



Speed Limit Sign, Burlington. Source: Seven Days



H. 834 - An act relating to traffic calming measures for village centers and pedestrian and bicycle safety

Vermont House Transportation Committee

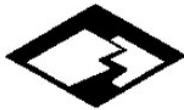
March 12, 2026

Policy Priorities & State Statutory Frameworks

- To seek transformative changes in the way Vermont plans, designs, builds and maintains our transportation system to accommodate all modes, promote transportation equity and flood resilience, and support housing – especially in those areas where we plan for growth.
- Infrastructure improvements that meet state goals (Vermont Climate Action Plan, Vermont Comprehensive Energy Plan, Health Equity Plan, and state planning goals [24 V.S.A. §4302])
- Act 181 calls for Planned Growth Areas with active streetscapes and served by existing or planned “complete streets” infrastructure [24 V.S.A. §4348a(a)(12)(B)]

2016

Setting Speed Limits- A Guide for
Vermont Towns



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<http://www.vermontlocalroads.org>
Updated August 2016

RPCs provide broad support to towns with transportation planning including, but not limited to, speed counts and general guidance on setting speed limits

H.834 Section 1

Sec. 1. 23 V.S.A. § 1007. LOCAL SPEED LIMITS

(g) Notwithstanding any requirements of section 1025 of this title, ~~downtown development districts designated under 24 V.S.A. chapter 76A~~ an area that is a downtown center or village center pursuant to 24 V.S.A. § 5803 or a designated neighborhood pursuant to 24 V.S.A. § 5804 may have posted speed limits of less than 25 miles per hour.

~~(h) Consider deleting~~

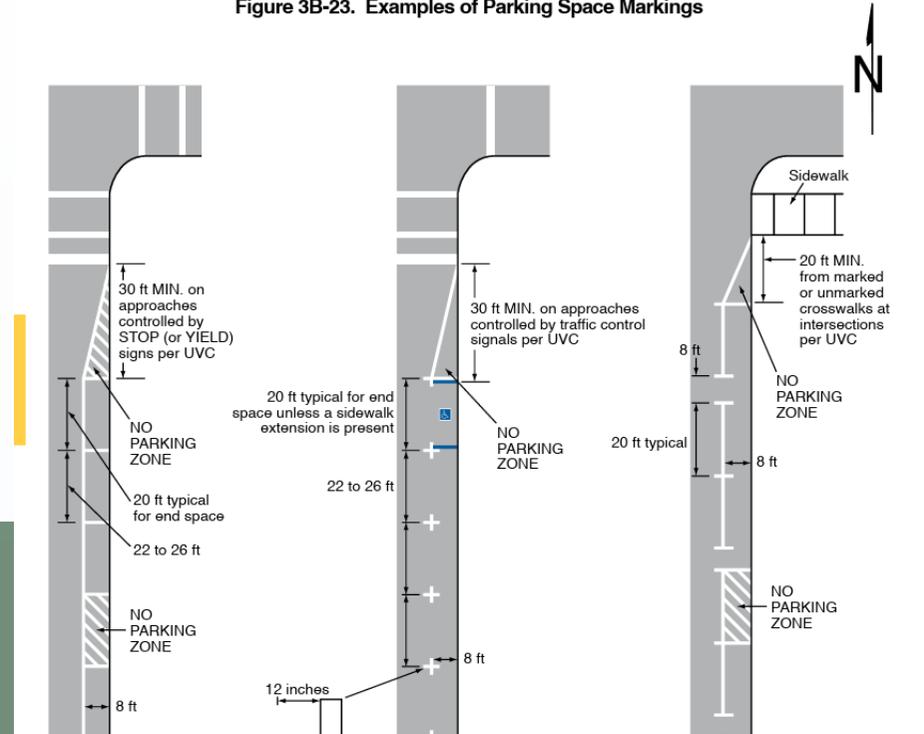
H.834 Section 4

Sec. 4. 23 V.S.A. § 1104. Stopping Prohibited

(C) within 20 feet of a marked or unmarked crosswalk at an intersection or within 15 feet of a marked or unmarked crosswalk where a curb extension is present;

MUTCD may be sufficient without this change

Figure 3B-23. Examples of Parking Space Markings



H.834 Sections 3 and 6

Both sections identify the need for a *supplement* to the standards set forth in the federal Manual on Uniform Traffic Control Devices (MUTCD)

- Consider the July 2026 completion of the Vermont Multimodal Roadway Guide as a supplement or as guidance to inform setting speed limits.

Table 3-8 Common Target Speed Ranges by VMRG Roadway Types

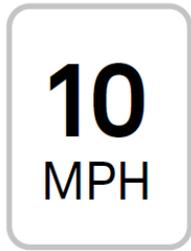
Roadway Types	Mobility	Activity	Primary Land Use	Context Types			
				Developed			Rural
				Cities	Villages	Town Center	
Main Streets	High	High	Commercial	20-25	20-25	20-30	N/A
Downtown Streets	Low-Medium	Medium-High	Commercial or Mixed-Use	15-25	15-25	20-30	N/A
Neighborhood Streets	Low-Medium	Low-Medium	Residential	20-30	20-30	20-30	25-45
Connector Roads	Medium-High	Low-Medium	Commercial, Residential, or Mixed-Use	30-40	35-45	35-45	N/A
Local Roads	Low-High	None-Very Low	Primarily Agricultural or Conservation	N/A	N/A	N/A	35-50

Other Examples from NACTO City Limits: <https://nacto.org/publication/city-limits/>

Recommended Speed Limits

This document recommends maximum speed limits of 10-25 miles per hour for most city streets, increasing to 35 mph only in select, limited cases. The maximum recommended speed limit for any shared street or alley is 10 mph, and the maximum recommended speed limit for any minor street is 20 mph. The maximum recommended speed limits are based primarily on speeds that minimize risk to pedestrians and cyclists.¹⁷

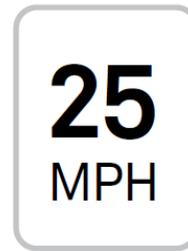
SHARED STREETS & ALLEYS



MINOR STREETS



MAJOR STREETS



20
MPH

25
MPH

On major streets, where conditions vary widely, cities can conduct a Safe Speed Study to determine the safest maximum speed limit (see page 58). In urban areas, a Safe Speed Study will most often result in a recommended maximum speed limit of 20 or 25 mph for major streets.

30
MPH

35
MPH

For streets that have well-protected places for people to walk and bike, and that are in low density areas with primarily manufacturing and residential uses, cities may find that a 30 or even 35 mph speed limit is appropriate. However, these higher speed limits should be used sparingly and only in cases where safe conditions can be met.

Massachusetts (MGL c. 90 § 17C) allows “thickly settled” cities and towns to adopt a 25 mph default speed limit by ordinance for all streets unless otherwise posted. Cities and towns can also set 20 mph safety zones, which they can use their own criteria to create.

Questions

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Mount Ascutney
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