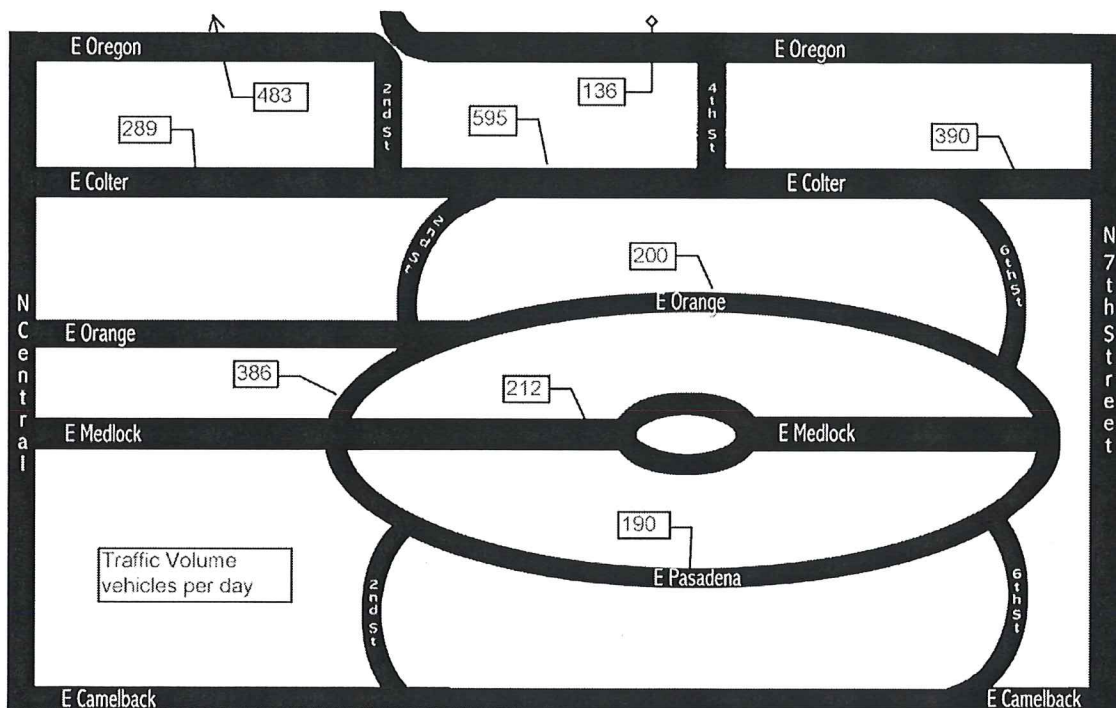
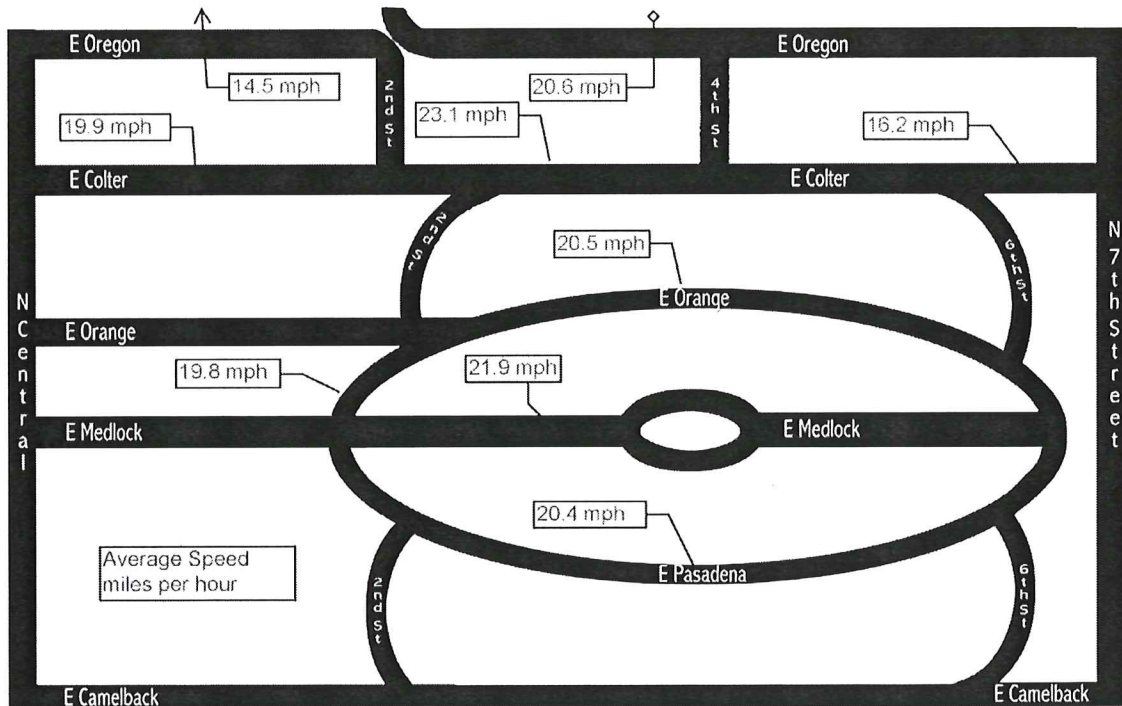


