



# Transportation Advisory Board Report

**DATE:** March 17, 2015

**TO:** Transportation Advisory Board

**FROM:** Curtis Krausman, Senior Civil Engineer

**THROUGH:** Alan Sanderson, Deputy Transportation Director/City Traffic Engineer  
Beth Huning, City Engineer

**SUBJECT:** 10<sup>th</sup> Street Traffic Calming Project between Alma School Road and Date

## Purpose

The purpose of this report is to inform the Board of the current status of the public outreach efforts related to the traffic calming project along 10<sup>th</sup> Street between Alma School Road and Date. See Figure 1 for the project location map.

## Background

The 2013 Streets Bond Program approved by voters includes traffic calming for 10<sup>th</sup> Street between Alma School Road and Date to reduce speeds and cut through traffic.

In 2014, City staff attended two focus group meetings sponsored by Councilmember Richins with representatives from the neighborhood to discuss possible 10<sup>th</sup> Street traffic calming solutions. At these meetings, residents expressed general concern about what calming measures might be installed. Several residents also expressed the desire to see 10<sup>th</sup> Street closed at one or more locations to entirely eliminate cut through traffic.

At the second meeting, three options were presented to a larger focus group for traffic calming measures along 10<sup>th</sup> Street including full closure options. The focus group was asked to rank these options. The group overwhelmingly chose the option for a full closure at the Eureka Canal.

Subsequent to the second focus group meeting, Engineering and Transportation staff worked closely with Councilmember Richins to develop a pilot program wherein the street closures could be accomplished with inexpensive temporary measures to allow the preferred option to be field tested. This allowed City staff to take traffic counts before the temporary measures were installed and after the temporary measures were in place.

In January, City staff notified residents in the neighborhood of the temporary closure pilot program and obtained pre-closure traffic counts. In February, the Transportation Department installed the temporary measures, which included a full closure on 10<sup>th</sup> Street at the Eureka

Canal, other traffic calming measures along 10<sup>th</sup> Street and Westwood, a full closure of Mountain View Drive west of Revere, and a full closure of Heritage between Rio Salado Parkway and 10<sup>th</sup> Street. Refer to Figure 2.

## **Discussion**

The closure on 10<sup>th</sup> Street at the Eureka Canal included installing two traffic circles east and west of the closure on 10<sup>th</sup> Street to help direct traffic away from the closure. A third traffic circle was installed at Westwood and 10<sup>th</sup> Street along with a 4-way stop.

The closure on Mountain View Drive was installed to discourage cut through traffic along 10<sup>th</sup> Street from turning on other residential streets and continuing to cut through the neighborhood. The closure on Heritage was also installed to minimize cut through traffic.

During the closure, traffic counts were taken to see what effects the closures had. Refer to Figures 3 and 4 for a graphic of the pre- and post- traffic counts. On the east side of 10<sup>th</sup> Street nearest Date, traffic decreased from approximately 3,390 vehicles per day (VPD) to 930 VPD. Traffic increased on Westwood, with some other residential streets also seeing increased traffic. Revere also experienced a significant increase in traffic.

During the closure, the City provided a website where residents could comment on the temporary measures. The City also took comments via phone or from those who dropped by the City offices. Several citizens also circulated petitions signed by residents in support or opposition to the closures. All comments received were logged regardless of format. Figure 5 presents a summary of comments received by each neighborhood.

On February 26<sup>th</sup>, the streets were opened back up. Temporary calming measures, such as the traffic circles, are still in place to help cut down on traffic volumes and speeds.

A public meeting was held on March 4, 2015 to discuss the closures, present other calming options, and to receive feedback relative to what the residents want for their neighborhood. All residents within the neighborhood bound between Rio Salado Parkway and the Tempe Crosscut Canal and between Alma School Road and Date received an invitation to the public meeting. A feedback form was given to each person attending the meeting. Over 300 people attended the public meeting and 280 feedback forms were submitted.

