

1.0 A residential street may have a problem with either cut through traffic or vehicular speeding. By default, the street functions as a minor collector road but does not have the standard pavement width, pavement structure, shoulder width, drainage system to serve effectively as a collector road. In addition, a street may permit traffic from another subdivision to pass through the affected subdivision street in route to an outside destination. Priority for traffic calming shall be placed on streets where a higher density of housing exists (i.e., lots that are less than one acre with front yard setbacks less than 75 feet, thereby creating more potential conflicts with residents and pedestrians).

2.0 The cut through traffic or speeding problem can be identified by the County through current traffic counts, speed surveys, and projections of future traffic impact in accordance with long range development plans for the area. Cut through traffic shall be defined as the traffic on the affected street, which does not originate or terminate in the subdivision. A condition of speeding exists when the 85th percentile speed of traffic on the street exceeds the posted speed limit.

3.0 An eligible street must be a local road/street with a projected average daily traffic count not to exceed 3,000 vehicles per day at the time of full development of the area. No speed humps shall be installed on any street with a current vehicle count of less than 300 per day. Speed humps may be removed by the County at any time in the future if the traffic count for the street exceeds 3,000 vehicles per day.