Traffic Update

One of the many recurring issues facing the Board, traffic volume, speed and patterns continue to appear worse than they are. The latest traffic study conducted by the City of Phoenix goes against what many of us believe to be true. For example, you may see many cars on your street and believe that the traffic is a major problem and well above the norm. According to the recent traffic study conducted in the fall, Windsor Square traffic is average, if not a bit below average. While this may go against what we see with our eyes, the reality is that there is little more that the neighborhood can do that is unobtrusive.

Here is what we know based on the results of the Fall Traffic Study.





The traffic volume in terms of vehicles per day is highest on Colter and 2nd Street. The highest speed areas are Colter between 2nd Street and 4th Street and Medlock between 2nd and 6th Streets. According to the City of Phoenix transportation representative, there is little more that the neighborhood can do in terms of unobtrusively studying the traffic. There are neighborhood traffic management programs that could be implemented to slow traffic and discourage cut-through.

Speed humps are for local streets only and require both resident approval and partial resident funding. They cost \$2,000 per speed hump and the neighborhood would pay \$1,200 of that cost. In addition, 100% of the residents with 100 feet of the speed hump and 70% of the residents within the overlay would have to agree to it.

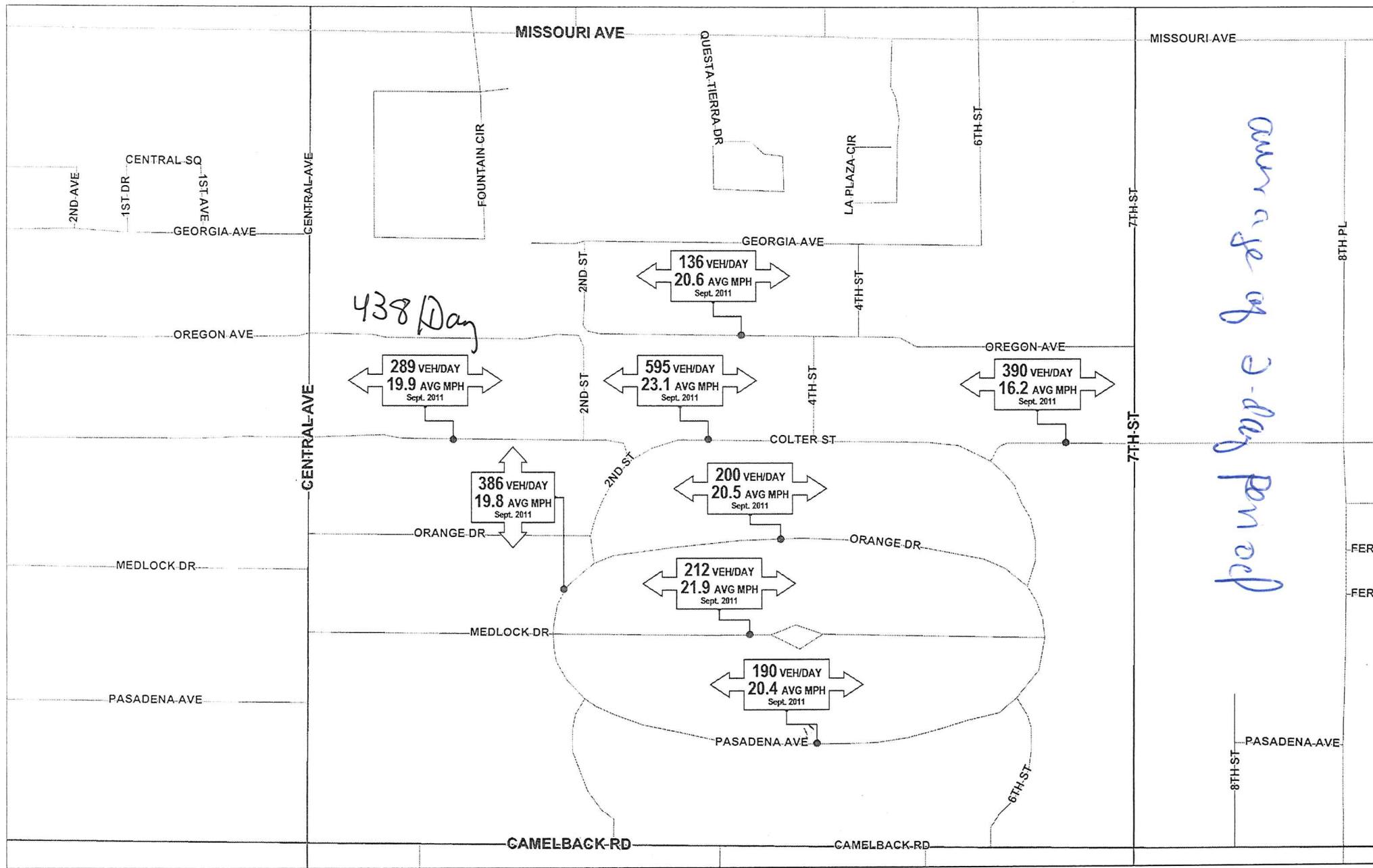
Other measures include **time of day turn restrictions**, **semi-diverters**, **full diverters**, and **closing a street**. These require traffic volumes between 1000-2000 vehicles per day or 100-200 vehicles per hour and speeds in excess of 25 miles per hour on local streets. In addition, closing a street requires that the residents purchase the street and become responsible for maintenance.

