City of Reno
Policy of Traffic Calming

A. Introduction

Speeding violations are the number one complaint to the Reno Police Department. A primary goal at the City of Reno (City) is "to attain the highest quality of life possible for each resident." Accordingly, this policy defines the proper use of traffic calming alternatives on residential streets.

Residents concerned about speeding frequently request stop signs. However, the Federal Highway Administration developed warrants for the Manual on Uniform Traffic Control Devices (MUTCD) regarding stop signs. Studies show unwarranted stop signs cause accidents they are designed to prevent, breed contempt for other necessary stop signs, are responsible for millions of gallons of wasted fuel annually, create added noise and air pollution, and increase rather than decrease speeds between intersections. As a result, the City does not install stop signs for speed control purposes.

The existing City of Reno policy on traffic calming has been one way to address speeding in residential areas. However, traffic calming also increases response times for fire emergency service providers, and some traffic calming devices cause damage to fire emergency vehicles and equipment. Many residential streets have been identified as Primary Emergency Vehicle Routes (PEVR) by the Reno Fire Department. PEVR are the main response routes used by the Fire Department to deliver essential emergency services to the entire community. Traffic calming on a PEVR will increase response times of fire emergency service providers. Therefore, requests for traffic claming on identified Primary Emergency Vehicle Routes (PEVR) will be denied.

B. Statement of Purpose

This policy establishes traffic calming alternatives for reduction in vehicular speed without adversely affecting emergency vehicles. An approval procedure and evaluation methodology is included in this policy and design concepts are attached.

C. Request and Approval Procedures

1) City staff will determine if the street meets the City of Reno's basic criteria. A list of PEVR streets is available on the City of Reno website (www.reno.gov). Staff will determine if the street is an identified PEVR and inform requesting individual(s) that the request is denied for that reason.

2) Petition for traffic calming (forms provided by the City), with signatures from at least 2/3 of residents with addresses on the street where traffic calming is desired must be submitted.

3) After receipt and verification of petition, staff will gather traffic data to determine if traffic calming is needed.

4) Staff will prioritize qualified streets for funding based on the ranking system described below. If residents wish to fund the traffic calming alternative, they must submit full payment on estimated cost before contract is sent out for bid.

D. Location Evaluation and Prioritization

1) Basic Criteria
   - *a.* Street is classified as a minor collector or local street and not a PEVR.
   - b. 2/3 of the street frontage must be residential, park, and/or school.
   - c. The posted speed limit is 30 mph or less.
   - d. The longitudinal grade of the street does not adversely affect the motorist in going through the traffic calming device.

2) Operational Criteria
   - a. Street is at least 1,000 feet long between all-way stop or traffic controlled intersections.
   - b. Minimum 85th percentile speeds are 22 mph on a 15 mph street, 32 mph on a 25 mph street and 37 mph on a 30 mph speed limit street.
   - c. Average daily traffic (ADT) of 4,000 vehicles a day or less.

3) Priority ranking will be done annually on all petitions received (including previous years) using a point system. Streets under consideration will be investigated and data accumulated. Data collection includes a traffic count, speed survey, and measurement of street frontage by houses, schools, parks, playground, or multi-family dwellings.

4) Points will be awarded in the following manner:

   - a. One point for every 50 vehicles traveling the street in a 24 hour study period.
   - b. One point for each percentage point of traffic exceeding the posted speed limit and one-half point for each mile per hour speed differential between the posted speed limit and the 85th percentile speed.
   - c. Two points for every residential unit fronting the street.
   - d. One point for each 50 feet of school, park, playground, or apartment frontage.

E. Location Guidelines

1) The minimum distance from an intersection to a traffic calming device shall range from 0 to 200 feet.
2) Any traffic calming treatment shall be visible to oncoming traffic for at least the minimum safe stopping sight distance based on the 85th percentile speed.
3) Traffic calming shall take into account existing drainage features and bicycle facilities.
4) Where possible, devices shall be located to minimize impacts to on-street parking.
5) The following should apply where feasible:
   - a. Devices should be placed near street lights.
   - b. Related signage should be placed on property lines.
6) Diverters shall not be installed where traffic is likely to be rerouted to other residential streets.

PETITION

COME NOW, the residents of _____ (street), located between _____ (cross street) and _____(cross street), hereinafter referred to as "Petitioners," hereby petition the CITY OF RENO, to consider the installation of traffic calming device to mitigate speeding problems on our above referred street.

This action is deemed necessary to provide a reasonable quality of life on our street and alleviate problems the Petitioners have faced in regard to excessive speeds. By signing this petition, Petitioners hereby acknowledge that they have a basic understanding as to the effect of traffic calming devices as follows:

1. **Traffic calming device may require reduction of on-street parking.**
2. In some cases access to areas may be reduced to lower the volume of cut through traffic.
3. In advance of each area, warning signs and support posts will be installed in the public right-of-way (typically 6 inches behind the sidewalk). **Please note**: The signs may be located within view of some property owners' residences.
4. Signatures from 2/3 of adjacent residents are required in order to install traffic calming device.
5. Signatures from 2/3 of adjacent residents are required in order to remove traffic calming device.
6. Additional information is available from the Traffic Engineering staff at 334-2264.

It is understood by the undersigned that many residential streets have been identified as Primary Emergency Vehicle Routes (PEVR) by the Reno Fire Department. PEVR are the main response routes used by the Fire Department to deliver essential emergency services to the entire community. Traffic calming on a PEVR will increase response times of the fire emergency service providers. Therefore, requests for traffic claming on identified Primary Emergency Vehicle Routes (PEVR) will be denied.

Therefore, the undersigned petitioners respectfully request the City of Reno to include our street for prioritization with other traffic calming applications. Such action is deemed necessary in order to be eligible for funding to install said devices in accordance with City policy.

NAME	ADDRESS
1. _____ Signature	_____
_____ Print Name	_____

Contact Phone Number: _____

2. _____ Signature	_____
_____ Print Name	_____

ONE NAME PER ADDRESS

3. _____   _____
                  Signature

   _____   _____
                  Print Name
4. _____   _____
                  Signature

   _____   _____
                  Print Name

5. _____   _____
                  Signature

   _____   _____
                  Print Name

6. _____   _____
                  Signature

   _____   _____
                  Print Name

7. _____   _____
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8. _____   _____
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ONE NAME PER ADDRESS

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30. _____ Signature   _____

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ONE NAME PER ADDRESS

31. _____ Signature   _____

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32. _____ Signature   _____

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33. _____ Signature   _____

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34 _____ Signature   _____

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42. _____ Signature   _____

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43. _____ Signature   _____

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44. _____ Signature   _____

     _____ Print Name   _____

ONE NAME PER ADDRESS

45. _____ Signature   _____

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54. _____ Signature   _____

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55. _____ Signature   _____

_____ Print Name   _____

ONE NAME PER ADDRESS