

Neighborhood Traffic Calming & Parking Restrictions



Windsor Square Neighborhood



Scott Logan

Traffic Engineer III

City of Phoenix Street

Transportation Department

Safety and Neighborhood Traffic Section

June 2, 2016

● ● ● | Life Safety vs. Quality of Life

Life Safety

Quantifiable and resolved by city

Quality of Life

Not quantifiable and resolved by residents

Traffic calming and parking restrictions
considered Quality of Life Issue



Agenda

- Traffic calming
 - Speed Humps & Cushions
 - Other traffic calming
- Parking restriction
 - Philosophy
 - General restrictions
 - Resident Permit Parking
- Next steps



Neighborhood Traffic Management Programs

- Speed Hump Program
 - Local streets only
- Other Traffic Management
 - Neighborhood Traffic Management
 - Radar Trailer Program

All Neighborhood Traffic Management Programs are Resident Driven

● ● ● | Stop Signs

Stop signs are traffic control devices, not traffic calming devices



STOP control is justified when...

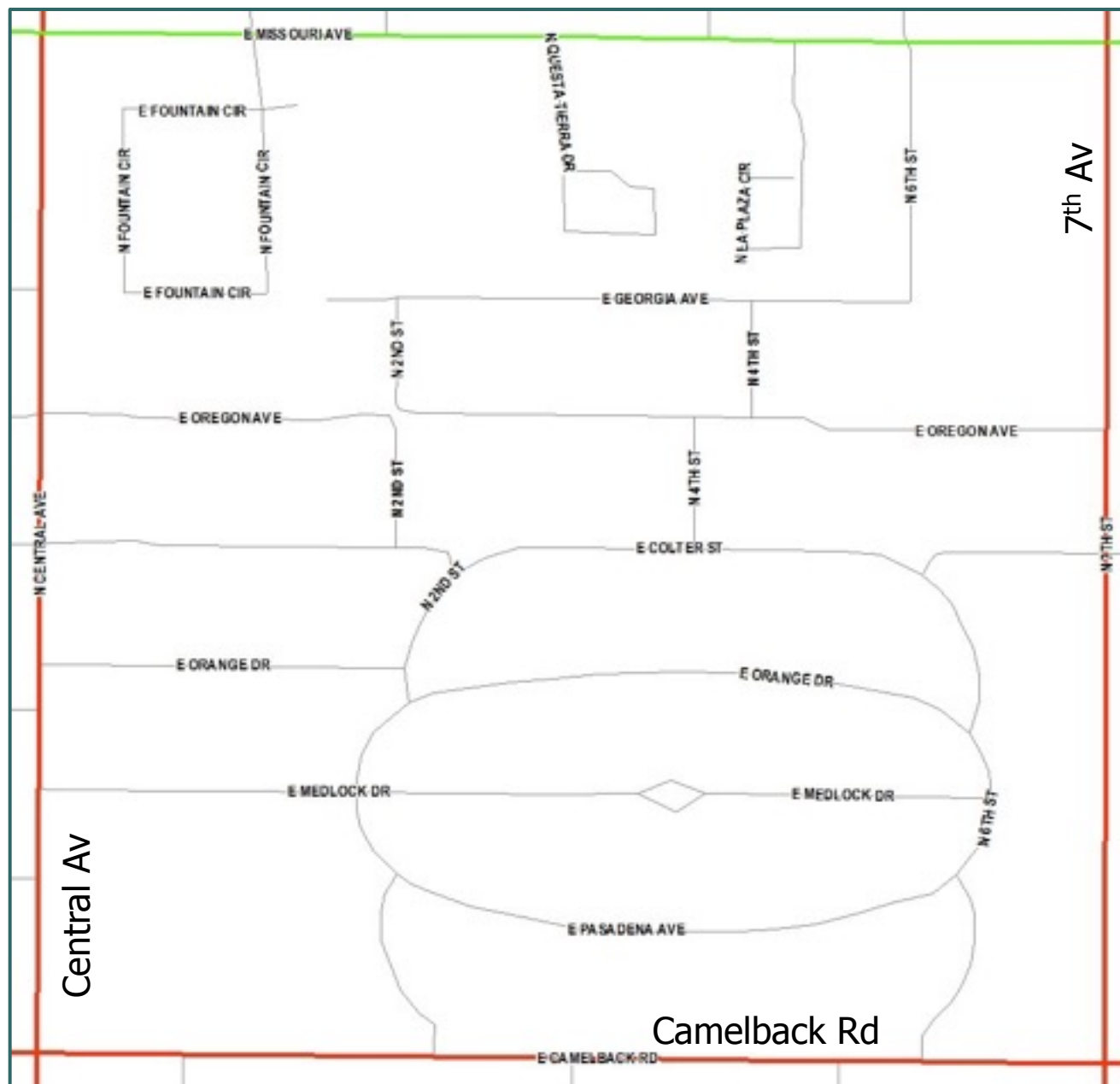
- Visibility obstructions exist
- Crash problems exist
- Driver expectation of traffic control exists