Good news about our neighborhood comes from crash statistics. From 2006 to 2010, there have been only six reported crashes in the neighborhood with four of those involving property damage.

You may have noticed the recent addition of bike lanes on Central Avenue. According to the City, Central Avenue went on a “Road Diet.” This is actually anticipated to reduce the traffic in the neighborhood and the noise from traffic. In 2008, the City installed a

road diet on 15th Avenue between Thomas Rd and Bethany Home Rd. As a result, there was a 22% reduction in traffic volume, a 12% decline in speed, and an overall decline in crashes.

The Windsor Square Board will continue to address traffic issues as they arise. For more information or to voice your concerns, please contact a member of the Board.



Neighborhood Traffic Update

Windsor Square Neighborhood

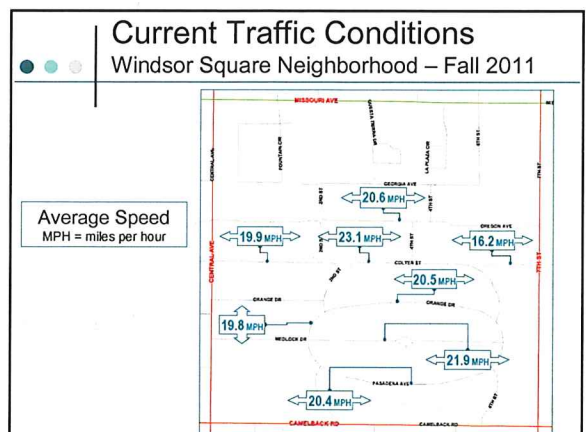
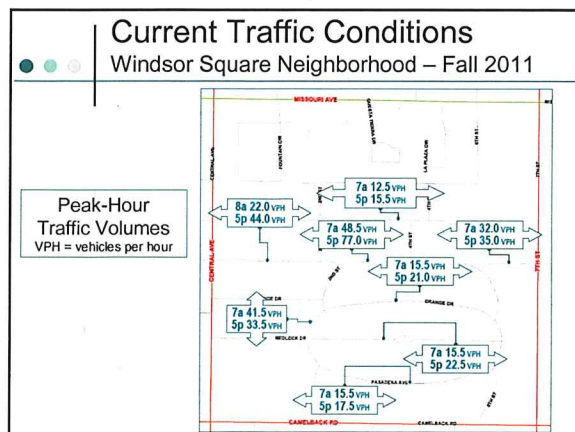
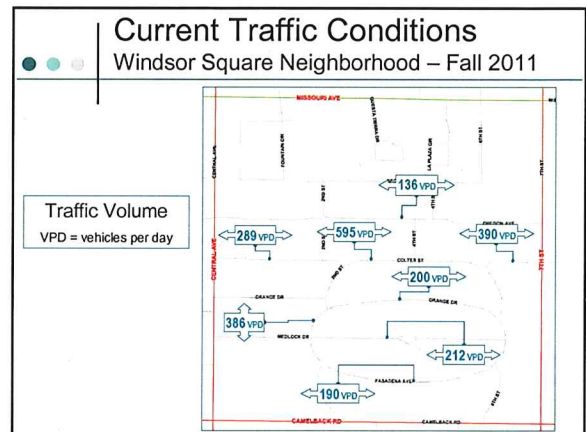
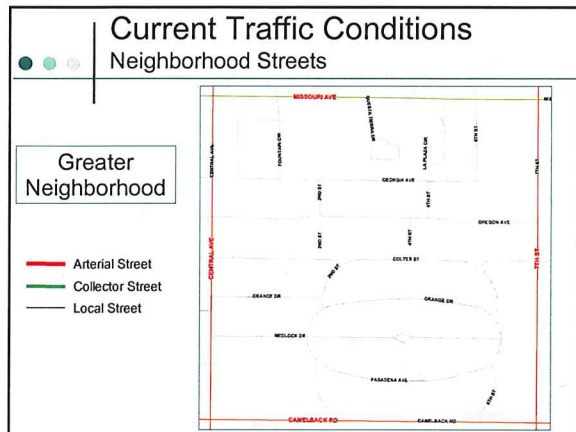
December 1, 2011

