



TRAFFIC CALMING POLICY



AUGUST 2015

Table of Contents

1. INTRODUCTION.....	1
1.1 What is Traffic Calming?.....	1
1.1.1 Traffic Calming Advantages and Disadvantages	1
1.2 Objectives	2
1.3 Guidelines	3
1.4 Appropriate Streets for Traffic Calming	4
2. TRAFFIC CALMING PROCESS	5
2.1 Process Initiation	6
2.1.1 Initial Screening Criteria: Determination of Eligibility.....	6
2.1.2 Neighbourhood Traffic Calming (NTC) Petition.....	6
2.2 Data Collection	7
2.3 Traffic Calming Design Considerations.....	8
2.4 Comments from Emergency / Transit / Maintenance Services	8
2.5 Public Meeting or Open House #1	8
2.6 Traffic Calming Plan Modifications	9
2.7 Community Support Survey	9
2.7.1 Survey Scope.....	9
2.7.2 Measuring Community Support	10
2.8 Finalize Preferred Traffic Calming Plan.....	10
2.9 Detailed Traffic Calming Design.....	10
2.10 Recommend Final Plan to Council.....	11
2.11 Resident Notification and Implementation.....	11
2.12 Evaluation and Monitoring	11
2.13 Removal of Traffic Calming Measures	12
3. TRAFFIC CALMING MEASURES	13
Appendix A – Traffic Calming Request - Resident Petition	14

1. INTRODUCTION

The purpose of this policy is to provide guidelines, procedures and criteria for the initiation, investigation, and implementation of traffic calming measures within residential neighbourhoods to address safety concerns primarily related to speeding, but with consideration of excessive traffic volume, in a fair and consistent manner. Guidelines included in this policy are intended for local and urban collector minor roadways primarily within residential neighbourhoods. This policy does not apply to urban collector primary or arterial roadways.

While similar traffic related issues may exist on higher order roadways, their primary function is to move traffic efficiently. Traffic calming procedures and devices that may be considered for use on residential streets may not be suitable for use on primary collector or arterial roadways.

1.1 What is Traffic Calming?

Traffic calming is defined as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non- motorized street users”¹. Traffic calming measures can be effective in addressing issues related to vehicle speed, excessive traffic volume and overall neighbourhood safety. Traffic calming measures combined with engineering, educational and enforcement tools, can significantly improve the liveability and safety of neighbourhoods.

The physical traffic calming measures referred to in the above-noted definition refer to a combination of vertical and horizontal deflections in the roadway as well as obstructions and traffic regulations. Commonly utilized traffic calming measures may include speed humps, traffic circles, curb extensions, curb radius reduction and raised median islands.

The TAC/ITE Canadian Guide to Neighbourhood Traffic Calming provides a detailed list of traffic calming measures including a brief description as well as the potential benefits and disadvantages of each technique.

1.1.1 Traffic Calming Advantages and Disadvantages

Traffic calming measures can have a number of positive and negative impacts. This policy attempts to provide a balance such that the improvements recognized exceed the negative impacts of added costs and potential inconvenience for street users.

Some advantages that may result from implementation of traffic calming measures include:

- Reduce motor vehicle speeds;
- Reduce traffic volume;
- Discourage through traffic;
- Improve aesthetics of roadside;

¹ Canadian Guide to Neighbourhood Traffic Calming, Institute of Transportation Engineers, 1998, Page 1-1.

- Improve neighbourhood livability; and
- Reduce conflicts between roadway users.

Some disadvantages that may result from implementation of traffic calming measures include:

- Cost considerations:
 - Staff time and resources for review and design
 - Initial Installation
 - Increased maintenance for refurbishment, snow clearing, etc.
- Increase emergency vehicle response time;
- Reduce ease of access in and out of neighbourhoods;
- Increase in travel time and trip length;
- Some drivers may increase their travel speed between devices;
- Shift or divert traffic onto neighbouring roadways; and
- Result in the implementation of measures some consider visually unattractive and/or cause increased noise pollution.

