City of Essex Junction
Traffic Calming Manual

Adopted December 17th, 2025

1. Introduction

This policy details the process for the identification, evaluation, prioritization, and implementation of traffic calming measures in Essex Junction. These projects are designed to make streets safer, reduce vehicle speeds, and create more comfortable environments through the implementation of traffic calming.

1.1 What is traffic calming?

Traffic calming is the addition of physical roadway features (bump outs, speed humps, chicanes, lane striping, etc.) to reduce vehicle speeds in targeted areas. Traffic calming interventions are self-enforcing and are meant to result in durable changes in driver behavior.

The goals of traffic calming are to reduce automobile speeds, increase safety for all road users, and to manage traffic flow and discourage cut-through traffic on certain streets. Specifically:

A. Reduce Automobile Speeds
Slowing vehicle speeds is particularly important in areas with high pedestrian or cyclist activity, such as residential neighborhoods, school zones, and nearby parks.

B. Increase Safety for all Road Users
Traffic calming can help reduce the frequency and severity of crashes. The link between vehicle speed and survivability is non-linear, with the risk of pedestrian fatality rising exponentially as speeds increase. Conversely, even small reductions in average speed can have large safety gains.

C. Discourage Cut-Through Traffic
On collector and local roads[1], traffic calming can help minimize cut-through traffic and discourage drivers from using smaller streets as shortcuts that are not intended to handle higher traffic volumes.

1.2 What is not traffic calming?

Traffic calming focuses on physical changes to the road environment that naturally slow traffic and improve safety without relying on external enforcement or driver compliance. Some common traffic safety initiatives which do not meet this definition include:

[1] See Section 10 for a map of roads by functional class.

A. Driver Safety Education
Although education is an essential tool for raising awareness about safe driving, it does not physically slow down traffic or automatically alter driver behavior.

B. Speed Limit Enforcement by Police
Speed enforcement requires active monitoring by law enforcement. While this can be deployed quickly, strategically, or in response to complaints, it is not a self-enforcing measure. Automated speed enforcement cameras may potentially allow for more durable results but at the time of this policy's adoption, there is no legal framework for their implementation in Vermont.

C. Stop Signs
The Manual on Uniform Traffic Control Devices (MUTCD) states clearly that "STOP signs shall not be used for speed control" (Section 2B.06).

2. Traffic Calming Evaluation Process

While traffic calming projects may be identified through other City processes (i.e. the City's Comprehensive Planning process, Capital Planning, etc), this policy also provides a pathway for community members to request improvements directly.

The following summarizes the evaluation process for community-initiated requests. This evaluation will be completed by the Community Development Department.

2.1 Submit a Request

1. Interested parties may report concerns and request traffic calming regarding any street or intersection in the City. Applicants must include the street with an approximate address or intersection name and details on the traffic concern. This can be done by:

   - SeeClickFix report via City website
   - Call (802) 878-6944
   - Email admin@essexjunction.org
   - Report your concern in person at the Essex Junction Municipal Offices (2 Lincoln Street, Essex Junction, VT 05452)

2.2 Assessment

City staff will review the request using available data to determine whether the location has been previously studied and whether it meets the scoring threshold

for further investigation. If it meets Step 1 and Step 2 thresholds as outlined in Section 4.2, City staff will collect speed data to complete Step 3 and to generate a *Full Transportation Score*.

2.3 Community Input Meeting

If a location meets the Step 3 Full Transportation Score threshold, the City will host a *Community Input Meeting* to discuss that location. This meeting will be an agenda item on a regularly scheduled Bike/Walk Advisory Committee (BWAC) meeting, providing an opportunity for members of the public to share input on neighborhood context. The City will make reasonable efforts to notify neighboring residents of this meeting, using methods such as physical signage, mailed notices or door hangers.

Location Scores may be adjusted based on the findings of this meeting. After the meeting, the Transportation Score, Community Score, and Local Support Score will be combined to form the Project Prioritization Score. This updated score will serve as guidance for the prioritization of projects to advance to the Evaluation and Recommendation step.

2.4 Evaluation and Recommendation

When resources are available, a Technical Review Committee, including representatives from the Community Development Department, Public Works, Fire Department, Police Department, and the City Engineer, will evaluate and recommend an appropriate pilot or permanent traffic calming treatment for one or more high-scoring locations.

2.5 Project Endorsement Meeting, Design, and Queueing

City staff will present the proposed treatment at a second BWAC public meeting, the *Project Endorsement Meeting*. If supported by BWAC and other interested community members, the project will be presented to the City Council for approval. If approved, the project will be designed and added to the implementation queue. Projects will be implemented when feasible and upon City Council approval.

Additional notes:

- Only City-owned roads are eligible for City-installed traffic calming.
- The applicant is not required to suggest a treatment type. City staff will explore potential traffic calming treatments using tables 6.1 and 6.2, professional judgement, and community input.

- The applicant will not be required to fund the project.
- The applicant is not responsible for collecting data. City staff or a hired consultant will research existing data and collect additional data if necessary.
- City staff reserves the right to conduct a study of traffic calming opportunities in locations that don't meet the minimum threshold or where no prior requests were made.

3. Data Collection

The evaluation criteria are divided in into two general categories: “Transportation”, and “Community”.

3.1 Transportation Data

Existing data will be reviewed to determine if the submitted location meets the scoring thresholds for Step 1- *Initial Transportation Score* and Step 2- *Community Score* as outlined in Section 4.2. If necessary, City staff will collect field data on Speed and Volume to validate existing data used in Step 1, complete Step 3, and to generate a *Full Transportation Score*. If needed, traffic volume estimates may be interpolated from existing data from nearby streets with similar characteristics.

