

Agenda

Overview of 2016 traffic study findings (15 min)

Discuss ideas and evaluate support (45 min)

1. Speeding
2. Cut-through traffic
3. Parking

Prioritize efforts and plan (15 min)

Next steps (5 min)


2016 Traffic Study Highlights



Life Safety

vs.

**Quality of
Life**

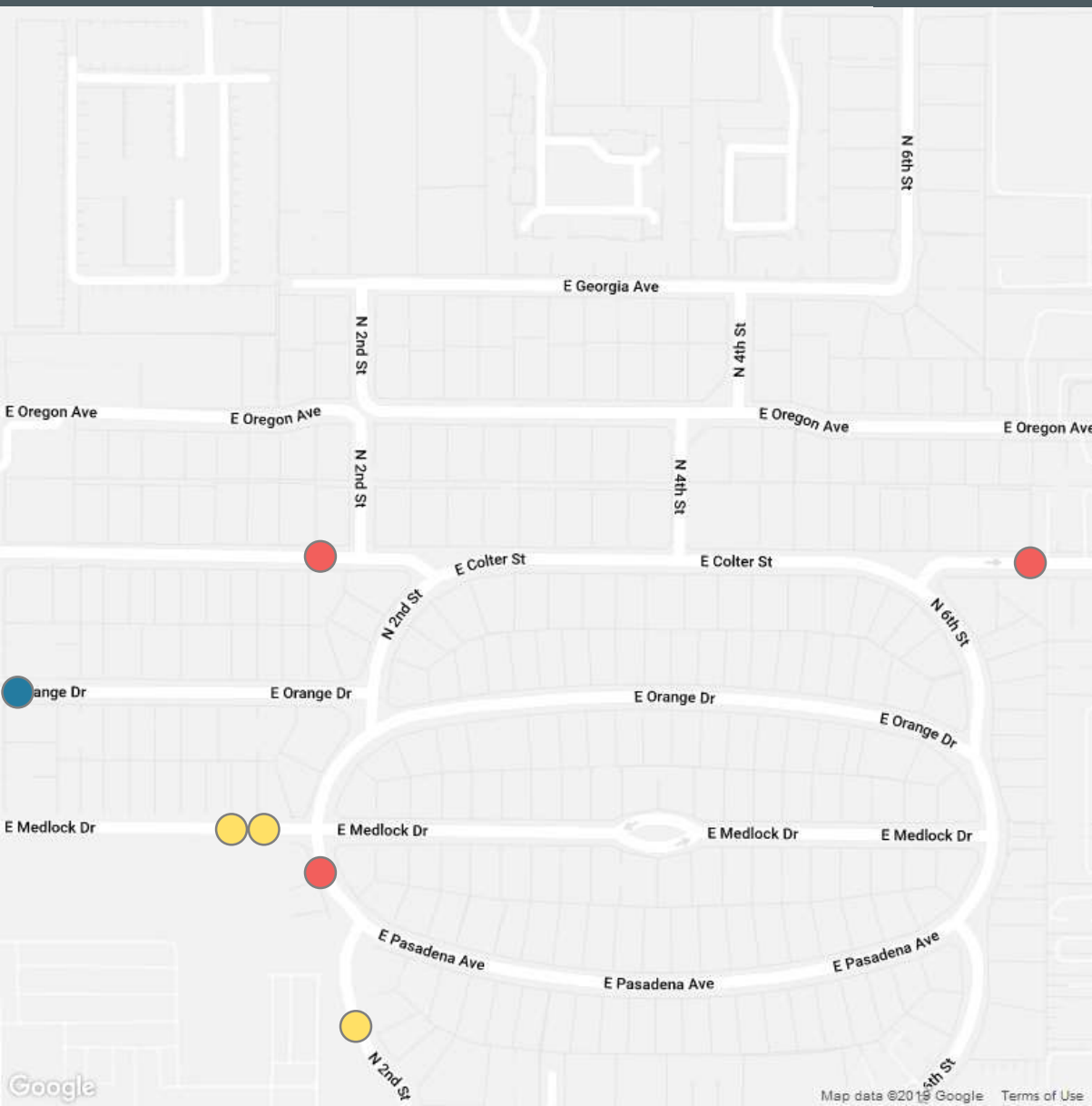


Traffic calming and parking
restrictions are considered
Quality of Life issues.

vs.