1.2 Objectives

To address undesirable traffic conditions such as speeding or excessive volume on local and urban collector minor roadways, the specific objectives of traffic calming and this policy are to:

i. Increase the Safety of Neighbourhoods

Excessive traffic volume and speeding on residential roads are the basis for many of the concerns received from residents. Through the use of physical measures to alter driver behaviour, traffic calming can improve safety on neighbourhood streets. The resulting reduction in speed and volume will create a safer environment for all residents including pedestrians, cyclists, children, disabled persons, and seniors.

ii. Improve the Liveability of Neighbourhoods

Traffic calming is intended to uphold and restore the liveability and sense of community within neighbourhoods by minimizing the speed and volume of through traffic. As a result, negative impacts such as excessive noise, air pollution, visual presence of numerous vehicles, and potential safety hazards are minimized. In addition, when attractively designed, traffic calming measures can enhance the aesthetics of a neighbourhood and improve streetscapes.

iii. Restore Streets to their Intended Function

The intended function of a local roadway is to accommodate low to moderate volumes of traffic travelling at low speeds in and out of neighbourhoods or from points of origin to the collector road system. Local roadways provide direct vehicle access to residences that typically front onto these roads. Through traffic should be discouraged from using local roadways. Riverview's collector streets are intended to provide access to properties as well as to provide linkages between local roadways and other collector and arterial roadways.

iv. Preserve Access and Minimize Impact to Emergency Services, Public Transit and Maintenance Services

The potential impacts to these services have been considered in the development of this policy and will continue to be considered throughout the implementation of traffic calming measures. The needs of these services will be balanced against the need to slow and/or reduce traffic. In addition, this policy outlines the process through which all potentially impacted services will have the opportunity to comment on any proposed plans before implementation.

v. Promote Public Participation and Community Support

Traffic calming measures have a direct impact on neighbourhoods and the residents living in them. As such, an integral part of the process includes resident communication and feedback. Good community involvement can enhance understanding of specific local traffic issues and tends to lead to solutions that fit the identified concerns. Effective communication with residents provides staff with the opportunity to explain to residents the benefits of traffic calming measures while deterring them from less effective countermeasures.

1.3 Guidelines

The following guidelines will be taken into consideration when investigating, selecting and implementing traffic calming measures. This will ensure that the appropriate measures are considered fully, and the potential negative impacts are minimized. Following these guidelines will maximize the effectiveness of traffic calming while building community acceptance and support for the final recommendations.

Traffic calming measures will:

- Be considered only after education or enforcement efforts have failed to produce the desired results.
- Be considered when there is a demonstrated safety, speed or short-cutting traffic concern and acceptable alternative measures have been exhausted.
- Include consideration as to whether an area-wide plan versus a street-specific plan is more suitable: an area wide plan should be considered if a street-specific plan would likely result in displacement of traffic onto adjacent streets.
- Not impede non-motorized, alternative modes of transportation and be designed to ensure pedestrian and cycling traffic is unaffected.
- Not impede Emergency and Transit services access unless alternate measures are agreed upon.
- Maintain reasonable automobile access to Town roadways.
- Only be installed after engineering staff has investigated existing traffic conditions and the necessary approvals have been received.

- Be monitored; follow-up studies will be completed to assess effectiveness and the results may be communicated to the community and Council.

1.4 Appropriate Streets for Traffic Calming

This policy defines the types of roadways that are suitable for traffic calming in the Town of Riverview. Traffic calming will only be considered on local and minor collector streets and not on major collector or arterial roadways in the Town. Through application of this policy and by applying good engineering judgment, installed traffic calming measures will be done in a manner which will ensure that they provide the most effective solutions while continuing to support the intended function of the roadway. For example, to ensure that transit service remains efficient on collector routes, curb radius reduction would not be recommended at locations where transit vehicles must turn right since curb radius reductions significantly slow the turning speed of vehicles or can make certain turning maneuvers impossible for larger vehicles.

Urban Local Roadways

The primary function of local roadways is to provide access to adjacent properties. Local streets are not intended for use as through routes or as important links to move traffic within an area's overall road network. The urban local roadways carry traffic volumes in the lower range of less than 2000 vehicles per day.

