

The attached document was submitted to the
Washoe County Board of Commissioners during
the meeting held on December 10, 2019.
by Community Services
for Agenda Item No. 16
and included here pursuant to NRS 241.020(8).

PowerPoint Presentation



Traffic Calming & Traffic Engineering Request Policy

POLICY GOAL

- The goal of this policy is to provide Washoe County residents with a straightforward process for requesting traffic calming or traffic engineering/operational measures related to speeding, pedestrian and driver safety and traffic volumes.



Traffic Calming & Traffic Engineering Request Policy

SAFETY

Road traffic safety refers to the methods and measures to reduce risk for a person using the road network from being killed or injured and includes:

- Pedestrians
- Workers
- Motorists
- Passengers
- Cyclists
- Motorcycles

Safety is of prime importance not only for the roadway users but also for the engineers, planners and decision makers by incorporating best practices into the design, operation and maintenance of Washoe County's road network.



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EFFICIENCY

Improve traffic flow, access management and efficiency on local roadways within unincorporated Washoe County to:

- Better connect residents with commerce areas, schools and services
- Provide for quick and safe access for emergency service providers, and;
- Allow maintenance equipment and personnel access (snow removal)

SUSTAINABILITY

Provide safe access for Washoe County maintenance equipment and personnel to perform;

- Snow removal
- Roadway maintenance
- Crack sealing
- Pot hole repair



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Two Types of Requests

- Traffic Calming
 - Speeding and safety for pedestrians, motorists, multi-modal roadway users
- Traffic Engineering/Operational
 - Traffic control devices or engineering evaluations
 - Signs, speed humps, roundabouts

These requests might be associated with existing roadways/intersections, may be associated with new development, or both.



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Traffic Calming Devices/Interventions