**Quality of
Life**



Crash History (2011-2015)

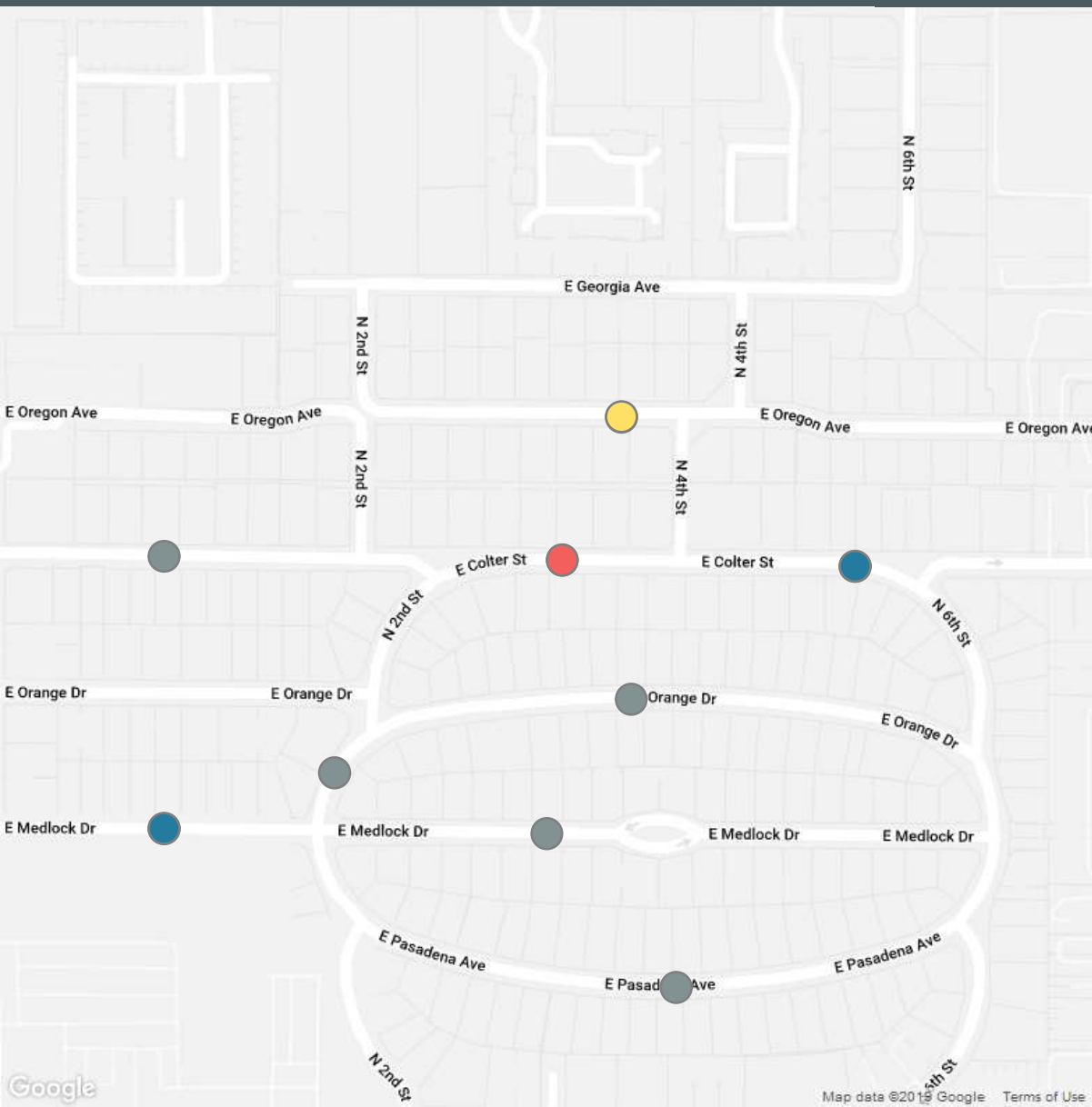
Statistics

- 7 reported crashes
- 1-2 per year vs. 24,131 citywide

Injuries

- 1 minor
- 2 possible
- 4 none

- Single vehicle
- Angle
- Bicycle



Traffic Counts (Oct 2016)

