

Traffic-Calming Measures At A Glance...

Speed Hump – a narrow, slightly raised area crossing travel lanes. Drawbacks: slows emergency vehicles, drainage problems, increased noise and maintenance cost. Cost \$2,000-\$3,000

Choker – a physical curbside constriction narrows a travel lane. Drawbacks: drainage problems, increased maintenance cost. Cost \$7,000-\$10,000 per pair

Traffic Circle – an elevated area in the middle of an intersection; provides counterclockwise traffic flow. Advantage: reduces left-turn accidents. Drawbacks: may reduce parking spaces and require additional right-of-way. Cost \$3,500-\$15,000

Raised Crosswalk – a raised hump with a 10-foot-wide flat top. Drawbacks: slows emergency vehicles, potential drainage problems, increased noise and maintenance cost. Cost \$2,500-\$8,000

Raised Median Island – an elevated area in the middle of a roadway. Drawbacks: drainage problems, increased maintenance cost. Cost \$5,000-\$15,000

Crosswalk Refuge – a raised median in the middle of a roadway, with a cut for the crosswalk. Advantage: pedestrian safety. Drawback: increased maintenance cost. Cost \$5,000-\$15,000

Chicane – alternating curbside constrictions channel travel in a snake-like fashion. Drawbacks: for divided roadways only, drainage problems, increased maintenance cost. Cost \$5,000-\$15,000 per set

How can I get more information? (TTY users, call 711)

Bristol District Traffic Engineer

P.O. Box 1768
870 Bonham Road
Bristol, VA 24203
276-669-9912

Culpeper District Traffic Engineer

1601 Orange Road
Culpeper, VA 22701
540-829-7611

Fredericksburg District Traffic Engineer

87 Deacon Road
Fredericksburg, VA 22405
540-899-4540

Hampton Roads District Traffic Engineer

1700 North Main Street
Suffolk, VA 23434
757-925-6020

Lynchburg District Traffic Engineer

P.O. Box 11649
4219 Campbell Avenue
Lynchburg, VA 24506
434-856-8143

Northern Virginia District Traffic Engineer

Avion Lakeside I
14685 Avion Parkway
Chantilly, VA 20151-1104
703-383-2404

Richmond District Traffic Engineer

P.O. Box 3402
2430 Pine Forest Drive
Colonial Heights, VA 23834
804-524-6119

Salem District Traffic Engineer

P.O. Box 3071
731 Harrison Avenue
Salem, VA 24153
540-387-5393

Staunton District Traffic Engineer

P.O. Box 2249
Commerce Road
Staunton, VA 24402-2249
540-332-9143

State Mobility Management Office

1401 E. Broad Street
Richmond, VA 23219
804-786-2965



Traffic Calming



VDOT Answers Your Questions



If you're concerned about traffic safety on your residential street, you're not alone. More and more communities are seeking solutions to combat the increased traffic and speeding on their neighborhood streets. VDOT can help your neighborhood and county officials manage the traffic in your area in several ways – traffic calming is one of them. This brochure answers basic questions about VDOT's **Traffic Calming Guide for Local Residential Streets**.

What is traffic calming?

Traffic calming slows speeding traffic on residential streets without restricting access to them.

Is any road a candidate for traffic calming?

VDOT's traffic calming program is designed only for those residential streets that provide direct access to homes.

It applies only to existing streets. It does not apply to future roads or new subdivision streets under construction. It also does not apply to high-speed, high-volume roads.

How does my community request traffic calming?

First, contact your local county supervisor. The board of supervisors initiates the process by forwarding to VDOT a resolution for traffic calming on a specific street, along with the following support data:

- ❖ the street's functional classification,
- ❖ average daily traffic volume,
- ❖ average speed,
- ❖ description of the study area, and
- ❖ a petition with signatures.

Who must sign the petition requesting traffic calming?

It must be signed by at least 75 percent of the total occupied households on the proposed study street(s), as well as streets that have major access to the proposed study street(s).

Who decides on the traffic-calming plan?

Representatives from the study area, the homeowners' association, the board of supervisors, local transportation staff, police, fire and rescue services, and VDOT should develop the plan. Once the plan is developed, it should be presented to citizens, typically at a public meeting. If there is community support for the plan, the board of supervisors and VDOT must approve the final plan and determine how it will be funded.

What types of physical measures can be used?

Depending on the situation, speed humps, chokers, traffic circles, raised crosswalks, raised median islands, crosswalk refuges or chicanes could be used.

Who pays for these measures?

The county and VDOT share the funding responsibility.

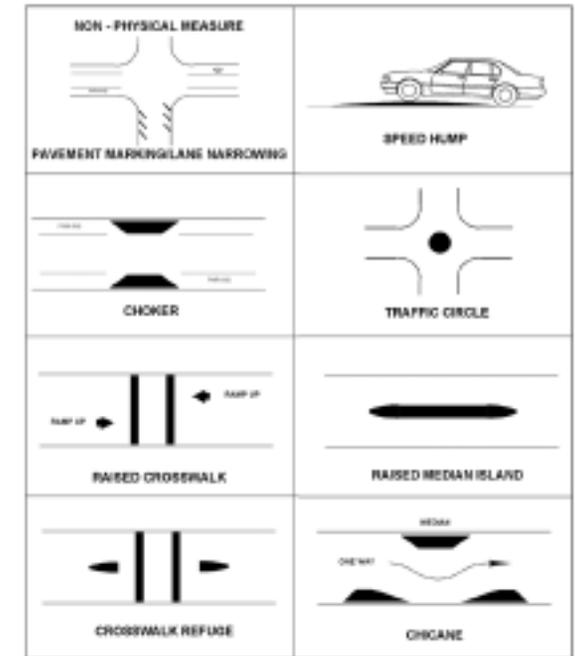
Are there less expensive options than physical measures?

Increasing community awareness about the problem is an important first step. VDOT staff is available to speak to homeowners' associations about traffic-calming measures, and to help raise

awareness about advantages, disadvantages, approximate costs and funding options.

In addition, local police can assist the community with stepped-up enforcement efforts before any traffic-calming measures are implemented.

Finally, less expensive non-physical measures often can be used, such as signs and pavement markings. For example, pavement markings can delineate a parking or a bicycle lane, or simply stripe out an area of pavement, all of which effectively narrow the travel lane.



For additional copies, contact:
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