Crash data will be evaluated by the frequency, severity, and cause of crash from the past five (5) of Vermont Agency of Transportation Crash Data Query Tool and Essex Junction records, such as police reports or other data.

3.2 Community Data

Trip generators and bike/pedestrian facilities will be confirmed through map data or site visits. *Community Score* factors include proximity to pedestrian generators, senior, congregate, income-qualified, permanently affordable, or family care housing within a 0.25-mile radius of the submitted location. Pedestrian generator is defined as a facility that generates significant pedestrian activity and includes schools, parks, libraries, bus transit stops, or large employers.

3.3 Local Support Data

Local support for traffic calming measures will be recorded and scored based on the number of unique local residents and stakeholders expressing support for their street. Support may be provided at a Community Input Meeting or through direct communication with City staff or elected officials. Local residents and stakeholders include property owners and people who live, work, or regularly visit

properties near or along the road under consideration. Each individual is counted only once.

3.4 Additional Considerations

Additional context-specific considerations for staff evaluation may include the speed and volume of traffic on neighboring streets, as well as any upcoming planned construction or modifications.

4. Evaluation

4.1 Purpose

The evaluation rubric is designed to prioritize traffic calming investments to locations with the highest overall risk, including those with a history of crashes, significant numbers of people affected, and a high presence of vulnerable road users as defined in 23 VSA § 4(81). The scoring thresholds in Section 4.2 are designed to ensure that the most critical and impactful locations are prioritized for traffic calming.

4.2 Scoring Thresholds

To advance to the design phase, a location must pass all of the following minimum score thresholds:

Step 1: *Initial Transportation Score*: 15 or higher

- This includes Volume and Safety subcategories.
- Locations that exceed this threshold will be further evaluated in Step 2.

Step 2: *Community Score*: 30 or higher

- Locations that exceed this threshold will be further evaluated in Step 3.

Step 3: *Full Transportation Score*: 30 or higher

- This includes Speed, Volume, and Safety subcategories.
- Locations where 85 Percentile Speed is below the speed limit will be removed from consideration.
- Locations that exceed this threshold will be discussed at a community meeting, which will help inform the Final Prioritization Score for project prioritization.

Step 4: *Project Prioritization Score*

- This is the sum of the Full Transportation Score, Community Score, and Local Support Score adjusted in response to any new information obtained during community meeting.
- This summary score will serve as guidance for the prioritization of projects to advance to the Evaluation and Recommendation step.

4.3 Calibration and Adjustments

Scoring weights and thresholds may be periodically reviewed by City staff to reflect changing conditions and improve program effectiveness; however, any changes to these scoring weights and thresholds must be approved by the City Council before taking effect.

4.4 Ineligible Locations

If a location does not meet the minimum score thresholds, or if the 85th Percentile Speed is below the speed limit, it will not move forward for traffic calming treatment as a part of this process. In such cases:

- A new request for the same location will not be considered for three (3) years from the location's first submission date, unless there is a substantial change in traffic patterns or nearby development as determined by City staff.
- The City will post the results of all evaluations on its website for transparency.
- Traffic calming or other changes to the street may still be considered through other City processes (i.e. the City's Comprehensive Planning process, Capital Planning, etc).

4.5 Data Sources and Timeframe

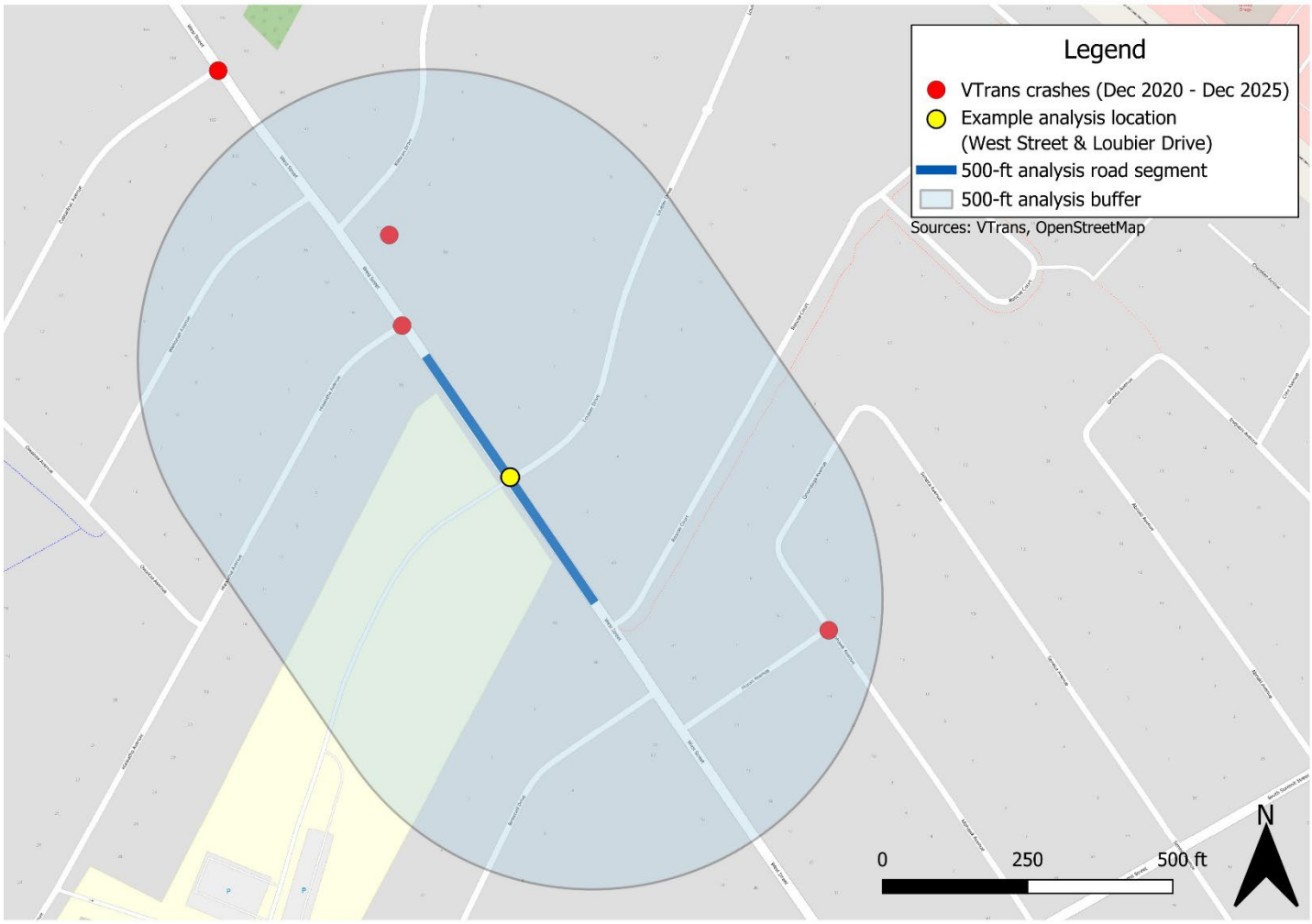
Unless otherwise noted, scoring is determined using the past five (5) years of available data. This includes crash history, traffic volume, speed data, and other relevant factors.

