will be returned to the payer.
  - 2)
    - a) Annually the City Manager will submit a report containing a list of streets eligible for a road hump installation that require City funding (either in whole or in part) to the City Council. The report will rank requests in priority order determined by the following calculation:

<b>Criteria</b>	<b>Ranking Item Data</b>	<b>Multiplier</b>	<b>Value</b>
<b>1</b>	Percent of vehicles exceeding the posted speed limit	times daily traffic volume	= _____
<b>2</b>	Number of schools, parks, churches, and other public institutions (hospitals, nursing homes, etc.)	times 50	= _____
<b>3</b>	Percent of petitioning households	times 15	= _____
<b>4</b>	Number of reported accidents in previous 12 months	times 12	= _____
<b>TOTAL RANKING VALUE</b>			= _____

- b) The street yielding the highest numerical ranking value as calculated above will be considered

to have the highest priority. The street with the earliest application date will have the highest priority among streets with the same total ranking value. The City Manager's report will contain the ranked listing of streets approved (and applied for) together with all the data used to calculate each total ranking value, number of humps in each installation, estimated installation and maintenance costs, the City's cost-share quantity, petitioning residents' cost-share quantity, application date, payment due date, and cumulative City cost. The report will also list all road hump installation requests that have been denied under the procedure in Section B1 or C2. In addition, it should list all pending requests and their status in the review process. A street that does not receive funding approval will automatically be considered in the following fiscal years for a maximum of three (3) additional fiscal cycles. After that, a new request and petition are required.

- c) Representatives of the applicants for all approved installations will be notified as to which requests have been funded for the coming fiscal year as determined by the ranking list. Those eligible projects which are not funded will remain on the list of projects for the next evaluation funding cycle.
- d) Eligible installations not included in the funding group can be approved if their full installation cost (including the City's share) is voluntarily paid, as provided in above Section H1.
- e) City funds not expended due to non-payment by residents can be applied toward the next highest ranking eligible unfunded installation project. Should these funds be insufficient to cover the City's portion of that installation and the applicants do not want to voluntarily pay the difference, these funds can then be made available to the second-highest ranking project; then the third-highest, and so forth. Alternatively, these funds may be carried over to the next fiscal year and re-allocated as part of the annual budget process.
- f) Upon funding approval and receipt of residents' payment, the hump(s) will be installed per scheduling permits. If the total payment of the residents' share has not been paid within one year (365 days) from the invoice date, the street will be removed from the list of approved installation.



## **STOP SIGN INSTALLATION POLICY**

The Texas Manual of Uniform Traffic Control Devices (TMUTCD) for the installation of stop signs will be used as requirements along with some of the following local guidelines. A stop sign study will be required for new (not replacement) installations along existing streets. (Attached)

### **A. Warranted Stop Signs**

Stop signs shall not be used solely as speed control or traffic diverter devices. In most cases, they will be installed in the following circumstances.

- As an interim measure until signalization is warranted and can be achieved.
- The state laws in Texas require that vehicles on all minor streets and driveways stop and yield right-of-way to the major street. Thus, unless signals are present, Stop Signs may be installed designating all lesser size streets to stop in accordance with the following hierarchy:
  1. Freeways and Interstates
  2. Major Arterial
  3. Minor Arterial
  4. Major Collector
  5. Minor Collector
  6. Residential or Local Streets
- At locations where adequate visibility does not exist.
- As determined by a traffic engineering study.
- Where there has been an average of three (3) accidents in a twelve (12) month period that are deemed to be avoidable (correctable) by the installation of (a) stop sign(s).
- Local streets parallel to an arterial street - and separated by three hundred feet (300') or less – shall be required to stop at its intersection to the street feeding the arterial.

### **B. Multi-Way Stop Sign**

The Multi-Way Stop Sign” installation is useful as a safety measure at some locations. It should ordinarily be used only where the volume of traffic on the intersecting roads is approximately equal. A traffic control signal is more satisfactory for an intersection with a heavy volume of traffic. Any of the following conditions may warrant a multi-way stop sign installation:

- Where traffic signals are warranted and urgently needed, the multi-way stop sign is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.
- An accident problem, as indicated by five (5) or more reported accidents in a twelve (12) month period of a type that are correctable by the installation of a multi-way stop sign. Such accidents include right- and left-turn collisions as well as right-angle collisions.
- Minimum traffic volumes must meet the following:
  1. Total vehicular volume entering an intersection from all approaches must average at least five hundred (500) per hour for any eight (8) hours of an average day, and
  2. The combined vehicular and pedestrian volume from the minor street or highway must average at least two hundred (200) units per hour for the same eight (8) hours, with an average delay to minor street vehicular traffic or at least thirty (30) seconds per vehicle during the maximum hour, but

