

TRANSPORTATION AND LAND USE

The impact of transportation on land use patterns is immediately obvious when driving down a road or gazing out a window of an airplane or passenger train. Some rural land is still open and green (or colorful or white, depending on the season). Other rural land is dotted with residential housing in either strip or cluster patterns. Urban land is filled with houses, commercial or industrial establishments, and is punctuated by traffic lights, streetlights, and signs.

An atlas shows how major transportation corridors have cut across property and jurisdictional lines.

A comparison of plat maps from the 1960s, 1970s and 2000's shows that larger parcels of land are being sold into smaller parcels as residential development occurs along township section mile roads.

Because transportation and land use are so closely linked, it is vital that transportation improvements be coordinated with St. Clair County's overall land use plan. The County Master Plan suggests that residential and commercial development be directed toward settlement, especially those already providing public services, including public water and sewer lines. Conversely, the Master Plan suggests that residential development be limited in rural areas and that farming and agricultural preservation be promoted as the primary land use within areas with quality agricultural soils.

As developed areas continue to grow, roadways as well as utility and public service improvements would continue to support that growth, within those developed areas.

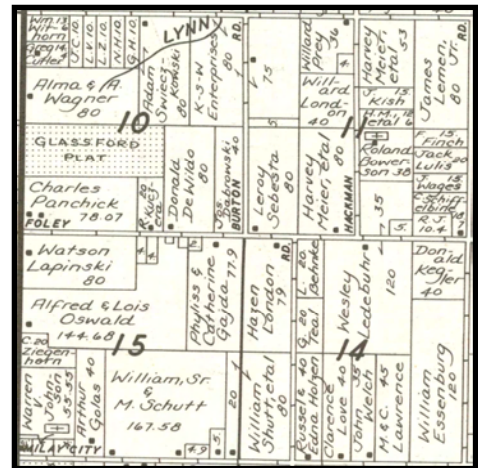
TRANSPORTATION STUDIES

In preparing this chapter, the Metropolitan Planning Commission looked at:

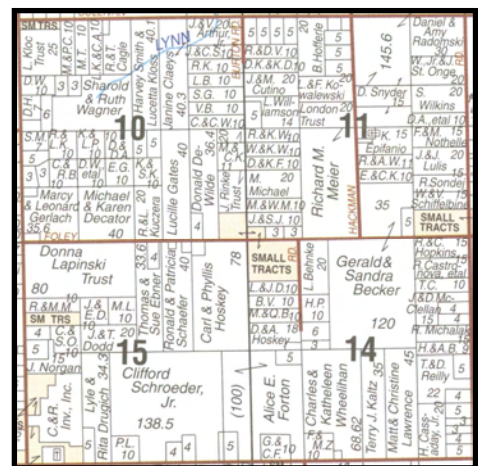
- Why, when, and how people in St. Clair County travel
- Natural features and environmental impacts
- Roads and automobiles



Mussey Township Plat Map from 1965 shows larger plots of land.



This plat map of the same Mussey Township area in 1974 shows that a number of parcels were split into smaller lots.



This 2005 plat map, again showing the same four sections in Mussey Township, exemplifies the land use change experienced throughout St. Clair County.

IMPROVE EXISTING TRANSPORTATION SYSTEMS TO SUPPORT ADDITIONAL GROWTH

Direct development ➔ **TOWARDS** already developed areas.

Direct development ➔ **AWAY FROM** agricultural land

- Traffic counts
- Safety
- Buses and other public vehicles
- Commercial water ports, railroads, and airports
- Non-motorized and pedestrian traffic
- Governmental transportation agencies
- Road policies and programs
- Funding sources

GOALS AND STRATEGIES

The transportation goals desired by St. Clair County residents are:

1. Continually evaluate and adjust road standards.
2. Revise thoroughfare plans to coincide with anticipated growth.
3. Implement traffic impact analysis ordinances.
4. Develop and implement access management standards.
5. Develop detailed small area plans for key roadways and growth corridors.
6. Reserve sufficient rights-of-way for future roads and related improvements.
7. Provide facilities for carpooling, Park & Ride, and other "transportation demand programs."
8. Limit private roads.
9. Expand existing public transportation systems to link residential areas with employment centers.
10. Establish a countywide multimodal transportation system.