4.6 Evaluation Rubric

See table below for the evaluation rubric.

Technical note: For the purposes of GIS analysis and scoring only, locations are scored using a road segment measuring 500 feet in length, or the full length of the street if it is shorter. If a radius is included in the criteria, the buffer is applied to the road segment, excluding any data on parallel streets. For example, crash data is

scored per crash within 500-foot radius of this study segment, so all crashes along a road within 1,500 ft would be counted. See illustration below:



In this example, at the intersection of West Street and Loubier Street, a 500 ft segment is studied. As per the Evaluation Rubric, crash data is scored per crash within 500-foot radius of this study segment, so all crashes along a road within 1,500 ft would be counted.

Category	Sub-Category	Street Type	Criteria	Points	Maximum Points
Transportation	Speed	All	Apply points per MPH only if 85th percentile speed is ≥ 5 MPH over posted limit.	2	20
	Volume	Arterial	Per 100 AADT over 5000	2	25
		Major Collector	Per 100 AADT over 3500		
		Minor Collector	Per 100 AADT over 2000		
		Local	Per 100 AADT over 400	4	
	Safety	All	Per crash within 500 ft radius of study segment (past 5 years)	5	10
			Per fatal crash or any crash involving cyclist or pedestrian or other vulnerable road user within 500 ft radius of study segment (past 5 years)	15	15
Maximum Transportation Score					70

Category	Sub-Category	Criteria	Points	Maximum Points
Community	Proximity to Pedestrian Generators	Directly Adjacent - within certain feet of ROW	10	10
		Within 250-foot radius	8	
		Within 500-foot radius	5	
		School located within 0.25 mile radius	7	7
	/Pedestrian Facilities	No sidewalk on road	15	15
		Sidewalk on one side of road	10	
		Sidewalk on both sides of road	8	
		Bike lanes	4	
		Shared use path	4	
		No crosswalk on road	8	8
		Mid-Block crossing within 500-foot radius	4	
		On known school route	10	10
		On bicycle boulevard mapped in the City's Comprehensive Plan or any current and approved transportation plan	5	5
	Other Community Factors	Senior or congregate housing located within 0.25 mile radius	5	15
		Permanently affordable housing located within 0.25 mile radius	5	
		Family care home/facility located within 0.25 mile radius	5	
Maximum Community Score				70

Category	Criteria	Points	Maximum Points
Local Support	Number of local residents or stakeholders who have voiced support for the addition of traffic calming measures during the past three years	2	20
Maximum Local Support Score			20

5. Pilot Projects

5.1 Purpose

Traffic calming projects may be tested using temporary materials as part of a pilot program. Pilot installations are particularly useful when outcomes are uncertain, the intervention is part of a complex or area-wide plan, or a new or unfamiliar traffic calming measure is being introduced.

Pilot installations can often be implemented at a lower cost using flexible, temporary materials such as paint, flexible posts, planters, and signage. These elements allow the City to test a design's effectiveness before committing to permanent infrastructure.

5.2 Duration and Maintenance

The length of pilot installation will be determined by City staff based on the specific context of the location. When feasible, pilot treatments may remain in place year-round. Some materials may require periodic replacement or maintenance to preserve the installation's intended design and functionality.

5.3 Evaluation and Next Steps

Following installation, the City will monitor the pilot treatment and will make prompt adjustments if any immediate safety or operational concerns arise. These targeted modifications are intended to address urgent issues and do not constitute a full evaluation of the pilot's performance.

A broader assessment of the pilot's effectiveness, including community feedback, speed and volume data, and input gathered through a BWAC public meeting or other engagement methods, will be conducted approximately six months to one year after installation. This longer evaluation window helps ensure that the assessment reflects typical traffic patterns after the initial period of adjustment.

If the pilot is ultimately found to be effective, the City may seek funding and move forward with the design and construction of a permanent installation through the capital program or external grant opportunities. If the pilot does not meet the program's objectives, the design may be revised and tested again, or the treatment may be removed.