3. When the 85<sup>th</sup> percentile approach speed of the major street traffic exceeds forty (40) miles per hour, the minimum vehicular volume warrant is seventy percent (70%) of the above requirements.
- Any potential situation where vehicular volume does not meet the above requirements, the Community Development Director may install multi-way stop signs as a preventative or safety measure.

**C. Stop Sign Removal or Relocation**

When a stop sign is removed or relocated, thereby creating a situation where one or more directions will no longer stop, a “Cross Traffic Does Not Stop” warning sign shall be installed adjacent to the stop signs that remain. The warning sign shall be installed for not less than thirty (30) days. After the minimum requirement has been satisfied, the warning sign and post may be removed. To mitigate the possibility of violating familiar motorist expectations, stop signs installed on collector or arterial street approaches the previously did not stop, should be double-mounted (one sign above the other).

**D. Yield Sign**

The Yield sign assigns right-of-way to traffic on approaches or specific lanes at an intersection.

Vehicles controlled by a yield sign need stop only when necessary to avoid interference with other traffic given the right-of-way.

**STUDY FORM**

Location: \_\_\_\_\_

Date: \_\_\_\_\_

**SCOPE:**

Stop signs are installed along all arterial and collector streets. Residential streets rarely need a stop sign control unless the vehicular and/or pedestrian volumes, a high frequency of right-angle collisions, or non-correctable blind corners are present. A controlled intersection is not necessarily a safe intersection. A decrease in accidents may occur because of an installation, but the intensity of damage and injuries increase for the traffic accidents that occur after the installation. Speed control is not the function of a stop sign. The following are the minimum warrants for one- and two-way stop signs. If any of the following conditions are sufficiently met, the Community Development Director may (though not required) direct such an installation. The stop sign(s) shall stop the street having the lower amount of traffic unless sign-distance requirements necessitate a reversal of this procedure.

**WARRANTS:**

A. Volume Requirement: The total intersection volume must exceed twelve hundred (1200) vehicles per day.

Major Street Name: \_\_\_\_\_

Approach Direction: \_\_\_\_\_ Volume toward intersection: \_\_\_\_\_ vehicles per day

Approach Direction: \_\_\_\_\_ Volume toward intersection: \_\_\_\_\_ vehicles per day

Minor Street Name: \_\_\_\_\_

Approach Direction: \_\_\_\_\_ Volume toward intersection: \_\_\_\_\_ vehicles per day

Approach Direction: \_\_\_\_\_ Volume toward intersection: \_\_\_\_\_ vehicles per day

Has the volume requirement been met?  Yes  No

B. Collision Requirement: The number of average right-angle collisions for the each of last three years must exceed three (3).

	<b>1st Year</b>	<b>2nd Year</b>	<b>3rd Year</b>	<b>4th Year</b>	<b>Average</b>
<b>Year</b>	_____	_____	_____	_____	_____
<b>Collisions</b>	_____	_____	_____	_____	_____

Has the collision requirement been met?  Yes  No

C. Blind Corner:

Does a Blind Corner exist?  Yes  No

Can it be corrected?  Yes  No

**CONCLUSION:** Stop sign(s) should be installed?  Yes  No

Place all comments on the back of this sheet

Report completed by: \_\_\_\_\_

Title: \_\_\_\_\_

## **RESIDENTIAL SPEED LIMITS PROGRAM**

### **POLICY**

Frequently, neighborhoods raise concerns about the speed of traffic through their area. The City recognizes the concerns of the residents while also acknowledging that the primary purpose of the roads is to move traffic as efficiently and safely as possible. The purpose of this policy is to identify the procedures that will be followed when complaints are received regarding speed issues in residential areas. This policy recognizes that the prima fascia speed limits in residential areas is thirty (30) miles per hour, as set by the State of Texas. This speed limit shall be in effect unless it is determined following the procedures outlined below that the speed limit(s) should be changed.