Local Roadway examples: Kerry Court, McDowell Avenue, Manning Road

Urban Collector Roadways

Collector roadways balance access to adjacent properties with the need to collect and distribute residential traffic travelling into and out of a neighbourhood. For the purposes of this traffic calming policy, the Town's collector roadways are divided into 2 categories:

- **Urban Collector Minor (UCM):** Carry lower traffic volume (1,000-7,000 vehicles per day) between local roads and major collector roadways and some arterial roadways. Minor collectors help circulate traffic within individual neighbourhoods. Minor collectors link smaller crescent/cul-de-sac type local roadways to the larger road network but are relatively short as compared to primary collector roadways which may extend from one side of Town to the other.
 - Urban Collector Minor Roadway examples: Buckingham Avenue, Sussex Avenue, Old Coach Road
- **Urban Collectors Primary (UCP):** Carry higher traffic volume (5,000 – 10,000 vehicles per day) between local roadways, other collectors and arterial roadways. Major collectors intersect with two or more arterial roadways and quite often extend from one end of Town to the other.
 - Urban Collector Primary Roadway examples: Whitepine Road, Trites Road, Pine Glen Road

2. TRAFFIC CALMING PROCESS

The following process will be used when proceeding with a request for traffic calming. An established and formal process for investigating roads provides consistency and equality in the determination of traffic calming. A summary of the steps in process is outlined in Figure 1 and described further in the following sections.

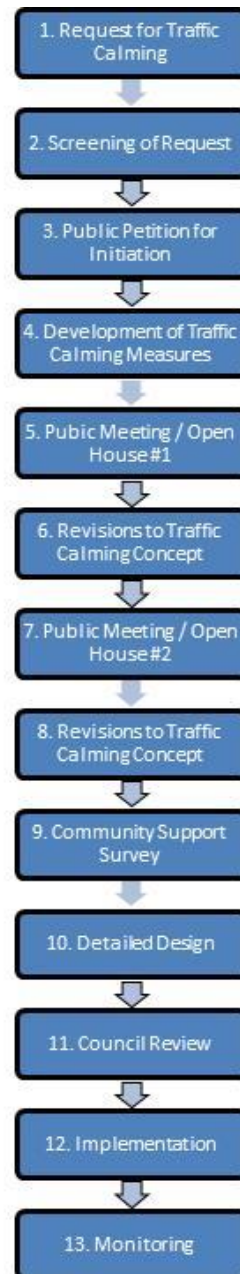


Figure 1 - Outline of Traffic Calming Process

2.1 Process Initiation

Residents with traffic related concerns are instructed to submit their written request to investigate traffic calming within their neighbourhood to the Town. Town staff will then conduct a brief preliminary assessment to determine if the requested roadway meets the following Initial Screening Criteria.

1. Request for Traffic Calming

2.1.1 Initial Screening Criteria: Determination of Eligibility

When requests are received, a review of the roadway(s) is made to determine if the following initial screening criteria are met:

2. Screening of Request

- a) Must be a local or urban collector minor roadway through a primarily residential area;
- b) 85th percentile speeds must be a minimum of 10 km/hr over the posted speed limit.
- c) Daily traffic volumes exceeding:
 - i. 500 vehicles per day Annual Average Daily Traffic (AADT) for residential local streets
 - ii. 5000 vehicles per day Annual Average Daily Traffic (AADT) for an urban collector minor.

Where the 85th percentile speeds are 15 km/hr or more over the posted speed, there will be no minimum volume requirement

- d) The speed limit shall not be greater than 50 km/h;
- e) The roadway must be owned and maintained by the Town of Riverview;
- f) The zoning should be primarily residential in nature; and
- g) The requested street or section of street must be a minimum of 150m in length.

Following this initial review, the Town will inform the residents as to whether or not their location meets the initial screening criteria. Residents with requests that meet the above-noted initial screening criteria will receive information about the traffic calming process, as well as a copy of the Town's Neighbourhood Traffic Calming Petition. The residents will appoint a neighbourhood liaison that will be responsible for coordinating the petition and returning to the Town. Roadways that do not meet the above-noted criteria may still be eligible for other mitigating measures and/or police enforcement initiatives.