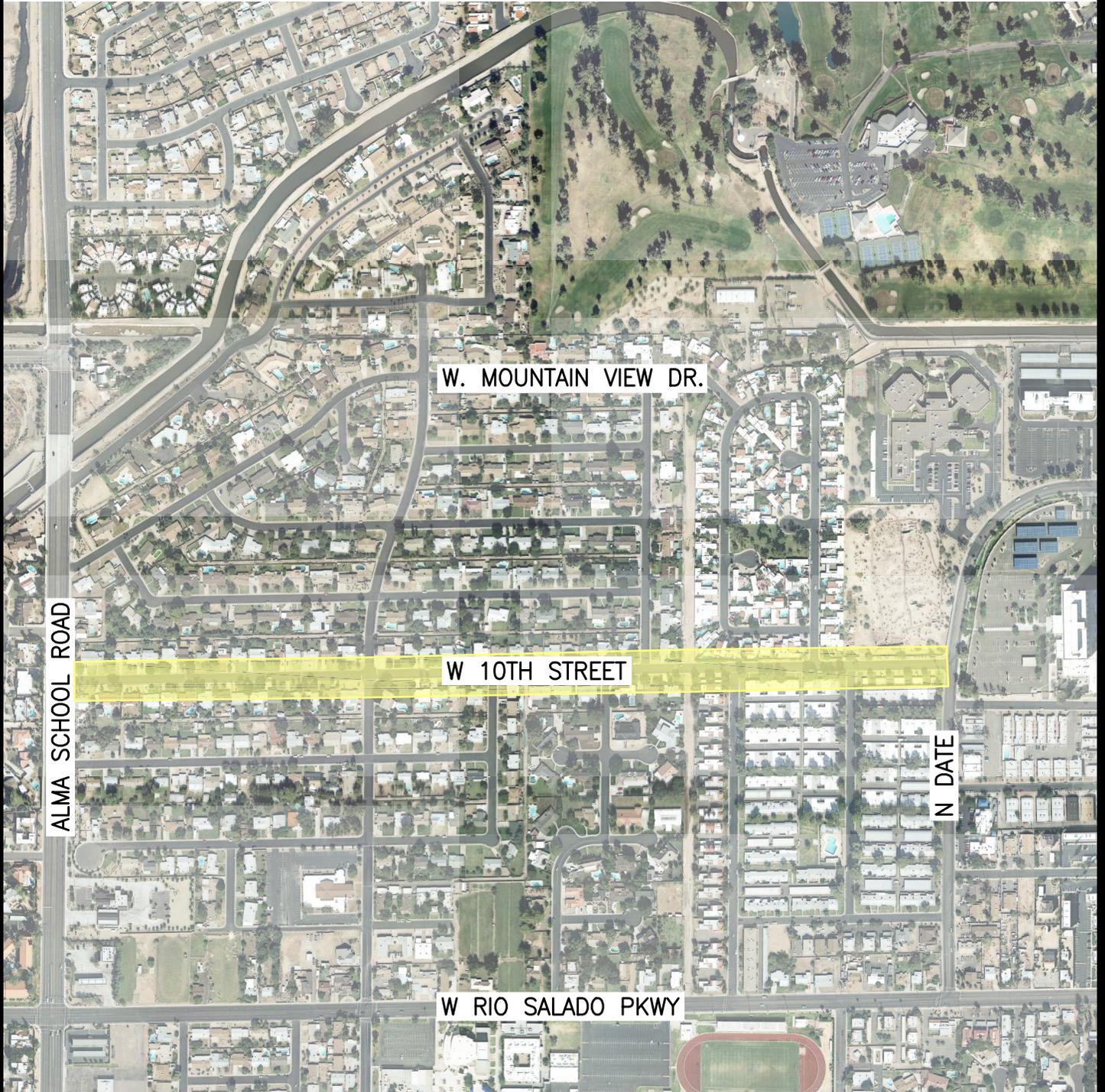
## **Next Steps**

The City is going through the feedback forms received from the March 4<sup>th</sup> public meeting to determine what the residents want considered for possible future traffic calming options. We anticipate holding another neighborhood meeting in April or May with refined options for consideration based on feedback received.

Future steps, such as a possible revised pilot program, will be determined after the second public meeting. The City anticipates reporting back to the Transportation Advisory Board after the second public meeting.