Statistics

- 192 to 779 vehicles per day
- Up 30.92% since 2011 (595 VPD)

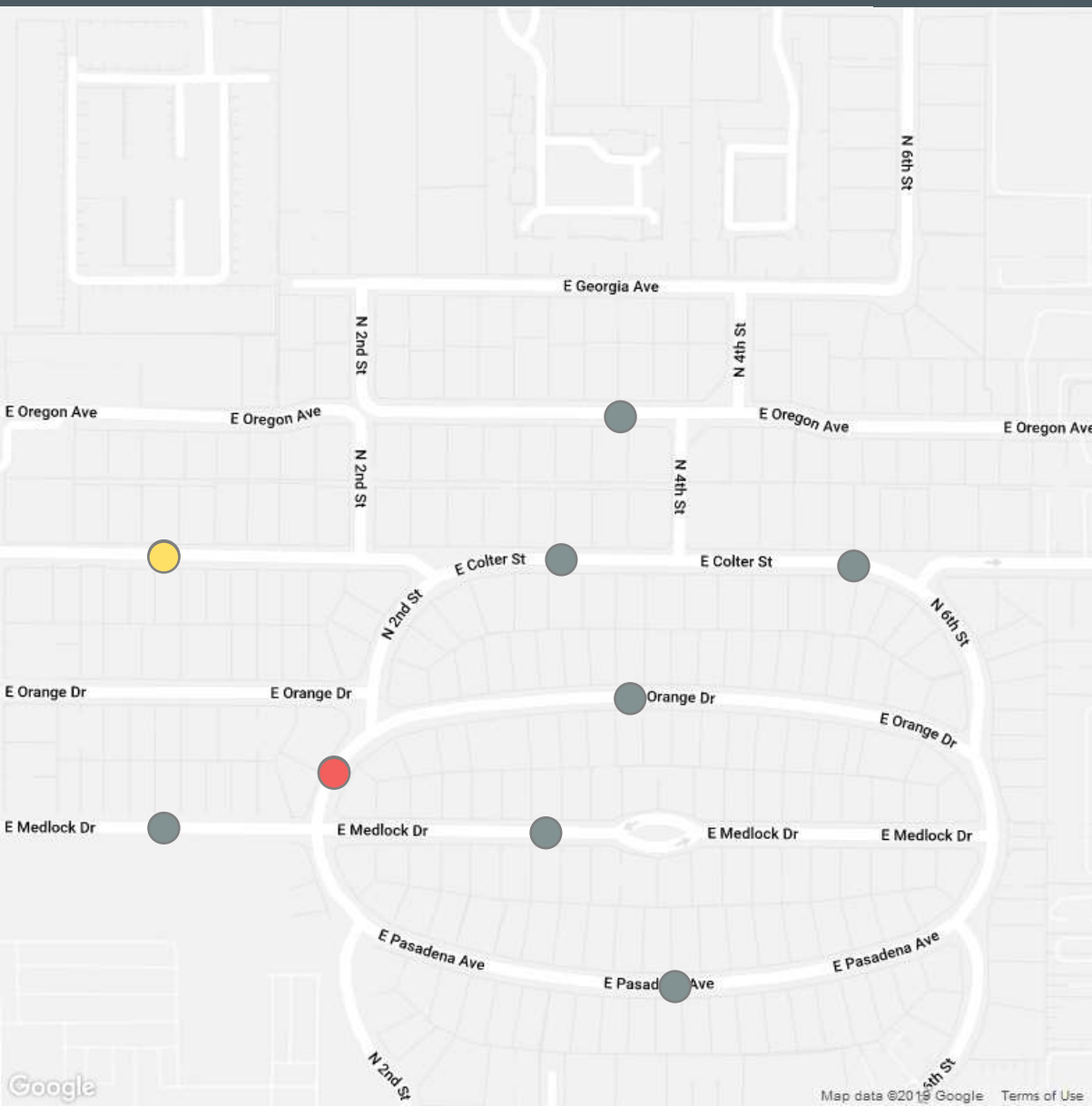
- Highest Volume
- Lowest Volume
- New Locations