6. Traffic Calming Toolkit

As part of the traffic calming design process, City staff may select from a broad menu of proven interventions based on nationally recognized best practices and local context. Design decisions will be guided by resources such as:

- Vermont Agency of Transportation's (VTrans) Speeding Countermeasures Toolbox
- National Association of City Transportation Officials' (NACTO) Urban Street Design Guide
- Federal Highway Administration's (FHWA) Traffic Calming ePrimer
- Institute of Transportation Engineers' (ITE) Designing Walkable Urban Thoroughfares

Traffic calming resources from other Chittenden County Municipalities may also be considered. These include:

- City of Burlington's Traffic Calming Manual
- City of Winooski Traffic Calming Manual
- City of South Burlington Traffic Request Evaluation Guidance

These tools help ensure that treatments—such as curb extensions, chicanes, speed humps, raised crosswalks, and lane narrowing—are applied appropriately and effectively to improve safety, slow vehicle speeds, and enhance the livability of neighborhoods.

The VTrans Speeding Countermeasures Toolbox (Section 6.1) and the Essex Junction Traffic Calming Summary Table (Section 6.2) each provide initial guidance on the application of traffic calming measures under various contexts.

6.1 Summary Table from VTrans Speeding Countermeasures Toolbox

++ most favorable / most common
+ moderately favorable / moderately common
– not favorable / not common
seek seek Agency review/assistance

Type	Speeding Countermeasure	Frequency of Use in Vermont	Snow and Ice Control	Emergency Response	Cost / Maintenance	Speed Reduction Potential	Within Village or Town Center (< 35 mph)	Within Transition Zone (> 35 mph)
Horizontal deflections	Lane or street narrowing	+	+	+	+	+	++	++
	Lateral shift	+	+	+	+	+	+	+
	Bulbout / pinchpoint / choker	+	+	+	+	+	++	–
	Median island	+	+	+	+	+	+	+
	Mini-roundabout	–	–	+	–	++	++	–
	Neighborhood traffic circle	+	+	+	–	++	++	–
Vertical deflections	Speed hump or cushion	+	–	+	–	++	++	–
	Raised crosswalk / speed table	+	–	+	–	++	++	–
	Raised intersection	–	–	+	–	++	++	–
Perceptual, or passive, measures	Road diet	+	++	++	+	+	++	+
	Radar speed feedback signs	++	++	++	+	+	++	+
	Transverse line markings	+	++	++	+	+	+	++
	Gateway signing / landscaping	++	++	++	++	+	–	++
	Transverse mumble strips	–	+	+	+	+	+	+
	[SLOW]/[-- MPH] pavement word marking	–	++	++	+	+	+	–

6.2 Essex Junction Traffic Calming Summary Table

This table is adapted from the City of Burlington's 2020 Traffic Calming Manual for application to Essex Junction's context.

TRAFFIC CALMING MEASURES AND CONTEXTUAL GUIDANCE

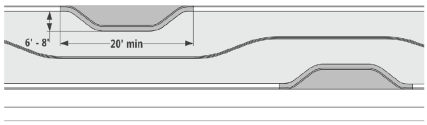
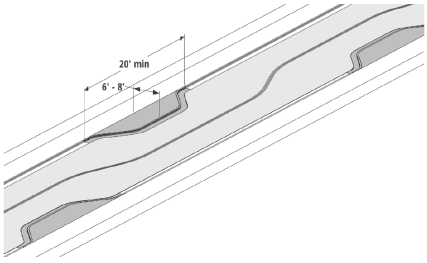
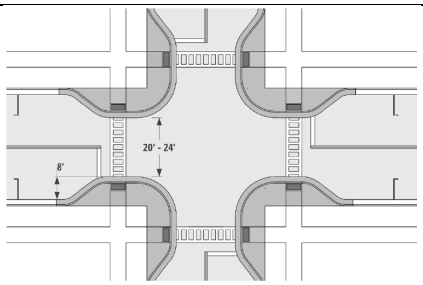
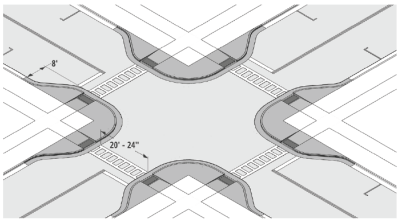
+	Most desirable
!	Engineering judgment
-	Not recommended

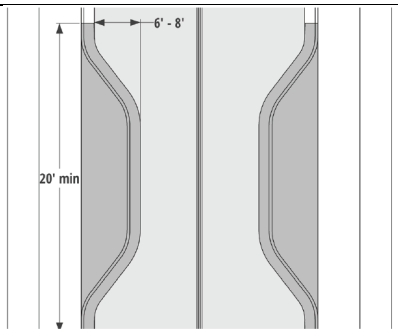
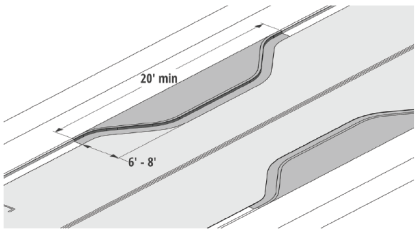
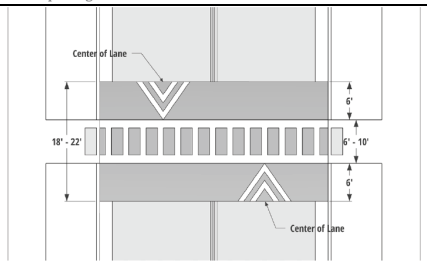
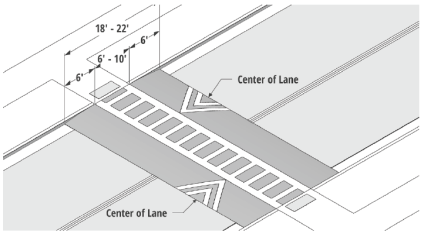
Essex Junction Street Typology	Local & Minor Collector Street		Designated Bicycle Boulevard		Street with All-Day Transit Service			Arterial & Major Collector Street		
Low-Impact Physical Design	2-lane	3-lane	2-lane	3-lane	2-lane	3-lane	4-lane	2-lane	3-lane	4-lane
Rumble Strips	-	-	-	-	!	!	+	!	+	+
Reallocation of Pavement Space	-	-	+	+	+	+	!	+	+	-
Curb Extension	+	+	+	+	!	!	!	+	+	+
Choker	+	!	+	!	!	!	-	+	!	-
Chicane	+	!	+	!	!	!	-	!	!	-
Speed Hump	+	+	!	!	-	-	-	!	-	-
High-Impact Physical Design										
Raised Crosswalk	+	+	!	!	-	-	-	!	-	-
Raised Intersection	+	+	!	!	-	-	-	!	-	-
Median Refuge Island (intersection treatment)	+	!	+	!	+	!	!	+	!	!
Median Island (midblock treatment)	+	+	+	+	!	!	!	+	+	!
Neighborhood Traffic Circle	+	-	+	-	+	-	-	!	-	-
Road Closure	+	+	+	+	!	-	-	!	-	-
Other Traffic Calming										
Parking Conversion[2] (or modification of parking space)	!	!	!	!	!	!	+	!	!	+