# FIGURE 1

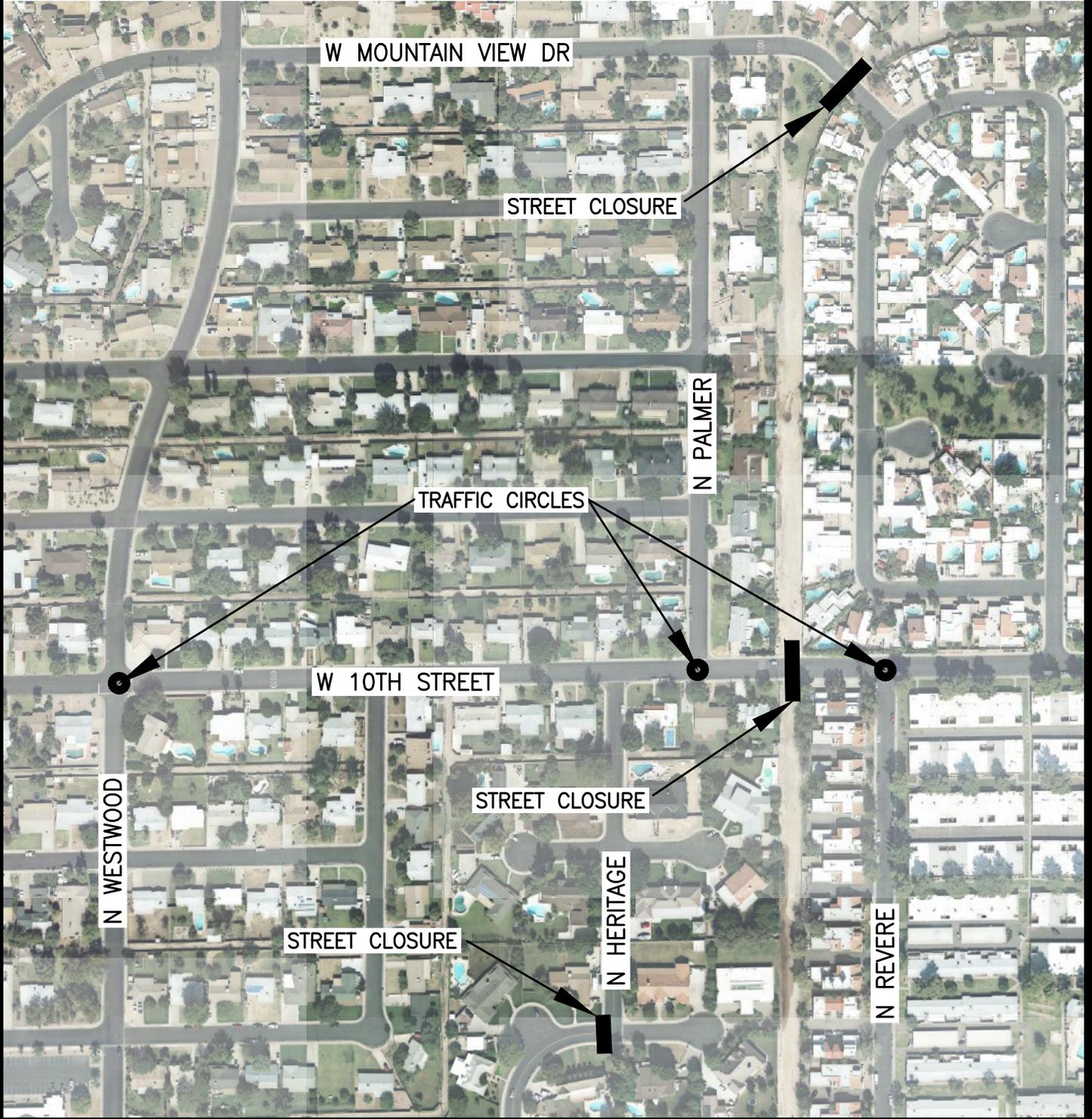


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**PROJECT LOCATION MAP**  
**W. 10TH STREET**  
**PROJECT NO. CP0343**



