

# ***STAFFORD COUNTY***

## ***RESIDENTIAL TRAFFIC MANAGEMENT PLAN***



*Prepared by:*

*Stafford County*

*Public Works Department - Transportation Engineering*

*Approved by:*

*Stafford County*

*Board of Supervisors*

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**Appendix**

VDOT Traffic Calming Guide for Local Residential Streets

Prepared by: Stafford County - Public Works Department - Transportation Engineering  
(formerly The Office of Transportation) - January 2008

Approved by: Stafford County Board of Supervisors - February 19, 2008  
Restricted Parking Area Program Approved - June 15, 2010  
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Since October 2002, the Stafford County Public Works Department Transportation Engineering Division has served as a liaison between local residents and the Virginia Department of Transportation (VDOT) regarding traffic related concerns. Through the County's Residential Traffic Management Plan (formerly the Traffic Calming Plan), various programs are available to citizens and communities to address residential traffic related problems for streets and roads operated and maintained by VDOT.

Based closely on VDOT's Residential Traffic Management Program and Traffic Calming Guide for Local Residential Streets, the County's Residential Traffic Management Plan (RTMP) is designed as a guideline to provide the following: 1) the minimum criteria (if any) to be satisfied; 2) the steps Stafford County citizens need to follow to obtain assistance with traffic related requests; 3) the process which the Stafford County Public Works Department Transportation Engineering (PWTE) will follow to resolve those requests.

Citizens may contact the Department of Public Works Transportation Engineering Division of the (formerly the Office of Transportation) for a copy of the Program Guidelines.

Traffic issues in residential areas may have various sources. To assist in identifying the source of the problem, the following questions should be answered.

- Is the issue related to the volume of traffic?
- Is the issue related to vehicular speed and volume of traffic?
- Is the affected street used as a short-cut between two streets, where the majority of the traffic that enters the street also exits the street?

If the answer to any of these questions is yes, the issue may be addressed through the **Residential Cut-Through Traffic Program**.

- Is the issue related primarily to that of vehicular speed?

This issue may be addressed through either the **Residence District - Additional \$200 Fine Signs or Traffic Calming Programs**.

- Is the issue related to vehicular speed and/or volume of traffic?
- Is the issue related to a hazardous intersection?
- Does the intersection in question have a history of crashes or accidents?

If the answer to these questions is yes, the issue may be addressed through **Traffic Calming Programs**.

- Is the issue related to the safety of children in the immediate area?

This issue may be addressed through the placement of **Watch for Children signs**.

- Is the issue related to commercial and/or industrial truck traffic?
- Does the truck traffic pose a threat to the safety of other motorists?

If the answer to any of these questions is yes, this issue may be addressed through the **Through Truck Restriction Program**.

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## **Residence District - Additional \$200 Fine Sign Program**

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### **PURPOSE**

The Residence District Program is designed to encourage motorists to obey the posted speed limit in certain residential areas by posting signs informing them of an additional \$200 fine for exceeding the posted speed limit. Motorists exceeding the posted speed limit within an established Residence District will be subject to a \$200 fine in addition to other penalties. The additional fine may be suspended and violators may be subject to 20 hours of community service as ordered by a court of law.

The Residence District Program may be utilized when a speeding problem exists, but does not meet the necessary criteria to warrant traffic calming measures.

### **CRITERIA**

To qualify for the Residence District Program, a street must meet the following minimum criteria:

- 1) Meet the definition of a residential local, collector, or minor arterial road as defined.
- 2) Have a posted speed limit of 35 MPH or less.

If the street meets the minimum VDOT criteria, the following additional criteria must also be satisfied:

- 3) Documented volume equal to or greater than 600 vehicles per day.
- 4) A documented speeding problem where the 85<sup>th</sup> percentile speed of vehicles is equal to or greater than 10 MPH over the posted speed limit, or where the average speed is at least 5 MPH over the posted speed limit.
- 5) A petition that supports the increased fines, signed by a minimum of 51% of the property owners/residents within the impacted area.

### **STEPS / PROCESS**

- 1) HOA provides written request stating its concern to its Supervisor. If no HOA exists, a written request, which includes signatures from ten (10) different residences, may be submitted.

