

## **TOWN OF GARNER POLICY AND PROCEDURES FOR TRAFFIC CALMING MEASURES**

### **PURPOSE**

To adopt official policy and procedures for the appropriate and consistent application of traffic calming measures on Town-maintained streets in Garner to allow motorists, bicyclists, pedestrians, and residents to coexist with minimal conflict. The desired outcome is to emphasize safety, reduce speeding or decrease volume, maintain the efficient movement of emergency vehicles, create attractive streets, and increase the quality of life.

### **DEFINITION**

Traffic calming is a form of traffic planning and design that seeks to balance the use of streets between automobiles, pedestrians, and bicyclists. This is accomplished by using devices and implementing techniques that reduce the negative impacts that can be caused by traffic volume and speed in neighborhoods while maintaining safe flow and access. Traffic calming measures under consideration for the Town of Garner are listed in the Appendix at the end of this document.

### **COVERAGE**

This policy and the associated procedures shall be applicable until such time that they are officially amended, modified, or rescinded by the Town Council. A traffic calming measure shall not be installed on a Town major collector street or thoroughfare with 3 or more travel lanes in conjunction with this policy.

### **TRAFFIC CALMING TREATMENTS (TIERED SYSTEM)**

#### **TIER 1 – PASSIVE TREATMENTS (LOW COST/LOW IMPACT)**

Tier 1 (Passive) treatments are typically a first step on all streets meeting criteria/eligibility of the policy. On streets that lack appropriate signage and/or pavement markings Tier 1 will typically be the appropriate treatment type recommended by Staff. Tier 1 measures may include adding speed limit or other regulatory signage, minimal pavement striping, crosswalks, and/or use of police enforcement measures. Tier 1 treatments are typically the lowest cost and installation can be expedited through use of in-house forces.

Tier 1 treatments DO NOT require a formalized petition of neighborhood support, but must meet the minimum criteria/eligibility requirements to receive a recommendation by Staff for implementation. Tier 1 treatments may be approved administratively and do not require approval by Town Council. This allows Tier 1 treatments to be expedited in comparison to Tier 2 and Tier 3 treatments.

#### **TIER 2 - VERTICAL TREATMENTS (MID COST/MID IMPACT)**

Tier 2 (Vertical) treatments are intended for streets that either already include Tier 1 measures or streets where Tier 1 measures alone will likely not deter vehicle speeding (as determined by Staff). Tier 2 treatments may include installation of speed tables, raised crosswalks, and/or pedestrian refuge islands. **Tier 2 treatments are intended for use only on residential streets <=35' measured from edge of pavement to edge of pavement** and typically require minimal to no impact outside the pavement area since the curb and gutter and/or roadway shoulders are not altered by the treatment installation.

Tier 2 measures must meet minimum criteria/eligibility requirements and also require a formalized petition of neighborhood support to receive a recommendation by Staff for implementation. Petitions meeting the threshold requirements are brought by Staff to Town Council for final consideration and implementation.

**TIER 3 – HORIZONTAL TREATMENTS (HIGH COST/HIGH IMPACT)**

Tier 3 (Horizontal) treatments are intended for streets where Tier 2 measures are not preferable, such as on collector streets that have higher traffic volumes or routes that would negatively impact emergency response times (Fire/EMS). **Tier 3 treatments are intended for use only on residential streets measuring > 35’ measured from edge of pavement to edge of pavement** and may involve higher impacts outside the pavement area.

Tier 3 treatments typically require horizontal shifting of lanes to naturally reduce speeding on a corridor. These treatments may include installation of raised vegetative medians, intersection bulb-outs, chokers, neck-downs, chicanes, raised intersections, and mini-traffic circles. Tier 3 treatments typically require more significant changes to the street, including modification of curb and gutter, roadway shoulders, and even the adjoining private properties.

Stormwater systems along the corridor may be impacted due to modifications of curb and gutter/roadway shoulders and higher impacts to private property/landscaping, as well as may require temporary and/or permanent easements to be acquired from property owners that abut the treatment locations in order to implement the project. Due to the higher impact of Tier 3 treatments they are also the highest cost to install and take the longest time for design and implementation.

