

# Traffic Calming for Local Residential Streets Program

In June 2001, VDOT adopted a policy and procedures for traffic calming on local residential streets. The program provides communities with a traffic management tool to slow traffic on local streets without restricting access to subdivisions or residential neighborhoods.

To be eligible for consideration of traffic calming the street must be functionally classified as local or collector by VDOT and have a posted speed limit of 25 mph. A collector street must be a two lane roadway and have a minimum of 12 dwellings fronting the street per thousand feet of roadway.

For those streets eligible for traffic calming further study is initiated to determine if there is a documented speeding problem (average speed equal to or greater than 30 mph). A determination should also be made that the physical characteristics of the roadway can accommodate traffic calming measures. e.g. road grade, sight distances, drainage and location of road access points. Community support for traffic calming should also be demonstrated.

As appropriate County staff will conduct the necessary review and study to determine and document that the street is eligible for traffic calming, meets all of the requirements and that the proposal is supported by the community.

VDOT staff will provide technical assistance in the engineering review of qualifying streets and the development and implementation of traffic calming measures. County DOT and VDOT traffic engineering staff will conduct an engineering review of the street(s) and develop a proposed conceptual traffic calming plan notating the available options based on the traffic calming device spacing, sight distance requirements, roadway geometrics, existing traffic control devices, and existing utility locations. An evaluation of the measures employed may be conducted to determine their effectiveness.

Traffic calming measures may be funded in several ways such as 100% exclusively county-generated or other funds, revenue sharing funds with 50% exclusively county-generated or other funds and 50% VDOT funds, or secondary road construction funds (with some limitations).

The maintenance of traffic calming measures is funded through the county's VDOT secondary road maintenance funds however the installation and maintenance of any optional landscaping is at the county or community's expense.

The degree of traffic on the street determines the appropriate traffic calming measure.

The Guide provides detailed guidance and recommendations on the various categories of traffic calming measures such as community education and enforcement, low-cost non-physical measures such as pavement markings to narrow lanes, physical measures and alternative actions for higher volume locations. See the ["Traffic Calming Guide for Local Residential Streets"](#) for full details.

Although The Guide is applicable to all counties modifications for various situations may be requested of VDOT in order to better to serve the needs of the public.

For further information see [frequently asked questions](#)