The request should provide specific details regarding the nature of the problem, locations or specific streets where the problem is occurring, days of the week or times of day (if applicable) when the problem is most severe, and the program(s) the HOA or citizen(s) would like implemented. Requests for Residence District should also identify the specific section of street for the proposed district, typically between two (2) intersections.

- 2) Supervisor forwards request to PWTE for review.
- 3) PWTE reviews request and determines eligibility. If minimum criteria are met, PWTE performs a traffic study.

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The study will yield information pertaining to the volume and speed of vehicles and will aid in determining if the street meets all applicable criteria to warrant further Residence District consideration.

If minimum criteria are not met, the matter is closed and Supervisor is notified.

- 4) Following completion of the study, the results are evaluated by PWTE.

If study results indicate a speeding problem, Supervisor is notified and PWTE provides HOA or citizen(s) with the petition form and information regarding the impact area and number of signatures required. Collection of the required signatures is the responsibility of HOA or citizen(s).

Documented community support for a Residence District must be confirmed through a petition signed by at least 51% of the property owners/residents within the impacted area.

If the study does not indicate a speeding problem, the matter is closed and Supervisor is notified.

- 5) Completed submission forms are submitted to PWTE, who verifies each of the signatures and addresses. If minimum community support is confirmed, Supervisor is notified and PWTE prepares a proposed resolution for a Residence District.

If minimum community support is not confirmed, the matter is closed and Supervisor is notified.

- 6) PWTE presents a proposed resolution for a Residence District at the next Board meeting.

- 7) The Board reviews the proposed resolution for a Residence District, but will not note the issue at the time.

Because the establishment of a Residence District requires a revision to the county ordinance, the Board will authorize a formal public hearing to allow for public comment regarding the consideration of a Residence District. Advance notice of the public hearing will be given, and will be advertised in a local newspaper.

- 8) Following the public hearing, citizen comments on the proposed Residence District are presented at the next Board meeting, at which time the Board will proceed to a final vote on whether to approve the proposed ordinance.

- 9) If the Board approves the ordinance for a Residence District, PWTE notifies VDOT of approved ordinance and forwards support documentation for implementation.

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**COST and FUNDING INFORMATION**

Funding for the purchase and installation of Additional \$200 Fine signs will be provided by the VDOT Secondary System Construction Fund.

Formal Traffic Engineering Study (VDOT).....*To Be Determined*

24" x 18" Speeding - Additional \$200 Fine sign.....*To Be Determined*

Sign Installation (VDOT) .....*To Be Determined*



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## Residential Cut-Through Traffic

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### PURPOSE

The Residential Cut-Through Program is designed to restrict traffic through a residential area that uses specific streets as a short-cut to destinations outside of the community or immediate area through the use of passive and physical controls. Cut-through traffic is generally traffic that would be better served by local collector or arterial streets, but for various reasons uses residential streets.

Passive controls available include:

- Turn prohibition signs
- One-way street signs

Physical controls available include:

- Diagonal diverters
- Intersection cul-de-sacs
- Mid-block cul-de-sacs
- Semi-diverters
- Forced turn channelization
- Median barriers
- Traffic circles
- Speed humps

### CRITERIA

To qualify for the Residential Cut-Through Program, a street must meet the following criteria:

- 1) Meet the definition of a local residential street as defined.
- 2) Have a posted speed limit of 25 MPH.

If the street meets the minimum criteria, the following additional criteria must also be satisfied:

- 3) Cut-through traffic is 40% or more of the total one (1) hour, single direction volume
- 4) Minimum of 150 cut-through trips during one (1) hour in a single direction.
- 5) A petition that supports the cut-through traffic restriction, signed by a minimum of 75% of the property owners/residents within the impacted area.

**NOTE:** For consideration under the Residential Curt-Through Traffic program, collector roads must also have a minimum of 12 homes fronting on both sides per 1,000 linear feet of roadway, and may not serve as primary access to commercial or industrial areas.

In addition to the required criteria, PWTE will evaluate each request to determine the affected street's relationship to the comprehensive plan, the primary use area, which may include all other streets that may be accessed by using the affected street, and identification of alternative routes.

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**STEPS / PROCESS**

- 1) HOA provides written request stating its concern to its Supervisor. If no HOA exists, written request, which includes the signatures from ten (10) different residences, may be submitted.

