



City of Revere

TRAFFIC CALMING POLICY

OBJECTIVE

The City of Revere is committed to providing safe and slow streets for all its road users, including bicyclists, motorists, pedestrians, and people with disabilities. Traffic Calming is a key tool the city is using to achieve this goal.

Traffic Calming measures are defined as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists.

Traffic Calming Measures provide many benefits that include

- Reducing vehicle speeds and increased driver attentiveness
- Reducing dangerous driving behaviors, reducing the frequency and severity of collisions
- Improving safety for pedestrians, people with disabilities, bicyclist, strollers and users of public transit
- Reducing the need for police enforcement
- Enhancing the street environment
- Preserving neighborhood character and livability
- Increasing access for all modes of transportation
- Reducing cut-through motor vehicle traffic

TRAFFIC CALMING STANDARDS

The Federal Highway Administration and the Institute of Traffic Engineers categorize Traffic Calming Measures into four categories:

1. Horizontal deflection
2. Vertical deflection
3. Road Diets; and
4. Route restrictions.

Traffic Calming Measures the City of Revere will consider and include in regular routine roadway work and approved constituent petitions include:



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Horizontal Deflection

A horizontal deflection hinders the ability of a motorist to drive in a straight path by creating a horizontal shift in the roadway. This shift reduces the ability of a motorist to maintain speed while comfortably navigating the measure. Solutions include:

- Lateral shift
- Realigned Intersection
- Chicane (a curb bump-out creating an artificial curve)
- Roundabout
- Mini-Roundabout (a small diameter circular island placed in an intersection)

Vertical Deflection

A vertical deflection creates a change in the height of the roadway that typically forces a motorist to slow down to maintain an acceptable level of comfort. Solutions include:

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

Street Width Reduction

A street width reduction narrows the width of a vehicle travel lane or roadway, so a motorist likely needs to slow the vehicle to maintain an acceptable level of comfort and safety. The measure can also reduce the distance required for pedestrian crossings, reducing exposure to vehicular conflicts. Solutions include:

- Choker
- Corner Extension/Bulb-Out
- Median Island
- Road Diet

Route Restriction

A routing restriction prevents particular vehicle movements at an intersection and is intended to eliminate some portions of cut-through traffic. Solutions include:

- Diagonal Diverter
- Closure
- Median Barrier/Forced Turn Island

Greater detail and applicability of these traffic calming measures are explained in Appendix A, ITE Traffic Calming Fact Sheets.



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PETITION PROCESS

Revere community input is a vital component in assisting the city in reaching its goal of creating slower and safer streets for neighborhoods.

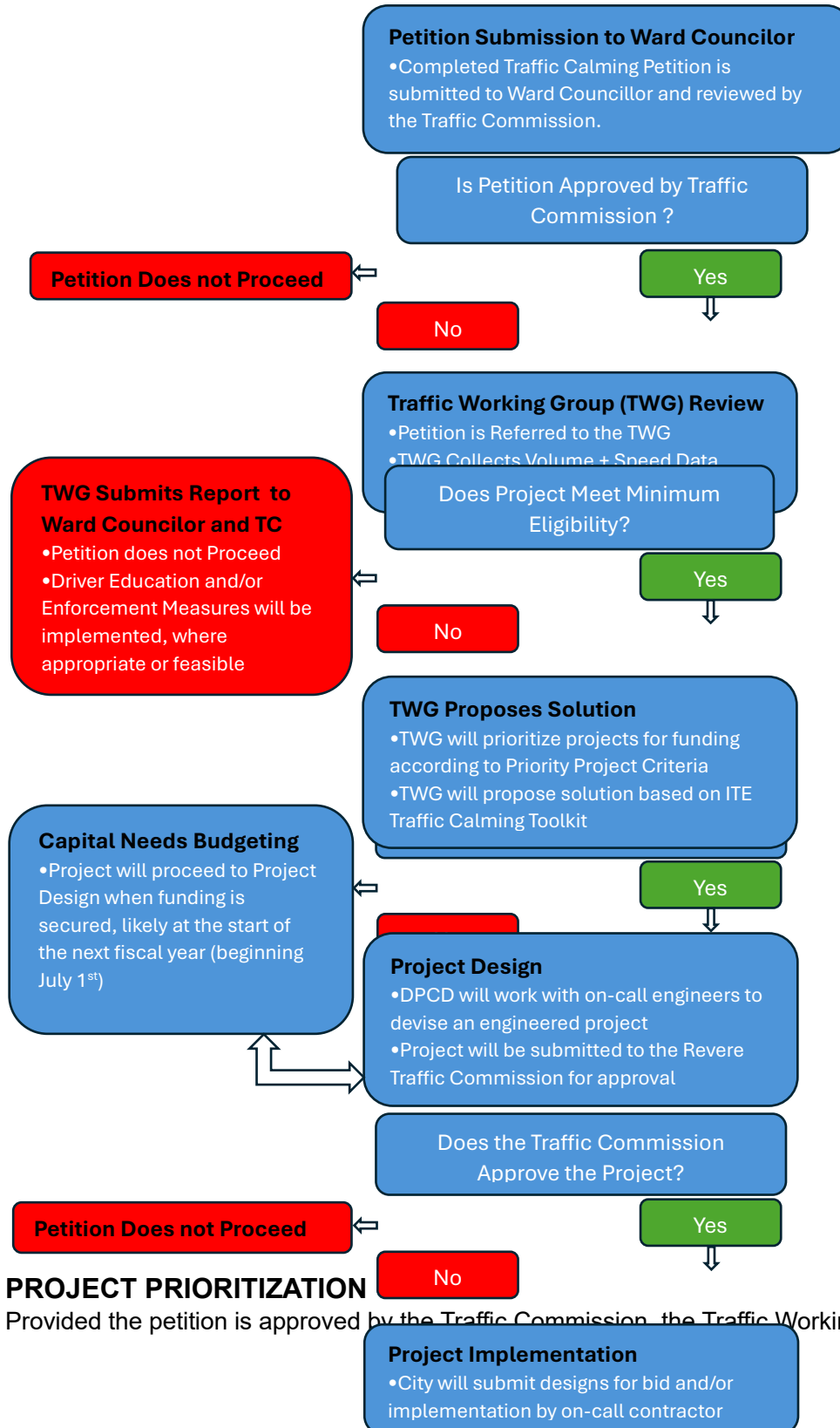
To start the process, Revere residents, business and property owners are encouraged to submit a traffic calming petition to their [Ward Councilor](#). The submitted petition will start the process for evaluating and prioritizing constituent's request. Traffic calming measures will be considered for Revere-owned or maintained roads. Roadways under the jurisdiction of Massachusetts Department of Transportation or Department of Conservation and Recreation will not be considered. The ward councilor will submit the petition to the Traffic Commission for review at the monthly traffic commission meeting. Upon the Traffic Commission review:

