



City of Revere

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.

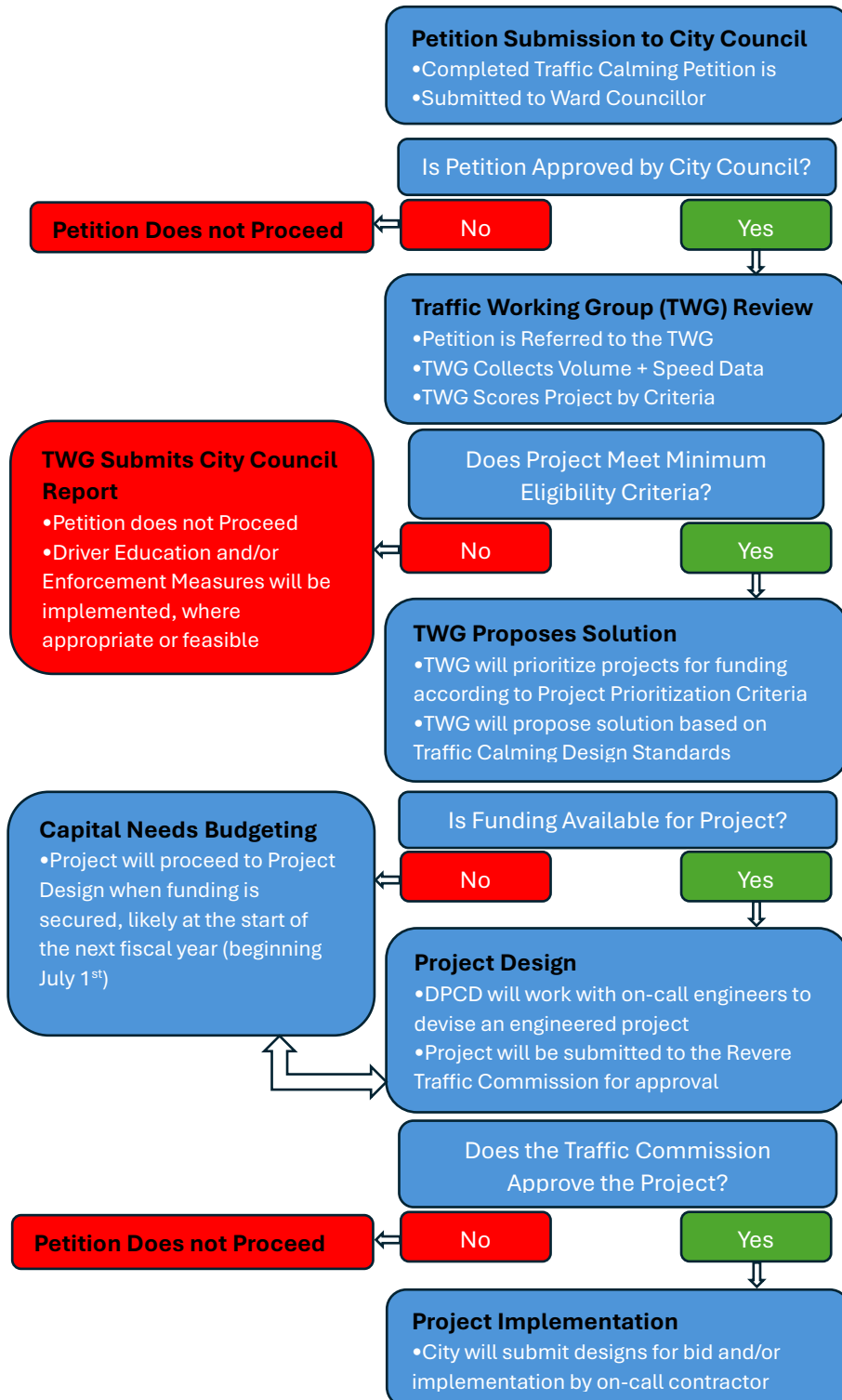
If a submitted petition is approved by the City Council the petition, then begins the review process:

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 City Council 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.



City of Revere

PETITION PROCESS FLOW CHART





City of Revere

PROJECT PRIORITIZATION

Provided the petition is approved by the City Council, the Traffic Working Group will use 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 (including RRFBs)	Restricted movement signs
Neighborhood pledge program	Targeted police enforcement
Speed display unit (radar feedback signs)	Other regulatory or warning signs