Improper use of stop signs can make intersection **more dangerous**

Neighborhood Streets

- Arterial Street
- Collector Street
- Local Street

Greater Neighborhood



Crash History 2011 - 2015

Crash Statistics

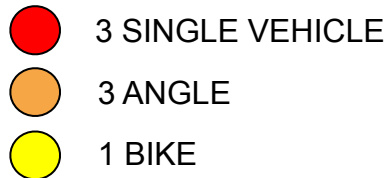
7 Reported Crashes

Severity:

1 Minor Injury

2 Possible Injury

4 None Injury



1-2 Crashes/yr.

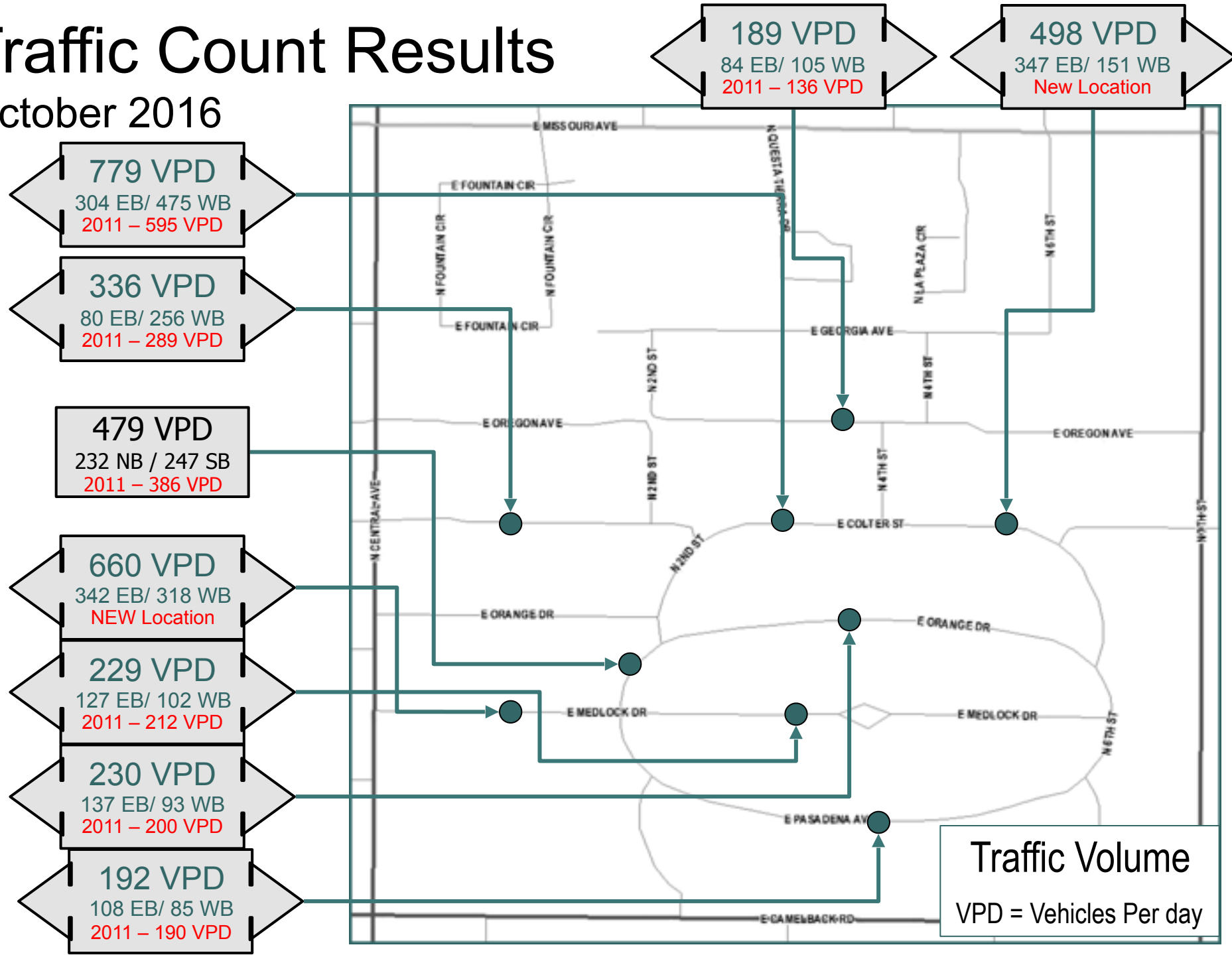
Citywide:

24,131 Crashes/yr.



Traffic Count Results

October 2016



Traffic Count Results

October 2016

21.9 MPH
21.9 EB / 21.9 WB

14.9 MPH
12.4 EB / 17.4 WB

19.6 MPH
19.8 NB / 29.3 SB

23.9 MPH
23.4 EB / 24.3 WB

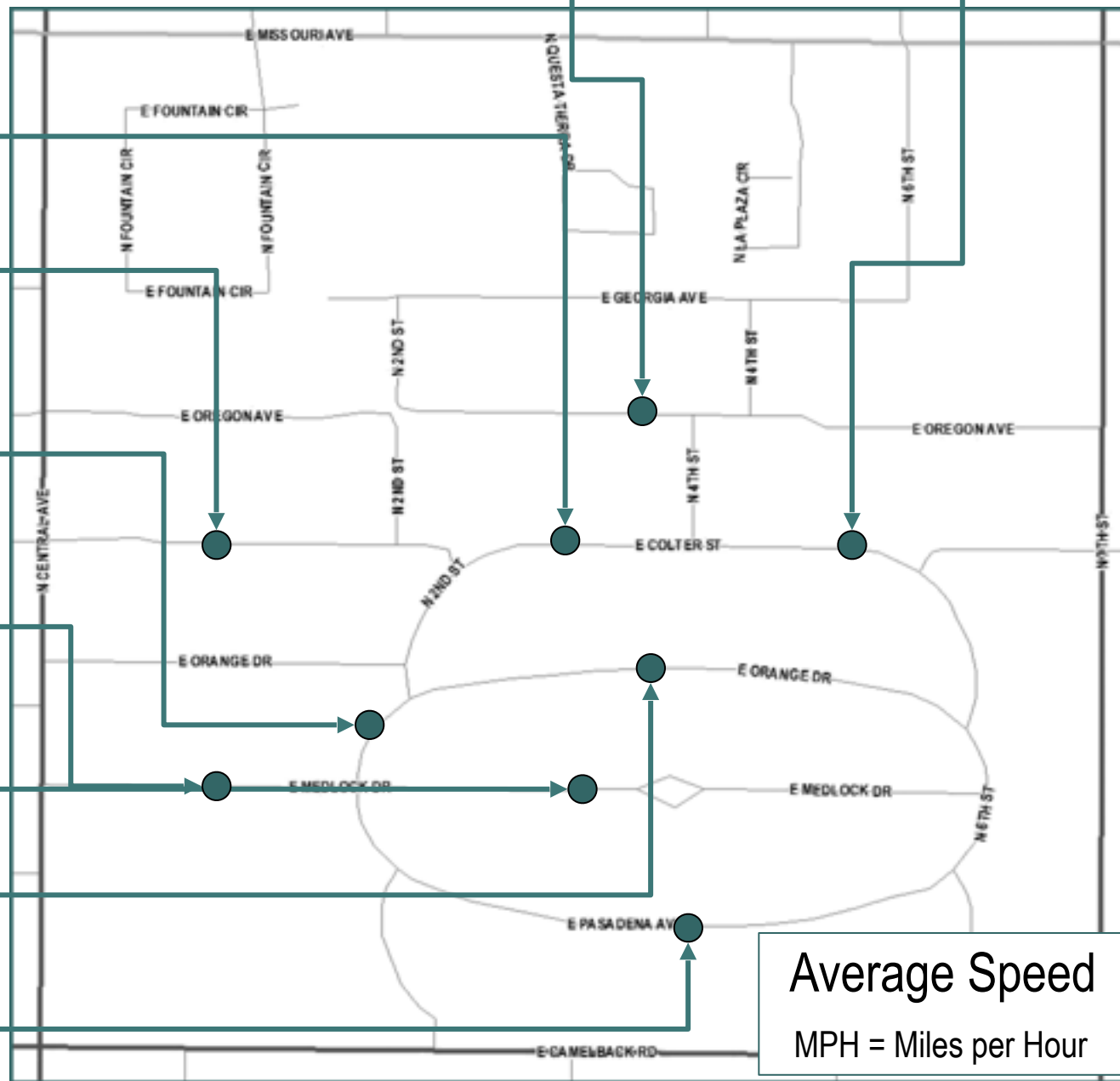
21.5 MPH
21.9 EB / 21.1 WB

20.8 MPH
21.4 EB / 20.1 WB

21.3 MPH
22.6 EB / 20.0 WB

20.5 MPH
19.4 EB / 21.5 WB

18.0 MPH
17.5 EB / 18.5 WB



Average Speed
MPH = Miles per Hour

Traffic Count Results

October 2016

1.1%
1.3% EB / 0.8% WB

0.1%
0.0% EB / 0.2% WB

0.0%
0.0% NB / 0.0% SB

2.1%
1.8% EB / 2.4% WB

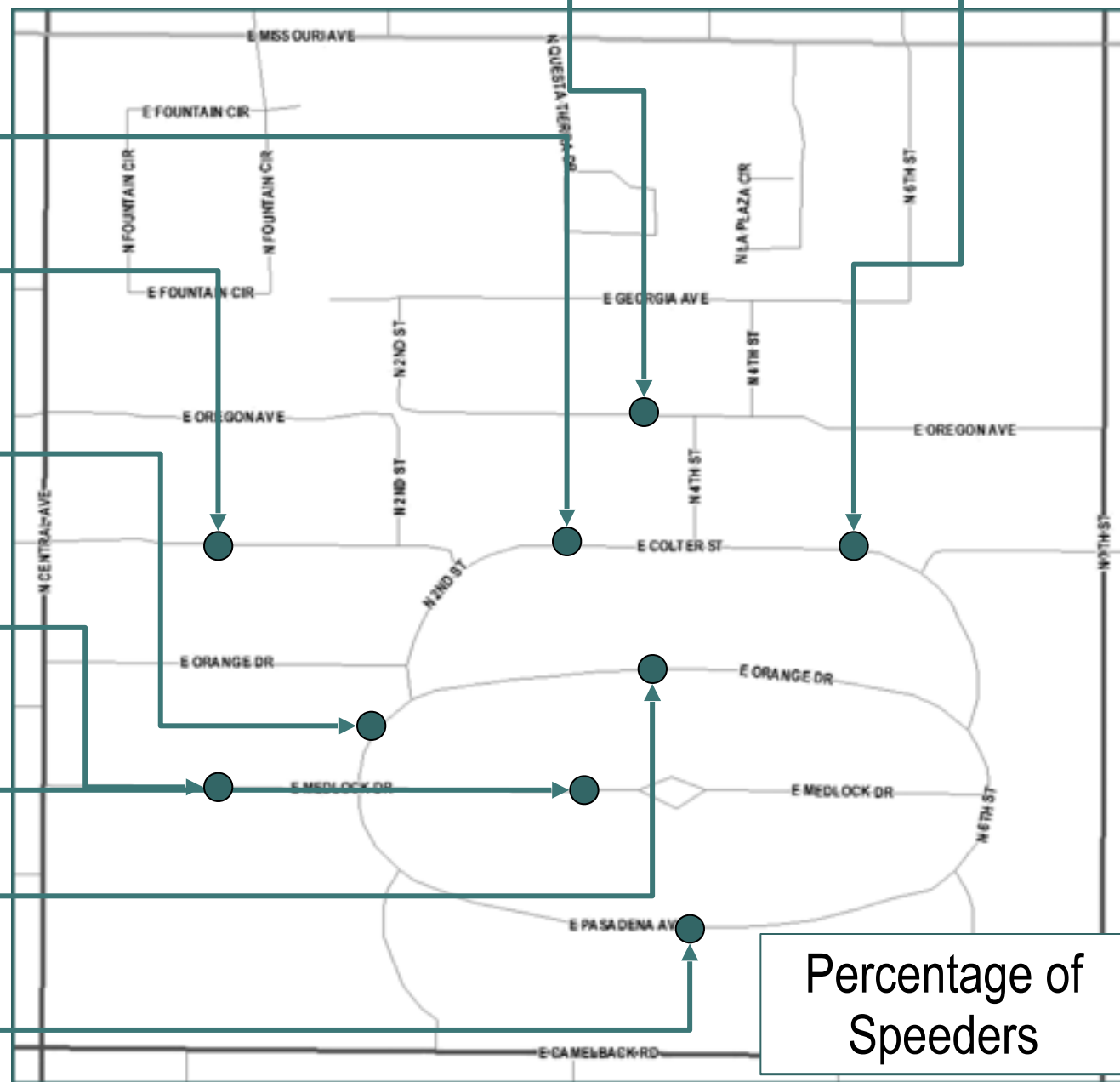
0.2%
0.4% EB / 0.0% WB

1.4%
2.2% EB / 0.5% WB

0.5%
0.9% EB / 0.0% WB

1.0%
0.0% EB / 1.9% WB

0.0%
0.0% EB / 0.0% WB



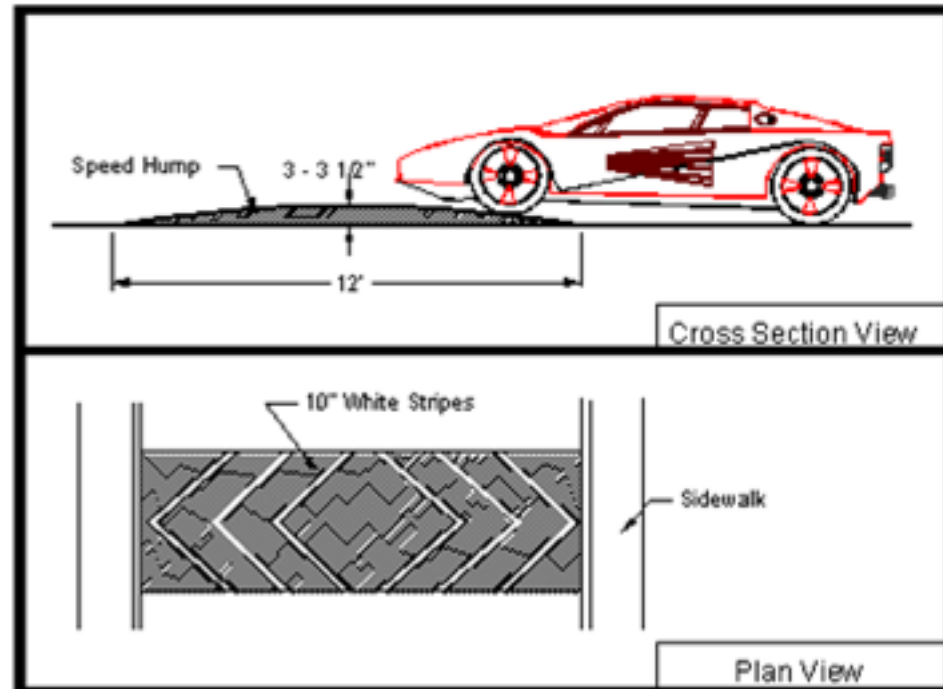
● ● ● | Speed Hump Program

Designed to slow traffic and discourage cut-through

