Charlottesville



Fifeville
Neighborhood Traffic Calming & Circulation Improvements
November 14, 2025

The Problem:

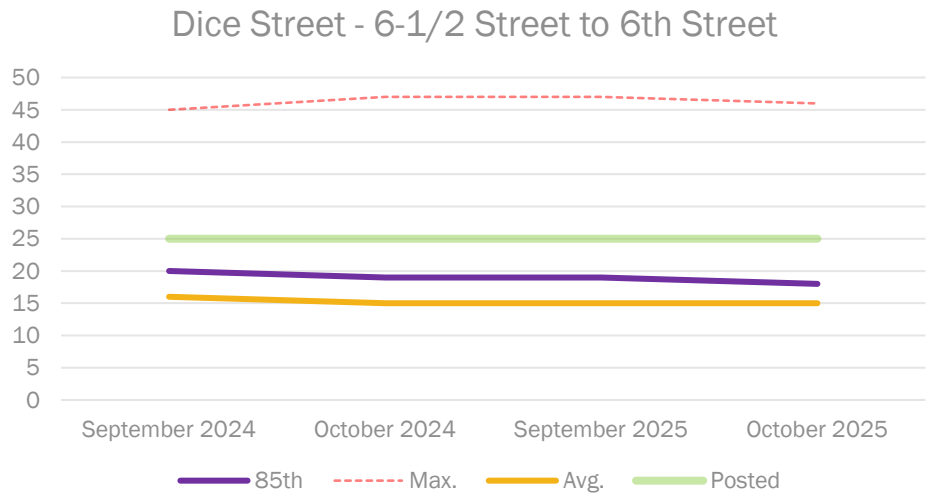
There are 2 issues identified by the community:

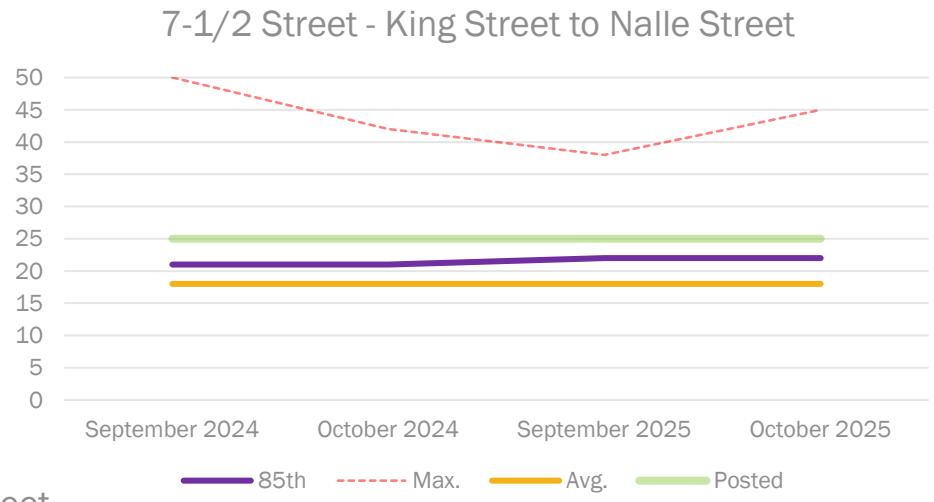
1. Cut-Through Traffic (including big trucks)

Residents complain of large vehicles getting stuck in the neighborhood (circulation)