Tier 3 treatments must meet minimum criteria/eligibility requirements and do require a formalized petition of neighborhood support to receive a recommendation by Staff for implementation. Petitions meeting the threshold requirements are brought by Staff to Town Council for final consideration and implementation.

**ELIGIBILITY/CRITERIA**

The main considerations for determining the need for traffic calming are as follows:

- 1) Street must be a **local or minor collector residential** street (no more than 2 travel lanes). To be considered under this policy, the street must have direct access to residences (i.e. driveways).
  
- 2) Street must meet **both** the minimum speed and volume criteria for eligibility:
  - **Speed** - 85th percentile speeds exceeding the posted speed limit by greater than or equal to **8 mph**
  - **Volume** - Greater than or equal to 600 vehicles per day (vpd) for local streets and greater than or equal to 900 vpd for collector streets.

*Engineering staff (Staff) has discretion to recommend traffic calming on streets that do not meet the eligibility criteria if there are other safety factors. Such factors could include, but are not limited to, an excessive traffic crash history (as determined by the Garner Police Department), limited sight visibility, and pedestrian generators in close proximity to the corridor (i.e. schools, Town parks, public facilities, etc.).*

Adopted by Town Council: February 1, 2021

Effective Date: February 1, 2021

3) Neighborhood Support - A petition is required for Tier 2 in non-HOA neighborhoods and for all Tier 3 Traffic Calming Treatments. Any petitions required must receive a minimum of two-thirds (2/3's) property owners (**tenants are not eligible**) within the "affected area" in support of the petition. Only one vote per property is allowed. Landlords are encouraged to communicate with their tenants about the petition. Refer to the steps outlined in the Policy below for further details on the petition requirements.

Requests that meet the minimum criteria are placed on a project list. Staff will work on the projects in the order received; except that Staff can elevate dangerous situations to the top of the list. If the minimum criteria are not met, traffic calming devices will not be considered under this policy. A street will not be eligible for re-evaluation for a period of 2-years unless staff determines that new development in close proximity to the street has caused significant changes to traffic volumes/patterns as to warrant a new traffic study. If the criteria for traffic calming measures are met, then Staff will recommend the appropriate type of traffic calming treatment to be used based on street classification, street width, and existing field conditions.

## **POLICY**

Traffic calming measures are applicable in residential neighborhoods where speeding vehicles and/or volume are the primary concerns, and traditional police enforcement is found to be unfeasible and/or ineffective. Streets must typically be residential in nature for consideration under this policy; i.e. local-access or collector streets with direct access from residences (i.e. driveways). Traffic calming devices will not typically be placed on Town thoroughfares and major collector streets, which have higher traffic volumes and serve as primary emergency response routes. The following policy and procedures are intended to promote traffic calming measures that are appropriately implemented and are supported by the community. In addition to citizen requests, traffic calming projects can also be identified by Town staff, Town advisory boards, and/or Town Council.

The following procedure will be used to identify, evaluate, and implement traffic calming projects in Garner.

1. A resident requesting traffic calming improvements shall fill out an Application for Traffic Calming Measures form available in the Town Engineering Department and on the Town's web site.
2. Upon receipt of a properly completed Application form, Staff will conduct a traffic study to collect data on existing traffic speeds and volume along the corridor. Staff will also review historical crash history (as provided by Garner Police Department) and review existing field conditions such as street geometry, pedestrian safety measures, and sight distance issues.
3. If Staff determines the application meets minimum eligibility/criteria for installation of a traffic calming treatment, then a traffic calming Tier type (Tier 1, Tier 2, or Tier 3) will be recommended by Staff based on the street classification, street width, and field observations.
  - a) Tier 1 treatments may be implemented without a neighborhood petition and

may be approved administratively by Engineering Staff. Work will be scheduled for implementation by Public Works (either by in-house forces or contracted, if necessary) based on Public Works annual operational budget availability. Should operational budgets be exhausted at the time of project approval, then the project will be postponed until such time additional funding appropriations are made available (typically the following budget year).