Criteria for Installation:

Local streets only

Resident approval and partial resident funding





Speed Hump Program Requirements – Costs

Speed humps cost the City **\$2,200** each
Residents may need to pay for some of
installation

Average Speed on Street	Cost to Resident for Speed Humps
25 mph or Less	\$1,200/hump
26-29 mph	\$250/hump
30 mph or higher	\$100/hump

Once installed City will maintain

Petitioning Requirements

Petition boundary:

Speed Humps – 20-30 homes

Consensus:

Super Majority Approval:

100% within 100 feet

70% of entire boundary

Speed Hump Installation Petition
City of Phoenix - Street Transportation Department - 800-955-4555

For the undersigned, request that the City of Phoenix install speed humps west of 50th Avenue. In order for speed humps to be installed, at least 70 percent of residences within the petition boundary must approve, and no residence within 100 feet of a speed hump must oppose. All residences within the petition boundary must be contacted. If contact cannot be made, the petition must be signed by the majority of the petition boundary. By signing this petition, I certify that I am an agent and authorized to sign this petition on behalf of all property owners. By signing, we understand the advantages and disadvantages listed below, and we agree to hold the City harmless if the proposed humps cause any of the problems listed below. Completed original petitions along with all necessary forms should be returned to City of Phoenix, Street Transportation Department, 200 W. Washington St., 4th Floor, Phoenix, AZ 85003. Questions about this petition can be directed to 800-955-4555.

