



# City of Chesapeake Traffic Calming

**TURNING AN OUTDATED POLICY  
INTO A PROGRAM OF ACTION**

## Topics Covered

- Why build a program at all?
- What was it like before the program?
- How was the program developed?
- Results from Year 1
- Lessons Learned
- Next Steps

# Why build a program?



## **Better for the citizens**

Reliable and consistent

Better use of funding

Manage expectations/clear path forward

Clears up misconceptions



## **Better for the staff**

Manage workload

Consistent messaging

Helps with prioritization

# Where We Were...

## **Original Traffic Calming Policy adopted in 2002**

- Borrowed heavily from VDOT policy
- Useful for data methods, not tailored to a Locality

## **Citizen (generally individual) complaint via CSR or direct contact with TE**

- TE staff explained loose process to citizens
- Only barrier to entry was a recent speed study

## **All unstudied streets were logged and studied, regardless of:**

- Traffic volumes
- Affected citizens
- HOA/civic league involvement



# Challenges

- **Collecting, processing, logging, and evaluating data was extremely cumbersome on very limited staff**
- **Countermeasures difficult to implement**
  - Limited resources (shared one speed trailer with CPD)
  - No funding
  - Lack of point-of-contact in many cases

# Chesapeake Traffic Calming Program History

Traffic Calming Program **funded FY2021**

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graph TD; A[Traffic Calming Program funded FY2021] --> B[Created eligibility requirements, application, procedure for traffic calming requests/speeding complaints]; B --> C[Researched other localities, industry standards, fringe cases, and reverse-engineered existing data]; C --> D[Traffic Calming Policy adopted September 2022]
```

**Created** eligibility requirements, application, procedure for traffic calming requests/speeding complaints

**Researched** other localities, industry standards, fringe cases, and reverse-engineered existing data

Traffic Calming Policy **adopted September 2022**

# Education and Outreach

- City Council Outreach and Education
- Published on City website
- Provided link to Customer Contact Center
- Traffic Calming CSRs submitted online include link in confirmation
- Citizens have shared on social media



Chesapeake Transportation Information

Driver Safety

Flashing Yellow Left-Turn Arrow

Hauling & Moving Permits

Pedestrian Safety

R. Wayne Harrell Traffic Management Center

Street Lighting

Traffic Calming Program

Golf Cart Usage and Application

Transportation Alternatives Program (TAP)-Grant Funding Applications

[Home](#) • [Government](#) • [Departments H to Z](#) • [Public Works Department](#) • [Traffic Engineering & Management](#) • [Traffic Calming Program](#)

## Traffic Calming Program

### Traffic Calming Program (TCP) for Local Residential Streets

#### Traffic Engineering Division

The purpose of Traffic Calming is to address speeding conditions on residential neighborhood streets classified as local or residential roads. "Traffic Calming" focuses on slowing traffic without restricting access. Traffic calming measures will only be considered on local, residential streets with posted speed limits of 25 MPH.

#### Application for TCP - How to Apply?

Requests for traffic calming can be made through:

- The Customer Contact Center at 757-382-CITY (2489)
- Online using the [City's Service Request System](#) for traffic calming

Requests may be made by groups of residents, Civic Leagues, Homeowners' Associations, or other community groups or organizations. The requester shall identify the street for which traffic calming measures are being requested.