Goals and strategies for creating and maintaining safe, efficient, cost-effective, and productive transportation systems are addressed in more depth near the end of this chapter.

FUNDING

This chapter closes with general information regarding federal, state, and local opportunities for funding road development and improvements in both rural and urban areas. In addition, the Metropolitan Planning Commission can provide an up-to-date list of funding programs.

WHY, WHEN, AND HOW PEOPLE TRAVEL

Knowing why, when, and where people travel helps transportation planners examine existing traffic volumes, safe or unsafe conditions, required roadway improvements, and alternative or non-motorized means of transportation. Comparing current transportation information with projected population and land use trends helps determine future transportation requirements; and where and when transportation improvements should be made.

Why People Travel

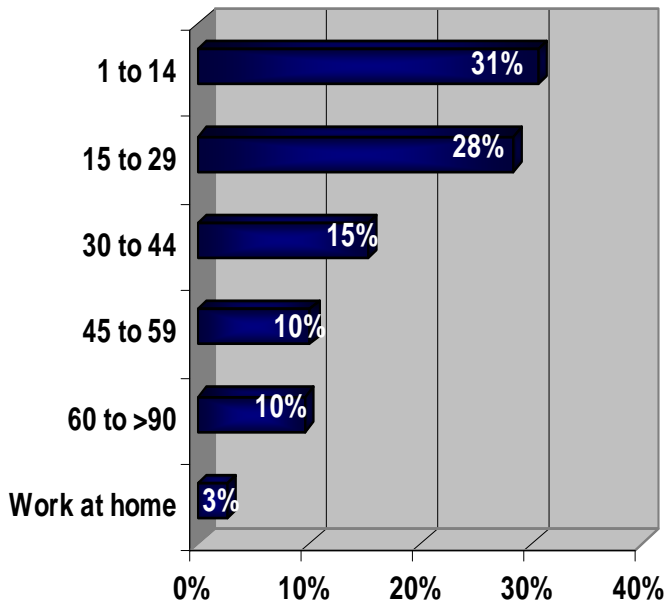
Most people travel, on a daily basis, to and from work and school. Non-work travel is for shopping, social, or recreational purposes.

The percentage of the labor force traveling to jobs outside St. Clair County - over 37% - is higher than the state average (28%) of people who work outside their home county. Most of these St. Clair County residents commute to jobs in Macomb, Oakland, and Wayne counties.

When People Travel

Residents of St. Clair County tend to leave for work earlier than the state average, which means that morning peak hours are earlier than in most counties. The departure time from work is more evenly distributed than the state average. Therefore, roads are generally more congested in the morning rush hours than in the evening return-home hours.

St. Clair County Workers: Commute Time in Minutes, 2000



Source: U.S. Census Bureau, 2000

For St. Clair County residents who work within the county, the amount of time it takes to get to work is less than the state average. This is due to the relative compactness of employment centers in Port Huron, Marysville, and St. Clair.

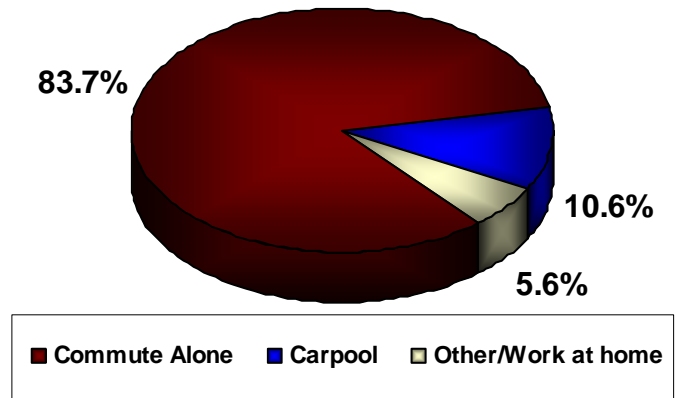
However, residents who commute to work outside the county travel approximately one hour, each way, to and from their jobs.