- b) **For neighborhoods with a Homeowner's Association**, Tier 2 treatments may be implemented without a neighborhood petition if staff's recommended traffic calming treatment (including type(s) and location(s)) are endorsed by the neighborhood Homeowner's Association (HOA). Once the appropriate traffic calming treatment(s) type(s) and location(s) are determined by Staff, then a conceptual plan will be provided by Town staff to the HOA Board for review/approval.

The HOA Board should properly disseminate the traffic calming conceptual plan to neighborhood residents including property owners and tenants through outreach methods such as an open neighborhood meeting (w/ meeting minutes provided), HOA newsletters, HOA website postings, etc. Such outreach is intended only to properly disseminate information for the planned project and answer general questions. The meeting is not intended to serve as formalized citizen involvement and/or public feedback to provide design changes or alternative traffic calming treatment(s) to the conceptual plan as recommended by staff. Documentation of such outreach shall be provided to the Town once all community outreach has been completed. Once outreach is completed, staff will complete final design and construction estimates that may be taken to Town Council for consideration (**skip to Step 7**).

**For neighborhoods that do not have a Homeowner's Association**, Tier 2 treatments require the applicant to coordinate (2) neighborhood meetings and route a formalized petition that meets a minimum threshold of two-thirds (2/3's) of all households within the affected area in support of the traffic calming treatment. Once the appropriate traffic calming treatment(s) are determined by Staff, it is the applicant's responsibility to assist staff in scheduling a neighborhood meeting. Staff will attend the meeting and assist in providing an overview of the traffic calming program, as well as discuss the types of alternative traffic calming tools available.

Following the neighborhood meeting, it is the applicant's responsibility to route a Petition alerting the affected area property owners' of the potential change and providing verification of the affected residents' approval. A petition that meets the minimum threshold is later brought by Staff to Town Council for review and consideration of implementation.

- c) All Tier 3 treatments require (2) neighborhood meetings and a formalized

petition that meets a minimum threshold of two-thirds (2/3's) of all households within the affected area in support of the traffic calming treatment. Once a traffic calming treatment tier is determined by Staff, it is the applicant's responsibility to assist staff in scheduling a neighborhood meeting. Staff will attend the meeting and assist in providing an overview of the traffic calming program, as well as discuss the types of alternative traffic calming tools available. Following the neighborhood meeting, it is the applicant's responsibility to route a Petition alerting the affected area residents of the potential change and providing verification of the affected property owners' approval. A petition that meets the minimum threshold is later brought by Staff to Town Council for review and consideration of implementation.

**Steps 4-6 apply to Tiers 2 (for non-HOA subdivisions) and Tier 3 (all subdivisions) only**

4. Following staff's recommendation of a traffic calming treatment type(s)/location(s), the Engineering Department will determine an applicable "affected area" surrounding the requested traffic calming site(s). The size and extent of the affected area will take into consideration the type of traffic calming project being proposed, the layout and type of properties in the vicinity, and the characteristics of the street network surrounding the proposed project site(s). Depending on the circumstances, the affected area may include:
  - All properties abutting the proposed street segment to be modified.
  - All properties on adjacent street(s) with ingress/egress only possible via the modified street segment.
  - All properties on adjacent street(s) that have alternative points of ingress/egress but will be otherwise affected by the modified street segment.
  - Any streets expected to receive significant increases in traffic volume as a result of the traffic calming installation
  
5. The applicant(s) shall obtain signatures on the Petition form. A valid Petition for traffic calming measures must be signed by two-thirds (2/3's) of the property owner(s) within the affected area surrounding the requested traffic calming site(s). Landlords are encouraged to communicate with their tenants about the petition.

(Property owned by the United States Government will not be included in the total of properties within the affected area. Property owned by the State of North Carolina or a railroad may be included in the property total, depending on the circumstances See G.S. 160A-217, 220, 221, & 222. Property owned by the Town of Garner will not be included in the property total.)

The applicant(s) shall return the Petition form, with **original** signatures, to the Engineering Department at Town Hall, 900 Seventh Ave., Garner, N.C. 27529 within **90 calendar days** from the start date of the petition process as determined by Staff. If a petition is not submitted by the required deadline then the petition will be considered invalid and the petition process ends. The street will not be eligible for re-evaluation for a period of 2-years at which time a new application must be submitted.