Traffic Counts (Oct 2016)

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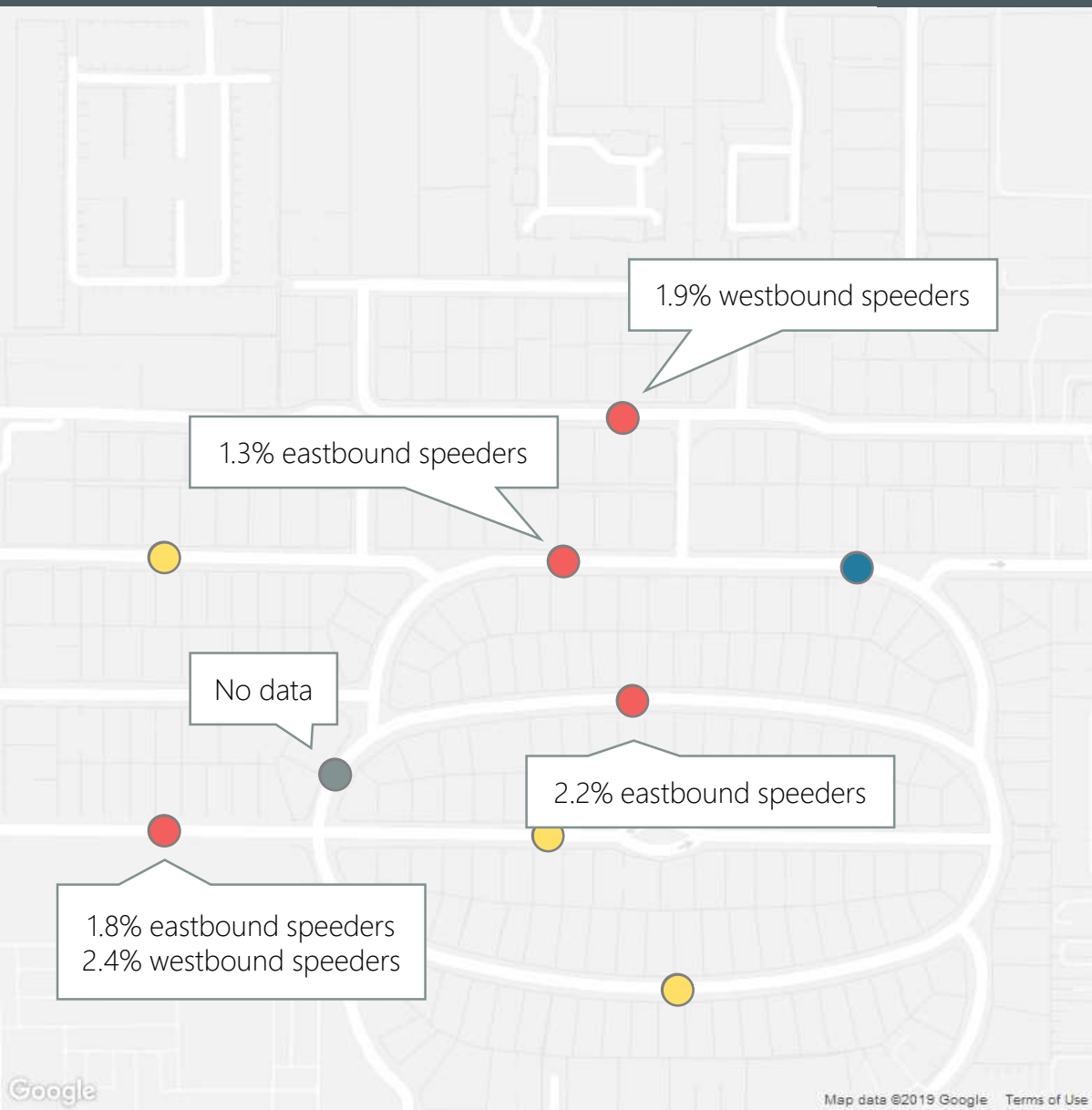