Advantages of speed humps:

- Speed humps can reduce average speeds to 15 to 20 mph.
- Speed humps are effective all day, every day.
- Speed humps may discourage cut-through traffic.

Disadvantages of speed humps:

- Trucks driving over speed humps must stop.
- Trucks may stop or attempt to pass speed humps.
- Traffic may be diverted to previously quiet nearby streets.
- Emergency Service response time suffers.
- Speed humps cannot clear the street for speed humps.
- Speed humps block drainage flow and can cause flooding.
- Signage and striping is required in each instance of humps.

Location of proposed speed humps:
Whittan Avenue west of 50th Avenue

Signature	Address	Date Signed
Tony Hernandez	778/16	5/14/15
Alfonso Ochoa	6022 W. Whittan Ave	7-23-14
Rae Hunt	6002 W. Whittan Ave	7-23-14
Joe S. Hernandez	6003 W. Whittan Ave	7-23-14
Jaimele C. Hernandez	6033 W. Whittan Ave	7-23-14
Tim N. Kline	6015 W. Whittan Ave	7-23-14
Jose S. Hernandez	6010 W. Whittan Ave	7-23-14
Samuel Hernandez	5997 W. Whittan Ave	7-23-14
Timothy White	5912 W. Whittan Ave	7-23-14
John	5921 W. Whittan Ave	7-23-14
John	5925 W. Whittan Ave	7-23-14
Colin A. Rodriguez	5932 W. Whittan Ave	7-23-14