2.1.2 Neighbourhood Traffic Calming (NTC) Petition

Restoring neighbourhood streets to their intended function and improving overall liveability are primary objectives of traffic calming. In order to achieve this goal, community involvement

3. Public Petition for Initiation

and support is paramount. Throughout the process, residents are encouraged to participate in the development of the traffic calming plan suitable to the neighbourhood and the concerns within it.

Communication with residents is made at various stages throughout the process as the traffic calming plan is developed and implemented. Traffic calming plans should be developed with an understanding of current and historical traffic patterns within the area under investigation. For a traffic calming program to be successful, the community must support and be committed to the solution. The only means of gaining this commitment is to involve the residents by informing them of the study location being considered for traffic calming measures.

The benefit of community involvement is that it generates support for a traffic calming program and assists in the implementation of a plan without significant opposition upon completion. Community involvement also enhances the credibility of the traffic calming program, particularly when it is eventually presented to Council for approval.

In order to obtain a working partnership with the community, meetings will be scheduled and surveys delivered by the neighbourhood liaison to residents affected by the implementation of traffic calming measures. These forms of contact will provide the community with opportunities to offer input into the development of the plan, as well as to publicize and increase the awareness of the study.

The review and implementation of traffic calming measures can be a time consuming and expensive process requiring many resources. Without public support, the traffic calming measures intended to alleviate traffic concerns, could be met with negative public opinion, and as a result, jeopardizing the outcome and potential positive impacts to affected neighbourhoods.

After it has been determined that the requested location meets the initial screening criteria, the proponent will be informed and required to complete the NTC petition. Staff will provide a copy of the petition to the neighbourhood liaison which can also be found in Appendix B. The focus of the petition will centre on whether or not there is neighbourhood support for the Town to initiate an investigation into the need for traffic calming on the requested roadway.

The petition must contain an indication of support from at least 67% of the households with direct frontage or flankage onto the section of roadway that has been identified as the location for the potential implementation of traffic calming measures, as defined by Engineering Staff. Each household is represented by one signature, regardless of the number of people in the household. This step in the process is crucial in determining the level of concern from the residents.

2.2 Data Collection

If the requested location meets the initial screening criteria and petition results indicate that there is at least 67% support, data collection and analysis will commence. The collection of traffic data, as deemed necessary by Engineering and Public Works Staff,

will serve to provide a better understanding of the current traffic conditions and to prioritize locations for the investigation of traffic calming.

Staff will conduct the necessary traffic studies to quantify and qualify the traffic concerns within a neighbourhood. The data collected may include vehicle volume, vehicle speed (85th percentile), collisions, pedestrian activity, origin/destination study if request relates to short-cutting traffic, and historical site-specific information. Standard traffic engineering data collection methods will be used for the collection of data.

2.3 Traffic Calming Design Considerations

The data collected combined with site visits, historical information, future maintenance and construction plans, as well as resident feedback will be taken into consideration to determine potential traffic calming measures.

4. Development of Traffic Calming Measures

Appropriate traffic calming measures will be determined based on the list of traffic calming measures outlined in the TAC/ITE Canadian Guide to Neighbourhood Traffic Calming. The traffic calming design could include one or more different types of traffic calming techniques. The proposed traffic calming measures will be in accordance with the design guidelines outlined in the Canadian Guide to Neighbourhood Traffic Calming and the engineering judgement and experience of staff.

Staff will prepare concept drawings outlining the traffic calming measures. The concept design will first be presented to emergency, transit and maintenance services.

2.4 Comments from Emergency / Transit / Maintenance Services

Staff will provide the concept design to the relevant review agencies (e.g. emergency and transit services). Comments from the potentially affected services will be solicited and feedback with respect to possible impacts will be encouraged. As required, Town staff will work with agencies to modify the design, as necessary. While it is preferable to modify the traffic calming design, if modifications are not able to remedy agency concerns, the traffic calming process will be discontinued for the roadway under consideration and residents will be notified.

2.5 Public Meeting or Open House #1

Notification will be published in the local media and/or the Town website. The purpose of this notice will be to provide notification to the public regarding the meeting date, time and location. It will also present an opportunity to solicit comments on the alternative traffic calming measures.

