

CITY OF SEABROOK

**RESIDENTIAL TRAFFIC  
MANAGEMENT PLAN**



Council Approved: 6-2-2015

Revised by Council: 6-19-2018

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## PURPOSE

This policy establishes consistent procedures for addressing the traffic-related issues that may occasionally arise along roadways within or nearby residential areas in the city that may be considered in addition to those procedures required by law. Neighborhood traffic issues specifically addressed in this policy include the following:

- No Parking Zone Implementation Requests
- Resident Only Restricted Parking Requests
- Cut Through Traffic Mitigation Requests
- Pedestrian Treatment Requests
- School Zone Safety Requests
- Speed Control Requests
- Intersection Control Requests (Multi-way Stops, Traffic Signals, and Roundabouts)
- Other Advisory or Advanced Warning Sign Requests
- Other Public Safety and Traffic Issue Requests
- Permanent Speed Display Signage Requests

Other neighborhood traffic issues not specifically addressed in this policy may be presented to staff for review by any citizen, business, or group. The Seabrook Public Works-Streets Department staff will work with those parties to review their situation and formulate an appropriate response as necessary.

## STATE, COUNTY, AND CITY STREETS

This plan serves to address city street issues. However, many are unaware that many of our streets feeding into our residential areas are under the control of other jurisdictions such as Texas Department of Transportation or Harris County.

### State:

Texas Department of Transportation (TxDOT) 713-802-5000

NASA Parkway  
SH 146  
Old SH 146

While this highway is not under the control of the City of Seabrook, City Staff does receive requests concerning the roadway and synchronization of the traffic lights and communicates this information to TxDOT.

### County:

Harris County Traffic Engineering Department 713-881-3210

Todville Rd  
Red Bluff  
Repsdorph  
Lakeside Dr. (Beginning at Traffic Circle)

## SCOPE

The City of Seabrook is committed to improving the quality of life within its neighborhoods. When a request is made to review a neighborhood related traffic concern, the City's direct efforts are to work and coordinate with the requesting party in understanding and addressing concerns in a defined area within the neighborhood. Seabrook Public Works-Streets Department will inform the affected residents of any significant changes to their neighborhood.