The requests will be evaluated and prioritized primarily in the order in which they are received unless otherwise prioritized by the City Traffic Engineer.

#### Eligibility

Before a location can be considered for the TCP, the following criteria must be met:

# TCP Phases

Phase 1  
**Speed Study**

Phase 2  
**Signage/Striping**

Phase 3  
**Physical Devices**

- Follow-up studies conducted every 6-12 months (Radar feedback can be monitored anytime)
- First countermeasure required to be in place for 1 year before additional measures considered



# Active TCP Locations and Countermeasures

- 7 Higher Fines locations
  - \$200 Additional fine for speeding
  - Petitioned residents and implemented with 75% approval or non-response



# Year 1 Results Summary – Higher Fines

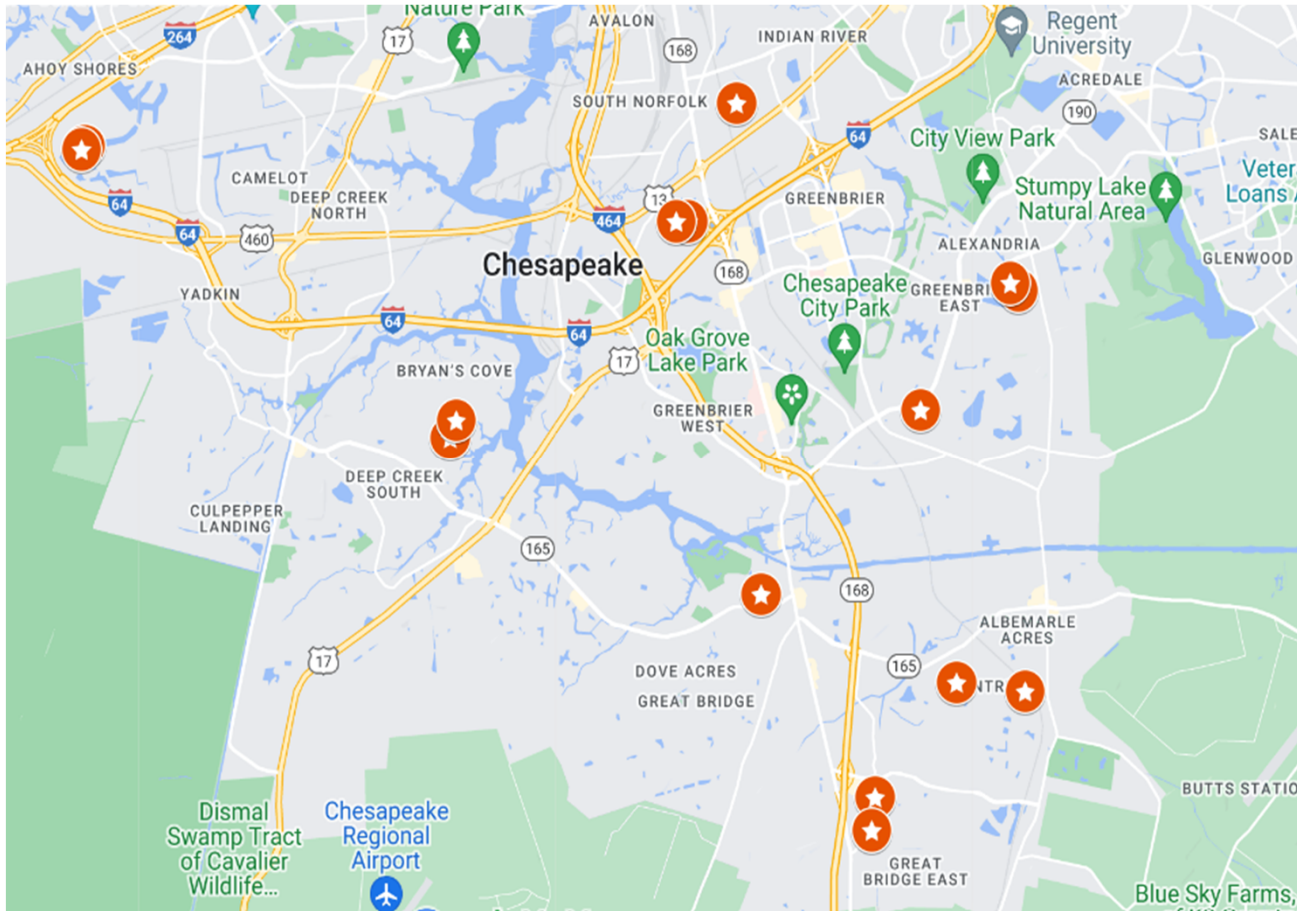
	<b>85th</b>	<b>50th</b>	<b>% Speeding</b>
Before	34.3	28.1	67.5%
After	30.6	25.8	51.6%
Speed Change	-3.8	-2.3	
% Change	-11%	-8%	-16%

# Active TCP Locations and Countermeasures



- 2 pavement marking locations
  - No change to 85<sup>th</sup> %
  - -0.6 mph speed change
  - -4% reduction in speeding

# Active TCP Locations and Countermeasures



- 15 Permanent Radar Feedback Signs
- Provides a constant data point for speed data
- 12 Solar / 3 Direct Power

# Permanent Radar Feedback Monitoring Results

Average increase in  
speed:

0.04 mph/month  
(for all 21 signs)

Average increase in  
speed:

0.05 mph/month  
(for all 15 signs)

14 of the 15 signs  
have had an  
increase of < 2  
mph

# Program Impacts

Request for Service - SR Issued

People are using our street: North Haven Circle, as a cut-thru. People are speeding down our road (near North Haven and Wentworth) there are several young children playing and their safety is at jeopardy. Can a speed table be put in place?

Other (Specify)

Been going on "slow down, ki to no avail. Ple

**Vehicles = 742**

**Posted speed limit = 25 mph, Exceeding = 123 (16.58%), Mean Exceeding = 27.11 mph**

**Maximum = 40.9 mph, Minimum = 5.4 mph, Mean = 21.0 mph**

**85% Speed = 25.28 mph, 95% Speed = 27.55 mph, Median = 21.56 mph**

**10 mph Pace = 16 - 26, Number in Pace = 578 (77.90%)**

**Variance = 20.33, Standard Deviation = 4.51 mph**

# Program Impacts

## Number of studies performed

- **2019** – 61
- **2021** - 47
- **2022** - 25
- **2023** – 19

## Impact to Customer Service Requests

- **Number of calls haven't gone down....yet**

# Lessons Learned

- Plan staff resources and availability in advance
- Need to cater to your locality
  - Example – Police availability
- Allow for flexibility
  - Example – pavement markings
- Education in advance is crucial
  - Citizens are skeptical
  - Public meetings can help address many concerns at once
- Share your success
  - Citizens buy-in increases when measures have worked in other locations in the City



## Wilson Drive | Hall Drive | Mann Drive Traffic Calming & Speeding Reduction

In June 2022, City Council approved an ordinance to allow Public Works to post \$200 Additional Fines for speeding on residential city streets that have documented speeding problems. Text of approved ordinance is below:

Sec. 74-452. - Traffic calming via maximum speed limits in certain residential districts; penalty.

*Pursuant to § 46.2-878.2 of the Code of Virginia, any person who operates a motor vehicle in excess of the maximum speed limit established for any portion of the following highways located within the designated neighborhoods, on or after the effective date, shall be guilty of a traffic*



# Next Steps

Look at more soft treatment options

Enhance police coordination

Outreach to Customer Service Center

Look at outside the box options

Questions?

