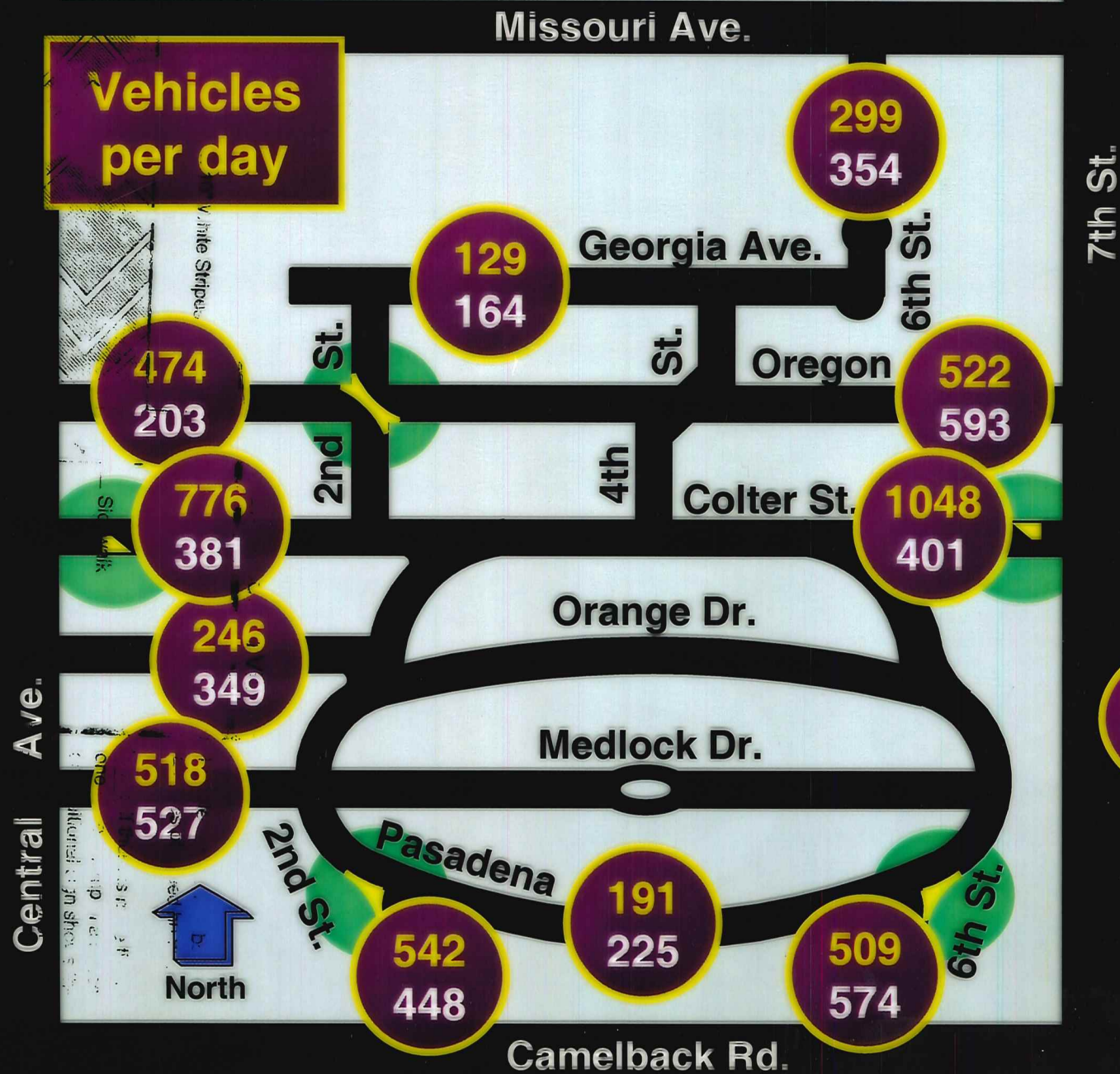


**Vehicles  
per day**



**Before  
After**

CITY OF PHOENIX  
TRAFFIC STUDY**LOCATION OF STUDY:**

COLTER BTWN 2ND ST &amp; 4TH ST (232)

Date: 08/14/00 - 08/15/00

**DIRECTION: EB****AVERAGE SPEED: 27 mph****85%: 33 mph****DIRECTION: WB****AVERAGE SPEED: 28 mph****85%: 33 mph****DIRECTION: COMB.****AVERAGE SPEED: 28 mph****85%: 33 mph****AVERAGE VOLUME BY HOUR**