#### **A. Specific Residential Speed Complaint**

If a complaint is received about a specific location, the assumption is that the posted speed limit is valid and increased enforcement may be needed to reinforce the limit. The location will be added to a Residential Radar Enforcement form. When the complaint is received, it will be forwarded to the Operations Captain of the Patrol Division for resolution. The Operations Captain will designate an officer to respond to each complaint. The responding officer will conduct radar enforcement in the area and complete the information required in the Residential Radar Enforcement form. The designated officer will turn the Residential Radar Enforcement form in to the Operations Captain who will then contact the complainant and explain any enforcement activity. In the absence of the Operations Captain the on-duty Patrol Sergeant will assume this task.

Daytime Patrol Officers are required to work a minimum of two (2) separate thirty (30) minute segments of residential radar dependent on available time when not on service calls. Those roadways for which complaints have been received will be given priority for traffic enforcement. The Operations Captain or his designee will contact the complainant after a week of enforcement activity in the area to obtain feedback on the action.

If it is determined that enforcement action does not satisfactorily address the complaints, the Community Development Director will conduct a speed study, utilizing the eighty-fifth percentile (85<sup>th</sup>%) to evaluate the appropriateness of the speed limit.

#### **B. Procedures for Speed Limit Evaluation**

If residents of a specific area wish to have the speed limit(s) of a neighborhood evaluated, a written request may be submitted to the Community Development Director. A study will be completed by the Community Development Director. Residents are invited to participate in the study. The Community Development Director managing the study process will contact the neighborhood representative and offer an opportunity to review the data collected through the study.

Once the study is completed, the Community Development Director will determine if the speed limit(s) should be raised, lowered, or left unchanged and make recommendations through the proper chain of command for review and presentation to City Council. Local streets in residential areas will not be increased above thirty (30) miles per hour.

Upon completion of the study, the Community Development Director along with the police department, will work together with the neighborhood representative to educate the neighborhood about any needed changes and to assist in an information program to explain to the residents about

how speed limits are established or changed.

Additional speed studies will not be conducted more frequently than once each year unless in the opinion of the Community Development Director conditions have changed which would warrant a study within a year (365 days) of the last study.

**C. Speed Study Methodology**

Authorized City personnel will install a traffic and data collection monitoring device that measure the speed of vehicles in a 7-day period or the first one hundred (100) vehicles, whichever comes first. The measurements will take place during peak and off-peak hours and each vehicle's speed will be collected in the system's database. The recommended speed limit will be considered through the eighty-fifth percentile (85<sup>th</sup>%) range rounded to a five (5) mile per hour increment in addition to sight distances, drainage features, pavement conditions, and accident history.

## **ALLEY SPEED REDUCTION EVALUATION PROGRAM**

**General:**

The importance of motorists complying with adopted speed limits is recognized by the City. Therefore, an evaluation program to test the effectiveness of raised pavement markings (traffic buttons, jiggle bars, and other similar devices) has been adopted. Based on the results of this test program, a policy may be adopted by the City of Seagoville after no less than six (6) months of testing and experience with raised pavement markers as a means of achieving speed reduction in alleys.

**A. Consideration Request for Alley Speed Control Program**

Consideration will be given to the first three (3) alley locations where a petition has been received with appropriate signatures for the Pilot Program. The following conditions must exist for the Speed Reduction Program to be conducted and completed in a neighborhood:

1. A neighborhood representative must meet with the Community Development Director to discuss the problem and obtain copies of petition forms and policies for the Alley Speed Reduction Evaluation Program. The minimum alley length will be that will be considered for the Speed Reduction Program is one (1) city block unless the Community Development Director finds that special circumstances warrant an installation area that is less than one (1) city block.
2. Ninety percent (90%) of residents adjacent to the affected alley must sign the provided petition form indicating agreement with the use of raised pavement markings (buttons, jiggle bars, etc.) in the alley and participate in a post-installation evaluation of the project's effectiveness. Further, the residents must indicate on the petition form their agreement for the installation to be adjacent to their property.
3. Within fifteen (15) days of the receipt of a petition meeting the above criteria, the Community Development Director will complete a proposal for installation which will be subject to the review and comment by the City's Traffic Consultant.
4. A copy of the proposed plan – including cost estimates for markings, striping, signs, other supplies, and equipment plus estimated labor costs – shall be presented to the designated neighborhood representative.
5. Upon payment of the costs of the implementation of the plan, materials for the project will be

ordered and installation will be completed by the City. For the pilot program, the City of Seagoville will pay cost estimates associated with the review by the Traffic Consultant. All other approved petition installations will include all Traffic Consultant's review costs in the proposed plan costs to be paid by the residents.