How People Travel

Ninety-four percent of St. Clair County workers commute via private automobile. This is comparable to the state average.

Eighty-four percent of St. Clair County commuters travel alone to and from work. Eleven percent carpool, most of these with only one other person. Six percent of the workers either get to work by some other means or work at home.

How People Travel to Work in St. Clair County, 2000



Source: U.S. Census Bureau, 2000

NATURAL FEATURES AND ENVIRONMENTAL IMPACTS

Natural features, such as lakes, rivers, and hills, define and potentially constrain the land space available for road development, transportation networks, and community structure.

Watercourses are the most notable natural features in St. Clair County. Because watercourses are both conveyances for transportation by boat and a hindrance for ground transportation, they are key factors in establishment of settlement patterns within the county.

Likewise, transportation facilities and vehicles affect land, air, and water resources. Roads and their rights-of-way require land space. Motorized vehicles require fossil fuels. Automotive exhaust can impact air quality. The natural course of streams and waterways can be diverted to accommodate road, and even driveway, construction.

ROADS AND AUTOMOBILES

Roads are classified according to purpose. A good road network provides mobility, functionality, efficiency, and safety as well as access to specific sites, regardless of travel purpose and type of vehicle.

St. Clair County contains roads that are classified by the federal government as:

- Interstate highways and state arterials
- Principle arterials
- Minor arterials
- Collectors
- Local (public and private)

Roadway planners and engineers use these classifications to determine a road's required physical design features, such as width, right-of-way, and surface materials. These design features give the road the proper combination of mobility or accessibility for its intended use.

I-94 is the principal route between Port Huron and Detroit. I-69 is the principal route between Port Huron and Lapeer, continuing on to Flint, Lansing, Battle Creek, and Indianapolis, Indiana. These interstates traverse 52-miles within St. Clair County.

Pine Grove Avenue (M-25) in northern Port Huron and Gratiot Avenue through Marysville are the two principle arterials within St. Clair County. M-19 is a principal arterial in the rural, western part of the county that connects Yale, Emmett, and Memphis; it also extends north into Sanilac County and south into Macomb County.



Interstate 94 is the principal route between Port Huron and Detroit.

There are a number of minor arterials that move traffic between nearby communities within St. Clair County. M-29 is a minor arterial that serves communities along the St. Clair River.

Collectors connect arterials with local roads and residential streets and provide access to abutting properties. Collectors are divided into three categories: major collectors in rural areas, minor collectors in rural areas, and urban collectors. Many individual subdivisions or neighborhoods contain one or more collectors that funnel traffic between adjacent neighborhoods.

Local streets provide access to property and homes. These streets are generally short and discontinuous, often running no farther than to the nearest collectors.

Road Maintenance Responsibility

The St. Clair County Road Commission is responsible for maintaining most of the roads within the county, including interstate highways, Michigan highways, and township section-mile roads. Cities and villages are responsible for roads within their respective jurisdiction. Townships are generally not responsible for road maintenance.

Roadway Capacity and Volume

Roadway capacity refers to the number of vehicles that can travel through an intersection or roadway segment during a specified period of time. Generally, roadway capacity is measured at peak hours of travel. Roadway capacity is dependent on a number of factors, including pavement condition, width, number of lanes, intersection design (including turning radius), speed limits, nearby driveways and access points, and sight distance due to hills or curves.

Roadway volume refers to the number of vehicles that travel a roadway, regardless of its capacity.

Congestion refers to the situation that occurs when a road's volume exceeds its capacity.

Under optimum conditions, a two-lane road has a capacity for up to 12,000 vehicles per day. The

majority of roads in St. Clair County have two lanes and carry less than 8,000 vehicles per day.

The county's only four and five-lane roads are within the urbanized areas of Port Huron, Marysville, Marine City, and St. Clair. Most of these carry 10,000 to 20,000 vehicles per day. The heaviest volume road in the county (other than I-94 and I-69) is Pine Grove Avenue (M-25 in northern Port Huron) which carries roughly 43,000 vehicles per day.