City of Phoenix
Street Transportation
Department
Safety and
Neighborhood Traffic
Section

Kerry Wilcoxon
Traffic Engineer III

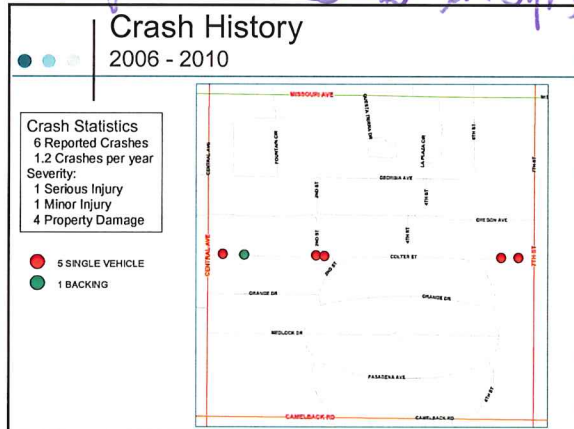
Meeting Agenda

- Current traffic conditions
 - Neighborhood traffic study results
 - Neighborhood crash history
- Central Avenue Road Diet
 - Striping plan
 - Schedule
- Windsor Restaurant Update



Very good stat

Crashes
6 Reported Crashes in 5 yrs



Neighborhood Traffic Calming

License Plate Study

License Plate Study

- o In January the City will observe and record license plates from vehicles traveling on neighborhood streets
- o Using MVD data, the City will then determine the home zip code of the vehicle owner to determine if the vehicle is from outside the neighborhood
- o Current scheduled count locations:
 - o Approximately 217 East Colter
 - o Approximately 5040 East 2nd Street

divided by city - funded by city But residents also share

Neighborhood Traffic Management Programs

- o Speed Hump Program
Applies to local streets only
- o Traffic Management Program
Applies to local and collector streets
- o Other Programs

All Neighborhood Traffic Management Programs are Resident Driven

Speed Hump Program

Devices intended to slow traffic and discourage cut-through

Criteria for Installation:
 Local streets only
 Resident approval and partial resident funding

our numbers are too low for this prog

Neighborhood Traffic Management

Devices intended to deter cut-through traffic

Criteria for Installation:
Street Traffic Volume:
 Local Streets 1000-2000 vehicles per day or 100-200 vehicles per hour
 Collector Streets 8000 vehicles per day or 800 vehicles per hour
Traffic Speed (85-percentile):
 Local Street: Exceeds 25 mph Collector Street: Exceeds 35 mph

Other Programs

Radar Speed Trailer

Devices intended to slow traffic
 Deployed for one week interval, once per month

Criteria for Installation:
 Local, Collector or Arterial Streets
 Permission of Property Owner

over 10 humps → 10% discount
 \$2000 a hump - hood pays \$1200 of that
 100% of agreement of N.S. w/ in 100 feet + 75% of every