FIGURE 2

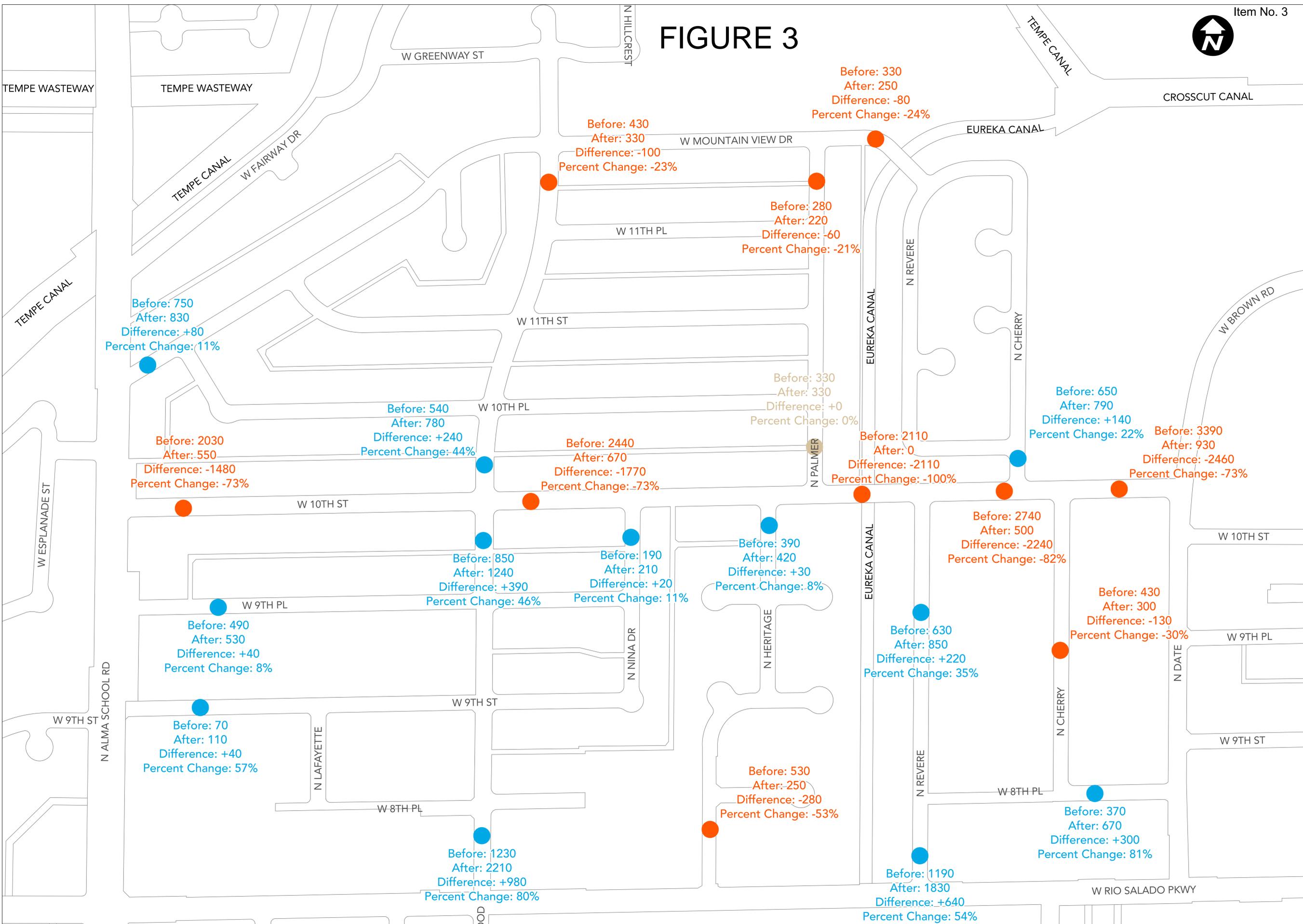


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**TEMPORARY STREET CLOSURES**  
**W. 10TH STREET**  
**PROJECT NO. CP0343**



# FIGURE 3



- No Change
- Decreased Traffic
- Increased Traffic

## Before and After Traffic Volume Comparison 10th Street Traffic Calming Closures

Traffic calculated based on one day volumes  
 Before Closure: Collection dates between January 20-22, 2015  
 After Closure: Collection dates between February 17-19, 2015