Projections through 2035 show an increase in traffic in and around Port Huron and on some roads in the southern part of the county due to increased suburbanization there. These increases may be substantial as a result of accelerated development (Marine City Highway) or regionally significant transportation improvements (Blue Water Bridge Plaza).

Projections also show that the most severe congestion will occur on M-29 between New Baltimore and Algonac and on M-25 along Pine Grove and Lakeshore Drive. More congestion will also occur on Marine City Highway and Fred W. Moore Highway.

Congestion can be minimized by adequately spacing traffic signals and by controlling the number and frequency of driveways and driveway locations.



The Blue Water Bridge in Port Huron links much of the United States and Mexico with Canada, facilitating the movement of people and goods.

Blue Water Bridge

The Blue Water Bridge is a unique and key element in St. Clair County's transportation network because it links, not only this area, but much of the United States and Mexico with Ontario, Canada. The initial span was completed in 1938; an additional span was completed in 1997.

A little over 300,000 vehicles crossed the bridge in 1939, its first full year of operation. The volume grew steadily from 3 million in 1985 to over 6 million in 1991 through 1993. The volume dropped to 5 million in the mid-1990s and remained at that level through 1998.

The number of commercial trucks has increased steadily to over 1 million in 1994 and nearly 1.4 million in 1998. Some of these vehicles carry hazardous waste materials, most of which is coming from Canada into the United States.

The value of all commodities shipped via truck through St. Clair County and Ontario, Canada, has increased steadily from \$19.4 billion in 1994 to \$20.5 billion in 1996. During that time period, U.S. imports have risen while exports have decreased, then leveled off.

SAFETY

As might be expected, more accidents occur on major roads and intersections. Therefore, how an intersection is designed and how well traffic moves through it are major safety considerations. Unobstructed sight distance is an important safety factor.

In St. Clair County, the majority of intersections with the highest occurrence of crashes are located within Port Huron. Responsibility for two of the top ten high-frequency crash intersections – 24th Avenue at Krafft Road, and 24th Street at Griswold Street – falls to both MDOT and St. Clair County.

The intersection of Lapeer Road and Wadhams Road is the sole responsibility of the St. Clair County government.



The Blue Water Area Transportation Commission provides bus services in St. Clair County - including an I-94 Express route that connects Macomb County to downtown Port Huron.

BUSES AND OTHER PUBLIC VEHICLES

Transit facility refers to public modes of transportation, such as buses, special vans, taxicabs, shuttle services, trolleys, and ferries.

Bus Transportation

The Blue Water Area Transportation Commission (BWATC) is the only bus company operating within St. Clair County and is a member of the St. Clair County Transportation Study (SCCOTS).

BWATC buses operate on seven fixed routes within the city or Port Huron and Fort Gratiot Township.

BWATC served 933,121 riders in 2006, an overall increase of 13.6% in ridership from 2003 (there was an increase of 6.8% between 2001 and 2003).

Less than one percent of St. Clair County residents ride the buses. As is true in most cities, the majority of these riders are families who have no other readily available means of transportation.

Special Vans

The BWATC also provides “Dial-A-Ride” service. This demand/response service is available for residents living in Burtchville, Port Huron, and Fort Gratiot Townships, and the city of Marysville.

The St. Clair County Council on Aging “Dial-A-Ride” program is available to senior citizens throughout the county.

The St. Clair County Council of Aging, Blue Water Center for Independent Living, and other similar agencies offer transportation for individuals who require special attention. Demand/response buses are available for physically challenged individuals.

Taxicabs

Four private taxicab companies operate within St. Clair County, mostly within Port Huron, Marysville, and Fort Gratiot Township.

Shuttle Services

Three shuttle services provide transit to airports in the Detroit and Flint areas.

Trolleys

Motorized trolleys, owned by BWATC, operate within the Port Huron area, taking residents and sightseers on tours of historical and cultural sites within the city. These trolleys also are available for exclusive rental for private use.



