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CHAPTER # - TRAFFIC MANAGEMENT

With the continued growth of Elk Ridge, concern continues to mount that traffic intrudes into neighborhoods. That intrusion seriously impacts the quality of life of neighborhoods, with the negative impacts of increased accidents, noise and pollution.

#.1 Procedure. The following set of Goals, Policies and Guidelines were established to take a more comprehensive approach to the problem. They have been endorsed by the Planning Commission and adopted by City Council on **enter date.**

#-1-1 Purpose

1. The welfare of the city requires that residential neighborhoods be protected from blighting influences. The use of residential local and collector streets by “unwanted” traffic can be such an influence.

“Unwanted” traffic is defined as either: (a) traffic using a residential local or collector street as a shortcut or detour or; (b) an excessive volume of traffic on a residential local or collector street or; (c) traffic operating at excessive speeds or; (d) vehicles with an origin and destination outside the neighborhood.

2. The welfare of the city requires the safe, efficient and economical movement of persons and goods. To accomplish this, it is essential to develop and maintain a complete transportation system (freeways, major streets and public transit) adequate to accommodate travel demands. Doing so is the most effective way to discourage unnecessary use of residential local and collector streets.
3. The intensity of land development and the travel demand produced by it must be in balance with the planned capacity of the transportation system. If this balance is not maintained, the inevitable result is traffic intrusion into residential local and collector streets.

In order to accomplish these goals, the City Council reaffirms the following:

#.1.2 Policies

1. The establishment of a hierarchy of streets consisting of arterial, collector and local streets, each with a distinct traffic service function. The functional classification of each street will be shown on the Transportation Map..
2. The continued use of street design standards appropriate to the functional classification and anticipated traffic demand, particularly on major streets.
3. Application of traffic control devices in such a way that traffic is further encouraged to use arterial streets including control of access to arterial streets through driveway regulations, posting of realistic speed limits on arterial streets, and other such practices.
4. Strong support for the expeditious implementation of the adopted MAG freeway plan. Priorities should be set so that early construction is programmed in corridors of greatest

need, while continued capacity and traffic management improvements are made to existing roads.

5. Thoughtful planning of land use patterns and intensities so that a balance is maintained between traffic generation and the capacity of the transportation system to accommodate the traffic.
6. Continued efforts to design new residential local and collector street networks to discourage unnecessary non-local traffic through the use of loop streets, cul-de-sacs, T-type intersections and discontinuous alignments, while providing adequate access for residents, visitors, emergency and service vehicles.

#.1.3 Guidelines

1. A residential local or collector street is defined as one whose abutting land use is at least 85% residential when considered in segments of one-quarter mile.

2. Traffic on residential local or collector streets (total both directions) should not exceed:

Local Street:

Low Density 1000 vehicles per day; 100 vehicles per hour

High Density 2000 vehicles per day; 200 vehicles per hour

Collector Street 8000 vehicles per day; 800 vehicles per hour

Neighborhoods with traffic near or in excess of these guidelines may benefit from a study to determine possible remedial measures. Neighborhoods with less traffic on their street may also request help and staff will, as always, work with them in solving problems.

3. Average vehicle speeds (established by radar or equivalent method) on residential local or collector streets should not exceed:

Local Street: 25 miles per hour

Collector Street: 35 miles per hour

Traffic speeds in excess of these guidelines would normally indicate the need for increased Police enforcement and may require a traffic study to determine other possible remedial measures.

4. Residents along a residential local or collector street(s) experiencing “unwanted” traffic may ask the City’s help in preparing a traffic study to recommend a traffic mitigation plan. Involvement of each neighborhood in their study to the maximum extent feasible will be encouraged and petitions indicating neighborhood consensus may be required. Requests will be prioritized based on relative need, neighborhood requests may be refused or placed on a waiting list until studies can be completed.
5. The Planning Commission may review proposed traffic mitigation plans for residential local or collector streets within the city, and may recommend approval as presented or with modifications. This recommendation will be presented to the City Council. The City Council shall have final approval of such plans.

6. All proposed land use developments expected to generate at least (what number) vehicle trips per day may be required to submit a Traffic Impact Study as determined by the Planning Commission. This study will include both streets and transit improvements necessary to accommodate total traffic at adjacent major intersections at a tolerable degree of congestion, a draft Travel Reduction Plan, and such other elements as may be required by the Planning Commission. Define Tollerable.
7. The Planning Commission shall review all proposed land developments for which a Traffic Study is required. The Public Works Department will also review these land use developments and make a recommendation to the Planning Commission. The planning Commission may also make a recommendation to the City Council.
8. Applications for local street closures will be processed through the existing abandonment procedure. The term "closures" is defined to include any physical restriction to traffic flow on a residential local or collector street such as a diverter or cul-de-sac.

#.2 New Development

All new developments within the City of Elk Ridge are required to use approved traffic management techniques. All streets should be designed to minimize cutthrough traffic in residential areas. Local streets should be discontinuous and generally should be interrupted with jogs and offsets. Four-way intersections should be minimized.

#.3 Existing Development

No traffic plan will be implemented without a neighborhood consensus or notification to do so.