
Traffic Calming

In June 2001, VDOT adopted the "Traffic Calming Guide for Local Residential Streets", which provides communities with a traffic management tool to deal specifically with speeding. The goal of VDOT's traffic calming program is to slow speeders in subdivisions or residential neighborhoods on streets classified as local. Certain collector streets that have many of the characteristics of local residential streets may also qualify for traffic calming measures. It should be noted that the goal of traffic calming is to reduce speeding, not to restrict access.

For consideration of traffic calming the street should first meet basic eligibility requirements of being functionally classified as local or collector with a posted speed limit of 25 mph or less. Collector roads must be residential in nature (generally indicated by having a minimum of 12 dwellings fronting the street per thousand feet of roadway).

For those streets meeting basic eligibility requirements further study is initiated to determine if there is a documented speeding problem (average speed equal to or greater than 30 mph) and that the physical characteristics of the roadway can accommodate traffic calming measures. Community support for traffic calming should also be demonstrated through a petition requesting traffic calming and signed by at least 75 percent of the total occupied households within the petition area.

The county or town initiates the traffic calming project by request through a resolution of the local governing body to VDOT that includes documentation that eligibility requirements are met.

The process to implement traffic calming on a residential street recognizes that the county and VDOT are partners in addressing speeding problems. The county will initiate and take the lead role in further developing proposed measures and coordinating the traffic calming process with VDOT staff providing technical support, advising the community on various aspects of traffic calming and educating participants about residential traffic management. For traffic calming, VDOT is represented by the local Residency Administrator, except in Fairfax, Prince William, and Loudoun Counties where VDOT is represented by the District Traffic Engineer.

The final plan and method of implementation must be jointly approved by the Board of Supervisors and VDOT. The final plan must identify the source of funding for implementation.

Funding may be derived in a variety such as from 100 percent county-generated or other funds (no VDOT funding), Revenue sharing funds with 50 percent county-generated or other funds and 50 percent VDOT funds or Secondary road construction funds (a maximum of 2 percent of the county's secondary road construction funds can be used with a three-year limit on its accumulation).

Maintenance will be funded through the county's VDOT secondary road maintenance funds. Implementation and maintenance of optional landscaping will be provided by the community. Traffic calming on streets developed subject to VDOT's Secondary Street Acceptance Requirements and where the county has adopted minimum street width standards greater than the minimum specified in the Road Design Manual, shall be paid for by funds other than those administered by VDOT.