SECTION B(1) – 6 –TRADITIONAL NEIGHBORHOOD DESIGN

Any Traditional* Neighborhood Development proposal should be presented to the locality and VDOT in its entirety. It is recognized that each traditional development is unique and will require individual review, discussion and approval of unique features. However, any county interested in traditional development is encouraged to submit their county wide proposal of the basic features they would like to see allowed in Traditional type development for VDOT review.

A Traditional Neighborhood Development is a multi use, walkable community with moderate to high residential densities and a mixed-use core. Compared with conventional suburban developments, Traditional have a higher potential to increase modal split by encouraging and accommodating alternate transportation modes. Traditional also have a higher potential for capturing internal trips due to the increased employment, educational, and recreational facilities located within the development, thus reducing vehicles miles traveled.

A dense network of narrower streets with reduced curb radii is a key feature of Traditional Neighborhood Development design. This network serves to both slow and disperse vehicular traffic and provide a pedestrian friendly atmosphere. Such alternate guidelines are encouraged when the overall design ensures that non-vehicular travel is to be afforded very practical accommodation that does not adversely affect safety considerations.

Traditional Neighborhood Developments have a high proportion of interconnected streets, sidewalks and paths. Street and rights of way are shared between vehicles (moving and parked), bicycles, and pedestrians. The dense network of Traditional Neighborhood Development streets functions in an interdependent manner, providing continuous routes that enhance non-vehicular traffic. Most Traditional Neighborhood Development streets are designed to minimize the impact of through traffic by the design of the street and the location of the land uses. Streets are designed to only be as wide as needed to accommodate the usual vehicular mix for that street while providing adequate access for moving vans, garbage trucks, emergency vehicles and school busses.

Alleys are encouraged to provide site access, though alleys will not be accepted by VDOT for maintenance in the secondary system. The alley network also ensures minimal service vehicle access on the neighborhood street. Alley widths are to be determined by the locality. Alley entrances should be designed in accordance with Standard CG-11 and be a minimum width of 20 feet measured from face of curb to face of curb with a minimum radius of 12.5 feet. However, the selected radius shall accommodate the anticipated type of vehicle usage.

In addition, the following features are characteristic of Traditional Neighborhood Developments and may be allowed within these subdivision guidelines.

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* Rev. 3/09

A. All or most streets must be part of a dense interconnected pattern. The degree of interconnectivity should be maximized to permit multiple routes, diffuse traffic and shorten walking distances. Most Traditional Neighborhood Development streets are designed to minimize the impact of through traffic.

B. One-way street pairs are often used. The design features for one-way streets are shown on Table 3.

C. Large vehicular corridors are usually found within the core are and near the perimeter of the proposed development. Traditional Neighborhood Developments typically include transit availability within a 15-minute walk of most areas of the development so a good network of streets that can accommodate busses is important.

D. All or most local streets should have short block lengths of between 250 and 500 feet.

E. Traffic calming – Many of the previously identified traffic calming devices may be utilized in a Traditional Neighborhood Development to promote pedestrian movement. Loop streets or eyebrows are often used in Traditional Neighborhood Development and may be considered acceptable ancillary pavement areas used only with curb and gutter sections. These features are not normally considered separate streets but may be used within the internal subdivision street network and should not adjoin any existing road. See Figure 12 – Traffic Calming Details.*

F. Curb Extensions – Curb extensions at intersections are frequently used in Traditional Neighborhood Developments. Curb Extensions are usually found on higher volume streets where they are used to protect parking areas or reduce pedestrian crossing times. For intersections with curb extensions, a minimum 35' radius should be used as in the sketch below. Intersection chokers or curb extensions can also be used to calm traffic and to shorten the distance pedestrians must travel to cross a street.

* Rev. 7/09

SECTION B(1) – 7 – INNOVATIVE DESIGN PROPOSALS

This Guide sets out design criteria and guidance for local subdivision streets based on VDOT standards and other applicable design references. If a development proposes use of a recognized acceptable concept or material not previously approved for VDOT use, a request shall be submitted to VDOT's District Administrator's Designee* or designee for review. The District Administrator's Designee or designee, through consultation with appropriate divisions, will determine if the request will be approved for a VDOT maintained street. If it is determined that the non-standard item may be installed within the dedicated right of way and should be maintained by others, a permit will be required.

* Rev. 3/09