

**WINDSOR SQUARE
HISTORIC NEIGHBORHOOD AND SPECIAL CONSERVATION DISTRICT
TRAFFIC COMMITTEE MINUTES
April 18, 2019**

The meeting was called to order at 7:10 pm.

Committee members present were Ryan Ewing, Matt Kraemer, Emily Groh, Kathy Ketcham, Belinda Penrose, Susan Rhoads, Carol Cristofolo, Maureen Petkiewicz, Bob Huhn, and Corey Paisley. Hope Webber and Zach Romero were absent.

2016 Traffic Study Discussion

The Committee reviewed the results of the October 2016 traffic study conducted by the City of Phoenix. It was shared that there were seven reported accidents in Windsor Square during the five years prior; only three resulted in probable injury. Comparatively, the neighborhood has 1-2 accidents per year vs. 24,000 city-wide. It was discussed that this is not a fully valuable comparison, as the data is not normalized to residential volume.

The traffic study indicated that 192 to 779 vehicles per day were observed at each measured location; this is a 30% increase from the 2011 study (with 595 vehicles per day maximum). Based on the traffic counts and directions, it was concluded that approximately 24% of the traffic entering Colter from Camelback is illegally passing through "Do Not Enter" signage; similar data collected at Colter near 6th Street suggests roughly the same behavior. Committee members highlighted their own perspectives and observations of cut-through traffic and illegal entry through "Do Not Enter" signs.

The average speeds, measured by the study, range from 15 MPH to 24 MPH, with as much as 2.4% of the traffic being flagged as "speeders" (going more than 30 MPH). The highest average speeds were observed at 2nd Street between Medlock and Orange. There are four locations in the neighborhood where there was a >1% sample of "speeders." It was discussed that, anecdotally, this seems low and not in line with high periods of traffic (i.e. morning and afternoon commutes). This was concluded to be a gap in the traffic study and that it would have been more valuable to the neighborhood if the data was presented by time of day.

It was discussed that, when putting all of these data sets together (crashes, speeding, and volume), the most quantifiable problem areas across the neighborhood are a) 2nd Street between Medlock and Orange and b) Colter between 2nd Street and 4th Street. Cut through traffic and illegal entry are quantifiable problems at each "Do Not Enter" location. It was noted that one of the two neighborhood bus stops is located in a quantifiable problem area.

It was discussed that there are problems throughout the neighborhood and not all of those were captured by the study. It was noted that ingress/egress areas were all missing data that would provide valuable insight on volume and speed. Committee members reiterated, even absent traffic study data (or a limited problem identified by the data) for a part of the neighborhood, there is a strong sentiment amongst neighbors that traffic is a problem that needs to be addressed.

Discussion of Potential Solutions

Speed Hump Program: Speed humps (3"-3-1/2" high) reduce speed and also deter cut through traffic in the neighborhood. The program requires 100% support of neighbors within 100ft and 70% support within affected area. The cost is >\$1,200 per speed hump, after City contribution. It was discussed that there has traditionally been a split opinion amongst neighbors in favor vs. not in favor of this solution. It was noted that this solution will take significant time and cost to implement. Survey of committee members = 4 support, 1 does not support, 5 undecided.

Speed Trailer / Radar Signs: City can provide a speed trailer with a radar-mounted sign, alerting drivers to slow down. Alternatively, the neighborhood can also purchase one for \$3,000+. It was discussed that it may be best to borrow from the City to determine effectiveness before proceeding with a cost to the neighborhood. It was suggested that this could also be useful for stopping illegal entry. Emily will follow up about off-duty police patrols. Survey of committee members = 6 support, 1 does not support, 3 undecided.

Trash Can Decals: Some cities (Glendale, AZ in 1990's) have put signage on dumpsters to encourage drivers to slow down. The cost to implement is low. It was discussed that this has limited visibility, only helps on Wednesdays, and might wear down over time. Concerns were raised about effectiveness (Ryan to follow up with Glendale). Survey of committee members = 4 support, 3 does not support, 3 undecided.

School Bus Crossing Guards: Given that one of the highest problem areas in the neighborhood is by a school bus stop, it was discussed to have volunteer school crossing guards available. Many parents already assist at the bus stop and it was noted that the neighborhood could offer supplies and signage for minimal expense. Survey of committee members = 5 support, 2 does not support, 3 undecided.

Increased Signage: It was discussed that there are only 1-2 posted speed limit signs in the neighborhood. It is implied that residential speed limits are 25 MPH when not posted. Concerns were also raised that the signage at "Do Not Enter" locations is inconsistent (for example, wording "Except Government Vehicles" can be confusing) or not very visible (hidden by shrubs). Discussed adding or improving signage throughout the neighborhood. Survey of committee members = 5 support, 2 does not support, 3 undecided.

Diverters / Gates: Diverters and gates redirect traffic; it also discourages or eliminates cut-through behavior. Implementation requires 1000-2000 vehicles per day (or 100-200 per hour) and speeds must also be in excess of 25 MPH. The neighborhood does not currently qualify. It was noted that, since the 2016 study, traffic may have increased to those levels consistent with the increase from 2011. Concerns were raised that this would push traffic to other streets and was a very severe solution. Survey of committee members = 5 support, 2 does not support, 3 undecided.

“Just-do-It” Solutions: Communication about traffic issues in the upcoming newsletter was also discussed and committee members will contribute to an article about traffic. It was also discussed that many mapping applications (Google, Apple, Waze, etc.) route traffic through “Do Not Enter” areas; Ryan agreed to submit updates to each service before next meeting.

Additional Ideas for Future Discussion: One way street designation on Colter, hiring off duty police officers to issue tickets, conduct an updated traffic study, and plant trees to deter traffic at “Do Not Enter” locations.

Next Steps

The committee discussed that some solutions will be easier to implement and require less effort, while some will take considerable time, effort, and possibly cost. Consensus was to focus on both short-term and long-term solutions. Next meeting planned for mid-May.

Actions:

1. Send out original traffic study to committee (Ryan, ECD: Done)
2. Send Ryan any content to incorporate into Newsletter article (All, ECD: 4/21)
3. Submit availability for next meeting dates (All, ECD: 4/21)
4. Write communication for Newsletter (Ryan, ECD: 4/24)
5. Submit GPS map updates to Google, Apple, Waze, and OpenStreetMaps (Ryan, ECD: 4/24)
6. Follow up with Community Action officers re: off-duty patrols (Emily, ECD: 5/13)
7. Discuss signage options with City for “Do Not Enter” and speed limits (Ryan, ECD: 5/13)

There being no further business, the meeting was adjourned at 8:35 p.m.

Respectfully submitted by,

Ryan Ewing, Traffic Committee Chair and Board Vice President