

## You Can Help!

### Obey the Speed Limit

Drive 25 mph or less to give you more time to react to the unexpected, such as children darting out from behind parked cars, pets or obstacles in the road, and pedestrians. Unless you make a conscious effort, you may drive faster than you should on residential streets.



Remind neighbors and anyone using your vehicle to obey the speed limit, and practice good driving habits.

Studies show that driving at a responsible speed on residential streets has very little effect on the time it takes to complete your journey.

### Avoid Using Neighborhood Streets as Shortcuts

The more we use residential streets as shortcuts, the more we disrupt the quality of life in neighborhoods.



### Observe the Rules of the Road

Don't take chances, even on short trips. Statistics show that most accidents occur close to home. In particular, make sure you and all of your passengers buckle up.



### Be Aware of Your Perception

To a person standing still in their front yard, cars traveling 25-30 mph may appear to be going more than 40 mph. When cars accelerate, it may also sound like they are going faster than 25 mph. Often, residents perceive vehicles as traveling faster than they actually are. One way to determine if a street has a legitimate speeding problem is to do a study.



## Frequently Asked Questions

### Q: Where will you do the speed study?

A: Usually, the neighborhood selects the location for the speed study since they are the most familiar with their neighborhood. However, if they wish, Traffic Engineering will select a location based on observation of the most likely site for speeders. Only one location can be chosen; therefore, it is advisable that the neighborhood choose the site that experiences the worst-case scenario, or the highest perceived number of speeders.

### Q: Can you install speed bumps on our street?

A: Physical devices are among the many options considered in Phase 4. Physical devices are installed only as a last resort, after all other attempts are unsuccessful. There are strict criteria that must be met, and all devices must be approved by emergency services.

### Q: Can you install STOP signs to slow speeders?

A: The City installs STOP signs to indicate right-of-way. Installing STOP signs for speed control goes directly against federal guidelines. The guidelines are based on previous engineering practices and studies, and have determined that STOP signs can actually exacerbate problems after extended use. First, people tend to speed in between STOP signs, to "make up" for their perceived lost time. Second, when drivers must constantly stop for traffic, but do not see good reason to, they will develop contempt for STOP signs.

### Q: Can "Children At Play" signs be put up?

A: "Children At Play" signs and similar caution signs do not slow down vehicles. Many municipalities no longer install "Children At Play" signs because these signs give parents a false sense of security that the City cannot provide. The City does not condone children playing in the street, and this is further reinforced by City Code.

## Traffic Calming Program

*Working Together to Find a Solution*



Speed Trailer used in Traffic Calming Program



Department of Public Works  
Traffic Engineering Division  
2405 Courthouse Drive  
Virginia Beach, Virginia 23456-9031  
(757) 385-4131 // FAX (757) 385-4913  
[www.vbgov.com](http://www.vbgov.com)

## Traffic Calming Program (TCP)

### *Working Together to Find a Solution*

The City of Virginia Beach, Department of Public Works/Traffic Engineering Division has a Traffic Calming Program (TCP) designed to improve the quality of life on our neighborhood streets. The program is intended to address speeding in residential neighborhoods on streets classified as local or residential roads.

### TCP Goals

- Increase the quality of life for our residents
- Reduce effects of motor vehicles on environment
- Achieve slower motor vehicle speeds
- Increase perception of safety for non-motorists
- Reduce cut-through traffic

### What is 'Traffic Calming'?

*Traffic Calming is defined as "the combination of non-physical and physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users."*

## Traffic Calming Phases

Neighborhoods could complete up to four phases of the program, depending on traffic volume and speed. The following **four phases** of the program must be completed sequentially.

**(1) Awareness and Education** - Traffic Engineering discusses the program with civic league leaders or similar representatives. The neighborhood or civic league selects one street and location for evaluation.



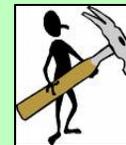
**(2) Selective Enforcement** - Traffic Engineering performs a 48 hour speed study on the selected street to see if it qualifies. Traffic Engineering and the Police Department schedules enforcement on the designated street during the highest violation periods. Enforcement is conducted weekly for twelve or more weeks, after which a traffic study will be performed to determine if program compliance has been achieved.



**(3) Increased Fines** - If a street remains in non-compliance after selective enforcement, 75% of the affected area residents must sign a petition agreeing to an increased minimum fine of \$200 for speeding. Once the petition has been submitted and verified, Traffic Engineering will conduct studies to select the streets that will be covered. Signs will be posted to indicate the streets to be included in Phase 3. Police enforcement will be scheduled for a twelve or more week cycle, after which a traffic study will be performed to determine if program compliance has been achieved.

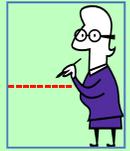


**(4) Physical Measures** - If a street remains in non-compliance after Phase 3, Traffic Engineering again requires 75% of the affected area residents in the neighborhood to sign a petition supporting physical devices installed on the designated street. Once the petition has been submitted and verified, Traffic Engineering designs and schedules installation of the devices. Installation occurs only if the Police Dept., Fire Dept., and EMS approve of the design.



## How to Participate

**Request** - the neighborhood association, civic league, or appointed representative writes a request to the Traffic Engineering. The City will then contact you to set up a meeting.



**Eligible Streets**— The TCP is restricted to streets classified as local residential streets, with posted speed limits of 25 mph, a two-lane road, with a minimum of 12 dwellings fronting the street per 1,000 feet of roadway. Traffic Engineering will determine if the street is eligible.

**Documented Speeding Problem** - To qualify for the Traffic Calming Program, the average speed must be at least 29 mph, or the 85th Percentile speed at least 33 mph.



**Program Evaluation** - each phase of the program is evaluated for effectiveness. Evaluation consists of several traffic studies of the selected street. An initial evaluation is performed prior to implementation of the traffic calming program. This initial study is used to document the speeding problem, establish the controls, and determine benchmarks to measure program effectiveness. Subsequent traffic studies will be performed to determine compliance with the program objectives.



The portable speed trailer visually displays drivers' real-time speed; therefore, it may be effective in increasing awareness of local speed limits.

The trailer is best used in residential areas and is used as part of the Traffic Calming Program or can be used as part of other safety education programs.