The request should provide specific details regarding the nature of the problem, locations or specific streets where the problem is occurring, days of the week or times of day (if applicable) when the problem is most severe, and the program(s) HOA or citizen(s) would like implemented.

- 2) Supervisor forwards request to PWTE for review.
- 3) PWTE reviews request and determines eligibility. If minimum criteria are met, PWTE provides HOA or citizen(s) with the petition form and information regarding the impact area and number of signatures required. Collection of the required signatures is the responsibility of HOA or citizen(s).

Documented community support for a Residential Cut-Through Traffic restriction must be confirmed through a petition signed by at least 75% of the residents of the property owners/residents within the impacted area.

If minimum criteria are not met, the matter is closed and Supervisor is notified.

- 4) Completed petition forms are submitted to PWTE, who verifies each of the signatures and addresses. If minimum community support is confirmed, Supervisor is notified and PWTE prepares and presents a proposed resolution for evaluation and development of a Cut-Through Restriction Plan at the next Board meeting.

The VDOT/PWTE joint study will yield information pertaining to the volume and speed of vehicles, intersection analyses, pedestrian data, potential safety impacts, and proposed alternative routes (if any) and will aid in determining if the street meets all applicable criteria.

If minimum community support is not confirmed, the matter is closed and Supervisor is notified.

- 5) If the Board approves the resolution for VDOT evaluation and development of a Cut-Through Restriction Plan, PWTE notifies VDOT of approved resolution and forwards request.

If the Board does not approve the proposed resolution, the matter is closed and Supervisor is notified.

- 6) Based on VDOT's finding and recommendations, a task force is formed to develop a Cut-Through Restriction Plan, and PWTE will solicit written comments from county agencies to include the Department of Fire and Rescue, the Sheriff's Office, and Stafford County School Transportation. Written comments are submitted to PWTE.



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If VDOT’s findings and recommendations indicate that a Residential Cut-Through Traffic restriction is not warranted, Supervisor is notified. Alternative measures may be addressed at this time.

- 7) Subsequent to VDOT’s findings and receipt of written comments, VDOT and PWTE will discuss available options and solutions, and an agreement is made as to which methods are most desirable and associated cost information is collected.
- 8) Prior to implementation, a joint public hearing will be held to allow for public comment regarding the proposed plan and implementation of the Residential Cut-Through Traffic restriction. Advance notice of the public hearing will be given, and will be advertised in a local newspaper.
- 9) Following the joint public hearing, PWTE prepares and presents a proposed resolution to approve and implement the Cut-Through Restriction plan at the next Board meeting.
- 10) If the Board approves the resolution to approve and implement the Cut-Through Restriction plan, PWTE notifies VDOT of approved resolution and forwards approved plan for implementation.

If the Board does not approve the proposed resolution to approve and implement the plan, the matter is closed and HOA or citizen(s) is notified.

**COST and FUNDING INFORMATION**

Funding for the purchase and installation of all passive and physical controls and will be provided by the VDOT Secondary System Construction Fund.

Formal Traffic Engineering Study (VDOT).....*To Be Determined*

Passive Controls

Turn Prohibition sign.....*To Be Determined*

One Way sign.....*To Be Determined*

Stop sign.....*To Be Determined*

Sign Installation (VDOT) .....*To Be Determined*

Physical Controls

Diagonal Diverters.....*To Be Determined*

Semi-Diverters.....*To Be Determined*

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Intersection Cul-de-sac.....	<i>To Be Determined</i>
Mid-Block Cul-de-sac.....	<i>To Be Determined</i>
Forced Turn Channelization.....	<i>To Be Determined</i>
Median Barriers .....	<i>To Be Determined</i>
Traffic Circle.....	\$3,500 - \$15,000
Speed Humps.....	\$2,000 - \$3,000



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## **Restricted Parking Area Program**

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### **PURPOSE**

The Restricted Parking Area Program is a tool for HOAs or citizen(s) to establish restricted parking areas within their communities. The program was specifically designed for the purpose of prohibiting or restricting the parking of watercraft, boat trailers, motor homes, camping trailers, and commercial vehicles and trailers on public highways.