Traffic Mitigation Process

- o Contact from Neighborhood
- o Conduct traffic study
- o Devise Traffic Control Plan
- o Obtain Neighborhood Consensus
 - Not required for Speed Trailer
- o Implement and Test Solutions

City of Phoenix has given them the permission and he wants to act on it

Central Avenue Road Diet

Camelback to Bethany Home Roads

In January 2012, the City will be installing bike lanes on Central Avenue between Camelback and Bethany Home Roads

- o One automobile travel lane in each direction will be removed
- o Bike lanes and a buffer zone will be installed south of San Juan Avenue
- o Bike lanes with no buffer zone will be installed north of San Juan Avenue

Central Avenue Road Diet

Current Striping

North of Bethany Home Road
2 lanes each direction

Bethany Home Rd to Camelback
3 lanes each direction

South of Camelback Road
2 lanes each direction

Consequences:
Same Traffic Volume
More Traffic Lanes

17,100 Vehicles/day

17,800 Vehicles/day

18,100 Vehicles/day

18,800 Vehicles/day

Central Avenue Road Diet

Current Striping Mid-block

3 Auto Travel Lanes North and South

Sidewalk at Edge of Travel Lane

No Bike Lanes

Central Avenue Road Diet

Road Diet Striping Mid-block

2 Auto Travel Lanes North and South

Sidewalk 6-11 feet from Travel Lane

Bike Lanes

Central Avenue Road Diet

Current Striping Camelback Road

Travel Lanes next to driveways/sidewalks

2 Southbound Left Turn Lanes

Dedicated Right Turn Lane

Central Avenue Road Diet

Road Diet Striping Camelback Road

Travel Lanes 11 feet from driveways/sidewalks

2 Southbound Left Turn Lanes

Shared Right Turn Lane

Central Avenue Road Diet

Current Striping Bethany Home Road

Dedicated Right Turn Lane

2 Lanes North and South

Sidewalk at Edge of Travel Lane

Central Avenue Road Diet

Road Diet Striping Bethany Home Road

Shared Right Turn Lane

2 Lanes North and South

Sidewalk 6 feet from Travel Lane

Central Avenue Road Diet

Example: 15th Ave Road Diet

In 2008, the City installed road diet on 15th Ave between Thomas Rd and Bethany Home Rd

- o Traffic Volume
 - Before: 13,500 – 20,500 veh/day
 - After (2010): 12,600 – 13,900 veh/day 22% Decline
- o Average Speed
 - Before: 38-40 mph
 - After: 32-37 mph 12% Decline
- o Crashes
 - Total Crashes Declined
 - Crash Rates (Crashes/Traffic Volume) Declined

Central Avenue Road Diet

Current Striping vs. Road Diet – Automobiles

Current Striping	Road Diet Striping
1. Traffic Volume: 17,000-19,000 vehicles per day	1. Traffic Volume: 17,000-19,000 vehicles per day
2. 3 travel lanes in both directions	2. 2 travel lanes in both directions
3. Higher speeds possible	3. Higher speeds less likely
4. Passing is possible in curb lane	4. Passing not possible next to curb
5. Thru traffic crosses 6 lanes	5. Thru traffic crosses 4 lanes
6. Left turning traffic crosses 3-4 lanes	6. Left turning traffic crosses 3-4 lanes
7. Right turning traffic turns from travel lane	7. Right turning traffic turns from buffer zone

Central Avenue Road Diet

Current Striping vs. Road Diet – Pedestrian/Bike

Current Striping	Road Diet Striping
1. Vehicle travel lane abutting sidewalk	1. Vehicle travel lane 6-11 feet from sidewalk
2. Bicyclists ride on sidewalk	2. Bicyclists ride in bike lane
3. Pedestrians/bicyclists cross 6 travel lanes	3. Pedestrians/bicyclists cross 4 travel lanes
4. High speed right/left turns "hook" crashes more likely	4. High speed right/left turns less likely and buffer allows for reaction

Central Avenue Road Diet Current Striping vs. Road Diet – Neighborhood	
Current Striping	Road Diet Striping
1. Traffic begins at edge of curb	1. Traffic begins 6-11 feet from edge of curb
2. 6 lanes of traffic	2. 4 lanes of traffic
3. Higher traffic noise (speed and acceleration)	3. Lower traffic noise likely



Questions

Kerry Wilcoxon 602-262-4613
kerry.wilcoxon@phoenix.gov

closing a street requires
the neighbors to actually
purchase the street
respon. for maint.

in the norm - maybe
below traffic
8000 res.
20% cut thru.