5. Pubic Meeting / Open House #1

Staff will host a public information meeting or open house to present the purpose, objectives and implementation process of traffic calming in general. Staff will then present and

explain the rationale behind the specific preferred traffic calming design. The public meeting will provide residents with an opportunity to become involved in the process, learn more about the proposed traffic calming treatment(s) and to provide their feedback.

2.6 Traffic Calming Plan Modifications

Based on input received from emergency, transit and maintenance services as well as from the public at the public meeting, the

preferred design will be modified as required and the process moves on to Step 9 to determine the level of community support as outlined in Section 2.7.

If design or device changes have major variations than those presented at Public Meeting #1, an additional public meeting or open house may be required to present the refined concept at Public Meeting #2. Comments received at Public Meeting #2 may result in some further refinements to the concept.

6. Revisions to Traffic Calming Concept

7. Public Meeting / Open House #2

8. Revisions to Traffic Calming Concept

2.7 Community Support Survey

Using the modified concept design a community support survey will be completed to determine the level of support for the traffic calming design and to provide an opportunity for the most directly affected residents to support or oppose any modifications to the road. It is intended to measure the support of the preferred design proposed to the residents.

9. Community Support Survey

Using summarized comments from the submitted petition and preliminary information about the roadway and surrounding area, staff will define the survey canvas area. As part of this process, surrounding roads may be identified as part of the investigation. As a minimum, households with direct frontage onto the roadway to be investigated will be surveyed, in addition to each property whose side yard abuts the subject roadway section. Households that do not directly front the subject roadway, but who have no other option but to use the section of roadway where traffic calming is being proposed (e.g. in the case of a cul-de-sac), will receive the survey.

2.7.1 Survey Scope

Surveys will be delivered by registered mail and at a minimum, will contain:

- A brief description of traffic calming, including its advantages and disadvantages;
- The results of the traffic studies undertaken by staff;
- A survey question asking if residents are in favour, opposed or neutral to the implementation of traffic calming measures in the identified location(s);
- The preferred traffic calming design;
- A request for comments and feedback; and
- An indication that this is the final opportunity to modify the preferred design to

address any outstanding concerns and to incorporate resident input.

2.7.2 Measuring Community Support

In order for the process to continue, a minimum of **51%** of total surveys delivered must be in favour of implementation the traffic calming measures². This reinforces that community support is vital for the ultimate success of traffic calming.

If this support rate is not met, the process will cease and a notification of failure to meet the community support levels will be sent to the residents on the mailing list.

2.8 Finalize Preferred Traffic Calming Plan

Using technical data, community feedback, and in keeping with the goals, objectives and principles set out in this policy, staff will finalize the preferred traffic calming design to be put forward as the recommended preferred traffic calming plan. In finalizing the preferred traffic calming plan, general consideration will be given to the various aspects of road design such as utility placement, landscaping, sign requirement and drainage.

10. Detailed Design

2.9 Detailed Traffic Calming Design

With a recommended preferred traffic calming plan in hand, detailed engineering drawings are required. These drawings will provide a high level of detail taking into consideration but not limited to the following:

Surface drainage	Utility locations or relocations
Sub base requirements (i.e. granular type and thickness)	Surface type (asphalt, concrete, decorative concrete)
Roadway Grade	Sightlines and sight distances
Driveway and intersection locations	Requirements for warning signs and pavement markings
Adherence to Guide to Neighbourhood Traffic Calming, Transportation Association of Canada, Standard Municipal Specifications, Town of Riverview	Cost considerations

At this point, the preferred traffic calming measures will be evaluated in detail. If, during the detailed design stage, limitations are identified which challenge the feasibility of the plan, alternatives will need to be considered. This may include alterations to location of devices or a re-development of the preferred plan. If significant or major changes to the plan are required due to design constraints, residents on the mailing list will be notified of the required changes. If staff believe that the required modifications to create the detailed design result in a significantly different final design from that which was presented to

² Canadian Guide to Neighbourhood Traffic Calming (1998) recommends minimum of 50-70% support from respondents, Page 2-6.

residents as part of the survey, staff may recommend additional consultation, another survey and/or public meeting.