1. Petition will be referred to the Traffic Working Group, which consists of representatives from the Mayor's Office, Planning and Community Development, Revere Fire Department, Revere Police Department, Public Works Department, and the Parking Department.
2. Members of the Traffic Working Group will score the project on the minimum eligibility criteria, which includes speed and traffic volume data. If such data is not available, it will be collected by the Revere Police Department.
3. If the petition does not meet the Minimum Eligibility Criteria, the TWG will consider Driver Education and/or Enforcement Measures (further outlined below), but no further action will be taken, and a report will be submitted to the Traffic Commission and the ward councilor to that effect.
4. If the petition meets Minimum Eligibility Criteria, the TWG will prioritize the project based on the Priority Project Criteria, and propose a solution based on the ITE Traffic Calming Toolkit.
5. If funding is available for the project, TWG will work with the City's on-call engineering firms, or in-house, to develop design drawings.
6. If funding is not available for the project, the project will proceed to project design when the funding is secured, likely in the following fiscal year.
7. Once the project design is developed, it will be submitted to the Revere Traffic Commission for approval.
8. If the Traffic Commission does not approve the project, the petition does not proceed.
9. If the Traffic Commission approves the project, the city will implement the project. It will be performed through one of the City's on-call contracts or (if necessary) will go out to bid.



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PETITION PROCESS FLOW CHART



PROJECT PRIORITIZATION

Provided the petition is approved by the Traffic Commission, the Traffic Working Group will use

Project Implementation
•City will submit designs for bid and/or implementation by on-call contractor



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scoring rubric to validate applicant requests for traffic calming interventions, identify the appropriate intervention for the roadway and prioritize the intervention within the City's Street and Sidewalk Construction Schedule.

Minimum Eligibility Criteria	Project Must Meet All Five Criteria to Proceed	
	Criteria	Criteria Met?
Prevailing Speeds	85th percentile speed exceeds 25 mph	Yes? ___ No? ___
Street Widths	Paved width of street does not exceed 40 feet	Yes? ___ No? ___
Minimum Traffic Volume	Average Daily Traffic of at least 800 vehicles per day	Yes? ___ No? ___
Public Support	At least 10 households support petition	Yes? ___ No? ___
Engineering Solution Available	Is there an ITE-recommended solution to this problem?	Yes? ___ No? ___

Project Prioritization Criteria	Helps to Prioritize Projects Among Available Funding	
	Criteria	Criteria Met?
Excess Speeding	85th percentile speed exceeds 30 mph	Yes? ___ No? ___
Adjacent Land Use	Street serves or is adjacent to a school, public space, senior center, affordable housing or building of worship.	Yes? ___ No? ___
Upcoming Street Work	Street is adjacent to or on an upcoming street reconstruction project	Yes? ___ No? ___
Equal Distribution	Neighborhood has not had a similar Traffic Calming solution implemented in the last year	Yes? ___ No? ___

In instances where the Minimum Criteria threshold is not met for a given project area, DPCD and the TWG will review the applicability of driver education and/or enforcement alternatives such as:

Neighborhood traffic education	Neighborhood signs
Crosswalk improvements	Restricted movement signs
Neighborhood pledge program	Targeted police enforcement
Speed display unit (radar feedback signs)	Other regulatory or warning signs

TRAFFIC CALMING PETITION

In order for the City of Revere Traffic Working Group and the Traffic Commission to consider your



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Traffic Calming Request please fill out this form completely. The form must be submitted to your Ward Councilor with 10 or more signatures from other residents on your street. Only one signature is permitted per household.

1. Name _____ Date _____

Address: _____

Phone: _____ Email: _____

Best way to be reached during the day is: phone / email (circle one)

2. Please list the street(s)/ location that concerns you most: _____

3. What time of day do the concerns you have seem most noticeable?

4. Please check each item that applies to the street(s) listed above:

Speeding Difficult to cross street Lack of courtesy to cyclists

Cars parked too close to corner Difficult to bike

Drivers not yielding to pedestrians

Other (please describe): _____

NEIGHBORHOOD SUPPORT PETITION



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**Appendix A:
ITE Traffic Calming Fact Sheets**