Blue Water Area Transit operates the Blue Water Trolleys, which take residents and tourists on mobile tours of historical and cultural sites within the city of Port Huron. Photo courtesy of Blue Water Transit (www.bwbus.com)



The Harsens Island Ferry carries cars and people from mainland Clay Township to Harsens Island. Photo source: www.harsensisland.com

Ferries

Four ferry companies provide service across the St. Clair River in the southern part of St. Clair County. The Blue Water Ferry transports pedestrian passengers, automobiles, buses, and commercial trucks from Marine City to Sombra, Ontario. Data from the mid-1990s shows that automobile and truck traffic has remained relatively stable, while the number of pedestrian passengers has grown steadily.

Three ferries in Algonac provide passenger and automobile transportation service to Walpole Island, Russell Island, and Harsens Island. The latter two of these islands are within St. Clair County. Walpole Island is a Native American reservation within Ontario.

United States Customs officials greet and control passengers who arrive in St. Clair County via the ferry from Sombra and the ferry from Walpole Island.

COMMERCIAL WATER PORTS, RAILROADS, TUNNEL, AND AIRPORTS

The number of people associated with boat, rail, and air transportation systems is, by far, less than the number of people who drive and use automobiles. Nevertheless, these other methods of transportation, primarily for hauling freight, are significant because of their economic and land use implications.

Commercial Water Ports

There are five private commercial ports within St. Clair County. The Seaway Terminal in Port Huron no longer functions as a cargo terminal. Cargo tonnage at these port terminals has dropped steadily since the mid-1990s.

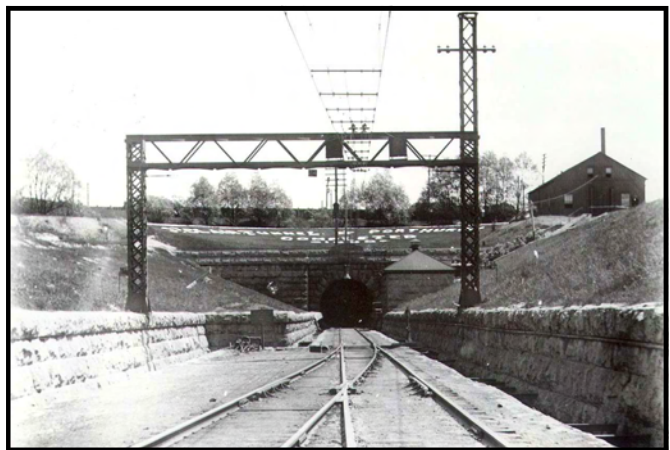
Railroad Tunnel

Canadian National Railroad owns the tunnel under the St. Clair River that connects Port Huron with Sarnia, Ontario. The tunnel opened in April 1995, and is a major link in the most direct route between Halifax, Nova Scotia, Montreal and Toronto, Ontario, and Chicago, Illinois. Trains passing through the tunnel transport high-priced manufactured goods and prepackaged food items from Europe to the United States industrial heartland.

The tunnel accommodates high-clearance, multilevel auto carriers and double-stacked containers that can be carried on either train cars or semi-trucks.

Freight value through the CN (Port Huron) tunnel has increased significantly from \$4 billion in 1994; to nearly \$11.7 billion in 1996; to over \$26.2 billion in 2006. The significant increase is attributable largely to Canadian imports.

In 2006, 4,518 westbound trains entered the U.S. via the CN (Port Huron) railroad tunnel.



This circa 1890s photo shows the original Port Huron to Sarnia tunnel. In 1995, a second tunnel opened, replacing the original rail tunnel.



St. Clair County International Airport has provided commercial corporate and general aviation services for over 55 years; adjacent to the airport is an 80-acre Michigan Certified Business Air Industrial Park.



The St. Clair County Parks and Recreation Commission is working with local municipalities to develop the Bridge to Bay Trail, which, when completed, will span 54-miles along the shorelines of Lake St. Clair, the St. Clair River, and Lake Huron.

Airports

St. Clair County has two main airports:

- ☑ St. Clair County International Airport, a “transport facility”, with a 5,100-foot runway capable of accommodating some jet aircraft; and a second 4,100-foot runway.
- ☑ The Marine City Airport, which is classified as a “general utility” airport, is designed for single-engine and some light two-engine, non-jet aircraft.