02nd St.

NEIGHBORHOOD TRAFFIC UPDATE

Steph DePascal, Katharine Halpin, Bonnie Meyer, Sarah Schantz

In late March the above residents met with Kerry Wilcoxon, from the City of Phoenix Street Transportation Department to discuss reducing the speed of cut-through traffic throughout the neighborhood. Second Street, Sixth Street and Colter Street, along with Orange Drive and Medlock, experience excessive speeds especially in the early mornings, at lunch and at the end of the work day.

1. Due to severe budget constraints, the original goal of 3-way stop signs at both intersections; 2nd Street and Colter and 4th Street and Colter will most likely not be achieved. However, Kerry offered various ideas about other remedies.
2. Tony Hernandez, the person in charge of the City's speed hump program, mentioned that residents along Colter had tried to get speed humps installed a few years back but had run into opposition from other residents. The City is not sure if there is still opposition, but can certainly work with us on placing speed humps where they will not upset residents.
3. Attached is an aerial map of the neighborhood and information on the radar speed trailer program. This program can not only measure speeds but origination of entry into the neighborhood. If we want to take advantage of this program, the Board needs to make an official request and let the City know where and how often we want them to run traffic counts. We would need to send Mr. Wilcoxon an e-mail request from a representative of the Windsor Square Neighborhood Association.
4. The City would then make recommendations to our Board.

Colter before 2nd
Eastbound

Mr. Wilcoxon can be reached at:

Kerry Wilcoxon, P.E.
City of Phoenix
Street Transportation Dept
Safety and Neighborhood Traffic Section
Ph.: 602-262-4613
e-mail: kerry.wilcoxon@phoenix.gov

Oregon
Before 4th
Heading West



SAFETY & NEIGHBORHOOD TRAFFIC SECTION

STREET TRANSPORTATION DEPARTMENT TRAFFIC SERVICES DIVISION

City of Phoenix, 200 W. Washington St, 6th Floor, Phoenix, AZ 85003

Radar Speed Trailer Program



The Phoenix Street Transportation Department offers:

RADAR SPEED TRAILERS

These solar powered trailers are deployed to neighborhood streets on a weekly basis. They are designed to measure and display actual vehicle speeds to approaching drivers. The intent is that once drivers see how fast they are traveling, they will lower their speed voluntarily.

Each trailer has an onboard radar unit and a digital display showing the speed of an approaching vehicle. Above the speed limit the digital read-out begins flashing as a warning. At 11 mph over the speed limit a strobe light is flashed at the vehicle mimicking the flash of a photo enforcement camera. To discourage drivers who are curious about how high the reading can go, the sign will go blank when the vehicle speed exceeds 25 mph over the posted limit. Although no citations are issued, an onboard computer records traffic speed and volume for future analysis. This information can then be shared with police and the neighborhood.

For additional information or to schedule a trailer deployment contact Kerry Wilcoxon at 602-262-4613 or kerry.wilcoxon@phoenix.gov

Other Services Offered:

Neighborhood Traffic Mitigation

Slow neighborhood traffic and discourage cut-through traffic on local streets throughout neighborhoods and

Collector Street Mitigation

Traffic Safety Studies
Slow traffic on residential collector streets
Contact:
Kerry Wilcoxon
262-4613 or
kerry.wilcoxon@phoenix.gov

Speed Humps

Slow or discourage traffic on individual local streets
Contact:
Tony Hernandez
262-4610 or
tony-str.hernandez@phoenix.gov

Other Traffic Requests

Contact:
Kerry Wilcoxon
262-4613 or
kerry.wilcoxon@phoenix.gov

Front Desk

Contact:
262-4659

Speed Hump Program

The following also is provided in [Spanish](#). Lo siguiente también es provisto en [Español](#).

What are speed humps?

Speed humps are asphalt mounds placed on roadways for the purpose of slowing traffic. Speed humps are different than speed bumps, which are commonly seen in parking lots or on private streets. The City of Phoenix only allows speed humps on public streets.

Why are speed humps desirable?