The Engineering Department will confirm that the Petition signatures concur with property address records. Once a Petition is determined to be valid, Staff will notify the applicant(s) of the petition status.

6. Upon receipt of a valid Petition (as described in Step #5 above), Staff will gather project site data including traffic volumes, speeds, and traffic crash history. A proposed project plan will be developed using the following procedure:
  - Assess problems and needs
  - Identify goals and objectives
  - Identify evaluation criteria
  - Evaluate alternatives
  - Select a proposed plan

The development of a traffic calming plan will include citizen input and evaluation of the types and design criteria of traffic calming measures applicable to site. Based on public feedback, Staff will finalize a traffic calming plan that is based on best engineering practices and principles, project costs/budget, and striving to minimize negative impacts to adjoining property(s) to the extent practical.

The Engineering Department will prepare a cost estimate for the proposed traffic calming project and associated improvements.

7. A report will be presented to the Town Manager. The Town Council will receive the Manager's report and recommendations and may approve the projects or defer them for further consideration during annual budget deliberations.
8. If necessary, during the budget development process, the Town Council will consider the proposed traffic calming projects presented and will allocate funds for construction as it deems appropriate.
9. After the Town Council adopts a budget for the project, the Engineering Department will contact the person(s) listed on each Request form received for traffic calming projects, and will notify them that the requested traffic calming project has or has not been funded for construction.
10. Once project funding is approved by the Town Council, the Engineering Department will prepare construction plans and specifications and an updated cost estimate.
11. When the final project drawings are complete, it is the responsibility of the requesting neighborhood to schedule a neighborhood pre-construction meeting to discuss the plans, estimated costs, and construction procedures/schedule. Each property address in the affected area of the project will be notified when and where the meeting is scheduled. Appropriate Town staff will attend to provide information, maps and drawings if applicable. This meeting is intended only to

properly disseminate information related to imminent project construction and answer questions as necessary. The meeting is not intended to include formalized citizen involvement and/or public feedback related to alternative design(s) and/or project plans previously approved through the process.

12. The project will be constructed by Town forces or by a private contractor consistent with state bidding procedures.
13. At times, traffic calming measures offer significant opportunities for landscaping. Appropriate Town of Garner staff will participate in the project development process in order to address landscaping issues. Neighborhood residents will be responsible for installation and maintenance of the landscaping. Landscaping must be installed in accordance with the Unified Development Ordinance (UDO), and as approved by the Planning Department. Before the project is constructed, an agreement or agreements must be signed between the Town and the property owners that state that the property owners are responsible for installation and maintenance of landscaping. Preferably, these agreements will be between the Town and a neighborhood association or other organization. However, if this is not feasible, an agreement may be made with individuals for specific landscape maintenance associated with a particular traffic calming measure.
14. Town staff will monitor the performance of completed traffic management projects and will report to the Town Council regarding the operation and effectiveness of the traffic calming measures within 12-18 months following installation. This follow-up report could result in Town Council action to revise or remove a previously approved traffic calming measure. The Town may incur the cost of removal.
15. If the requesting community changes its position and wants to remove an effective traffic calming device, then the device may be removed by the Town subject to the community paying for the removal expenses. A petition for the removal of such traffic calming device would require a petition of 2/3's of property owners in support of device removal. Landlords are encouraged to communicate with their tenants about the petition.

Under no circumstance shall a traffic calming device be removed without the express written permission of the Town of Garner.

## APPENDIX

### TYPES OF TRAFFIC CALMING MEASURES

The following information is provided for information purposes only and is not intended to represent all the traffic calming device options available. The inclusion of a specific traffic calming measure in this guide is no guarantee that device will be considered for implementation.

#### Increased Police Enforcement (TIER 1)

##### Description

Temporary targeted speed enforcement by the police department.

##### Applications

Considered a Tier 1 temporary measure to be used to increase neighborhood awareness of speed limits.

