

**WINDSOR SQUARE
HISTORIC NEIGHBORHOOD AND SPECIAL CONSERVATION DISTRICT
TRAFFIC COMMITTEE MINUTES
May 16, 2019**

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

Committee members present were Ryan Ewing, Michael Brown, Belinda Penrose, Peggy Saul, Emily Groh, Anna Lee Speer, Maureen Petkiewicz, and Zach Romero. Kathy Ketcham, Susan Rhoads, and Carol Cristofolo were absent.

Speed Hump Discussion

The Committee discussed the option of speed humps at length. It was discussed that there were pros and cons of this solution and that the City of Phoenix specifically calls out the following typical resident concerns:

- 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.

Understanding these concerns, the Committee discussed the process for acquiring speed humps and recognized that, based upon prior traffic studies, the neighborhood may not be eligible for subsidized installation; the cost could be between \$1,200-\$2,200 per speed hump.

The petitioning process was discussed and reviewed. 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.

Additional Suggestions and Commentary

A revised traffic study was discussed by the group, having been noted that there were several gaps in the previous study. It was suggested that all entry points to the neighborhood be included.

As an additional traffic mitigation measure, Michael Brown recommended that a roundabout be installed at 4th Street and Oregon. The Committee discussed that this would be considered a “diverter” and is an option for traffic mitigation; as an example, there are currently other diverters in the neighborhood.

Next Steps

The committee nominated owners to champion several next steps.

Actions:

1. Determine a time for City representatives to attend next the next Traffic Committee meeting and schedule. (Ryan, ECD: 6/1)
2. Explore Speed Hump Study Request process with City. (Ryan, ECD: 6/1)

There being no further business, the meeting was adjourned at 8:15 p.m.

Respectfully submitted by,

Ryan Ewing, Traffic Committee Chair and Board Vice President