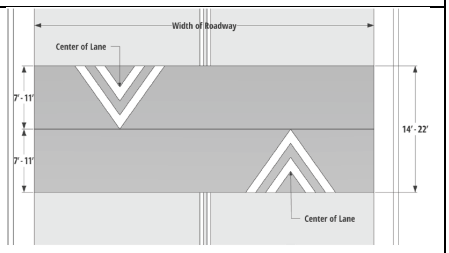
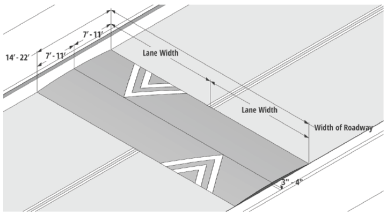
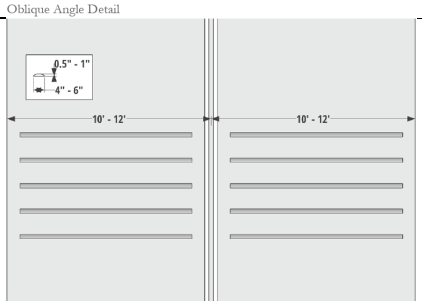
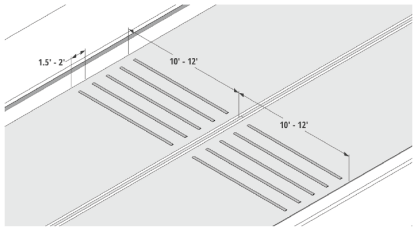
1 Street Typology refers to functional class
2 Parking Conversion is context dependent, but may refer to widening of on-street parking to restrict the travel lane or conversion of angled to parallel-parking.
3 This table is adapted from the 2020 City of Burlington Traffic Calming Manual

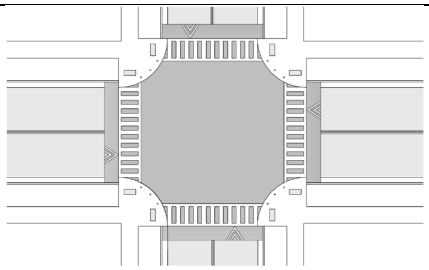
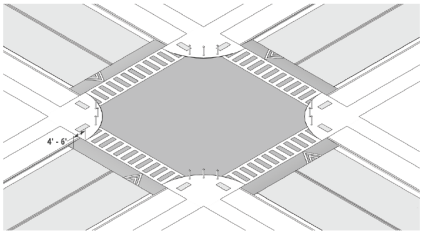
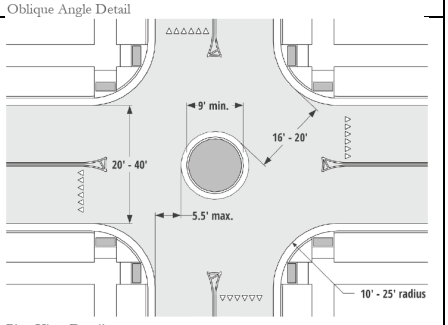
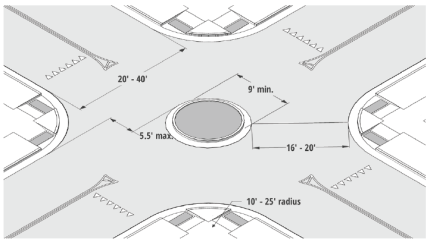
6.2.1 List of Common Traffic Calming Interventions in Vermont

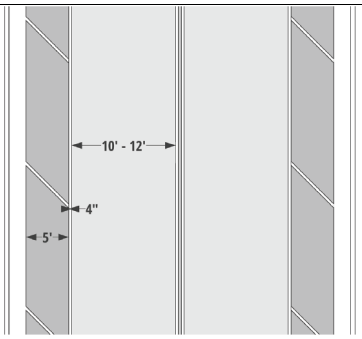
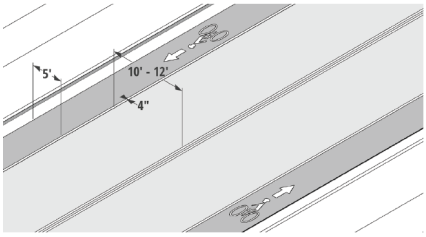
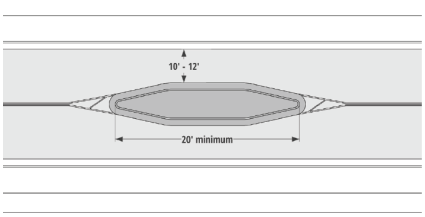
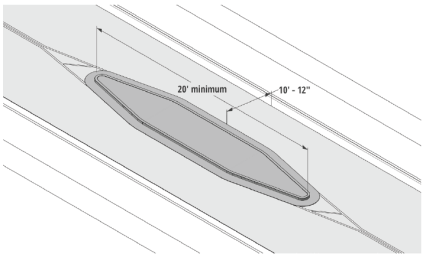
The following is a list of common traffic calming interventions used in Vermont. It is not exhaustive; other interventions may be recommended based on professional judgement. Images are for illustrative purposes only and may not reflect final construction dimensions or materials. Images are sourced from the 2020 City of Burlington Traffic Calming Manual and 2023 VTrans Speeding Countermeasures Toolbox.