The number of cargo and private aircraft traveling in and out of St. Clair County International has fluctuated greatly since 1993, with no clear pattern or trends.

St. Clair County has an airport master plan, initially written in the 1970s that includes information on:

- ☑ General aviation demand and capacity
- ☑ Terminal facility requirements, including gates, aprons, hangars, and parking lots
- ☑ Runway improvements
- ☑ Environmental assessment
- ☑ Financial analysis

NON-MOTORIZED AND PEDESTRIAN TRAFFIC

Non-motorized traffic refers to quiet modes of transportation, such as bicycles, in-line skates, riding horses, and pedestrians of all ages and physical

abilities. Non-motorized transportation can be an important alternative to the automobile as a source of recreation and as a means of commuting to work, school, and to shopping, social, and civic destinations.

Greenway refers to trails or pathways, designed for non-motorized traffic, that connect residential areas to other residential areas or commercial districts.

GREENWAY RESOURCES IN ST. CLAIR COUNTY

- ☑ Algonac State Park
- ☑ Lakeport State Park
- ☑ Port Huron State Game Area
- ☑ St. Johns Marsh State Game Area
- ☑ Goodells County Park
- ☑ Fort Gratiot County Park
- ☑ Columbus County Park
- ☑ Bridge to Bay Trail
- ☑ Wadhams to Avoca Trail
- ☑ Municipal parks & public beaches
- ☑ Public schools
- ☑ Road rights-of-way & utility easements
- ☑ Shorelines, wetlands & floodplains

Greenway resources refers to the total collection of trails and parks within a community or geographic area. Greenway resources include land and water areas, all of which function as an integrated system that provides more value than the sum of its individual parts.

St. Clair County has a conceptual greenways plan, which illustrates a system of trails and conservation corridors with significant natural features, such as soils, hills and valleys, drains, streams, rivers, wetlands, lakes, shoreline, woodlands, and wildlife habitat. The greenways plan's objective is to maintain those natural features in a balanced ecological state while also allowing communities to grow in a controlled manner.

GOVERNMENT TRANSPORTATION AGENCIES

Various federal, state, county, and local governmental agencies legislate or participate in transportation decisions. Each transportation agency has its own constituency, goals, and responsibilities. The number of agencies necessitates that roadway development be communicated and coordinated at many levels.

When federal agencies financially support a transportation project, those agencies provide input into the planning process. Transportation projects are

also subject to review under the National Environmental Policy Act (NEPA), which requires compliance with environmental regulations and preparation of environmental documents for major federal actions.

Every urbanized area of more than 50,000 people must be part of a Metropolitan Planning Organization (MPO) that coordinates regional transportation plans (RTP). St. Clair County nests within the seven-county Southeastern Michigan region where the Southeast Michigan Council of Governments (SEMCOG) serves as the MPO.

The Metropolitan Planning Commission has established the St. Clair County Transportation Study (SCCOTS) to aid in the development of a coordinated transportation system for the county. SCCOTS maintains an advisory committee that provides recommendations to the Metropolitan Planning Commission and to SEMCOG.

The following pages suggest responsibilities and activities for some of the governmental agencies involved with transportation issues within St. Clair County.

Local Community Master Plans

Under Michigan law, city, village, and township governments are primarily responsible for land use planning and zoning. Local planners should consider traffic mobility when making land use decisions, and

AGENCIES THAT INFLUENCE TRANSPORTATION IN ST. CLAIR COUNTY

- St. Clair County Metropolitan Planning Commission (SCCMPC)
- St. Clair County Transportation Study (SCCOTS)
- St. Clair County Road Commission
- St. Clair County Parks and Recreation Commission (PARC)
- City and township planning departments
- Blue Water Area Transportation Commission (BWATC)
- Michigan Department of Transportation (MDOT)
- Southeast Michigan Council of Governments (SEMCOG)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- United States Environmental Protection Agency (EPA)
- Airport & Port authorities
- Parking authorities



then direct intense development toward areas where existing or proposed transportation systems can handle high traffic volume. Likewise, low-density residential areas should be preserved where transportation systems are limited.