##### Advantages

- May be implemented immediately, no funding required
- No impact to emergency response times
- Effective at reducing speeds during the period of enforcement
- Creates a higher sense of security

##### Disadvantages

- Not highly effective – most drivers travel at the speed they feel most comfortable
- Violators may be subject to fines/penalties and adverse impacts to driving record.



#### Temporary Radar Speed Display Devices (TIER 1)

##### Description

Devices are placed adjacent to the roadway displaying a vehicle's posted speed.

##### Applications

Considered a Tier 1 temporary measure to be used to increase neighborhood awareness of speed limits.

##### Advantages

- May be implemented immediately, no funding required
- No impact to emergency response times

##### Disadvantages

- May only be effective while the device is present
- Only effective for one direction at a time





## On-Street Parking (Signage Only - TIER 1, Striped Parking - TIER 2)

### Description

Adding on-street parking to a street by marking dedicated spaces in an effort to narrow the travel lane widths, which helps decrease speeds along the facility.

### Applications

Typically, on street parking is more conducive to minor collector streets where parking areas can be added by marking dedicated spaces in an effort to narrow the travel lane widths, which helps decrease speeds along the facility.

### Advantages

- Inexpensive
- Can be installed in minimal time
- Provides more dedicated parking
- Encourages pedestrian activity by providing a buffer between the sidewalk and street

### Disadvantages

- May be ineffective if on-street parking spaces are not utilized
- May reduce sight distance for drivers and pedestrians
- May increase side-swipe collisions
- May impede solid waste collection
- Encourages mid-block crossings



## Signage/Advance Warning (TIER 1), Lane Markings (TIER 2)

### Description

Additional signage and advance warning devices can be implemented to remind drivers of the speed limits.

### Applications

May be utilized on local and minor collector streets to increase neighborhood awareness of speed limits, designate vehicular/bicycle lanes, and/or improve visibility to high volume pedestrian crossings.

### Advantages

- Inexpensive
- Can be installed in minimal time
- No impact to emergency response times

### Disadvantages

- Only roads with certain geometric features can be considered for this treatment
- May impact on-street parking
- Increased maintenance costs



## Speed Tables/Humps (TIER 2)

### Description

Long raised speed humps with a flat section in the middle and ramps on the ends; typically constructed with asphalt. Sometimes called flat top speed humps, trapezoidal humps, parabolic speed humps, raised crosswalks, or raised crossings.

### Applications

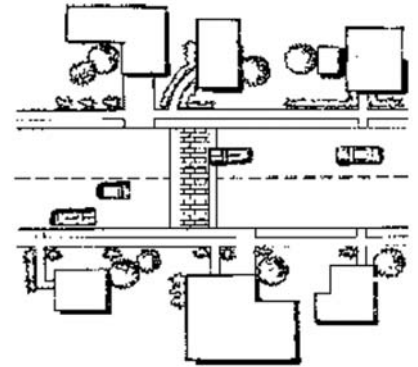
Used on local streets only with a width of less than 35' B-B. Typically long enough for entire wheelbase of a passenger car to rest on top. Works well in conjunction with other measures, including crosswalks, curb extensions, and curb radius reductions

### Advantages

- Low cost and quick installation
- Can include a crosswalk
- No loss of on-street parking
- Minimal impact to driveway access

### Disadvantages

- Not aesthetically pleasing
- May reduce traffic volume and redirect traffic to other streets
- Adverse impact to transit and cyclists that use facility
- Small impact to fire department/emergency response



## Chicanes (TIER 3)

### Description

A series of alternating curves or lane shifts that alternate from one side of street to the other, forcing a motorist to steer back and forth through S-shaped curves instead of traveling in a straight path.