<b>DIRECTION:</b>	<b>EB</b>	<b>WB</b>	<b>COMB</b>
<b>1200AM</b>	1	0	1
<b>0100</b>	1	1	2
<b>0200</b>	1	1	2
<b>0300</b>	1	1	2
<b>0400</b>	0	3	3
<b>0500</b>	2	8	10
<b>0600</b>	6	7	13
<b>0700</b>	16	32	48
<b>0800</b>	16	30	46
<b>0900</b>	18	22	40
<b>1000</b>	12	26	38
<b>1100</b>	23	28	51
<b>1200PM</b>	22	27	48
<b>0100</b>	22	23	45
<b>0200</b>	17	28	45
<b>0300</b>	23	28	51
<b>0400</b>	20	41	61
<b>0500</b>	30	47	77
<b>0600</b>	18	20	38
<b>0700</b>	14	21	34
<b>0800</b>	8	13	21
<b>0900</b>	8	10	18
<b>1000</b>	4	6	10
<b>1100</b>	4	2	5
<b>AVG TOTAL</b>	<b>287</b>	<b>425</b>	<b>709</b>

CITY OF PHOENIX  
TRAFFIC STUDYLOCATION OF STUDY:

ORANGE DR BTWN 2ND ST &amp; 6TH ST (340)

Date: 06/14/00 - 06/15/00

DIRECTION: EB  
AVERAGE SPEED: 23 mph  
85%: 28 mphDIRECTION: WB  
AVERAGE SPEED: 24 mph  
85%: 29 mphDIRECTION: COMB.  
AVERAGE SPEED: 24 mph  
85%: 28 mphAVERAGE VOLUME BY HOUR

DIRECTION:	EB	WB	COMB
1200AM	0	0	0
0100	0	1	1
0200	0	0	0
0300	0	1	1
0400	1	1	1
0500	0	1	1
0600	3	4	7
0700	7	5	12
0800	4	10	13
0900	5	6	10
1000	3	8	10
1100	7	3	10
1200PM	6	5	11
0100	5	11	15
0200	8	7	15
0300	6	6	12
0400	5	6	11
0500	6	13	19
0600	9	12	21
0700	8	9	16
0800	6	6	11
0900	2	5	7
1000	4	2	6
1100	2	1	3
AVG TOTAL	97	124	213



CITY OF PHOENIX  
TRAFFIC STUDY**LOCATION OF STUDY:****MEDLOCK BTWN 2ND ST & 4TH ST (220)****Date: 08/14/00 - 08/15/00****DIRECTION: EB****AVERAGE SPEED: 26 mph****85%: 31 mph****DIRECTION: WB****AVERAGE SPEED: 25 mph****85%: 31 mph****DIRECTION: COMB.****AVERAGE SPEED: 26 mph****85%: 31 mph****AVERAGE VOLUME BY HOUR**

<b>DIRECTION:</b>	<b>EB</b>	<b>WB</b>	<b>COMB</b>
<b>1200AM</b>	1	1	2
<b>0100</b>	0	1	1
<b>0200</b>	1	0	1
<b>0300</b>	0	0	0
<b>0400</b>	1	1	2
<b>0500</b>	0	0	0
<b>0600</b>	1	2	3
<b>0700</b>	6	12	17
<b>0800</b>	9	9	18
<b>0900</b>	6	5	11
<b>1000</b>	6	6	12
<b>1100</b>	9	6	15
<b>1200PM</b>	12	5	16
<b>0100</b>	11	9	19
<b>0200</b>	11	8	19
<b>0300</b>	11	8	19
<b>0400</b>	13	4	16
<b>0500</b>	11	9	20
<b>0600</b>	16	6	21
<b>0700</b>	12	9	20
<b>0800</b>	5	7	11
<b>0900</b>	5	5	10
<b>1000</b>	3	1	4
<b>1100</b>	1	1	2
<b>AVG TOTAL</b>	<b>151</b>	<b>115</b>	<b>259</b>

CITY OF PHOENIX  
TRAFFIC STUDY**LOCATION OF STUDY:****OREGON AVE BTWN 4TH ST & 7TH ST (515)****Date: 06/14/00 - 06/15/00****DIRECTION: EB****AVERAGE SPEED: 27 mph****85%: 32 mph****DIRECTION: WB****AVERAGE SPEED: 27 mph****85%: 33 mph****DIRECTION: COMB.****AVERAGE SPEED: 27 mph****85%: 32 mph****AVERAGE VOLUME BY HOUR**