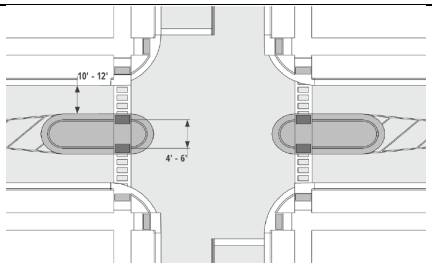
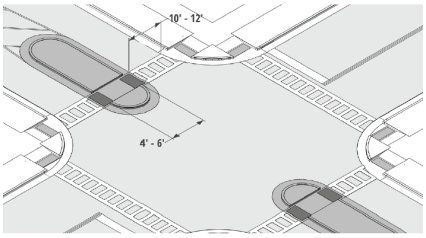
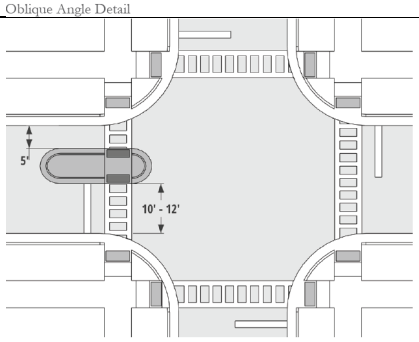
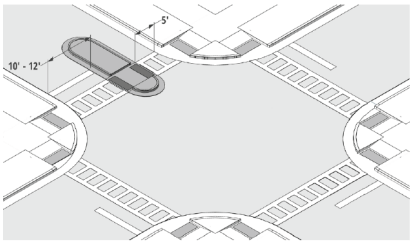
Strategy	Description	Picture
Chicane	A chicane is a series of alternating curves or lane shifts that are located in a position to force a motorist to steer back and forth out of a straight travel path. The chicane curves can be created with a curb extension that alternates from one side of the street to the other. A chicane-like effect can also be achieved by alternating on-street parking from one side of the street to the other.	 Plan View Detail  Oblique Angle Detail
Curb extension/bulb out	Bulb-outs reduce width at an intersection or midblock crossing by reconstructing the curb line in a “bulb” fashion, providing shorter crossing distances, narrower lanes, space for furniture or landscaping, and improving visibility of waiting pedestrians, all of which work to reduce vehicle speeds.	 Plan View Detail  Oblique Angle Detail

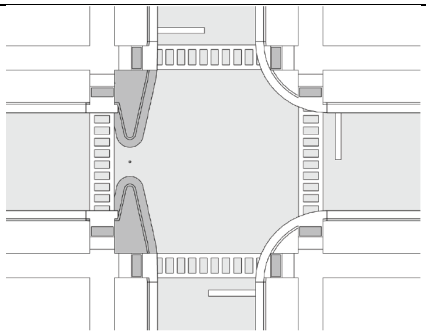
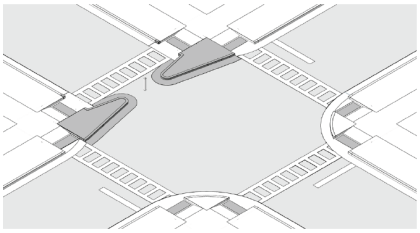
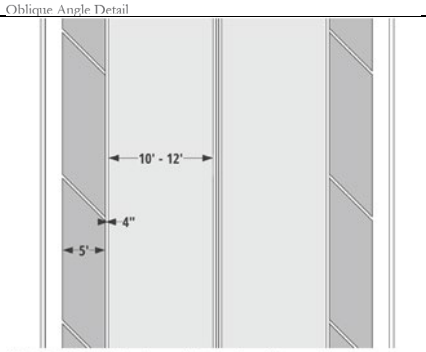
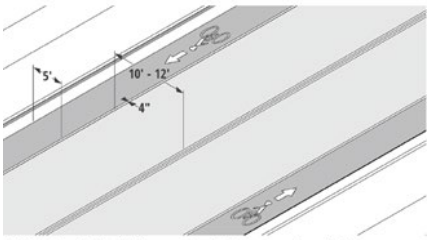
Strategy	Description	Picture
Choker	Narrowing of a roadway using curb extensions or roadside islands. It can be created by a pair of curb extensions at a midblock location that narrows the street by widening the sidewalk or planting a strip. A choker can also be created using roadside islands or a curb extension with parking on the opposite side.	 Plan View Detail  Oblique Angle Detail
Raised Crosswalk	Speed humps with a flat-topped profile are referred to as speed tables. Raised crosswalks are speed tables with pavement markings or texture for a crosswalk on the flat portion. Speed tables have the potential to slow vehicles, providing a high-visibility location for pedestrians to cross the street.	 Plan View Detail  Oblique Angle Detail