Any person who parks a prohibited vehicle within an established restricted parking area will be subject to a \$35 fine.

The Restricted Parking Area Program should be carefully considered, as all requests received will be considered a request to restrict parking on ALL streets within the subdivision. In an effort to avoid singling out specific residents or neighbor-on-neighbor disputes, requests to restrict parking on specific/individual streets or to restrict other vehicle/trailer types not specifically identified within Stafford County Code Section 15-55 will not be honored.

### **CRITERIA**

To qualify for the Restricted Parking Area Program, a street must meet the following criteria:

- 1) Meet the definition of a highway or public highway as defined.
- 2) A petition that supports establishment of a restricted parking area, signed by a minimum of 51% of the property owners/residents of impacted properties, or an approved/certified resolution from the HOA Board of Directors requesting establishment of a restricted parking area.

If the street is private and has restricted access such as those in a gated community, the requested street(s) must be designated as a “highway” (specifically for law-enforcement purposes) by ordinance adopted by the Board of Supervisors, prior to consideration for the Restricted Parking Area Program.

### **STEPS / PROCESS**

- 1) HOA provides a resolution of the Board of Directors requesting a restricted parking area in the subdivision to its Supervisor. If no HOA exists, a written request, which includes a petition signed by 51% of the property owners/residents of impacted properties, must be submitted. The written request should also include a description of parking areas to be restricted.
- 2) Supervisor sends HOA resolution or citizen petition to the County’s Citizen Action Officer, who forwards it to PWTE for review.
- 3) PWTE reviews request and determines eligibility. If a petition that supports establishment of a restricted parking area is submitted, PWTE verifies each of the signatures and addresses.

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If minimum criteria are not met, the matter is closed and Supervisor is notified.

- 4) PWTE presents a proposed ordinance revision for Restricted Parking Areas at a future Board meeting.
- 5) The Board reviews the proposed ordinance for Restricted Parking Areas, and if appropriate, authorizes a public hearing.

Because the establishment of restricted parking area requires a revision to the county ordinance, the Board will authorize a formal public hearing to allow for public comment regarding the consideration of the proposed restricted parking areas. Advance notice of the public hearing will be given, and will be advertised in a local newspaper and a copy will be available for inspection in the County Administrator's Office.

The public hearing is scheduled to coincide with a regularly scheduled Board meeting.

- 6) Following the public hearing, citizen comments on the proposed restricted parking areas are considered by the Board, at which time the Board will proceed to a final vote on whether to approve the proposed ordinance revision.
- 7) If the Board approves the ordinance for the new restricted parking area, PWTE notifies the Sheriff's Office and HOA or requesting petitioners of the approved ordinance.
- 8) Following notification of the approved ordinance and establishment of the new restricted parking area, HOA or requesting petitioners must notify all property owners/residents that: 1) a new restricted parking area was established and 2) the geographical area included within the new restricted parking area.

The HOA should provide written confirmation to PWTE within 30 days, regarding the method and date property owners/residents were notified of the new restricted parking area.

**COST and FUNDING INFORMATION**

None. No signage is provided under the Residential Parking Restriction Program.

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## Through Truck Restriction Program

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### PURPOSE

The Through Truck Restriction Program is designed to restrict commercial and/or industrial truck traffic through residential areas in an effort to promote the health, safety, and welfare of the citizens without creating an undue hardship on any user of the transportation network.

When the character or frequency of the truck traffic is not compatible with the area, use of the Through Truck Restriction Program may reduce potential conflicts and create a safer environment for citizens and other motorists.

Such restrictions may apply to any truck, truck and trailer or semi-trailer combination, or any combination thereof, except pick-up and panel trucks.

### CRITERIA

To qualify for the Through Truck Restriction Program, a street must meet the following minimum criteria:

- 1) Meet the definition of a local residential street as defined.
- 2) Reasonable alternate route is available; to be considered “reasonable”, the alternate route must be sufficient and appropriate for truck traffic, and must have a terminus identical to the existing route.

### STEPS / PROCESS

- 1) HOA provides written request stating its concern to its Supervisor. If no HOA exists, written request, which includes the signatures from ten (10) different residences, may be submitted.