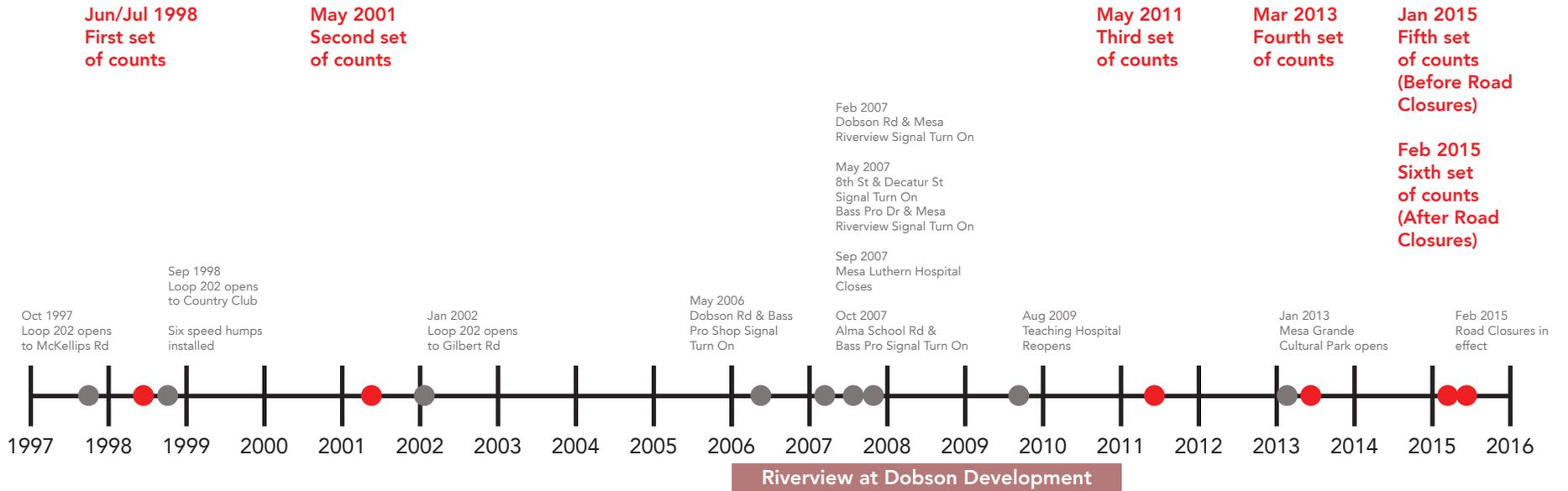


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 Date Created: 3/3/2015  
 Date Modified: 3/4/2015

# Traffic Count Data 10th Street from Alma School to Date

# FIGURE 4

Relevant Timeline occurring in 10th Street Vicinity  
 Traffic Count Events shown in **RED**



Traffic Volumes on 10th Street from Alma School to Date  
 Traffic Count dates illustrated above in timeline