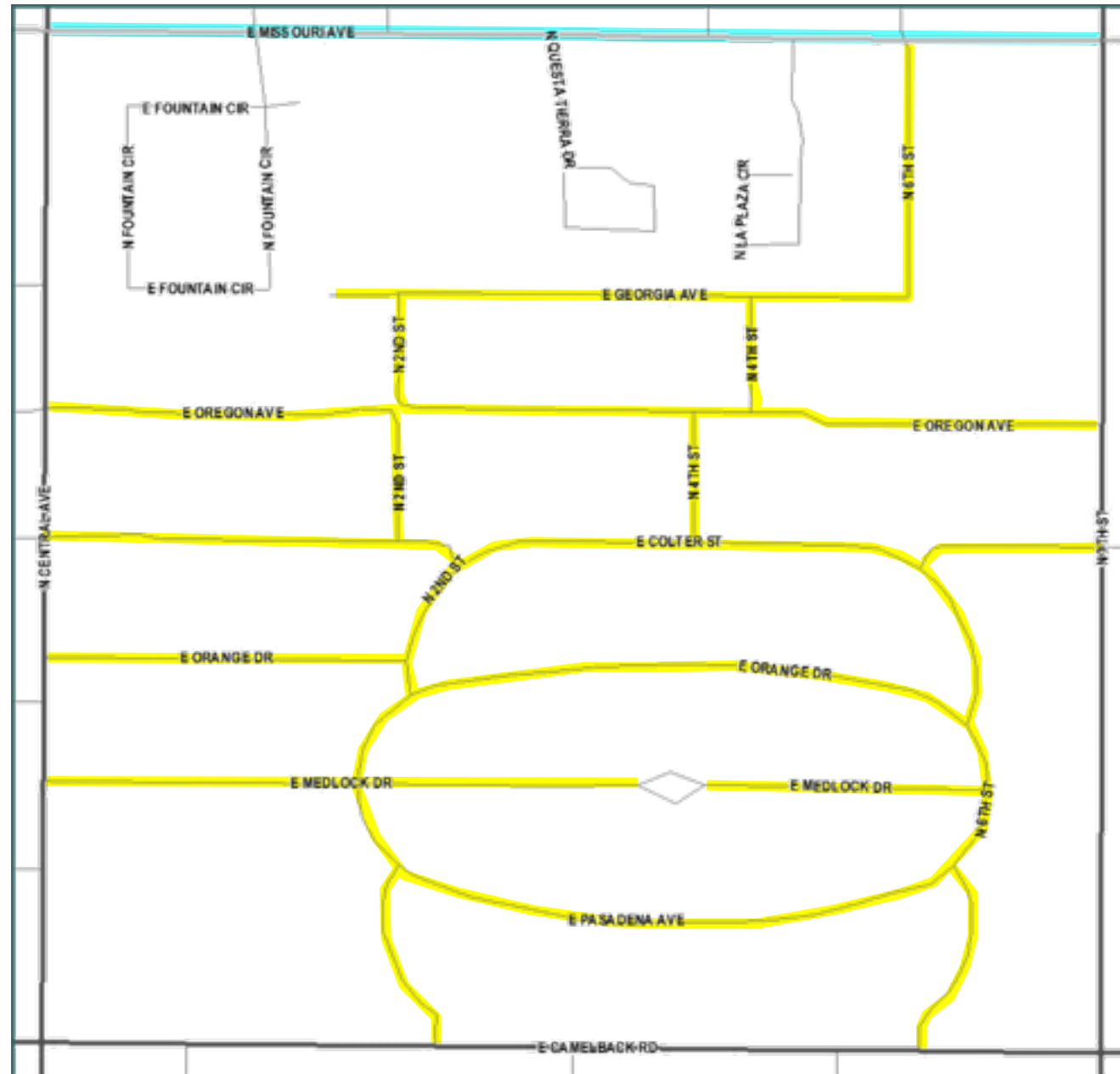
Speed Hump Eligibility



Eligible for Speed Humps



Eligible for Speed Cushions



Neighborhood Traffic Management

Devices intended to deter cut-through
Criteria for Installation:

Street Traffic Volume:

Local Streets 1000-2000 vehicles per day or 100-200 vehicles per hour

Traffic Speed (85-percentile):

Local Street: Exceeds 25 mph Collector Street: Exceeds 35 mph



● ● ● | Radar Speed Trailer Program

Intended to slow traffic – educate drivers
Deployed for one week interval
Criteria for Installation:

Local, Collector or Arterial Streets





NEIGHBORHOOD
PARKING
RESTRICTIONS

● ● ● | Parking Philosophy

Public streets are built, operated and maintained
with tax dollars

They are considered a public good

Parking restrictions limit public access

Unless prohibited by law, parking is
allowed on city streets

● ● ● | State Law

Illegal to park within:

30 feet of a traffic control device

Stop or Yield Sign

ARS28-873.8

20 feet of a crosswalk

Marked or unmarked crosswalk

ARS28-873.6

15 feet either side of fire hydrant

ARS28-873.4





Neighborhood Parking Restrictions

Residents can petition to restrict parking on a street

Once in place:

Restrictions are the law and Police can issue tickets

General Parking or Stopping Restrictions

Start at corner or first residential property
Must be contiguous and consistent



NO PARKING WEEKDAYS 7AM-5PM

Signs to be installed along this section of street
RESTRICTIONS APPLY TO RESIDENTS AND NON-RESIDENTS

● ● ● | General Parking Restrictions

Requires 100% approval by residents or property owners along segment

Renters can sign petition but must inform landowner

Residents can temporarily discontinue parking restrictions by notifying the city

● ● ● | General Parking Restrictions

General restrictions
apply to all vehicles,
even those belonging
to residents or their
guests



● ● ● | General Parking Restrictions

Residents not living on a street cannot impose or overturn restrictions on a different street





Resident Permit Parking Restrictions

If violations continue residents can apply for
Resident Permit Parking Program or RPPP:
Parking violators present and
More than 70% outside neighborhood

Resident Permit Parking Restrictions

Approved by city council
Once approved, residents must petition for signs and purchase parking passes
Residents or their guests displaying pass may legally park on street



● ● ● | Walking Radius

Generally no more than $\frac{1}{4}$ mile to destination



● ● ● | Changing Parking Behavior





Next Steps

- √ Contact from Neighborhood
- Create Neighborhood Traffic Committee
- Conduct Studies
- Devise Solutions
- Obtain Neighborhood Consensus
- Implement and Test Solutions



| Questions?

City Contacts:

Scott Logan 602-495-7065

scott.logan@phoenix.gov

or

City of Phoenix Neighborhood Traffic Calming Program web site:

<https://www.phoenix.gov/streets/neighborhood-matters>

Traffic Complaint Hotline:

602-534-SPEED (7733)