Transportation decisions should include roads for automotive travel, as well as alternative modes of travel and transportation.

Corridor Planning and Management

Transportation corridors that pass through multiple jurisdictions require inter-governmental cooperation. St. Clair County government should take the lead role to achieve maximum cooperation and optimum efficiencies.

Corridor plans should provide for:

- Roadway and intersection improvements, such as additional lanes, boulevards, and signals
- Locations for bike paths, sidewalks, and transit stops
- Access management standards for driveways and service roads
- Landscaping
- Streetlights
- Architecture and sight design
- Future land use along the corridor

Right-of-Way Preservation

Right-of-way refers to the overall width of the roadway, including the road itself plus additional space on both sides for shoulders, road signs, ditches or sewer pipes, and open space owned and maintained by the governmental unit or private party who is responsible for the road. Right-of-way space may be populated with trees, mailboxes, traffic signs or utility poles – if not too close to the road – and by advertising signs permitted under ordinance.

Many Michigan roadways were originally designed for much lower traffic volumes than they are now expected to accommodate. Improvements to these roadways are often limited because of a lack of right-

of-way or because development that borders the roadway. Lack of right-of-way escalates costs and creates project delays. Cooperative efforts to preserve rights-of-way should be implemented in order to minimize these problems.

Right-of-way widths vary according to the roadway type and functional classification. The minimum right-of-way in St. Clair County is 66 feet for local residential streets.

Transportation Demand Management

Transportation demand refers to the number of vehicle miles traveled over a certain roadway.

Transportation demand management refers to a coordinated program to improve the movement of goods and people through an efficient use of the existing transportation system, especially roadways that have reached a point of “critical traffic congestion.” Michigan’s first significant transportation demand program started in Oakland County.

While states with high traffic congestion have initiated mandatory “traffic management ordinances,” no community in Michigan has done so. However, some Michigan corporations have initiated voluntary trip reduction incentives to encourage employees to reduce work-related driving, including commuting.

TRANSPORTATION DEMAND MANAGEMENT PROGRAMS

- Reduction of single-occupant vehicles (SOVs)
- Telecommuting
- Staggered work shifts & flex-time
- Carpooling & use of “Park & Ride” facilities
- Connecting sidewalks & bike paths
- Mass transit facilities
- Pedestrian & cycle promotion
- Parking demand & pricing
- Land use strategies that reduce need to drive
- Commuter incentive programs

Traffic Impact Analysis

Additional traffic volume will affect both a roadway and the people who travel on it. Traffic impact analysis helps determine what measures, such as alternative routing, can be taken to minimize the impact caused by increased vehicles.

Traffic impact analysis refers to illustrating the need for improvements to the transportation network in order to accommodate the traffic generated by new development.

Local zoning ordinances should require that a traffic impact analysis be conducted prior to constructing new roads or permitting new residential, commercial, or industrial development.

Driveway and Access Management

Driveway refers to an access point for private property, and entrances to business, industrial, or commercial establishments. Driveways may be designed to handle:

- A small number of vehicles, such as those owned by a family.
- A moderate number of vehicles, such as those belonging to residents of an apartment complex or employees at a small industrial or office park.

- A large traffic volume, such as cars and delivery trucks driven by customers and suppliers to a high-volume shopping mall.

Access management refers to comprehensive controls placed on all aspects of roadway access in order to minimize conflict points and preserve the roadway's ability to carry traffic. Access management can establish standards that facilitate traffic flow and improve public safety.

The St. Clair County Road Commission and local units of government should work together to develop access management guidelines that:

- Protect the public investment in the roadway by minimizing congestion and the potential for accidents.
- Provide property owners with a reasonable, though not always direct, access to their property.

Implementation of the guidelines will require further multi-jurisdictional cooperation and coordination so that driveway permits are not granted until access requirements are studied through the site plan review process.

Residential Roads

Residential roads refer to roads whose primary function is to provide access to residential property, not serve high volumes of through traffic.