### Applications

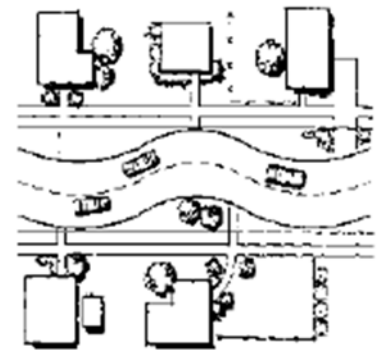
Typically used at mid-block locations and not intersections. Most effective with equivalent traffic volumes in each direction. Typically, consists of at least three curb extensions

### Advantages

- No impacts to street accessibility/connectivity
- Landscaping can provide visual aesthetics and identity

### Disadvantages

- Unless well designed, drivers may attempt to cut straight paths across centerline
- Loss of on-street parking and driveway access
- Street sweeping may need to be done manually
- Potential for drainage problems
- Landscaping requires long-term maintenance/upkeep by neighborhood/HOA



## Chokers/Neckdowns (TIER 3)

### Description

Curb extensions that narrow the roadway. Can be located at intersections or mid-block. Also referred to as pinchpoints and lane narrowings.

### Applications

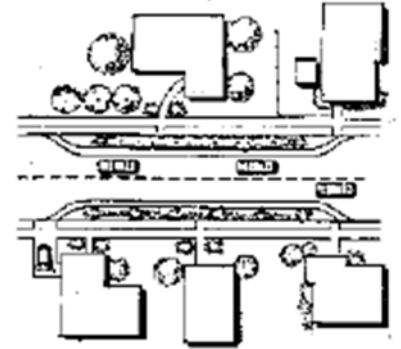
Typically used on local and minor collector streets, intersections, pedestrian crossings, and primary roads through small communities. This device works well with speed tables, raised intersections, crosswalks, curb radius reductions, and raised median islands.

### Advantages

- Increased pedestrian safety through increased visibility and reduced crossing width
- Improved aesthetic appeal
- Minimal impact to fire department/emergency response

### Disadvantages

- Requires bicyclists to merge with traffic
- May impact drainage infrastructure
- Can have an impact on emergency response times
- Loss of some on-street parking
- May not be effective at lowering speeds, especially as a standalone measure
- Delineators or object markers are often required to make visible to snowplow operators



## Median Islands (TIER 3)

### Description

A raised island placed in the center of the roadway (either at intersection approaches or mid-block) that narrows the lane widths.

### Applications

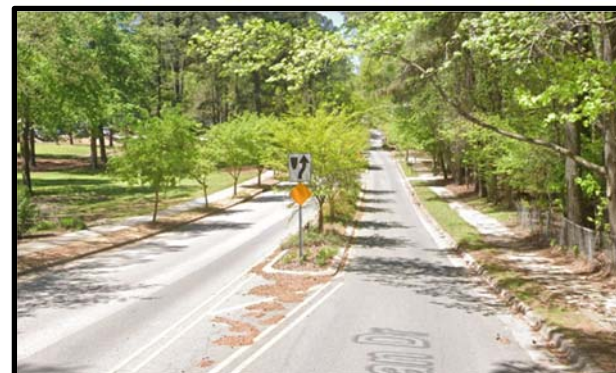
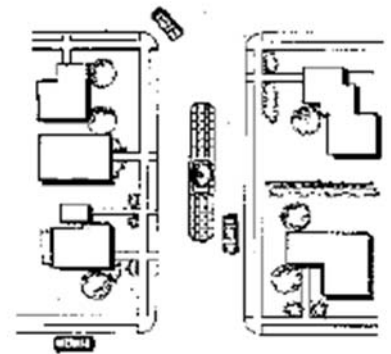
Typically used at intersections of local and minor collector streets. May include landscaping to provide visual amenity and neighborhood identity and may be utilized to provide pedestrian refuge at crosswalks.

### Advantages

- Reduces collisions and severity of collisions
- Island landscaping can provide aesthetic appeal and neighborhood identity

### Disadvantages

- May reduce on-street parking and driveway access
- May require bicyclists to merge with traffic
- Landscaping may decrease visibility

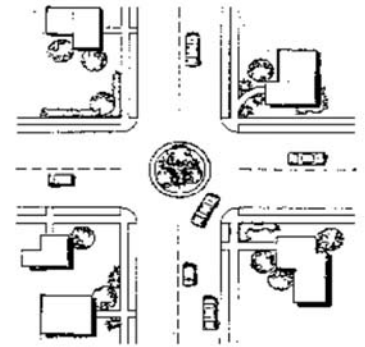




## Traffic Circles (TEIR 3)

### Description

A raised, circular island placed in the center of unsignalized intersections that requires vehicles to travel in a circular pattern. Incoming vehicles yield to motorists already in the intersection. Requires traffic to slow to a speed that allows them to comfortably maneuver around the circle. The devices are smaller and simpler in comparison to roundabouts.