Traffic Speeds (Oct 2016)

Statistics

- 14.9 MPH to 23.9 MPH average speed
- 0-2.4% of traffic flagged as "speeders"

● Highest Speed
● Lowest Speed

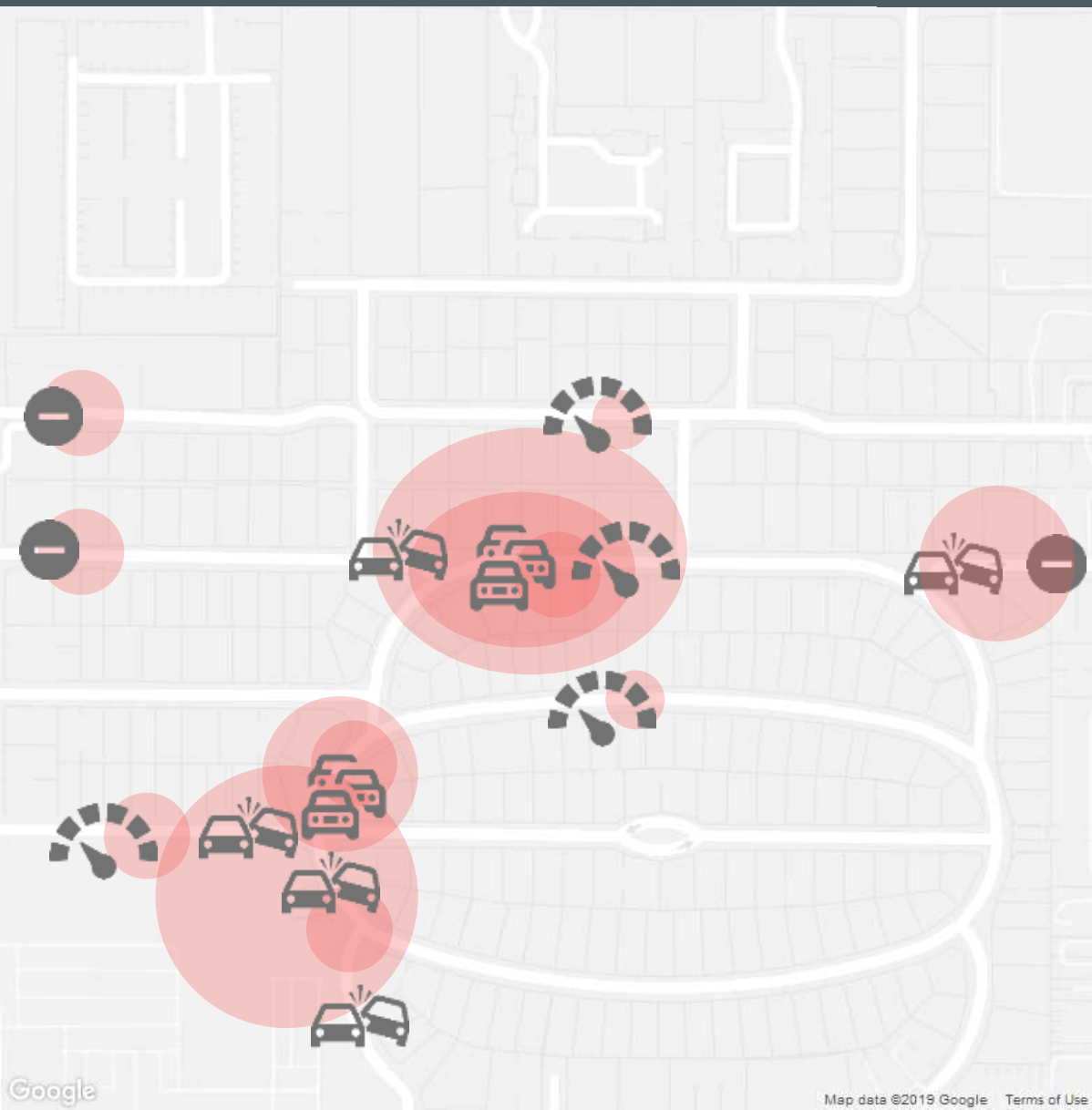


Traffic Speeds (Oct 2016)