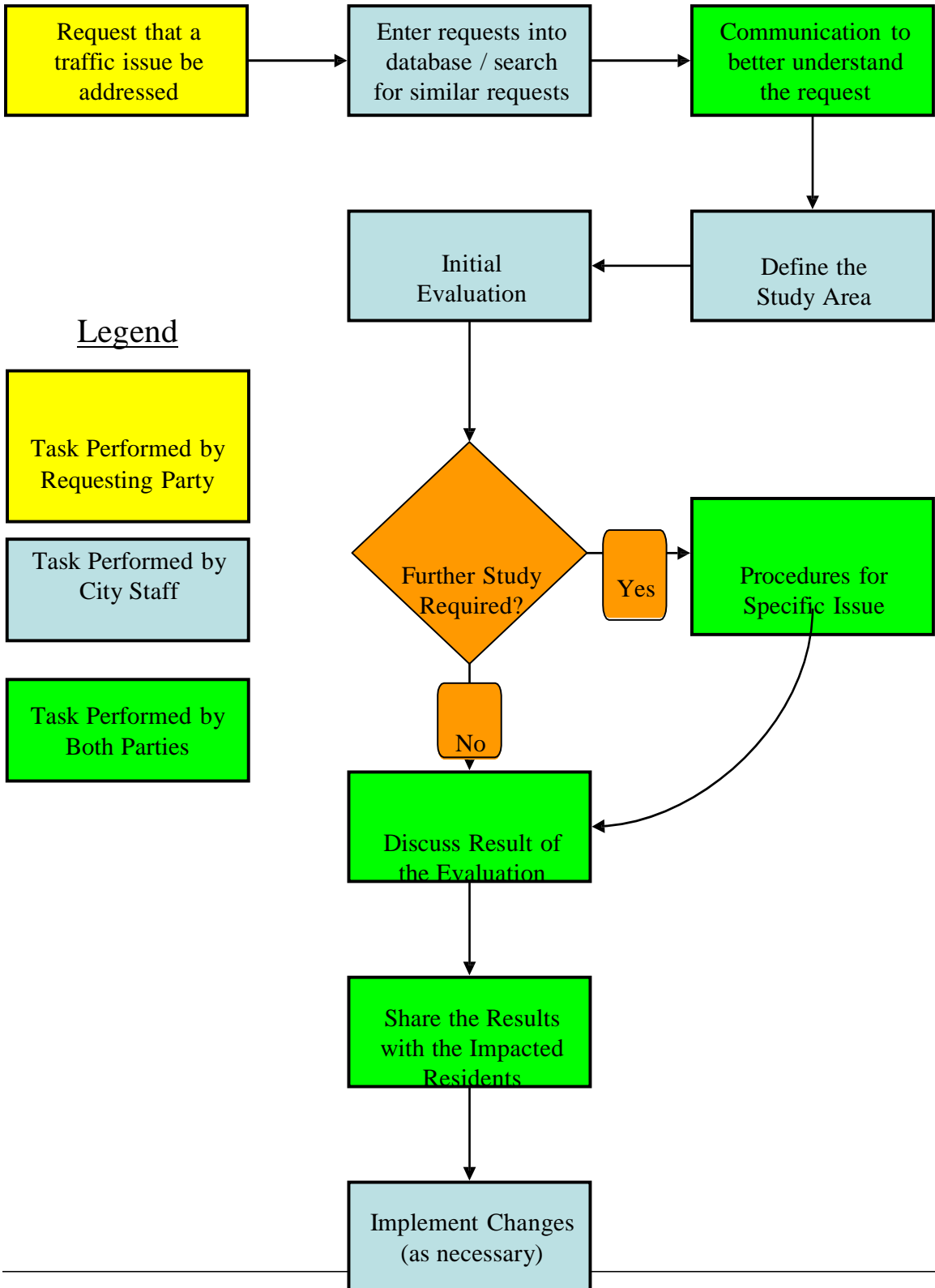
The adoption of this policy is not intended and should not be construed to affect or waive the City's immunity from damages under the Texas Tort Claims Act (CCP Ch. 101) or any other law or ordinance. This policy does not require the City to install, remove, or modify any traffic control device, sign, signal, or warning device if the City has, in the absence of this policy, the discretion under State law to install, remove, or modify the traffic control device, sign, signal, or warning device. Additionally, this policy should not be construed as an attempt by the City to deviate from legal requirements for traffic control.

## PROCEDURES

1. Residents, homeowner's associations or similar type groups may make a written request to the City of Seabrook's City Manager's Office requesting that a traffic issue be addressed. Traffic issue request form may be obtained from the City of Seabrook website at [www.seabrooktx.gov](http://www.seabrooktx.gov)
2. The requesting party's issue will be researched by the Seabrook Police Department and Seabrook Public Work's Department to search for similar requests in the subject area and determine the scope of the problem.
3. Staff may communicate with the requesting party to fully understand their request and thoroughly define the area of concern.
4. City Manager's assigned work group will identify the area of concern and define the area affected.
5. City staff will evaluate the request, collect data if necessary to confirm the magnitude of the problem and determine if further study is necessary. Please note that in order to properly evaluate a specific situation, adequate time must be allowed. Following the initial request, city staff will need to collect and review data, conduct studies and then develop possible remedies to address the issues.
6. If the City staff determines that by further study a change is warranted/recommended, procedures to address the specific traffic issue will be recommended to be implemented and are directed to City Council for approval as deemed appropriate. These procedures are detailed in the following portion of this policy, "**Specific Neighborhood Traffic Issues.**"
7. Should changes be warranted, City of Seabrook City Manager's Office or designee will share the proposed changes with the impacted residents before any improvements are implemented.

A flow chart that graphically illustrates the above listed procedures is illustrated on the following page.

PROCEDURES UTILIZED FOR NEIGHBORHOOD TRAFFIC ISSUES.



## SPECIFIC NEIGHBORHOOD TRAFFIC ISSUES

Specific types of neighborhood traffic requests in the City of Seabrook are addressed in this section of the policy.

### *No Parking Zone Implementation Requests*

As with all other requests to review traffic issues in the City of Seabrook, requests for “No Parking” zone implementation will be addressed with the same measures outlined in the *Procedures* section of this policy.