The request should provide specific details regarding the nature of the problem, locations or specific streets where the problem is occurring, days of the week or times of day (if applicable) when the problem is most severe, and the program(s) the HOA or citizen(s) would like implemented.

- 2) Supervisor forwards request to PWTE for review.
- 3) PWTE reviews request and determines eligibility. If minimum criteria are met, PWTE will prepare \_\_\_\_\_ and present a proposed resolution for implementation of a Through Truck Restriction at the \_\_\_\_\_ next Board meeting.
- 4) The Board will review the proposed resolution for implementation of a Through Truck Restriction, and will authorize a formal public hearing to allow an opportunity for public comment.

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Advance notice of the public hearing will be given, and will be advertised in a local newspaper.

- 5) Citizen comments on the proposed Through Truck Restriction will be presented at the public hearing at the next Board meeting, at which time the Board will proceed to a final vote on whether to approve the proposed resolution.

If the Board approves the resolution for a Through Truck Restriction, staff notifies VDOT of approved resolution and forwards support documentation.

- 6) Upon receipt of the approved resolution, VDOT will conduct a Traffic Engineering Study to obtain the necessary support data for a Through Truck Restriction.

The study will yield information pertaining to reasonable alternative routes, safety issues, accident history, roadway engineering, vehicle composition, and other traffic engineering related issues.

- 7) Following completion of the study, VDOT will provide PWTE with its findings and recommendations.

If VDOT’s findings and recommendations indicate a Through Truck Restriction is not warranted, Supervisor is notified.

- 8) If the street qualifies for a Through Truck Restriction, VDOT implements the restriction and installs “*Through Truck Prohibited*” signs under the authorization of the Commonwealth Transportation Board (CTB) or VDOT Commissioner.

**COST and FUNDING INFORMATION**

Funding for the purchase and installation of No Through Truck signs will be provided by the VDOT Secondary System Construction Fund.

Formal Traffic Engineering Study (VDOT) .....*To Be Determined*

Through Trucks Prohibited sign .....*To Be Determined*



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## Traffic Calming Program

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### PURPOSE

The Traffic Calming Program is designed to slow down traffic on residential streets by utilizing a series of processes, beginning with the least intrusive means. Traffic calming is not to be implemented to simply discourage, restrict, or divert traffic. When the most severe traffic calming measures are implemented, the road itself is restricted in such a way that motorists are not able to maintain a 25 mph speed. These measures have negative impacts on the response time for law enforcement and emergency services and make snow removal more challenging.

While there are downsides to traffic calming, when speeds on a residential street are consistently and significantly higher than the posted speed, traffic calming may be required. Effective traffic calming results in a reduction in vehicular speeds and the promotion of safe conditions for motorists, bicyclists, pedestrians and residents, traffic calming measures may include:

- Community awareness and education
- Enforcement
- Non-physical measures (narrowing pavement marking)
- Physical measures (speed bumps, traffic circles, chokers)

### GENERAL CRITERIA

To qualify for the Traffic Calming Program, a street must meet the following minimum VDOT criteria:

- 1) Meet the definition of a local residential street as defined.
- 2) Have a posted speed limit of 25 MPH.

To warrant further Traffic Calming consideration, the following additional VDOT criteria must also be satisfied:

- 3) Documented volume of 600 - 4000 vehicles per day (Physical measures only).
- 4) A documented speeding problem where the 85<sup>th</sup> percentile speed of vehicles is equal to or greater than 10 MPH over the posted speed limit, or where the average speed is at least 5 MPH over the posted speed limit.
- 5) A petition that supports the traffic calming measures, signed by a minimum of 75% of the property owners/residents within the impacted area.
- 6) VDOT will review, evaluate, and respond to requests for exceptions to the established criteria.

**NOTE:** For consideration under the Traffic Calming program, collector roads must also have a minimum of 12 homes fronting on both sides per 1,000 linear feet of roadway, and may not serve as primary access to commercial or industrial areas.