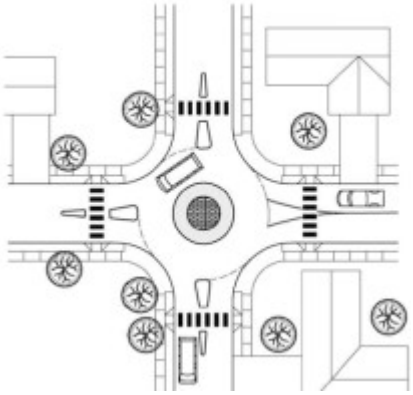
Strategy	Description	Picture
Speed Hump	A speed hump is an elongated mound in the roadway extending across the travel lane at a right angle to the traffic flow. They are designed to be tolerable to drivers traveling below the posted speed limit, but uncomfortable for drivers at higher speeds (generally above 25 mph).	 Plan View Detail  Oblique Angle Detail
Rumble Strips	Rumble strips are patterned sections of rough pavement or topical applications of raised material, perpendicular to the direction of travel, that cause vibration and noise when driven over by the operator of a motor vehicle. This noise and vibration is intended to direct the motorist's attention back to the roadway. FHWA-approved treatments include white- and black-painted stripes. Avoid conflicts with driveways. Typical spacing is 50 - 100 feet apart.	 Plan View Detail  Oblique Angle Detail

Strategy	Description	Picture
Raised Intersection	At a raised intersection, the entire roadway surface is raised to be level with (or slightly below) the top of the curb. Raised intersections can effectively slow traffic on four approaches simultaneously, and through the intersection where vehicle and pedestrian collisions are more likely to occur.	 Plan View Detail  Oblique Angle Detail
Neighborhood Traffic Circle	Neighborhood traffic circles, or intersection islands, are round islands that reduce speeds as vehicles are routed around the island rather than straight through the intersection. The presence of the center island has been shown to reduce vehicle speeds and minimize points of conflict.	 Plan View Detail  Oblique Angle Detail

Strategy	Description	Picture
Road Diet	A road diet is a reconfiguration of the entire width of a roadway to slow vehicles and support non-auto modes of travel. The most common reconfiguration is the conversion of an undivided four-lane roadway to a three-lane roadway with a center two-way left turn lane and bike lanes or on-street parking.	 Plan View Detail (Roadway striping as lane diet)  Oblique Angle Detail (Conventional bike lanes as lane diet)
Mid-Block Median Island	Mid-block median islands are islands in the center of a road to reduce roadway width and provide refuge areas for pedestrians to decrease the crosswalk length that is exposed to traffic. This speeding countermeasure is particularly appropriate for wide and/or multilane roads.	 Plan View Detail  Oblique Angle Detail

Strategy	Description	Picture
Intersection Median Island	An intersection median island is also called a median refuge island and is a median located at an intersection along the centerline that narrows the travel lanes. A median island may be a painted area or a raised curb, with or without landscaping. A central cutout can create a pedestrian refuge. At intersections, a median island may also be called a pedestrian or splitter island.	 Plan View Detail  Oblique Angle Detail
Partial Street Closure	A partial closure is a physical barrier that blocks vehicle travel in one direction for a short distance on an otherwise two-way street. A partial closure can block either traffic entering the side or exiting the side street, depending on its placement. The traffic movement that is obstructed by the half closure is rerouted along an alternative path.	 Plan View Detail  Oblique Angle Detail

Strategy	Description	Picture
Full Street Closure	A full street closure is a physical barrier, whether at an intersection or midblock, that is placed across a street to close the street completely to through vehicle traffic. A full closure can be designed to allow bicyclists and pedestrians to pass through. An operational analysis shall be completed prior considering this treatment.	 Plan View Detail  Oblique Angle Detail
Lane Narrowing	Narrowing involves the reduction in the striped lane width or the curb-to-curb width of a street to encourage drivers to reduce speed. Lanes can be narrowed using pavement markings, removable vertical traffic control devices, or permanent installations such as medians, curbing, or a road diet.	 Plan View Detail (Roadway striping as lane diet)  Oblique Angle Detail (Conventional bike lanes as lane diet)
Lateral Shift	A lateral shift is a realignment of the travel lanes and centerline of an otherwise straight roadway away from a straight line. A typical lateral shift separates opposing traffic using a median island or pavement markings, but strategically placed curb extensions or shoulder obstructions can also be used.	

Strategy	Description	Picture
Mini-Roundabout	Mini-roundabouts are functionally similar to regular roundabouts, except the diameter is smaller and the central island is sometimes traversable. Motorists must yield to pedestrians and vehicles already in the intersection, so geometric features and yield control maintain low speeds in a village or town center.	
Radar Speed Feedback Signs	Radar speed feedback signs (RSFS) provide a real-time dynamic display of a driver's speed to encourage compliance with posted speed limits. Used in conjunction with a regulatory speed limit sign, drivers receive immediate confirmation of their actual speed in comparison to the speed limit.	
Transverse Line Markings	Transverse line markings are placed within a lane with progressively reduced spacing to give drivers the impression that their speed is increasing. They consist of a parallel series of white transverse lines on both sides of the lane that are perpendicular to the center line, edge line, or lane line.	

Strategy	Description	Picture
Gateway Signing/Landscaping	"Gateways" are sign installations that may include landscaping at the border of a town center or village that identify the community for motorists. Gateway signs provide an indication to motorists that they are entering a denser region of land use, pedestrian, and motor vehicle activities where lower speeds prevail.	
Transverse Mumble Strips	Transverse mumble strips are a series of strips of grooved pavement across the lane to alert drivers to the need to be more aware and reduce speeds. They are shallower and less sharp than traditional rumble strips, so are less disturbing to nearby residents, but still alert drivers to reduce speeds.	
Pavement Word Marking	[SLOW] pavement markings advise drivers to proceed slowly with increased attention, as when other countermeasures are present that require speeds lower than the posted speed limit. [-- MPH] pavement markings supplement speed limit signs to remind drivers of the lawful speed limit.	