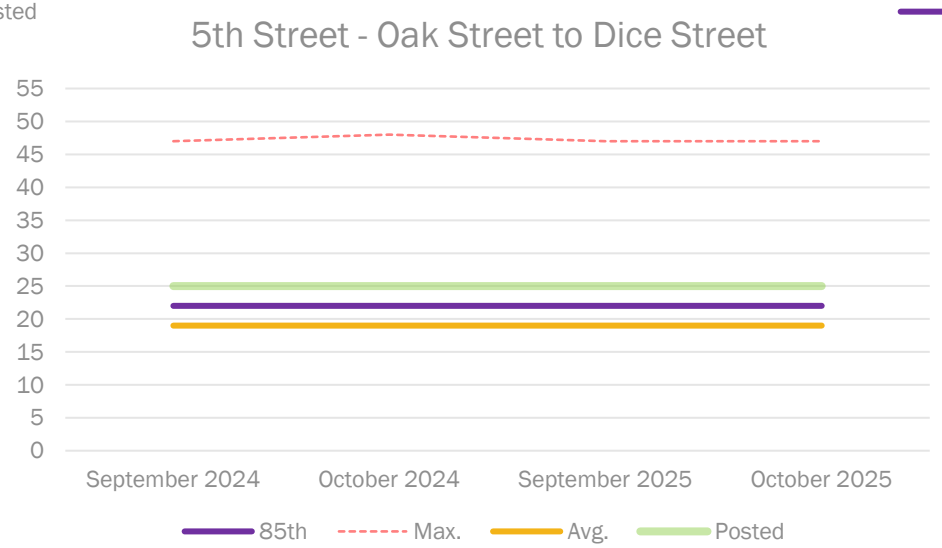
2. Speeding

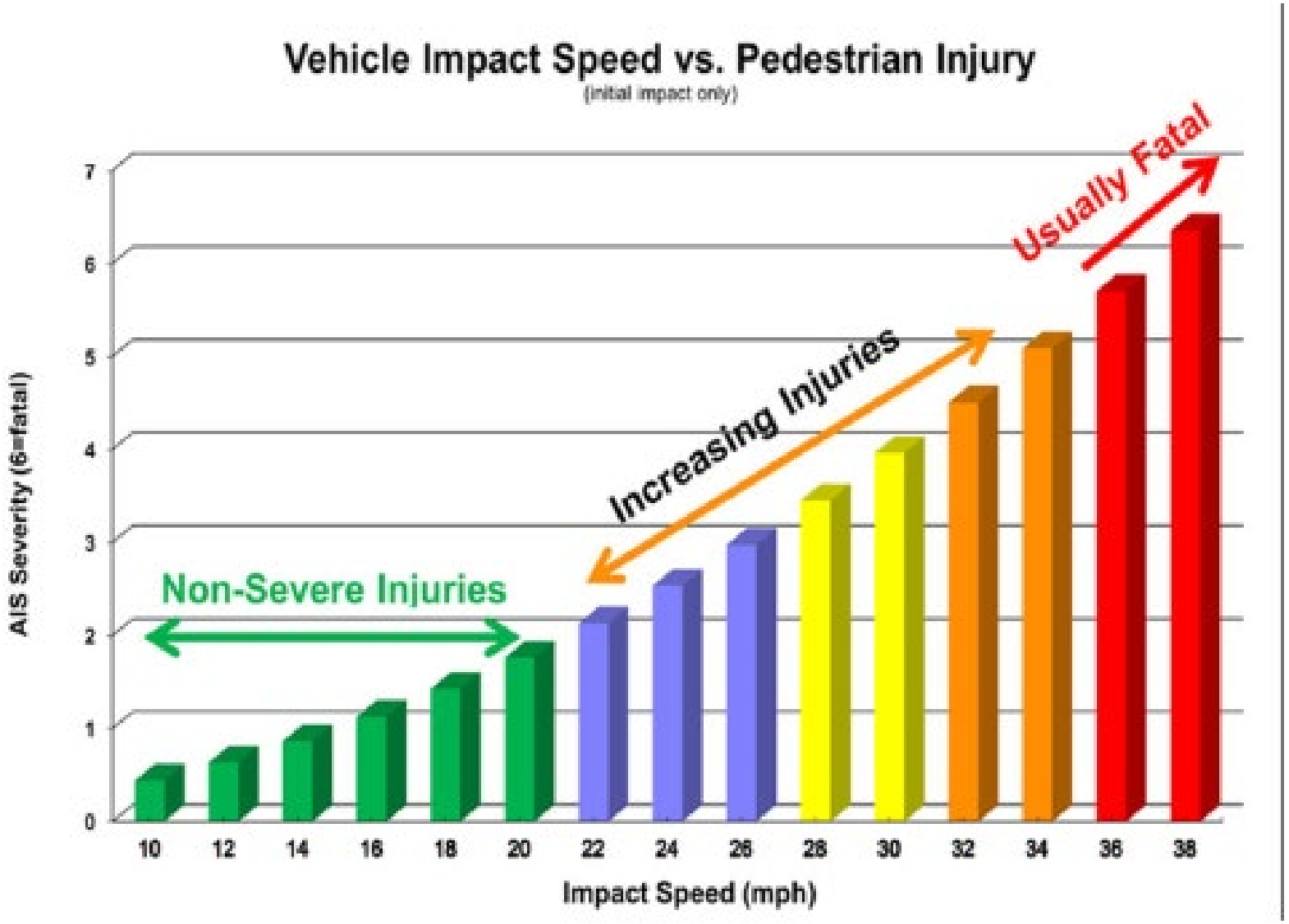
Residents complain of traffic “flying” through the neighborhoods, making them feel unsafe.