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**AVAILABLE OPTIONS**

The following traffic calming options are available based on documented traffic volumes:

Less than 600 vehicles per day

- Education
- Enforcement
- Non-physical measures

600 - 4,000 vehicles per day

- Education
- Enforcement
- Non-physical measures
- Physical Measures

Greater than 4,000 vehicles per day

- Education
- Enforcement
- Alternative actions only

**EVALUATION**

Within one (1) year of installation, a follow-up evaluation should be conducted to determine if the selected traffic calming measures are effective. Findings and recommendations will be provided to those citizens, HOAs, and agencies involved in the planning process in an effort to obtain feedback. Based on the results of the evaluation, VDOT recommendations, and citizen response, or if unforeseen safety problems develop, the county and/or VDOT may decide to remove the traffic calming measures.

**COST and FUNDING INFORMATION**

Funding for the installation of all Traffic Calming measures will be provided by the VDOT Secondary System Construction Fund.

Formal Traffic Engineering Study (VDOT) .....*To Be Determined*

Physical Measures

Speed Hump (each).....	\$2,000 - \$3,000
Choker (per pair).....	\$7,000 - \$10,000
Raised Crosswalk (each).....	\$2,500 - \$8,000



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Traffic Circle (per circle).....	\$3,500 - \$15,000
Crosswalk Refuge (each).....	\$5,000 - \$15,000
Raised Median Island (each).....	\$5,000 - \$15,000
Chicane (set) .....	\$5,000 - \$15,000

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## Watch for Children Sign Program

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### PURPOSE

The Watch for Children Sign Program is a tool designed for HOAs and citizens to request the installation of signs alerting motorists that children may be at play nearby. Generally, Watch for Children (WFC) signs may be installed within residential communities with a high concentration of young children.

### CRITERIA

To qualify for the WFC Program, a street must meet the following criteria: *(UNDER REVISION 2018)*

- 1) Within a subdivision, a single sign may be placed on streets that are major entry points where the statutory or posted speed limit is 35 mph or less, beyond but not within 200 feet of, the posted speed limit sign.
- 2) At the major approach(s) to a residential development not within or part of a subdivision where there is 1/3 mile or more of residential development (either side of roadway) with direct frontage/access and where the speed limit has been reduced to 35 mph or less; a single sign may be installed beyond but not within 200 feet from, the (reduced) post speed limit sign.
- 3) As generally outlined in the latest edition of MUTCD.
- 4) Signs shall not be installed where indicated as follows:
  - on any roadway where the speed limit exceeds 35 mph
  - in lieu of a standard Playground sign (W15-1), used to warn motorists of a designated playground
  - at a location where School warning signs are in place
  - in combination (same pole) with any other regulatory or warning signs
  - preceding any existing regulatory or warning signs
  - closer than 200 feet to any existing regulatory or warning signs
- 5) Should VDOT determine that another regulatory or warning sign must be placed such that it would violate the rules above, the VDOT sign will take priority and the Watch for Children sign will be relocated by the county/town at its expense.

### STEPS / PROCESS

- 1) HOA provides written request stating its concern to its Supervisor. If no HOA exists, written request, which includes signatures from ten (10) different residences, may be submitted.

The request should provide specific details regarding the nature of the problem, locations or specific streets where the problem is occurring, days of the week or times of day (if applicable) when the problem is most severe, and the program(s) the HOA or Citizen(s) would like implemented.

- 2) Supervisor forwards request to PWTE for review.

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- 3) PWTE reviews request and determines eligibility. If street meets established criteria, PWTE will prepare and present a proposed resolution for installation of WFC signs at the next Board meeting.

If the request does not meet all required criteria, the matter is closed and Supervisor is notified.

- 4) If the Board approves the resolution for installation of WFC signs, PWTE notifies VDOT of approved resolution and requests permission and locations to install WFC signs.

**COST and FUNDING INFORMATION**

Funding for the purchase and installation of Watch for Children signs will be provided by the County's Transportation fund.