7. Project Funding

Small projects (under $5,000) or pilot projects may be funded through the General operating budget. Larger projects, such as the conversion of pilot projects to permanent installations, will need to be considered through the City's Capital Program or be funded through external grants in subsequent years.

8. Operational Considerations

When designing and selecting traffic calming measures, it is essential to account for the operational impact on the City's Public Works Department, particularly for snow removal and seasonal maintenance. Some traffic calming features may be incompatible with winter operations and therefore not feasible, while others may add manageable but additional labor demands.

City staff will evaluate each proposed treatment in consultation with Public Works to ensure that selected measures can be maintained effectively throughout the year. In general, most traffic calming installations will increase operational complexity to some degree which can require more time, precision, or specialized equipment. Treatments that pose significant barriers to maintenance or safety operations may be modified or excluded from consideration.

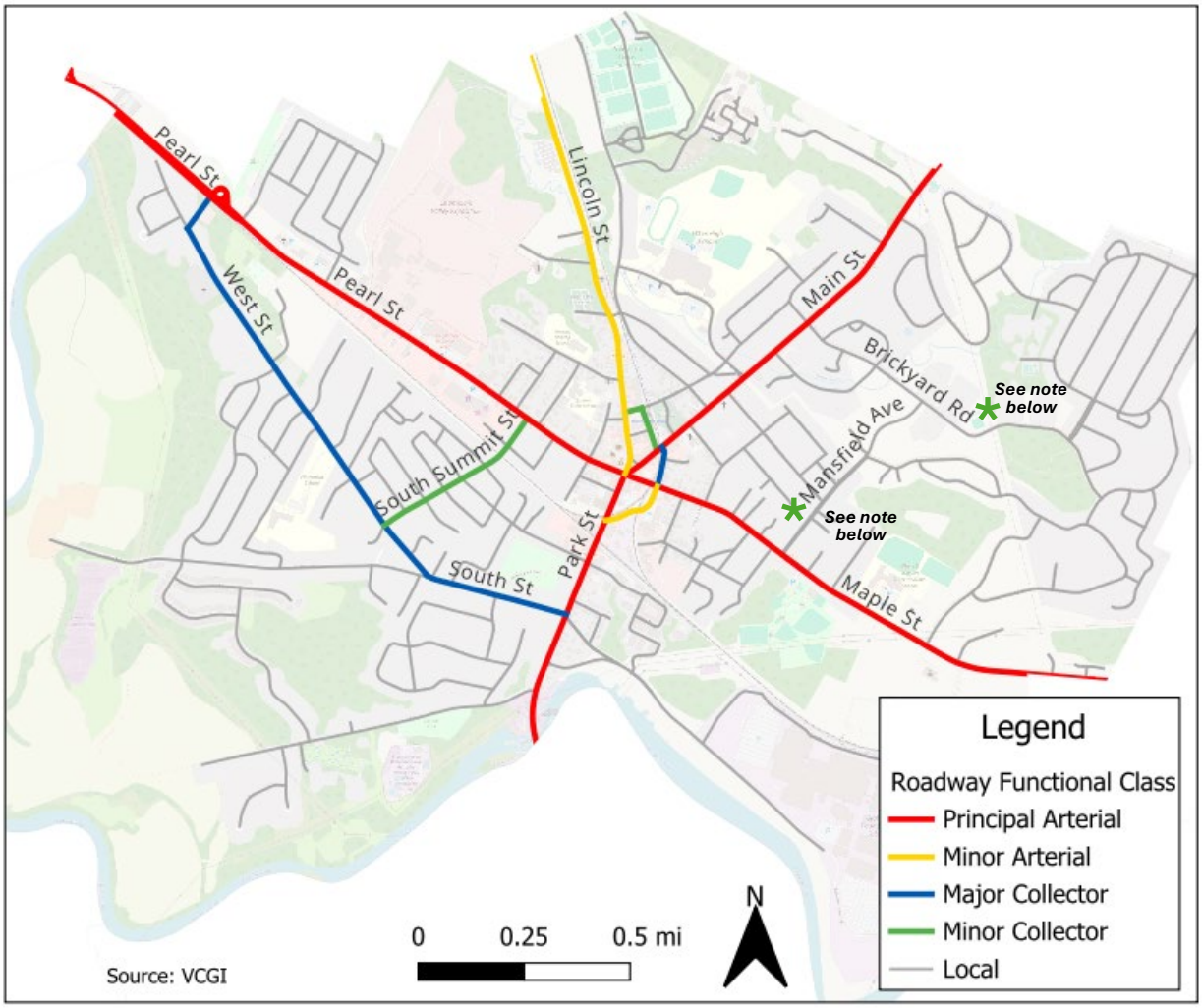
Traffic calming designs should aim to balance the goals of traffic safety with the City's capacity to maintain public infrastructure efficiently and reliably.

9. Review and Adjustment of Speed Limits

In some cases, the analysis within this policy may reveal that the 85th percentile speed on a roadway is significantly higher than the posted speed limit. When crash data is low and the roadway design supports higher speeds—such as with wide lanes, long sight distances, and limited opportunities for pedestrian conflict—this may indicate that the current speed limit is set below what is appropriate for the roadway.

In these circumstances a more comprehensive evaluation will be needed to ensure whether a speed limit adjustment may be warranted, in accordance with Vermont law and engineering standards, including National Association of City Transportation Officials (NACTO) guidance on urban street design. Any changes to speed limits will consider roadway design, functional classification, traffic volumes, crash history, and the intended use of the street. The most comprehensive way to address these analyses will be to hold them and approve them through a City-wide transportation plan process.

10. Roadway Functional Classification



*For the purposes of the traffic calming policy, Brickyard Road and Mansfield Ave are to be treated as Minor Collectors.