2.10 Recommend Final Plan to Council

With design of the plan and information on construction cost estimates available, a report recommending the implementation of the recommended preferred traffic calming measures will be submitted to Town of Riverview Council for approval.

11. Council Review

If the Traffic Calming plan is not approved by Town Council, Town Staff should await direction from Council.

2.11 Resident Notification and Implementation

Notices will be delivered to residents to inform them that traffic calming has been either approved or not approved by Town of Riverview Council on the subject roadway. The notice will be sent to the same mailing list used to deliver the traffic calming survey and any other persons having requested notification throughout the process.

12. Implementation

If the traffic calming plan is approved, the notice will include information about the traffic calming review process for the subject roadway and will include a copy of the approved Traffic Calming Plan clearly showing locations of treatments as well as the anticipated implementation timeframe.

Where feasible, staff may decide it is beneficial to phase in the traffic calming plan through the use of temporary or removable traffic calming measures such as pavement markings or barrels. This will allow time to examine the impact of the measures and their effectiveness before committing funding to permanent treatments.

2.12 Evaluation and Monitoring

Engineering staff will monitor the roadway to determine the effectiveness of the utilized measures and their impact on the surrounding road network. This information will be used in recommending similar measures in the future. In addition to conducting before and after speed studies, 4-6 months after implementation, the Town may conduct studies to assess if the traffic calming plan has resulted in significant amounts of traffic diverting to adjacent, parallel streets.

13. Monitoring

2.13 Removal of Traffic Calming Measures

Traffic calming devices may be removed, at the request of residents provided that at least the same level of support exists to remove as was measured for installation. A survey will be delivered to the same residents as was initially done to gauge support for traffic calming and the removal must be supported by at least 51% of surveyed households. Traffic calming measures must be installed for at least 2 years before starting the process to remove them. If traffic calming devices are removed, the subject street must wait at least three years before requesting a new traffic calming plan; at this point the approval process will start over.

If a request to remove a single traffic calming device, within an overall traffic calming plan, is received the same survey procedure as described above will be required and all traffic calming devices will be considered for removal. Depending on circumstances, it could be possible to remove a single device constructed as part of an overall plan, however, in most cases all devices work together to be effective and to ensure that traffic is not diverted where it should not be. The Town reserves the right to remove traffic calming measures if it determines that they are ineffective or unsafe, or if they have created a negative impact that cannot be corrected. The Town will mail out a notification and advertise in local media or the Town website informing of its decision to remove traffic calming measures.

3. TRAFFIC CALMING MEASURES

The Canadian Guide to Neighbourhood Traffic Calming identifies traffic calming techniques that are commonly used in Canada. However, the Guide notes that not all measures that have been used for traffic calming purposes are appropriate as traffic calming measures. Some measures, such as stop signs and maximum speed signs, for example, should not be used for traffic calming purposes. Although effective for other purposes, these measures have proven to be less effective for traffic calming and are therefore not recommended for use as traffic calming techniques in Riverview. Town staff will provide a list of techniques that may be appropriate to consider for the street or area.

Appendix A – Traffic Calming Request - Resident Petition



Department of Engineering and Public Works

Traffic Calming Request Form (Residents Petition)

*Neighbourhood Liaison: _____

Phone: _____

Address: _____

Date: _____

Specific Location (i.e. streets) and Summary of Traffic Concern:

The "Neighbourhood Liaison**" is the person in a particular neighbourhood who has shown a willingness to play a leadership role and liaise with Town staff relative to the traffic calming issue.*

The attached petition should be circulated by the Neighbourhood Liaison to **all** residents living adjacent to the street segment noted above. Residents who are not at home should be contacted by the **Neighbourhood Liaison** for signatures prior to submitting the petition to the Town of Riverview. Properties without signatures shall be counted as "**no**" responses.