Maximum speeds constitute a relatively small proportion of all vehicles, but are well over 20mph higher than the posted speed




Vehicle Impact Speed vs. Pedestrian Injury
(initial impact only)
AIS Severity (6=fatal)
0
1
2
3
4
5
6
7
Non-Severe Injuries
Increasing Injuries
Usually Fatal
10
12
14
16
18
20
22
24
26
28
30
32
34
36
38
Impact Speed (mph)

The Constraints

The following present challenges:

- Topography
- Narrow Streets
- Spotty Pedestrian Network
- Parking
- Everything is “built out”
- Taxpayer resources

The Goal:

Reduce maximum recorded speeds to less than 35mph

Quick-Build Projects

What is a quick-build project?

Quick-Build projects are interim capital infrastructure projects. These projects may require minor construction activities and are built with durable, low to moderate cost materials and last from one to five years.

Purpose: Immediately addresses safety needs while allowing a community to benefit quickly while allowing the affected community to provide input and test the project improvements before permanent implementation.

These projects are distinguished from temporary demonstration projects by the types of materials used, and a longer durations of study. These projects can be adjusted or changed based on community input and technical analysis over time. Changes can be made permanent or removed entirely based on outcomes.

Traffic Calming

What is traffic calming?

The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.

Traffic Calming Types

- Horizontal Deflection (e.g., Chicane, Roundabout)
- Vertical Deflection (e.g., Speed Table, Raised Intersection)
- Street Width Reduction (e.g., Corner Extension, Choker, On-Street Parking)
- Routing Restrictions

The city is employing a combination of 3 of 4 traffic calming strategies!

What we're doing:

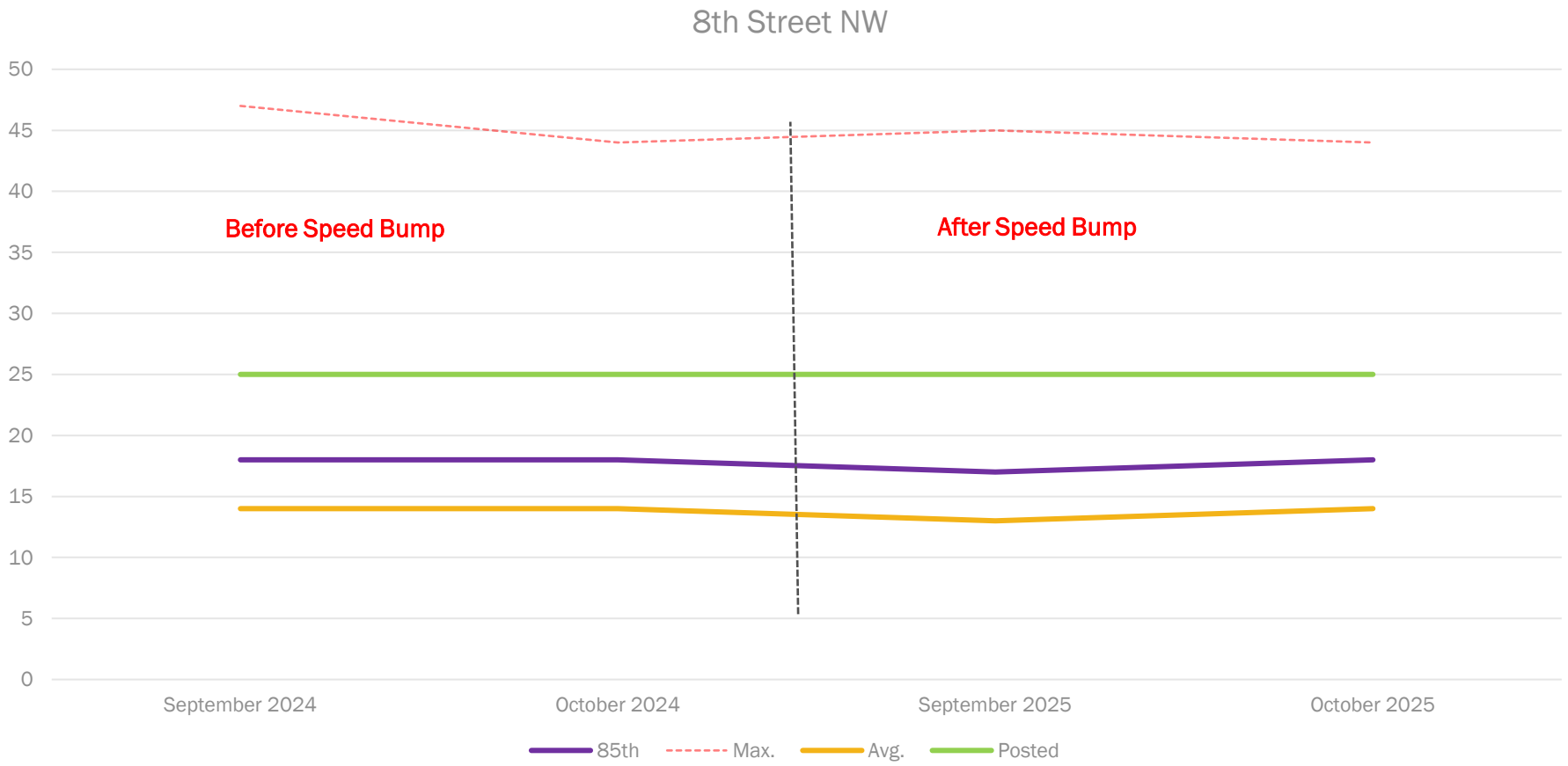
- Horizontal Deflection - Alternating on-street parking to create a chicane effect
- Street Width Reduction - Alternating on-street parking also narrows the motorists' perception of street width
- Routing Restrictions – Changing traffic patterns to improve neighborhood circulation while discouraging cut-through traffic

The city is employing a combination of 3 of 4 traffic calming strategies!

How we're doing it…

- Changing / moving regulatory street signs
- Limited pavement marking alterations

Why not speed bumps?



Preliminary data for nearby location does not support stated goal among other pertinent factors

Project Execution:

- One or two streets at a time
- City to notify FNA and email list compiled from feedback 1 week in advance
- Expect to see “no parking” signs posted 48 hours before the work is done

Follow up:

- City will monitor and collect resident feedback for 6 months
- Feedback survey will be available online
- Community meeting in 6 months to discuss project impacts and possible changes based on lived experience



Questions/Comments?

Charlottesville