Non-Physical Measures

- Speed Enforcement
- Radar Speed Signs

Volume Control Measures

- Full or Half Closure
- Median Barrier
- Forced Turn Island

Vertical Speed Control Measures

- Speed Hump
- Speed Table
- Raised Crosswalk
- Raised Intersection

Horizontal Speed Control Measures

- Traffic Circle
- Chicane
- Lateral Shift

Narrowing Measures

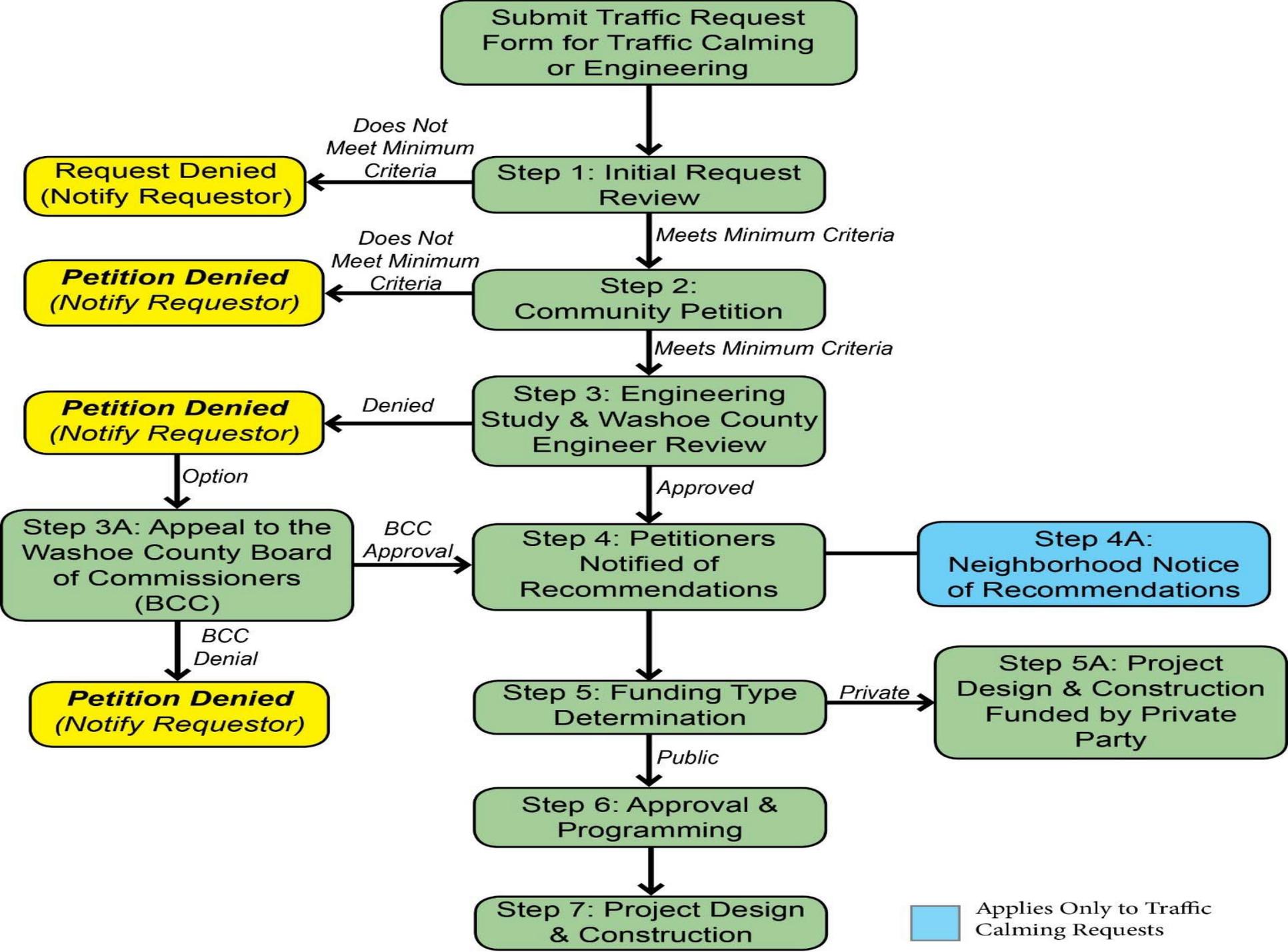
- Neckdown
- Choker
- Center Island



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Traffic Engineering/Operational Requests

- Stop Sign Warrant Analysis
- Traffic Signal Warrant Analysis
- Rectangular Rapid Flashing Beacon Warrant Analysis
- Crosswalk Warrant Analysis
- Intersection Operational Analysis
- Posted Speed Limit Analysis





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Step #1

- Traffic Calming/Traffic Engineering Request Form is completed and submitted
- Washoe311 will be notified for tracking and response purposes
- Submitted Traffic Calming/Traffic Engineering Request Forms will be reviewed to identify the applicable request type and whether the roadway in question satisfies the minimum criteria



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Step #2

Traffic Calming Petition

- A Traffic Calming Petition must be signed by a minimum of 20% of property owners along the study area

Traffic Engineering – Collector/Local Project Petition

- All petitions relating to roadways classified as Collectors or Local roadways must be signed by a minimum of 20% of property owners along the study area

Traffic Engineering – Arterial Project Petition

- All petitions involving roadways classified as arterials must be signed by a minimum of 40% of property owners along the study area



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Step #3

- Following the successful completion of a community petition, County staff will conduct an engineering study to review the roadway(s)/intersection(s) identified in the petition
- The scope of study and type of analysis conducted will be determined by the Washoe County Engineer based on the problem identified in the Community Petition and engineering judgement
- All engineering studies will adhere to traffic engineering guidelines set forth by Washoe County Code and Policy, NRS, AASHTO, the MUTCD, and other relevant traffic guidelines and publications.



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Step #4

- Petitioners notified of recommendations
- Once appropriate funding has been identified and approved, notification to area residents will be performed by mail

Step #5

- Public funding streams must ensure that projects with the greatest needs and potential benefits are prioritized
- Approved projects may be funded by private funding sources, if desired
- Private funding projects will require an agreement approved by the Board



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Step #6

- Approved projects not privately funded will be prioritized into the budget of applicable funding sources based on their point ranking and funding availability.

Note: public funds for Public Works projects are limited and the timeline for funding an approved project is not certain

- Washoe County may break approved projects into separate design and construction phases in order to allocate funding more efficiently.

Step #7

- Design and construction will occur with approved funding sources and all design and construction agreements will be approved by the Board



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CONCLUSION

- Policy provides a deliberate and consistent method to evaluate requests from Washoe County residents with a straightforward process to evaluate traffic calming or traffic engineering/operational measures related to speeding, pedestrian and driver safety and traffic, focusing on safety of all roadway users.