

Traffic Calming Policy for Public and Private Roadways within the City of Henderson

2013

This traffic calming policy is an expansion of the current policy and includes the possible use of vertical deflections in the roadway. Vertical deflections include speed humps, speed cushions, speed tables (raised intersections), raised crosswalks, and raised pavers/rumble strips. NOTE: raised pavers/rumble strips are approved for use on privately maintained roadways only. Speed bumps and road spikes (aka tiger teeth) are prohibited on all roadways.

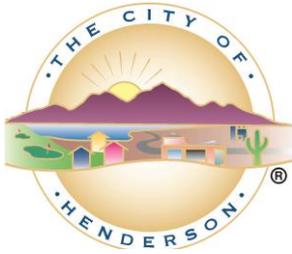
Traffic calming measures that create horizontal deflections in the vehicular travel path include chicanes, chokers (bulb outs), lane narrowing (striping), diverters (route modification), roadway narrowing (relocation of curbing), landscaping, on-street parking, bike lanes, traffic circles, and roundabouts. Other types of horizontal deflections will be considered on a case-by-case basis.

Citizen concerns about speeding and cut-through traffic are handled by the Traffic Engineering section of Public Works. Upon request, the following steps are taken:

- A case is opened in Contact Henderson
- PW-Traffic will do a field investigation to confirm that all necessary regulatory signs (stop, yield, speed, etc.) are up, in good condition, and conspicuous.
- Work orders will be issued to correct any problems found, including installation of additional speed limit signs to aid in speed limit enforcement.
- If necessary, other traffic safety evaluations are conducted. These may include all-way stop, traffic signal, and speed limit warrant studies.
- The Contact Henderson case is copied to PD-Traffic for targeted speed limit enforcement.
- The Contact Henderson case is closed after communicating results to the requester.

When the above steps are not effective or when the customer would like additional action, the following steps are taken:

- The issue is submitted to the Citizens Traffic Advisory Board (CTAB) for consideration.
- If CTAB feels that additional action is required, they will direct Staff to conduct a study to determine the exact nature and extent of the traffic problem.
- Staff reports results of the study back to CTAB. This may take several weeks to a few months.
- If CTAB believes that a significant speeding or cut-through problem exists and could be mitigated by the use of typical traffic calming measures (as listed above), the City would then do the following:
 - Poll the people in the "study area" to gauge the feelings of the entire population. Typical threshold values for agreement are 66% to 90% on the road under consideration and smaller values for nearby roadways that could be affected. CTAB will determine both the boundaries of the Study Area and the threshold values for implementation on a case-by-case basis. If the threshold values for agreement are not met, the process ends and no traffic calming measures are installed.
 - Determine if any traffic "spillover" to other streets or neighborhoods may be tolerated.



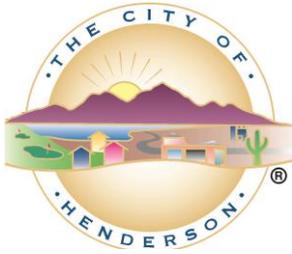
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- Require submission and approval of other appropriate technical studies, i.e., drainage, lighting, origin-destination, etc.
- Select appropriate traffic calming measures.
- With input from the neighborhood, determine how the installation of the selected traffic calming measures will be funded. Possible options:
 - Put area on a prioritized list for construction as City funds become available.
 - Create a recurring annual budget and spend the money each year on qualifying projects.
 - Require the Homeowners Association or Neighborhood Association to fund 100% of the cost.
 - Create a Local Improvement District or similar mechanism to assess property owners.
 - Conditions of approval on the land use entitlements will be researched and those conditions will be followed as applicable.
 - Some combination of the above options.
- Issue permit(s).
- Construct appropriate traffic calming measures. NOTE: The selected traffic calming measures may be installed on temporary basis to help the neighborhood determine effectiveness and identify livability issues before final construction.
- Follow-up in 12 to 18 months to determine effectiveness and report findings to CTAB or Council.
- Create a process in which the people may petition to have the devices removed if they become unnecessary or a serious source of contention. The process would also address who would pay for removal.

Minimum thresholds for vertical deflections:

- The street must not be designated as an emergency response route, bus route, truck route, or identified as a major or minor arterial in the City's transportation plan.
- There must be physical room for the devices, i.e., they must not interfere with access to adjacent properties or utilities.
- All drainage impacts, if any, must be fully mitigated.
- There must not be an adverse impact to street maintenance activities.
- Spill over to other streets must be "non-noticeable" as defined by the City of Portland's traffic calming policy (or other similar documents as approved by CTAB).
- The 85% speed must be 8 mph over the posted speed limit. CTAB may modify this number downward in special circumstances. Special circumstances might include a high level of pedestrian activity, adjacent land uses that generate heavy pedestrian use, proximity of schools, heavy bicycle use, etc.
- The average daily traffic volume must exceed 750 vehicles per day. CTAB may modify this number downward in special circumstances (see above).



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- If vertical deflections are being considered solely on the basis of a cut-through problem, at least 50% of the traffic must have an origin AND destination outside of the Study Area.
- The Fire Department has final approval/denial authority.
- Decisions by CTAB may be appealed to City Council. City Council decisions are final.

This is the policy on public roads and also applies to private roads if the neighborhood desires any type of vertical deflection device other than raised pavers/rumble strips. The use of raised pavers/rumble strips on private roadways will require a revision to the civil improvement plans showing the installation. Civil improvement plan revisions are subject to review and approval by Public Works, Building & Fire Safety, and Utilities (and possibly others). The proposed revision may be denied by any of the reviewing departments for any reason. The City charges approximately \$400 to review and approve plan revisions for each revision processed. Fees are subject to change.

If the private neighborhood wants to pursue vertical deflections other than raised pavers/rumble strips, the process is as outlined above for public roadways. However, the City requires the submission of a speed study from a Civil Engineer licensed in Nevada with experience in neighborhood speed management programs. The speed study shall be stamped by the Engineer and submitted for the City's review and approval. Prospective consulting engineers may be sent to PW-Traffic for a scope of work prior to the start of the study. There is a \$500 submittal fee which is subject to change.

If the approved speed study indicates a significant speeding or cut-through problem, the issue will be forwarded to CTAB for consideration. The process will continue as outlined above. If any traffic calming measures are deemed appropriate, the private neighborhood will be solely responsible for funding design, construction, and possible removal. The Fire Department has final approval/denial authority. Decisions by CTAB may be appealed to City Council. City Council decisions are final.

This concludes the City of Henderson's Traffic Calming Policy. Questions may be directed to:

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