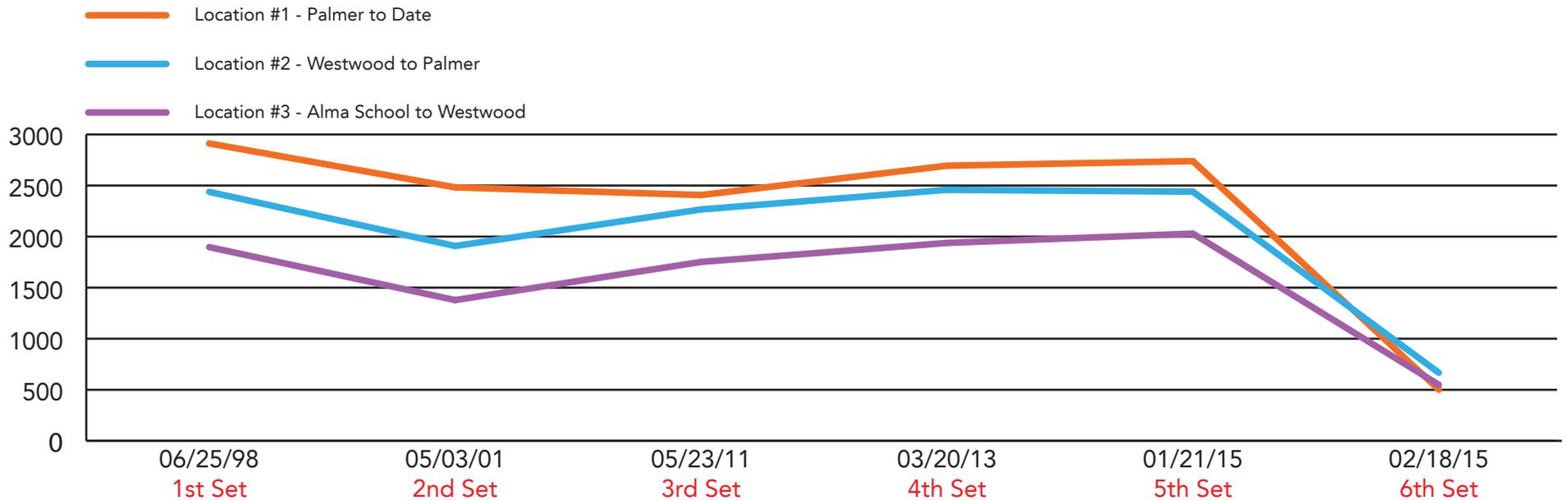


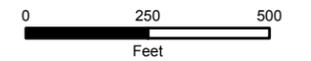
FIGURE 5



Survey Results

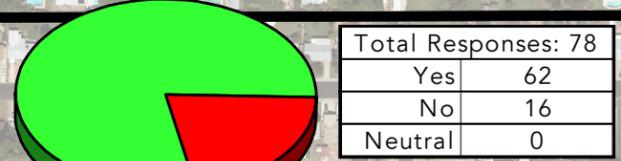
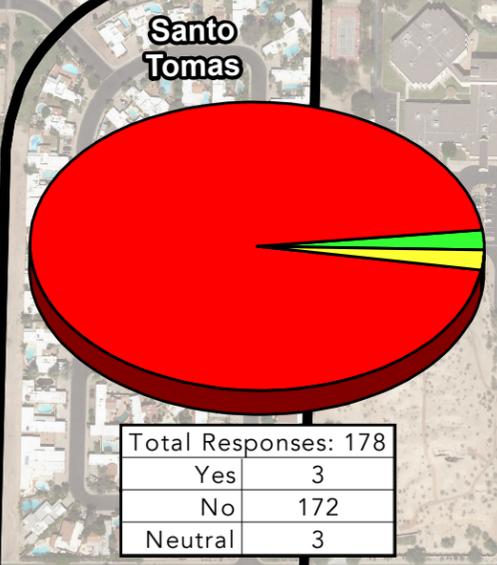
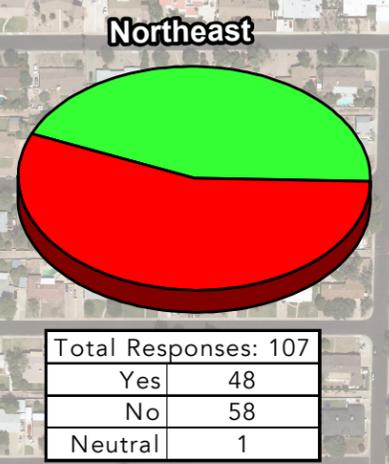
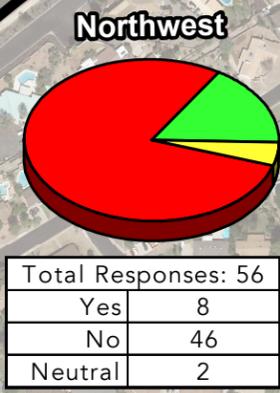
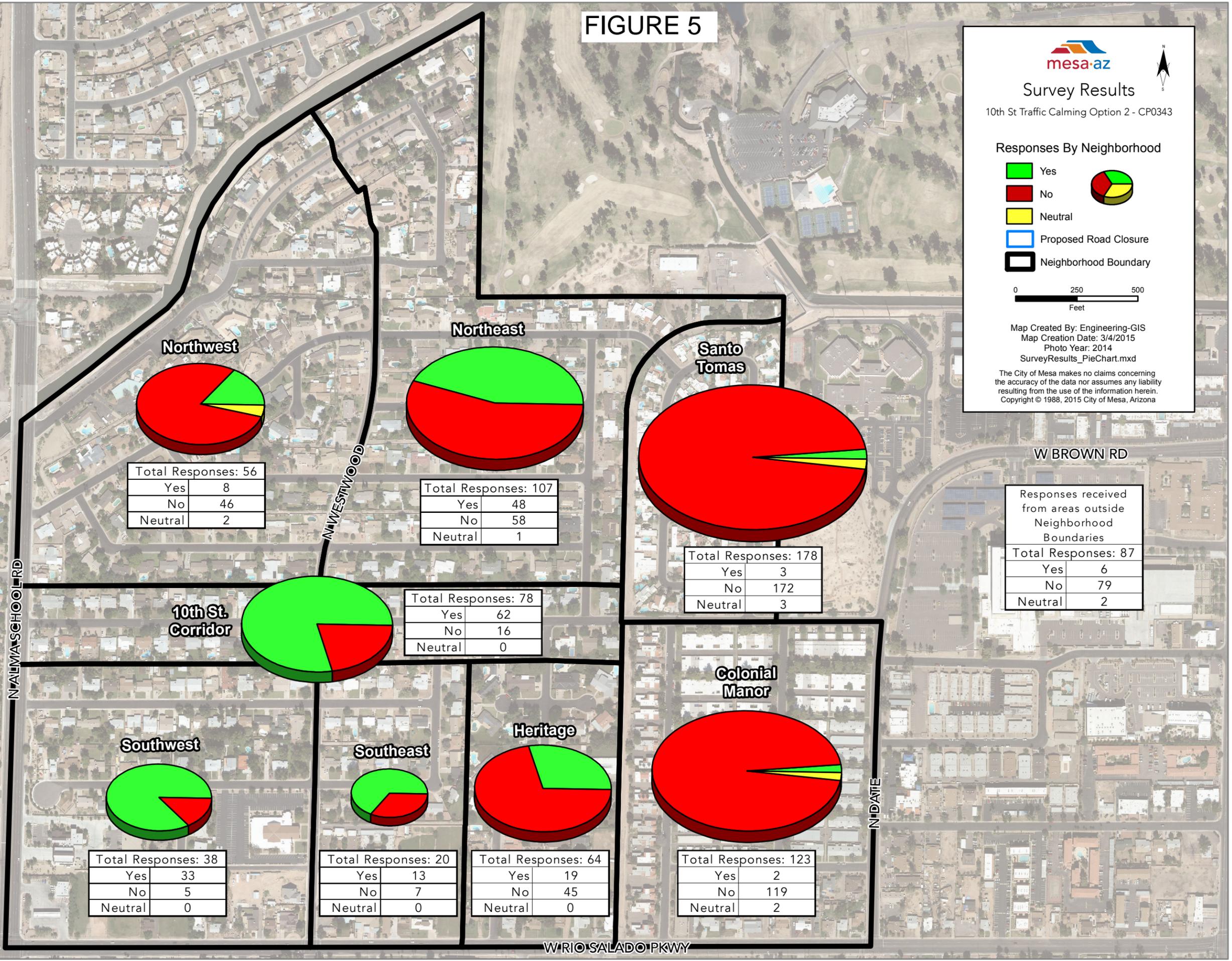
10th St Traffic Calming Option 2 - CP0343