6. Removal of alley speed control devices may be accomplished by submitting a petition to the Community Development Director containing signatures of ninety percent (90%) of residents adjacent to the affected alley or a vote of the Seagoville City Council after holding a public hearing on the matter. In cases where residents petition for the removal of raised markings, the installation funds will not be refunded.

**B. Additional Information:**

For additional information about the Program, please contact:

City of Seagoville  
Attn: Community Development Director  
702 North U.S. Highway 175  
Seagoville, TX 75159

## TRAFFIC CALMING DEVICE

These guidelines are intended to be resource for when a development, facility, or property, within the City of Seagoville, is requesting to install traffic calming devices within streets, roadways, fire apparatus access roads, or emergency access easement, commonly referred to as “Fire Lane” for Fire Department Access.

All traffic calming devices for the purposes of these guidelines and any other guidelines or requirements of the Fire Department shall conform to the 2018 International Fire Code, as adopted and amended by the City of Seagoville. All devices shall be approved separately by the City of Seagoville Community Development Director.

### **Speed Humps**

- 1) There are two speed hump designs recommended by the Seagoville Fire Marshal.
  - a) 14-foot long speed hump for streets with posted speed limits of 25 m.p.h. or less **(Detail 1)**
  - b) 22-foot long speed hump for streets with posted speed limits of 30 m.p.h. or less. **(Detail 2)**
- 2) Speed hump designs are 3 inches at their highest point and vary in width, depending on the width of the road traversing.

### **Marking**

- 1) Markings of speed humps shall comply with Texas Department of Transportation Manual on Uniform Traffic Control Devices.
- 2) Available at: <http://ftp.dot.state.tx.us/pub/txdot-info/trf/tmutcd> or from the Fire Marshal’s office.

### **Submittal Requirements**

- 1) A site plan/drawing of the proposed locations of the devices, to include property lines, buildings, obstructions, and roadways. Indicate location of fire lanes and fire hydrants in the area.
- 2) Detail of the construction of the speed hump showing width, length, max height, markings.

# TRAFFIC CALMING DEVICE APPLICATION

## City of Seagoville, Texas

Neighborhood: \_\_\_\_\_

Installation of Device(s): \_\_\_\_\_ Removal of Device(s): \_\_\_\_\_

Contact Person: \_\_\_\_\_

Title: \_\_\_\_\_

Company Name: \_\_\_\_\_

Street/Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Email Address: \_\_\_\_\_

Limits of requested study area (i.e. number of blocks, address to address): \_\_\_\_\_

Petition attached from neighborhood? No Yes; Number of sheets? \_\_\_\_\_

### Office Use Only

Initial application fee: \$ \_\_\_\_\_ Notification fee if qualifies: \$ \_\_\_\_\_

Applicant's installation share if qualifies: \_\_\_\_\_% Applicant's approximate installation fee: \$ \_\_\_\_\_

Zoning on street as addresses increase: Left side: \_\_\_\_\_ Right side: \_\_\_\_\_

- 75% of addresses are low and/or moderate density dwelling households? Yes No
- Over 50% of addresses support the installation/removal? Yes No
- Over 50% of addresses will participate in cost-share? Yes No

Total number of lots on in study area: \_\_\_\_\_ 50% = \_\_\_\_\_ 75% = \_\_\_\_\_

Traffic study available? Yes No; Approx. begin date \_\_\_\_\_; Approx. end date \_\_\_\_\_

Results of traffic study: \_\_\_\_\_

Results of geometric and flood study: \_\_\_\_\_

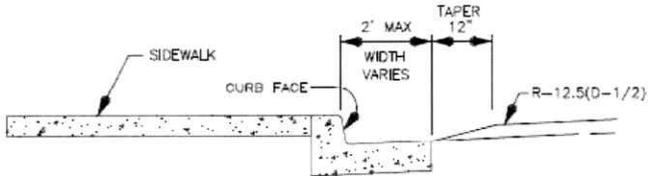
Recommendation from study: Do Nothing Stop Sign Yield Sign Warning Sign Speed Hump Other