- Seabrook Public Works-Streets Department and the originator of the request will define a study area for property owners that may be impacted by a proposed “No Parking” zone.
- A traffic study will determine if a “No Parking” zone is appropriate for the requested area for 24 hours per day or for specific days and/or time periods.
- In order to implement a “No Parking” zone, 100% of the property owners that are projected to lose parking spaces adjacent to their property must report in writing their position to the “No Parking” zone implementation. The requestor will be required to obtain verified signatures from the owners with appropriate contact information for staff follow up.
- If deemed appropriate by the traffic study and upon consideration of the property owners that will lose parking spaces adjacent to their property, “No Parking” signs may be posted by the entire street, block or logical termination point as evaluated by Seabrook Public Works-Streets Department and determined by the City Council. Other advisory or advanced warning signs may be placed as dictated by sound common engineering practice or the Texas Manual on Uniform Traffic Control devices, latest edition (Uniform Code) as determined by City Council.

As with all other requests to review traffic issues in the City of Seabrook, should the implementation of a “No Parking” zone in the study area be warranted, Seabrook Public Works-Streets Department will share the proposed changes with the impacted residents before any modifications or improvements are recommended to be implemented and are directed to City Council for approval as deemed appropriate.

*Cut Through Traffic Requests:*

As with all other requests to review traffic issues in the City of Seabrook, requests for cut through traffic control will be addressed with the same measures outlined in the *Procedures* section of this policy.

- If speeding is reported, staff will review the collected information and verify the speed limit, which is set by City ordinance.
- The next step would be to evaluate the problem in terms of the traffic management strategies. The Police Department would be informed of the speed data and determine if an increased enforcement presence should be attempted.
- If after review of the traffic count and the 85<sup>th</sup> percentile speed, as per the Texas Administrative Code/Uniform Code along with any data from the increased enforcement there continues to warrant such a measure, a traffic engineering study will determine the measures that are appropriate to address the specific cut through traffic issues that may exist for the given study area. \*In order to be considered a candidate for measures to reduce cut through traffic, a roadway must be a local roadway or a collector roadway with residential characteristics that carries more than 10 times total homes in the platted and recorded subdivision affected within a 24 hour period one way with more than 30% cutting through from a major thoroughfare to another. (Establishment of cut through traffic must be performed through a detailed license plate study).
- Unless otherwise specifically mandated by the Uniform Code, to request a change or reverse any portion or all of a current traffic plan which limits cut through traffic, 75% of the affected property owners must sign a petition as implemented through these policy guidelines.

\*Studies have found that, on average, a single family residential property generates ten vehicle trips a day. Large areas of single family housing can generate a large amount of traffic in and out of a neighborhood.

As with all other requests to review traffic issues in the City of Seabrook, should changes to the study area to control cut-through traffic in the study area be warranted, Seabrook Public Works-Streets Department will share the proposed changes with the impacted residents before any modifications or improvements are recommended to be implemented and are directed to City Council for approval as deemed appropriate.



*Pedestrian Crossing Requests:*

As with all other requests to review traffic issues in the City of Seabrook, requests for pedestrian improvements will be addressed with the same measures outlined in the *Procedures* section of this policy.

- Seabrook's contracted Engineer firm, upon request by the City Manager will study the requested location and perform a crosswalk analysis which includes the volume of pedestrian traffic, proximity of the subject location to schools, parks, swimming pools, retail centers, hike and bike facilities, vehicular traffic volume, etc.
- The placement of a crosswalk at an uncontrolled intersection or in the middle of a block shall be considered only in rare cases, as the placement of a crosswalk at an uncontrolled intersection may create a false sense of security for pedestrians that could increase the likelihood of a vehicle-pedestrian incident.

As with all other requests to review traffic issues in the City of Seabrook, should pedestrian improvements be recommended as warranted, Seabrook Public Works-Streets Department will share the proposed changes with the impacted residents before any modifications or improvements are recommended to be implemented and are directed to City Council for approval as deemed appropriate.