Watch for Children sign .....*To Be Determined*

Sign Installation.....*To Be Determined*



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## Definitions

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Chicane -

alternating constrictions built curbside to create a bend in a formerly straight street, forcing vehicles to negotiate the narrowed street in a snake-like fashion

*(Traffic Calming)*

Choker -

physical constriction built at the curb side of the roadway to reduce the width of the travel lane

*(Traffic Calming)*

Collector Street/Road -

a road exhibiting the residential characteristics listed for Local Residential Streets as well as serving traffic movements between residential areas and major roadways

Crosswalk Refuge -

raised median in the middle of the roadway with a cut provided for the crosswalk

Community Awareness -

campaign in which residents are made aware of the speeding concerns and Education within their community, and are reminded of the importance of driving safely

Cut-Through Traffic -

traffic passing through an area without stopping or without at least one (1) trip end within the area

Day -

a 24-hour period

Diagonal Diverters -

barriers placed diagonally across a four-legged intersection to, in effect, convert the intersection into two unconnected streets

*(Residential Cut-Through)*

Enforcement -

where the local sheriff's office monitors and enforces the posted speed limit

Forced Turn Channelization -

traffic islands specifically designed to prevent traffic from executing specific movements

*(Residential Cut-Through)*

Impact Area -

a geographic area that may be affected by the proposed traffic management measures (i.e. residents who live on streets that connect with the street of issue may be impacted by the proposed measures)

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Intersection Cul-de-sac -  
complete barriers of streets retrofitted at the intersection  
*(Residential Cut-Through)*

Local Residential Street -  
a road built as part of a residential development, or road where residential development has taken place resulting in a neighborhood of community resembling a residential development. Streets must have the residential units facing the street and provide driveway connections or curbside parking for a majority of the residential units.

Median Barriers -  
standard traffic engineering devices employed to prevent left-turn entries to local neighborhood streets and to prevent through traffic flows  
*(Residential Cut-Through)*

Mid-block Cul-de-sac -  
complete barriers within a block rather than at an intersection  
*(Residential Cut-Through)*

Minor Arterial Street/Road -  
a road exhibiting the residential characteristics listed for Local Residential Streets. These streets also serve tips of moderate lengths at a somewhat lower level of travel mobility than principal arterials, provide access to geographic areas smaller than those served by the higher system, and provide intracommunity continuity

Non-physical Measures -  
low-cost measures that do not physically restrict driver maneuvers, such as pavement markings to narrow travel lanes  
*(Traffic Calming)*

Passive Controls -  
devices that use regulations, warnings, or similar methods to restrict vehicle movement, such as signs, traffic signals, and pavement markings  
*(Residential Cut-Through)*

Physical Controls -  
devices that physically guide or restrict all or selected traffic movements with the objective of breaking up the continuity of neighborhood streets to reduce or eliminate their use as through streets  
*(Residential Cut-Through)*

Physical Measures -  
devices designed to reduce speed by creating a vertical or horizontal shift in the roadway or travel lanes  
*(Traffic Calming)*

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Raised Crosswalk -

raised hump in the roadway with a 10-foot flat top, extending across the road  
*(Traffic Calming)*

Raised Median Island -

raised median in the middle of the roadway  
*(Traffic Calming)*

Residence District -

area contiguous to a highway, not comprising of a business district, where 75% or more of the property abutting such highway on either side of the highway, for a distance of 300 feet or more consist of land improved for dwelling purposes, is occupied by dwellings, or consists of land or buildings is use for business purposes, or consists of territory zoned residential or in residential subdivisions

Semi-diverters -

barriers to traffic traveling in one direction on a street that permits traffic traveling in the opposite direction to pass through  
*(Residential Cut-Through)*

Speed Humps -

raised hump in the roadway with a parabolic top, extending across the road  
*(Residential Cut-Through and Traffic Calming)*

Traffic Circles -

elevated area in the middle of an intersection that provides circular, counter-clockwise traffic flow  
*(Residential Cut-Through and Traffic Calming)*

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## References

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- 1) Virginia Department of Transportation. Traffic Calming Guide for Local Residential Streets, October 2002.
- 2) Virginia Department of Transportation. Policy and Procedures for Installation of Signs Advising of Maximum Penalty for Speeding in Certain Residence Districts, June 28, 1999.
- 3) Virginia Department of Transportation. Policy and Procedures of Residential Cut-Through Traffic, June 7, 1996.
- 4) Virginia Department of Transportation. Guidelines for Considering Requests to Restrict Through Trucks on Primary and Secondary Highways, October 16, 2003.
- 5) Virginia Department of Transportation. Traffic Engineering Division Memorandum TE-280 pertaining to the process for installation of Watch for Children signs, June 11, 1997.
- 6) Federal Highway Administration. Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2003 Edition.