Classification from Master Thoroughfare Plan: \_\_\_\_\_

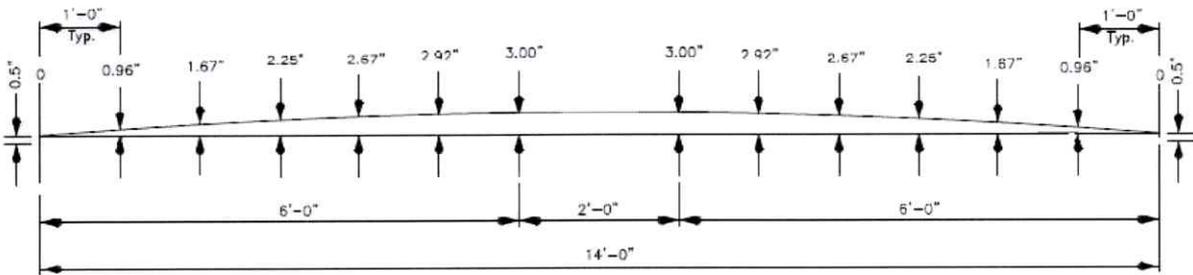
Does studied street have an at-grade intersection with a

- Major Arterial? No Yes; Which one? \_\_\_\_\_
- Minor Arterial? No Yes; Which one? \_\_\_\_\_
- Major Collector? No Yes; Which one? \_\_\_\_\_
- Minor Collector? No Yes; Which one? \_\_\_\_\_
- Other classified roadway in the Master Thoroughfare Plan? No Yes; Which one? \_\_\_\_\_

IMPORTANT: Speed Humps to be 3" in height to provide maximum effectiveness, while not being overly restrictive to emergency police and fire vehicles.



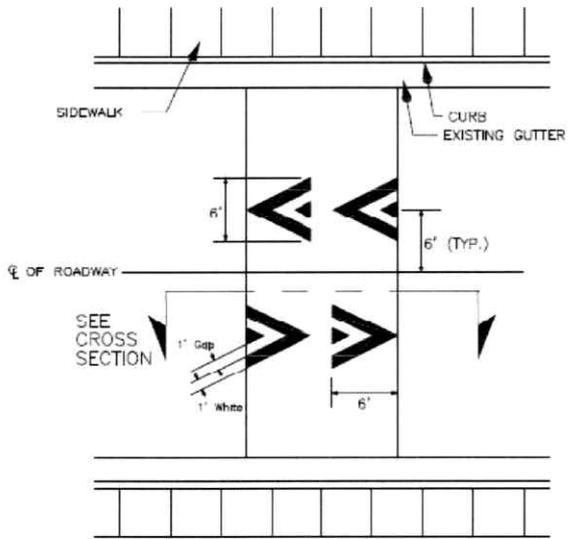
EDGE DETAIL



**CROSS SECTION**

NOTES:

1. Speed humps shall not be placed over manholes, water valves, survey monuments, etc.
2. Speed humps shall not be installed in a location such that roadway drainage is compromised.

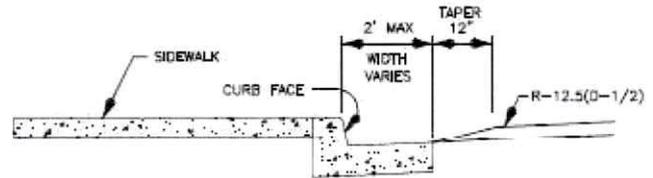


PLAN VIEW

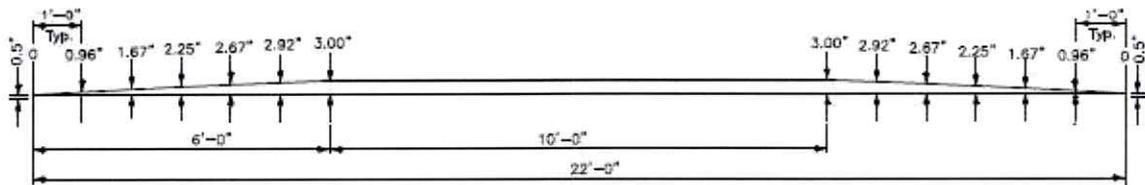
**Hump Detail 1:  
 On-site Constructed 14-foot by 3-inch  
 by 27-foot Concrete Speed Hump**

TRAFFIC CALMING DEVICE

IMPORTANT: Speed Humps to be 3" in height to provide maximum effectiveness, while not being overly restrictive to emergency police and fire vehicles.