Speed humps can help control speeding on local neighborhood streets: They can reduce average speeds by as much as 7 mph. Unlike traditional police enforcement, speed humps provide continuous service. They may also help discourage cut-through traffic by diverting it elsewhere.

Are there any drawbacks to speed humps?

Yes. Some of the disadvantages include:

- Residents living near speed humps must tolerate increased noise levels as vehicles traverse speed humps day and night.
- Vehicles may drive on sidewalks or through front yards to avoid speed humps.
- Traffic may be diverted to previously quiet parallel streets in the neighborhood.
- Emergency service response time suffers.
- Motorized street sweeping equipment cannot be used at speed hump locations.
- Speed humps interfere with street repaving, decreasing the effectiveness of both the speed hump and the new pavement surface.
- Speed humps block the flow of drainage water on some streets and can cause flooding problems.
- Speed humps require signing and striping, which some residents consider unattractive.

Is petitioning required?

Yes. Petitions help show whether strong resident support for speed humps exists. The City will designate an "affected area," usually consisting of homes along the street where speed humps are proposed. Residents must obtain support from at least 70 percent of residents in the affected area, and must obtain support from every resident whose home is within 100 feet of a proposed speed hump.

Where can speed humps be installed?

Speed humps are permitted on local streets in residential areas where the speed limit is 25 mph. However, speed humps are not permitted:

- On streets where drainage water flows down the center of the street
- On streets regularly used by buses, trucks, or emergency vehicles
- Within 200 feet of a STOP or YIELD sign
- On streets dustproofed with Bituminous Surface Treatment (BST) or on alleys
- On or near steep grades or sharp curves
- Closer than 500 feet apart
- On collector streets

Who pays for speed humps, and how much do they cost?

At present there is no City funding available for speed humps. Each speed hump, together with required signing and striping, costs approximately \$1,200 to install. Currently residents must pay the entire \$1,200 per speed hump. When City funding is available, residents pay either the full \$1,200 cost or a portion of the cost, depending on a street's average speed. The costs are shown below. Residents can collect and pay their portion of the cost of speed humps any way they like.

Average speed on a street*	Cost to residents for each speed hump on that street
25 mph or less	\$1,200
26 to 29 mph	\$250
30 mph or over	\$100

*Speed thresholds can be reduced by 2 mph for speed humps within 250 feet of a park or school.

How can our neighborhood begin the process of installing speed humps?

The first step in the process is a traffic study, which will show the average speed of vehicles using a street. To request a study, residents should print out, complete, and return the attached "[Speed Hump Study Request](#)" form (requires [Adobe Acrobat Reader](#)) and obtain signatures representing ten households on the street. A separate form should be completed for each street where humps are to be considered. Signing this form does not commit residents to support speed humps, nor does it commit them to provide funding in the future.

Speed Hump Process

1. Once residents express interest in speed humps, City staff sends a speed hump information flier to residents.
2. Residents complete and return a [Speed Hump Study Request form](#) (requires [Adobe Acrobat Reader](#)) with signatures representing ten households on the street where humps are proposed. (Each additional street requires an additional form.)
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.

If you have any questions, please call 602-262-4659.

**WINDSOR SQUARE
SPECIAL PLANNING DISTRICT
BOARD MEETING**

December 1, 2011
7:00pm

Those Present: Vicki Hersh, Stephanie DePascal, Blake Hastings, Sean O'Donnell, Mo Mackey, Noelle Baker, Tom Fitsimones

Those Absent: Liz Eells, Sean Cunningham,

Guest: Kerry Wilcoxon, City of Phoenix Safety & Neighborhood Traffic Dept.

Vicki Hersh, President of the Board, called the meeting to order at 7:15pm.

I. Approval of the October & November, 2011 Meeting Minutes

Minutes of the October and November meeting minutes were presented for approval at the December meeting. **A motion was made, seconded and passed to approve the Minutes.**

II. Treasurer's Report - Sean O'Donnell

Approximately \$2,000 has been received so far in dues. YTD the P&L Report shows \$10,000 in expenditures and \$3,700 in revenue. The fiscal year March 2011 through February 2012 is an "off year" for Home Tour revenue which is reflected in the P&L Statement. The majority of the income from the March 25, 2012 Home Tour will be reported in the next fiscal year that starts in March 2012, although some ad sales will be received and recorded this fiscal year as received. Sean mentioned that in prior years a \$250 donation (budgeted) has been made to "Season For Sharing" during the Holidays. He inquired if a similar donation should be made again this year. A discussion was held regarding the state of current revenue and prior year expenses incurred this year (primarily taxes and tax preparation) and a decision made to revisit this decision in January. **A motion was made, seconded and passed to approve the Treasurer's Report for December YTD.**