Responses By Neighborhood



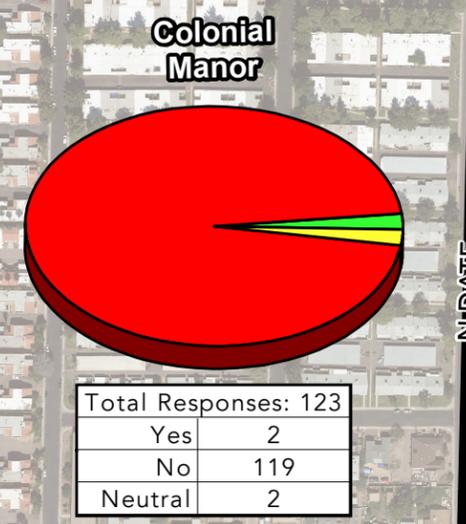
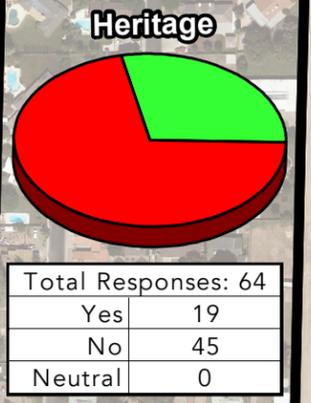
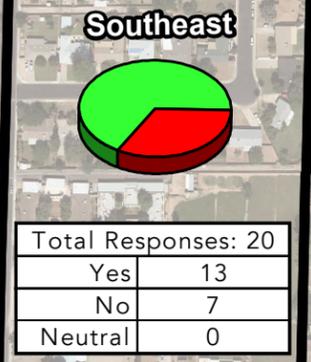
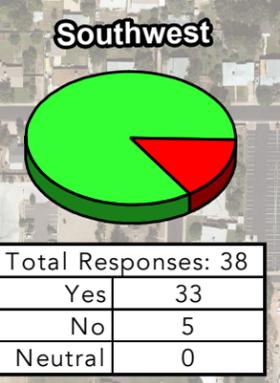
Map Created By: Engineering-GIS  
 Map Creation Date: 3/4/2015  
 Photo Year: 2014  
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Responses received from areas outside Neighborhood Boundaries