The completed petition should be returned to: **Town of Riverview Department of Engineering & Public works**
at:

**30 Honour House Court
Riverview, NB
E1B 3Y9
Fax: (506) 387-2130
E-mail: bpooley@townofriverview.ca**



Traffic Calming Request Form (Residents Petition)

Each resident who signs this petition should recognize the following:

1. To qualify for traffic calming, the street in question shall meet at least the following established traffic calming guidelines:
 - a) Must be a local or urban collector minor roadway through a primarily residential area
 - b) Speeds (85th percentile) be a minimum of 10 km/hr over the posted speed limit.
 - c) Daily traffic volumes exceeding:
 - i. 500 vehicles per day Annual Average Daily Traffic (AADT) for residential local streets
 - ii. 5000 vehicles per day (AADT) for an urban collector minor.Where the 85th percentile speeds are 15 km/h or more over the posted speed, there will be no minimum volume requirement.
 - d) The posted speed limit shall not be greater than 50 km/h
 - e) The roadway must be owned and maintained by the Town of Riverview
 - f) Zoning should be primarily residential in nature
 - g) Requested street or section of street must be a minimum of 150 m in length
2. If a street meets the established traffic calming guidelines (based on preliminary traffic studies performed by the Town of Riverview), one or more traffic calming devices may be recommended, including associated pavement markings and signage.
3. Traffic calming devices and/or signs may be installed at the locations deemed most feasible, based on studies performed by the Town of Riverview. It should be understood that a traffic calming project may be terminated if too many residents do not agree to traffic calming devices fronting their property.
4. This petition must be signed with a "Yes" vote by a minimum of two thirds (67%) of the neighbourhood street residents **(one signature per household)** before

the Town of Riverview moves forward with a preliminary traffic study to determine if the street (s) in question meets the established guidelines for traffic calming.

5. If it is determined that the street(s) meet the established guidelines for traffic calming, the Town of Riverview will proceed with a detailed traffic calming study which will include public consultation as part of the process. The preferred design will be presented to neighbourhood residents, where the most affected residents will have the opportunity to support or oppose the recommended traffic calming plan. This will be accomplished through a Community Support Survey. In order for the process to continue, a minimum of 51% of total surveys delivered must be returned in support of the proposed traffic calming plan. If this support rate is not met, the process will cease and a notification of failure to meet the community support levels will be sent to the residents on the mailing list.
6. Using technical data, community feedback and in keeping with the goals, objectives and principles set out in this policy, staff will finalize the preferred traffic calming design to be put forward as the recommended preferred traffic calming plan.
7. With the design of the plan and information on construction cost estimates, a report recommending the implementation of the recommended preferred traffic calming measures will be submitted to Town of Riverview Council for approval.
8. Notices will be delivered to residents to inform them that traffic calming has been either approved or not approved by Town of Riverview Council on the subject roadway.



REQUEST FOR TRAFFIC CALMING - RESIDENTS PETITION

Question 1: **Do you agree that traffic calming devices should be considered for your neighbourhood?**
(67 % of residents must respond "yes")

Question 2: **Do you agree to have traffic calming devices fronting your residence?**

NAME: ADDRESS: TELEPHONE: SIGNATURE: DATE:	QUESTION 1 YES____ NO____ QUESTION 2 YES____ NO____
NAME: ADDRESS: TELEPHONE: SIGNATURE: DATE:	QUESTION 1 YES____ NO____ QUESTION 2 YES____ NO____
NAME: ADDRESS: TELEPHONE: SIGNATURE: DATE:	QUESTION 1 YES____ NO____ QUESTION 2 YES____ NO____
NAME: ADDRESS: TELEPHONE: SIGNATURE: DATE:	QUESTION 1 YES____ NO____ QUESTION 2 YES____ NO____
NAME: ADDRESS: TELEPHONE: SIGNATURE: DATE:	QUESTION 1 YES____ NO____ QUESTION 2 YES____ NO____
NAME: ADDRESS: TELEPHONE: SIGNATURE: DATE:	QUESTION 1 YES____ NO____ QUESTION 2 YES____ NO____
NAME: ADDRESS: TELEPHONE: SIGNATURE: DATE:	QUESTION 1 YES____ NO____ QUESTION 2 YES____ NO____
NAME: ADDRESS: TELEPHONE: SIGNATURE: DATE:	QUESTION 1 YES____ NO____ QUESTION 2 YES____ NO____

PLEASE NOTE: YOUR SIGNATURE CERTIFIES THAT YOU HAVE READ THE COVER PAGE TO THIS PETITION