III. Traffic Study Report - Kerry Wilcoxon

Kerry Wilcoxon distributed several handouts regarding the Windsor Square traffic study completed by the City of Phoenix. He reviewed current traffic conditions including the neighborhood traffic study results and neighborhood crash history. He reported the following results from the traffic study:

- WS experiences about average volumes for Phoenix
- Highest volumes occur around 5:00pm
- *Average* speeds (tested over a 2-day period) were highest on Colter, however the average high speed registered at 23 mph and is considered fairly typical for a Phoenix city neighborhood.
- Windsor Square is well within the norm or even a little below.

Crash statistics for the whole neighborhood over a five-year period were 6 crashes - mostly one car incidents. A radar speed trailer license plate survey still needs to be conducted to determine how much is out-of-neighborhood traffic.

City of Phoenix Speed Hump Program:

Speed Humps run \$2,000 per hump. Phoenix has a program whereby some of the cost is covered by the city and leaves about \$1,200 per hump to be paid by the neighborhood residents. Seventy percent of residents living on the street must approve the installation and those residing within 100 feet of a proposed speed hump must share in the cost of the installation. Windsor Square does not meet volumes required to be eligible for assistance from the City of Phoenix Neighborhood Traffic Management Program funding.

Radar Speed Trailer Program

These remain stationed in the neighborhood for two days, records traffic, flashes speeds to drivers. Any resident can request this service and can make repeat requests as often as once a month for six months. Kerry also addressed the new striping plan on Central Avenue resulting in reducing lanes from 6 to 4 from Camelback to Bethany Home Rd. It will produce bike lanes and reduce the speed of traffic. Work on the project will begin in early January. Kerry will send the Board a synopsis of the striping plan and lane reductions so the information can be shared in an upcoming NewsBlast.

IV. 2012 Windsor Square Home & Garden Tour Update – Stephanie DePascal

Stephanie reported that 12 Homes & Gardens have been selected and confirmed for the upcoming Tour (2 are garden only). The list of homes was distributed. The majority are located on Colter with others on Medlock and Orange and Second. In addition to the printing "in-kind" donation from St. Joseph's Hospital, advertising revenue is on track and exceeding expectations. The Tour Guidebook is on schedule with photos being taken by Jon Hrach. A first reception/meeting for Homeowners is scheduled for Sunday, December 4th at the home of Liz Eells.

V. Windsor/Churn Strategy – Group

Parking on Oregon continues to be a problem with valet's continuing to use streets first and then reserved parking spaces in the Office Building parking lot. In regard to the specific plan to be developed aimed at a long-term solution to the problem, we will continue to maintain a paper trail of communication with the Owner of Windsor and Churn. A letter will be drafted to the Property Manager for the Business Office Building to address the following:

- converting street parking to no parking
- how we appreciate parking spaces already made available to Windsor/Churn but suggest that more are needed
- address how the quality of life is diminished for residents on Oregon.

Noelle Baker mentioned that there is a specific procedure for requesting a No Parking Area on a city street in Arizona. She will locate the information on line and forward it to members.

XII. Central/Camelback TOD Update - Vicki Hersh

1. The City of Phoenix held a meeting open to the public on Thursday, Nov. 17 with a presentation and discussion of the City of Phoenix Transit District Planning and TOD place types for the Central Avenue and Camelback Road light rail station area. The Four Corners Group (Medlock Place, Windsor Square, Pierson Place and North Central) are all directly affected by decisions recommended by the City of Phoenix Transit District Planning group. Developers attended this meeting, some of whom are planning to support high-rise buildings.

2. Vicki reported that representatives of Medlock and Windsor Square would like to form a philosophy or preference statement that can be taken to the Alhambra Village Planning Committee. A discussion was held with a consensus that the Four Corners group not split into smaller sections. It was agreed that it would be more advantageous to produce a statement through the Coalition of Four Corners who has a more powerful voice in discussions and negotiations.

Vicki encouraged everyone to attend the upcoming Alhambra Village Planning Committee meeting on December 20th at 6:00pm at Washington Adult Center.

There being no further business, the meeting adjourned at 9:40pm.

Submitted by:

Stephanie DePascal
Secretary