### School Zone Safety Requests

As with all other requests to review traffic issues in the City of Seabrook, requests for school zone safety will be addressed with the same measures outlined in the *Procedures* section of this policy. School zone safety requests encompass a broad range of requests in the vicinity of a school. Common requests in the City of Seabrook are addressed specifically below. Other requests will be addressed on a case per case basis.

- The neighborhood traffic policy is not intended to replace or alter the existing provisions and ordinances established by the City of Seabrook and State statutory requirements.
- Reduced speed school zones are areas in which the speed limit is reduced for certain periods of the day that may be requested by individual citizens, communities, or schools, subject to legal requirements. A traffic engineering study may be requested by the City Manager to determine if a reduced speed school zone is warranted based on the proximity of the roadway to the school, the type of school (elementary, junior high, senior high, etc.), vehicular volumes, pedestrian volumes, vehicular speeds, availability of sidewalks, alternative routes between the school residential areas served by the school, and other factors.
- Requests for a crosswalk in the vicinity of a school will be treated with the same procedures as outlined in the “Pedestrian Facility Requests” section of this policy. Proximity to schools and type of vehicular control are major factors in the consideration of crosswalks.
- Parking restrictions in the vicinity of a school will be treated with the same procedures as outlined in the “No Parking Zone Implementation” section of this policy. Proximity of schools is a major factor in the consideration of parking restrictions.
- The Texas Manual of Uniform Traffic Control Devices (latest edition) does not require the installation of flashing beacons to alert motorists to school zones. The City of Seabrook may consider the installation of school flashing beacons on arterial and collector roadways, but not on local streets.

As with all other requests to review traffic issues in the City of Seabrook, should changes to the conditions within a school zone be warranted, Seabrook Public Works-Streets Department will share the proposed changes with the impacted residents before any modifications or improvements are recommended to be implemented and are directed to City Council for approval as deemed appropriate.

### Speed Control Requests

As with all other requests to review traffic issues in the City of Seabrook, requests for speed control will be addressed with the same measures outlined in the *Procedures* section of this policy.

- Public Works-Streets Department will maintain a database of locations at which excessive vehicular speeds have been reported that will be shared with the Police Department for enforcement purposes.
- Speed limits of less than 30 miles per hour within the City of Seabrook for enforcement purposes must be in accordance with Texas State Law providing exceptions to the prima facie speed limit.
- The Texas Manual of Uniform Traffic Control Devices (latest edition) ordinarily requires that a speed limit be posted within 5 mph of the 85<sup>th</sup> percentile speed of the free-flowing traffic.
- When a significant percentage of vehicles utilizing a roadway appear to exceed the State Law or City Ordinance speed limit, the City Manager may determine if a speeding problem exists by conducting a traffic study. A speeding problem is indicated on a residential street when the 85<sup>th</sup>-percentile speed is equal to or greater than 5 mph over the legal speed limit. If a speeding problem is determined from the traffic study, steps will be taken to address the problem:
  - Increased patrol and enforcement in the area
  - Consultation from City's Traffic Engineer for additional signage
  - Seabrook Speed Watch Program
  - Aggressive Traffic Calming Measures (See Appendix "A")

### **Seabrook Speed Watch Program:**

- The Seabrook Speed Watch Program is a public awareness program, **not a formal speed study**, through which concerned citizens can take an active role in making neighborhood streets safer by observing and recording traffic speeds in their neighborhood. Additional information and application forms to participate in the *Neighborhood Speed Watch Program* may be obtained from Seabrook Police Department or downloaded at [www.seabrooktx.gov](http://www.seabrooktx.gov).
- A speed feedback sign may be installed to alert motorists to their actual speed and the posted speed limit on a roadway. Additional information concerning the speed feedback sign is included in the information on *Neighborhood Speed Watch Program* may be obtained from Seabrook Police Department or downloaded at [www.seabrooktx.gov](http://www.seabrooktx.gov).
- A **formal** speed study may be conducted at the site by the City or contracted to the City Engineer as approved through the Request Form procedure. The **formal** speed study will determine:
  - ✓ 85<sup>th</sup> percentile speed
  - ✓ consider other issues in the site vicinity including pedestrian traffic volume
  - ✓ roadway curvature
  - ✓ frequency of traffic accidents
  - ✓ sight distance restrictions
  - ✓ other issues specific to the study site

A **formal** speed study may determine that the posted speed limit at the study site is too low and may recommend that the posted speed be raised to the 85<sup>th</sup> percentile speed consistent with State law.