Total Responses: 87	
Yes	6
No	79
Neutral	2



N ALVA SCHOOL RD

N WESTWOOD

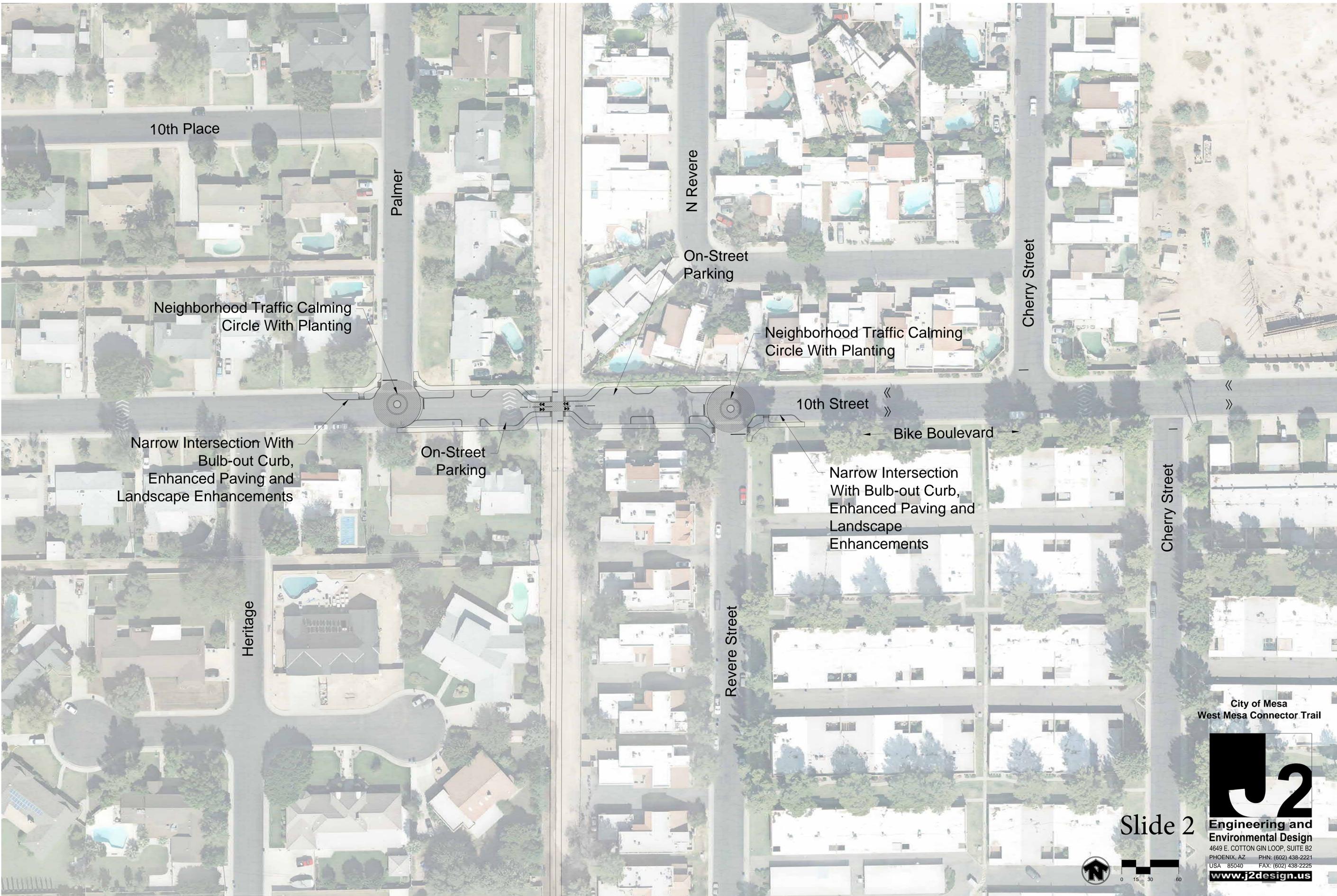
W BROWN RD

W RIO SALADO PKWY

N DATE



# 10th St Traffic Calming Project



City of Mesa  
West Mesa Connector Trail



Slide 2

**Engineering and  
Environmental Design**  
4649 E. COTTON GIN LOOP, SUITE B2  
PHOENIX, AZ PHN: (602) 438-2221  
USA 85040 FAX: (602) 438-2225  
[www.j2design.us](http://www.j2design.us)

# Temporary Traffic Circle – 10<sup>th</sup> Street



# Temporary Closure – 10<sup>th</sup> Street



Traffic Circle in background

Striping at closure

Temporary closure included large landscape blocks

Bicycle and pedestrian traffic allowed to continue through closure only

# Temporary Closure – Desert View



Flexible delineators only installed at Desert View to allow emergency vehicle access  
Pilot Program sign added at closure

# Temporary Closure – Heritage



Large landscape blocks and delineators created temporary closure

Dead end signs added in advance of closure



Pilot Program signs added at closure

# Westwood & 10<sup>th</sup> Street Temporary Traffic Circle and Striping



Striping and delineators narrowed roadway

4-way stop signs added at intersection

Traffic circle added at 10<sup>th</sup> Street and Westwood