



Transportation Advisory Board Report

Date: July 19, 2022
To: Transportation Advisory Board
From: Ryan Hudson, City Traffic Engineer
Subject: Modify Speed Limit
1st Street, Mesa Drive to Country Club Drive

Purpose and Recommendation

Recent and ongoing development along the 1st Street corridor between Mesa Drive and Country Club Drive has brought land use changes and new transportation needs. With this new development, the city expects more pedestrians and parking along 1st Street. To account for these changes and better serve the street environment and traffic characteristics, staff recommends reducing the speed limit from 30 mph to 25 mph on 1st Street between Mesa Drive and Country Club Drive. See the attached figure for a location map.

Background and Discussion

1st Street from Mesa Drive to Country Club Drive is a minor collector street that provides access to the Downtown Area and is set in an urban street environment. Adjacent land uses include residential, some light commercial, the new ASU campus, and numerous public facilities, including the Mesa Library, museums, City Council Chambers, and Fire Station 201. On-street parking is provided throughout the corridor with a mixture of angled and parallel stalls. The segment between Mesa Drive and Hibbert is currently striped as a 5-lane cross section with two lanes in each direction and a center two-way-left-turn-lane. The remainder of the corridor from Hibbert to Country Club Drive is a 3-lane cross section with one lane in each direction and a center two-way-left-turn-lane.

Speeds of 30 mph are covered in Section 10-4-6 of the Mesa City Code, and the speed limit reduction would require modification of the respective section.

Alternatives

As an alternative, the existing posted speed limit of 30 mph could remain. However, considering the adjacent land uses and urban street environment, the recommended

speed limit is most appropriate and reasonable.

Fiscal Impact

The existing 30-mph sign faces will need to be replaced with 25-mph sign faces resulting in a negligible fiscal impact. The respective impact is not considered as a determining factor for this recommended speed limit reduction.