**Aggressive Traffic Calming Measures:**

<i>Traffic Device</i>	<i>Traffic Reduction</i>	<i>Speed Reduction</i>	<i>Noise &amp; Pollution</i>	<i>Traffic Access Restriction</i>	<i>Maintenance Problems</i>	<i>Level of Violation</i>	<i>Impact to Bicycles</i>	<i>Costs</i>
Speed Humps	Low	Yes	Increase	None	Moderate	Low	Low	Moderate
Road Closures	High	Yes	Decrease	Yes	Moderate	Low	Low	High
Medians & Barriers	High	Yes	Decrease	Yes	Moderate	Low	High	High

The following measures have to be initiated by residents through a petition of 75% of the entire subdivision. (See Appendix “A”)

*Intersection Control Requests (Multi-way Stops, Traffic Signals, and Roundabouts):*

(Please remember some streets are not City Streets and are under other agencies such as TxDOT and Harris County)

As with all other requests to review traffic issues in the City of Seabrook, requests for intersection control will be addressed with the same measures outlined in the *Procedures* section of this policy.

- Multi-way stop signs or traffic signals shall not be installed within the corporate City limits of the City of Seabrook unless approved by an authorized warrant analysis, by the City Traffic Engineer and approval by City Council.
- Multi-way stops and traffic signals are warranted based on vehicular traffic volumes, pedestrian traffic volumes, vehicular speeds, traffic accident data, and other traffic data in accordance with guidelines defined in the **Texas Manual of Uniform Traffic Control Devices** (Uniform Code).

- According to the Uniform Code, “regulatory and warning signs should be used conservatively because these signs, if used to excess, tend to lose their effectiveness.” If confirmed by a traffic engineering study, existing multi-way stop locations that are not warranted will be removed by the City of Seabrook as approved by City Council.
- According to the Uniform Code, stop signs or traffic signals shall not be installed for the purpose of controlling the speed of a roadway as they have been shown to become a hazard at times when installed without warrant.
- Implementation of multi-way stop signs, traffic signals, and roundabouts will be in accordance with necessary budget considerations and approval by City Council.

As with all other requests to review traffic issues in the City of Seabrook, should changes to the intersection control in the study area be recommended/warranted, Seabrook Public Works-Streets Department will share the proposed changes with the impacted residents before any modifications or improvements are recommended to be implemented and are directed to City Council for approval as deemed appropriate.

“Children at Play” and “Deaf Child Area” Sign Requests:

“Children at Play” and “Deaf Child Area” signs are not recognized by the State of Texas or by the Federal Highway Administration as official traffic control devices. These signs may create a false sense of security for parents of children and typically do not achieve the desired safety benefits.

The city will no longer install new “Children at Play” signs within its boundaries. Existing “Children at Play” signs will remain in place, as determined by City Council, but will not be replaced with new signage if damaged.

“Deaf Child Area” signs may only be installed in school zones if deaf children attend the school. If installed, these signs will be removed when the deaf children no longer attends the school.

Other Advisory or Advanced Warning Sign Requests:

As with all other requests to review traffic issues in the City of Seabrook, requests for advisory or advanced warning signs will be addressed with the same measures outlined in the *Procedures* section of this policy.

- The City of Seabrook will study the requested location and perform an advisory/advanced warning sign analysis which includes volume of pedestrian traffic, proximity of the subject location to schools, parks, swimming pools, retail centers, hike and bike facilities, vehicular traffic volume, etc.
- The requesting party will be informed that it is City policy to only install advisory or advanced warning signs that are in accordance with the Texas Manual on Uniform Traffic Control devices, latest edition.

Other Public Safety and Traffic Issue Requests:

Other requests to review traffic issues in the City of Seabrook will be addressed with the same measures outlined in the *Procedures* section of this policy.

Seabrook Public Works-Streets Department will share the proposed changes with the impacted residents before any modifications or improvements are recommended to be implemented and are directed to City Council for approval as deemed appropriate.