### Applications

Typically used at intersections of local and minor collector streets. Traffic circles are one lane direction entering intersection and are not typically used where high-volume large trucks/buses turn left.

### Advantages

- Can be used at intersections of both local and minor collector streets
- Reduces collisions and severity of collisions
- No impact to driveway access
- Island landscaping can provide aesthetic appeal and neighborhood identity

### Disadvantages

- May require loss of on-street parking
- Increased maintenance costs
- Has an impact on emergency response times
- May impede large trucks and buses
- Additional right-of-way may be required for installation
- Landscaping requires long-term maintenance/upkeep by neighborhood/HOA



## Raised Intersections (TIER 3)

### Description

Intersection is raised vertically to provide a large speed table that extends through the intersection. May include high visibility crosswalks and/or textured pavement to provide higher visibility to the device.

### Applications

Works best in conjunction with crosswalks and at roadway crest locations where drainage is not impacted by the device.

### Advantages

- Improved pedestrian and bicycle access
- Reduces volume of vehicles
- Reduces vehicular speed
- May provide aesthetic appeal and neighborhood identity

### Disadvantages

- High cost and may impact drainage patterns/infrastructure
- Drainage issues may exist



## Intersection Diversions/Partial Closure (TIER 3)

### Description

Barriers placed diagonally across an intersection, blocking through movements, forcing motorists to make a right turn.

### Applications

Used at locations where a reduction in through traffic on a street does not create negative impacts on vehicular connectivity.

### Advantages

- Improved pedestrian and bicycle access
- Reduces volume of vehicles
- Reduces vehicular speed

### Disadvantages

- Reduces access and connectivity to residents and emergency access vehicles
- Drainage issues may exist



# Town of Garner

## Residents' Application to Request Traffic Calming Measures

Date: \_\_\_\_\_

Applicant/Resident Liaison \_\_\_\_\_ Telephone# \_\_\_\_\_

Address: \_\_\_\_\_

Specific Location of Traffic Concern: \_\_\_\_\_

Summary of Traffic Concern:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Does this neighborhood have a Home Owner's Association (HOA) or other similar neighborhood association? \_\_\_\_\_

HOA name: \_\_\_\_\_

HOA signature supporting this request: \_\_\_\_\_, President  
print

\_\_\_\_\_  
signature date

Besides resident liaison above, other neighborhood residents supporting this request:

Signature:	Address:	Phone:
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____
4. _____	_____	_____
5. _____	_____	_____

Return to: Town of Garner  
Engineering Dept.  
900 7<sup>th</sup> Avenue  
Garner, NC 27529

## Town of Garner Traffic Calming Petition

By signing this petition, I certify that I have read the cover page to this petition and that I am aware of the proposed traffic calming device(s) recommended for installation in or near my neighborhood. If I am a landlord, I certify that I have informed my tenants about the petition.

NAME SIGNATURE ADDRESS	DATE	DO YOU AGREE TO THE TRAFFIC CALMING DEVICE(S) ALONG THE SPECIFIED STREET? (CHECK ONE BOX)		DO YOU AGREE TO THE PROPOSED TRAFFIC CALMING DEVICE(S) FRONTING YOUR RESIDENCE? (CHECK ONE BOX)	
		YES	NO	YES	NO
1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NAME SIGNATURE ADDRESS	DATE	DO YOU AGREE TO THE TRAFFIC CALMING DEVICE(S) ALONG THE SPECIFIED STREET? (CHECK ONE BOX)		DO YOU AGREE TO THE PROPOSED TRAFFIC CALMING DEVICE(S) FRONTING YOUR RESIDENCE? (CHECK ONE BOX)	
		YES	NO	YES	NO
11		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>