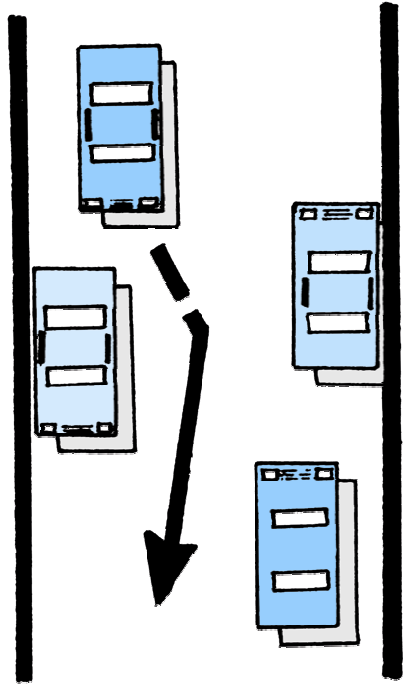
While the previous information about driveways and access points may be most significant to high-volume roads, the information is also applicable to residential roads. At the same time, residential roads have additional unique circumstances and standards.

The St. Clair County Road Commission has a set of standards for development of local residential roads within townships. Cities and villages have engineering standards applicable to subdivisions developed with city or village streets.

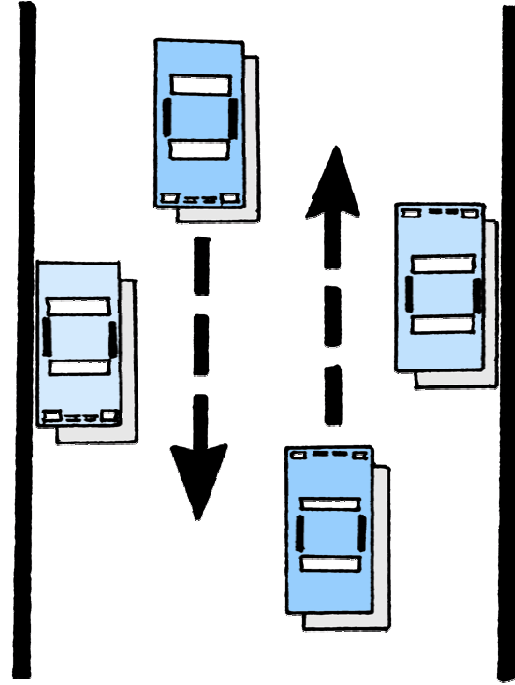
Local governments that are approving site plans for new development should work closely with the

ACCESS MANAGEMENT CONSIDERATIONS

- Number of access points
— (limit to one if possible)
- Alternative access routes
— (service roads or frontage roads)
- Shared driveways
- Sight distances
- Distance from intersections
- Distance from other driveways
- Alignment with driveways across the road



Streets that serve less than 50 dwellings have a standard width of 30 feet, which creates a yielding two-way driving pattern.



Streets that serve more than 50 dwellings have a standard width of 36 feet, which allows for an unobstructed two-way driving pattern.

Michigan Department of Transportation and the St. Clair County Road Commission to ensure that proper road improvements are being installed with the development. Proper improvements may include, but are not limited to, additional turn lanes or dedication of future right-of-way.

Based on County Road Commission standards, most local streets that serve less than 50-dwelling units measure 30-feet from curb to curb. Local streets that serve more than 50-dwelling units are 36-feet across – the additional six feet allows for cars to travel in both directions between other cars parked on both sides of the road.

There is a need for a hierarchy of road classification within larger developments, especially those that could have connectors or arterials, as well as local roads.

Cul-de-sacs and dead-end streets should be utilized only near areas where natural features such as

wetlands or existing adjacent development patterns preclude through streets.

Developments on the edge of cities, villages, and other population centers should be required to tie into the street network in order to: provide motorists with multiple routes, reduce driving distances, diffuse traffic flow, and enhance non-motorized modes of transportation.

Road connections should also be constructed between adjacent subdivisions to allow movement between subdivisions without requiring that traffic go onto major highways.

Private Roads

Private roads refer to roads constructed by private individuals or companies – not governments – for special purposes such as within a residential development or within a commercial, industrial, or office complex. Private roads can be beneficial if they provide a common access point to a traffic artery; they