Permanent Speed Display Signage:

As with all other requests to review traffic issues in the City of Seabrook, requests for permanent speed display signage will be addressed with the same measures outlined in the *Procedures* section of this policy.

- The applicant shall provide a map depicting where the sign(s) are being proposed to be installed. The applicant shall also provide an affidavit from all property owners whose property fronts the street, and are located within 100' of the proposed location(s). The affidavit shall state that the impacted property owners within the defined 100' area have no objection to the placement location(s) of the sign(s).
- Allowed sign(s) shall be placed on city right-of-way(s) near property lines.
- Cost sharing will be on a 50%-50% basis with the city's contributions being 50% and the applicant being responsible for the remaining 50%. **The applicants 50% contribution shall be submitted with the initial application submittal.** A cost estimate shall be established yearly by the City which shall include the cost of the signage, along with labor and materials to install the sign(s). An additional charge shall be assessed and share equally by both parties, if the establishment of an electrical service is approved. Once installed, the City will be responsible for the maintenance of the sign(s) and pay any scheduled charges and fees. All requests shall be considered on a first come first serve basis. **City budget restrictions and City Council shall govern approval of all requests.**
- The City of Seabrook will study the requested location and perform a sign analysis which includes street classification, traffic volumes, spacing requirements, etc. **A full refund of the applicants 50% funding contribution will be refunded, if the city determines the request not to be permissible.**
- As with all other requests to review traffic issues in the City of Seabrook, should changes to the study area to establish permanent speed display signage in the study area be warranted, Seabrook Public Works-Streets Department will share the proposed changes with the impacted residents before any modifications or improvements are recommended to be implemented and are directed to City Council for approval as deemed appropriate.

## Appendix A – Aggressive Traffic Calming Criteria and Considerations Policy



## OVERVIEW

Prior to starting a petition for an Aggressive Traffic Calming Device, Petitioner (s) shall consult with City Staff who will let the homeowners group know if the following factors should be considered prior to the requested installation of any traffic calming device:

1. Impact on vehicles, motorcyclists, bicyclists, and pedestrians
2. Drainage patterns
3. Vehicular speeds and volumes
4. Other streets or alleys from diverted traffic
5. Emergency response vehicles
6. Street maintenance activities

## FUNDING FOR INSTALLATION OF TRAFFIC CALMING DEVICES

When the installation of a traffic calming device is appropriate to address an identified traffic problem, it will be the responsibility of neighborhood representatives to gather the neighborhood signatures and any funding share for the project. The level of funding participation is determined based on the measured 85th percentile speed (see below). All neighborhood funds must be provided to the City in the form of a cashiers' check prior to preparation for approval of the work order for installation. If a neighborhood is requesting that a device be removed, funding for the removal must be gathered in the same manner as its installation.

The cost of installation of a traffic calming device can be very expensive. A typical speed cushion may cost \$3,000 to procure and install the device at each location. More elaborate curb and median modifications can easily cost more than \$10,000 per installation.

The cost of the traffic calming devices, if approved, would have to be paid for 100% by the HOA.

## Appendix B – Sample Petition Form for Resident or Homeowner’s Association

# Residential Traffic Management

## PETITION FOR RESIDENTIAL TRAFFIC MANAGEMENT REVIEW

Homeowner's Association:	
Contact Person:	Phone # Home:
Alternate Contact Person:	Phone # Home:

We, the undersigned hereby petition the City of Seabrook to review, examine and address our concerns regarding the residential traffic patterns according to policies and procedures established by the City of Seabrook. We understand that any recommended solutions or roadway improvement will be subject to engineering evaluation and review approval by City Council.

Street(s) of concern: \_\_\_\_\_

Primary Problems or Concerns: \_\_\_\_\_

Note: The street(s) mentioned above will be considered for physical devices (called aggressive management techniques) ONLY after previous attempts with less invasive traffic management measures have proved unsuccessful. City staff and City Council reserves the right to determine the extent, dimension, location and application of all supplemental traffic management techniques applied. Only one signature from each household/business will be considered.

Residential Traffic Management

Residence/ Street Address	Name (Please Print Clearly)	Phone Number	(Optional)
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			