

ANNAPOLIS POLICIES AND GUIDELINES FOR TRAFFIC IMPACT ANALYSIS FOR PROPOSED DEVELOPMENT

TRAFFIC CONTROL NEEDS

If there is a need for traffic control(s) such as signal or other traffic controls, the appropriate type and location of the needed traffic control(s) shall be described in the report. Any proposed stop-controlled intersection must operate at a satisfactory level of service and be designed to operate in a safe manner. If a new traffic control signal is proposed, the location must meet the signal warrants as described in the latest edition of the *Manual on Uniform Traffic Control Devices* (MUTCD).

7. ROADWAY AND INTERSECTION MITIGATION OR IMPROVEMENTS

Mitigation means the construction and/or funding of roadway and/or improvements to off-site road facilities by the developer. Any mitigation plans shall be developed in consultation with the Director of Planning & Zoning and shall be reviewed by the Planning Commission.

Improvements are required if the roadway, the intersection and/or a particular movement will operate below LOS D or worse with the proposed development. Under this condition, the roadway and/or intersection improvements shall bring the level-of-service to at least LOS D.

Improvements will be required if the roadway and/or intersection will operate at LOS E or F for the horizon year(s) without the proposed development, and will be even worse with the proposed development. In this case, the proposed mitigation shall aim to maintain the same level of delay and ensure safety.

In circumstances where mitigation would have a negative impact on the characteristics (historical, environmental or unique urban) which served as the basis for declaring an intersection (s) constrained, mitigation needed to pass the test for adequate road facilities on a constrained road facility shall increase the capacity on the constrained facility to the fullest extent possible without negatively impacting the characteristic(s) which caused the road facility to be constrained.

If the roadway and/or intersection being considered for mitigation is owned by another jurisdiction such as State Highway Administration or Anne Arundel County, the operating agency will be the deciding agent in this procedure. The City of Annapolis will offer a finding that the operating agency concurs with the mitigating improvement(s) being proposed by the applicant.

Mitigation measures may include any roadway and/or intersection capacity improvements except grade separation of the roadways and ramps within the intersection or improvements to through lanes of intermediate arterials and higher classified roads. Under certain circumstances, mitigation measures may include Transportation Demand Management (TDM) strategies to reduce vehicle trips.

Mitigation techniques may include, but are not limited to the following:

- 1) Transportation Demand Management (TDM) strategies