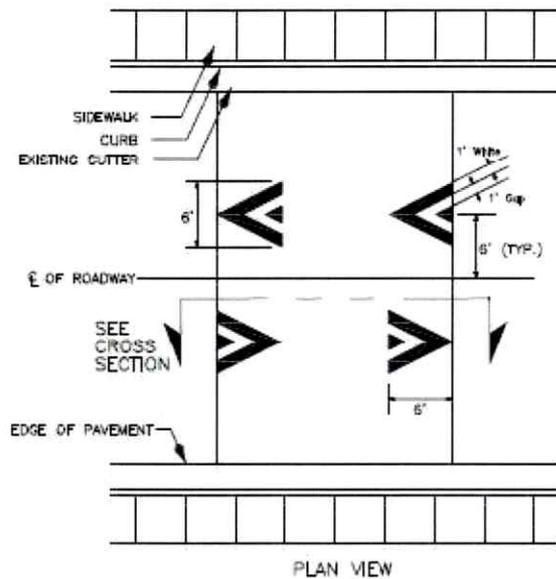
EDGE DETAIL



CROSS SECTION

NOTES:

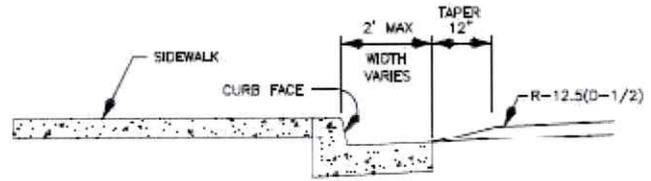
- 1. Speed humps shall not be placed over manholes, water valves, survey monuments, etc.
- 2. Speed humps shall not be installed in a location such that roadway drainage is compromised.



Hump Detail 2:  
On-site Constructed 22-foot by 3-inch  
by 27-foot Concrete Speed Hump

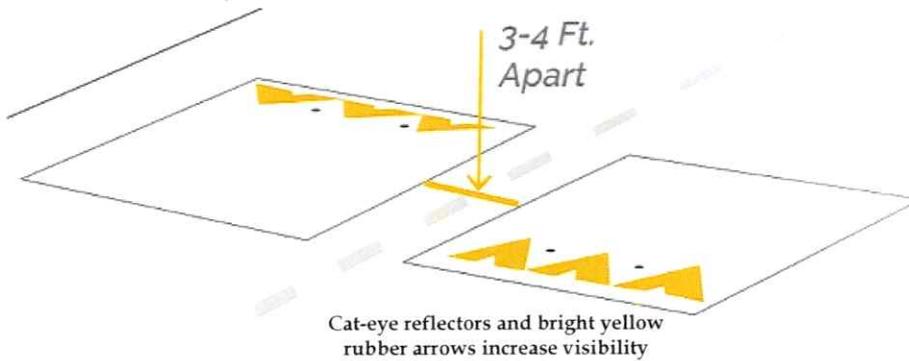
TRAFFIC CALMING DEVICE

IMPORTANT: Speed Humps to be 3" in height to provide maximum effectiveness, while not being overly restrictive to emergency police and fire vehicles.



EDGE DETAIL

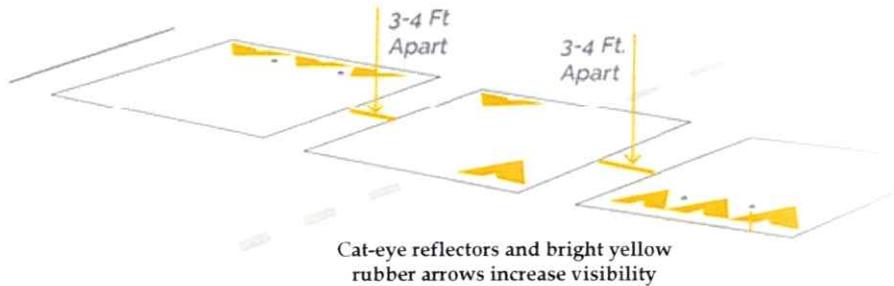
Narrow Street Layout (under 26-feet):



NOTES:

- 1. Speed humps shall not be placed over manholes, water valves, survey monuments, etc.
- 2. Speed humps shall not be installed in a location such that roadway drainage is compromised.

Wider Street Layout (over 26-feet):



**Hump Detail 3:  
Surface-Mounted 6-foot by 3-inch by 6-foot-8-inch  
Speed Hump**

Sample Pavement Markings from TxDOT Manual on Uniform Traffic Control Devices (2011).