Statistics

- 14.9 MPH to 23.9 MPH average speed
- 0-2.4% of traffic flagged as "speeders"

- Speeding
- Low Speeding
- No Speeding



Summary



Accidents



High Volumes



Speeding



Wrong Way / Cut-Through

Discuss and Evaluate Ideas

Speed Hump Program

- 3" to 3-1/2" high, 12' wide
 - Reduces speed *and* deters cut-through traffic
-
- Requires 100% support within 100ft and 70% total support
 - Costly (>\$1,200 per hump)



Speed Trailer / Radar Signs

- Real-time driver feedback
 - Can be moved to different streets around neighborhood
-
- City of Phoenix will only deploy for one-week periods
 - Costly (>\$3,000) to purchase



Trash Can Decals

- Low cost (<\$2 each)
 - Can have varied messages
 - Reduces overload of signage
-
- May wear down over time
 - Limited visibility



School Bus Crossing Guards

- Low cost (<\$200 for equip.)
 - Volunteer driven, self-started, used in specific/critical hours
-
- Short-term solution
 - No legal authority to ticket, etc.



Increased Signage

- Mid cost (\$500-\$,1000)
 - Not typical in residential areas, so may be noticed by drivers
-
- Can lead to overcrowding of signage, limiting effectiveness
 - Needs City Engineering support



Diverters / Gates

- Redirects traffic and discourages or eliminates cut-through behavior
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- Requires 1000-2000 vehicles per day (or 100-200 per hour)
 - Speeds must exceed 25 MPH



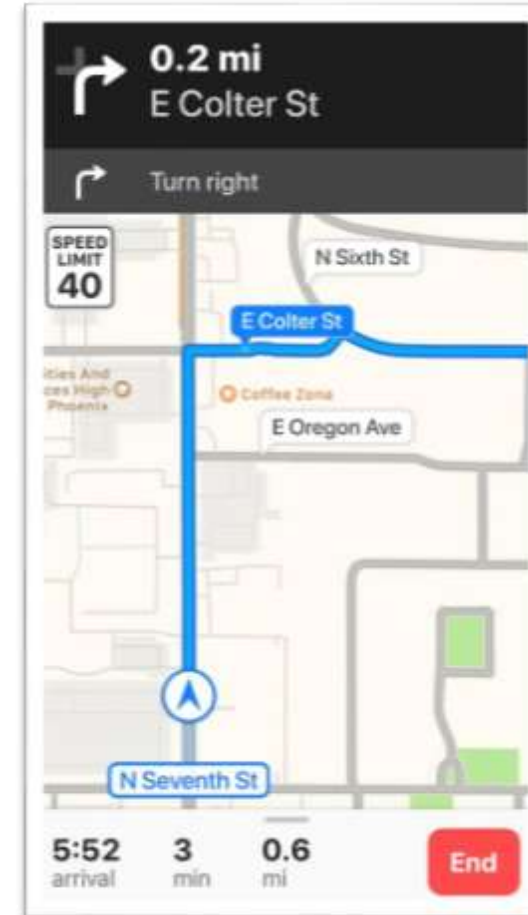
More Parking Restrictions

- Already exist throughout much of Windsor Square
 - Times, Resident Permits, etc.
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- Difficult to enforce
 - Can push problems elsewhere
 - May require significant support



GPS Map Edits

- Reroutes traffic away from illegal turns and entry points
- Easy to submit
- Requires partnership / action from map owners
- May revert over time



Communication

- Use Windsor Square newsletter and share information with nearby shops

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- Limited visibility
 - Short-term affect
 - Requires frequent push

Prioritize and Plan



Next Steps