<b>DIRECTION:</b>	<b>EB</b>	<b>WB</b>	<b>COMB</b>
<b>1200AM</b>	2	0	2
<b>0100</b>	1	0	1
<b>0200</b>	1	0	1
<b>0300</b>	0	0	0
<b>0400</b>	0	0	0
<b>0500</b>	5	3	8
<b>0600</b>	10	2	11
<b>0700</b>	24	4	28
<b>0800</b>	30	6	36
<b>0900</b>	22	8	30
<b>1000</b>	26	5	31
<b>1100</b>	38	9	46
<b>1200PM</b>	41	7	48
<b>0100</b>	29	10	39
<b>0200</b>	32	7	38
<b>0300</b>	31	6	36
<b>0400</b>	64	5	69
<b>0500</b>	64	9	74
<b>0600</b>	42	8	49
<b>0700</b>	16	1	17
<b>0800</b>	20	3	22
<b>0900</b>	15	2	17
<b>1000</b>	8	3	11
<b>1100</b>	3	1	4
<b>AVG TOTAL</b>	524	99	618

# Help fight neighborhood traffic!

**It's the final phase of traffic control and we need your help.**

**The City of Phoenix has offered to pay 90%\* of the cost** to realign Colter St. The former orange barrel areas will be made permanent, increasing safety of two intersections for those of us who use the street daily and reducing speed and cut-through traffic. (If you are new to the neighborhood, look at the covered up stripping at the intersections of 2nd and 6th Streets and Colter. Curbing and landscape would extend out into those areas.)

With increased downtown construction of both residential and commercial properties and light rail construction looming, we can't miss this opportunity.

**Neighbors have already committed \$6,921.** The neighborhood must raise \$10,500. **We only need to collect an additional \$3,579!** Please send your donation immediately to Carol Gardiner, 5019 N. 2nd Street or use the enclosed envelope. Make checks payable to Windsor Square Traffic Committee.

**Time is running out to take advantage of the city funds!**

Please note: Unused funds or funds collected above \$10,500 will be returned.

\*The city has estimated the cost to be \$105,000 and will pay \$94,500.



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It's time for the  
**Windsor Square**  
**Neighborhood Yard Sale!**  
**Saturday, April 28, 7:00-1:00**



**Get all that stuff out of storage!**

We will advertise, pass out maps, place signs out on the streets and you make the money! Participation cost is only \$10.00. Send check by April 22 to Windsor Square, 340 E. Pasadena  
Call Rob at 263-5103 for more information



## Speed Hump Process

1. Once residents express interest in speed humps, City staff sends a speed hump information packet to residents.
2. Residents complete and return the *Speed Hump Study Request* form with signatures representing ten area households.
3. City staff conducts a preliminary inspection of the street to determine if speed humps are appropriate. If not, staff notifies residents in writing that their street is not eligible for speed humps.
4. If the street is eligible for speed humps, staff conducts a traffic study to document the number of vehicles and the speed of traffic using the street.
5. Residents are notified about the results of the study and the corresponding speed hump fee.
6. If residents wish to pursue speed humps, they notify City staff. Residents and staff work together to determine appropriate locations for speed humps, and staff prepares petitions showing the proposed locations. Staff also provides residents with the "affected area" for petitioning purposes.
7. Residents circulate petitions and document at least 70 percent support from the affected area and 100 percent support from residences within 100 feet of any proposed speed hump.
8. Residents submit signed petitions back to the City along with the appropriate speed hump fee.
9. City staff verifies the petitions.
10. If consensus building is adequate, staff notifies its Contractor to install the humps as shown on the petitions. After installation, staff will sign and stripe the humps according to City standards.
11. If, during petitioning, residents wish to change the location of one or more speed humps, or add speed humps to the proposal, they must notify City staff. Staff will prepare new petitions showing the new proposal, and residents must discard all previous petitions, signed or unsigned.
12. Residents may circulate petitions and obtain signatures for up to 6 months from the distribution of the petitions. Any petitions older than 6 months that are submitted to the City will be rejected.
13. If, at a future time, residents want to remove one or more speed humps, they must submit a petition with at least 51% approval of the original affected area. If approved, residents must pay to remove the humps.

