

# PROPOSED SPEED LIMIT CHANGES

Issue Review Session

May 2, 2024



**Tempe**

Making waves in the desert

# Why Are Speed Limit Changes Proposed?



- Staff is “right sizing” the speeds to match what is happening in the area.
- Roadway functions can change over time.
- Speeds should match the adjacent roadside culture.

# City Council Priorities

- Performance Measure
  - 3.26: 20-Minute City
  - 1.08: High Severity Crash Reduction



Safe & Secure  
Communities

# Types of Speed Limits



- **Statutory Speed Limits:** set by state statutes, enforceable even if not posted (15 mph, 25 mph or 65 mph)
- **Posted Speed Limits:** set by State statutes or local ordinances: sign posted to be enforceable
- **Special Conditions Speed Limits:** school zones, work zones, and variable speed limits and advisory speeds

*The primary purpose of speed limits is to enhance safety by reducing risks imposed by drivers' speed choices. The intent is to reduce disparities in speeds and reduce the potential for vehicle conflicts. Considerations include adjacent development and function of the roadway.*

# Proposed Changes



- **Mill Avenue:**

- Reduce the 45 mph speed limit to 35 mph at the north end to match the speed limit over the bridge
- Also reduce the 40 mph speed limit to 35 mph from south of University Dr to Broadway Rd



- **College Avenue:**

- Reduce the 35 mph speed limit to 30 mph from the north City limit to Curry Rd



- **First Street:**

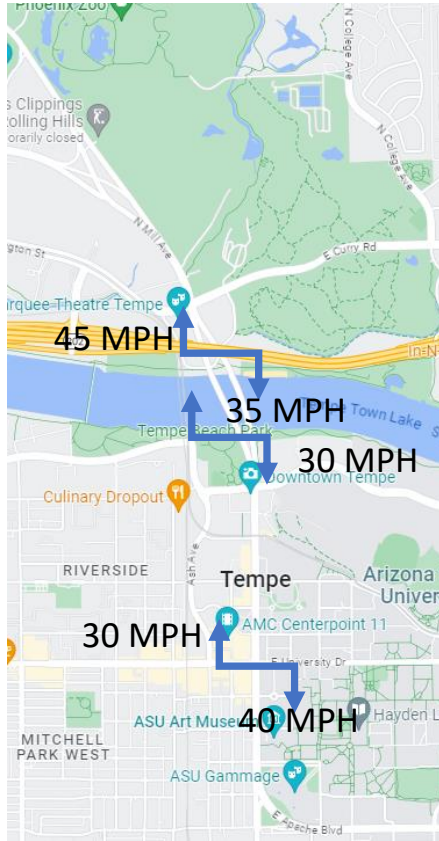
- Reduce the 35 mph speed limit to 30 mph from Ash Ave to west end



- **Southern Avenue:**

- Reduce the 45 mph speed limit to 40 mph from 48<sup>th</sup> St to the RR tracks providing a consistent speed limit on Southern across the City

# Mill Avenue Existing Conditions



- Was a state highway through Tempe
- Today, arterial street with 2 through lanes in each direction from north to Rio Salado Parkway and 1 through lane in each direction from Rio Salado to University
- Landscaped median with left turn lanes
- Streetcar shares the northbound through lane (13<sup>th</sup> to Rio Salado)

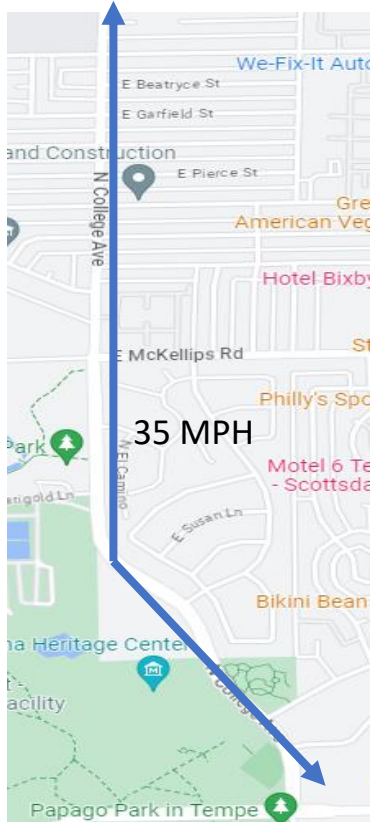


# Mill Avenue Considerations

- North Mill Ave is the gateway to downtown.
- On the north end, Rolling Hills project will add night golf and entertainment venue – adding traffic.
- The Crosscut Canal path is planned to extend across Mill Ave to connect with the Grand Canal path. The connection across Mill Ave will have a pedestrian signal.
- South of University, the 35 mph will match the existing school zone
- There are two Streetcar stations at 9<sup>th</sup> and 11<sup>th</sup>.



# College Avenue Existing Conditions



- Before Loop 101, College Ave served as a major connection from Curry Rd to the north.
- There was a double left turn lane for eastbound to northbound. This has since been modified to a single left because the volume decreased.
- Is a now a minor collector with one lane in each direction, a landscaped median and bike lanes.





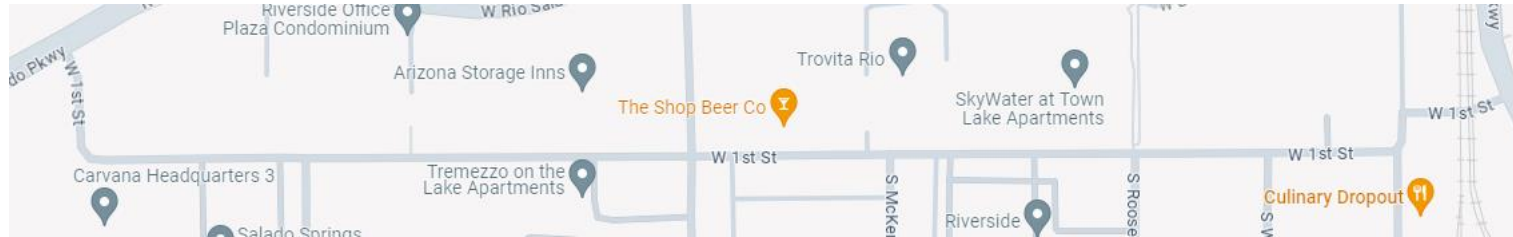
# College Avenue Considerations

- Orbit just added a section of College to its route. The City's preference is for Orbit to operate on streets with a speed limit of 30 mph or less.
- There are a series of horizontal and vertical curves that creates a unique drive for residents.
- Serves visitors to 2 City parks, the AZ Heritage Center and Eisendrath House.
- Papago Park Preserve is adjacent to College and provides recreational and educational opportunities for hikers, runners, walkers, bicyclists and others.

# First Street Existing Conditions



35 MPH



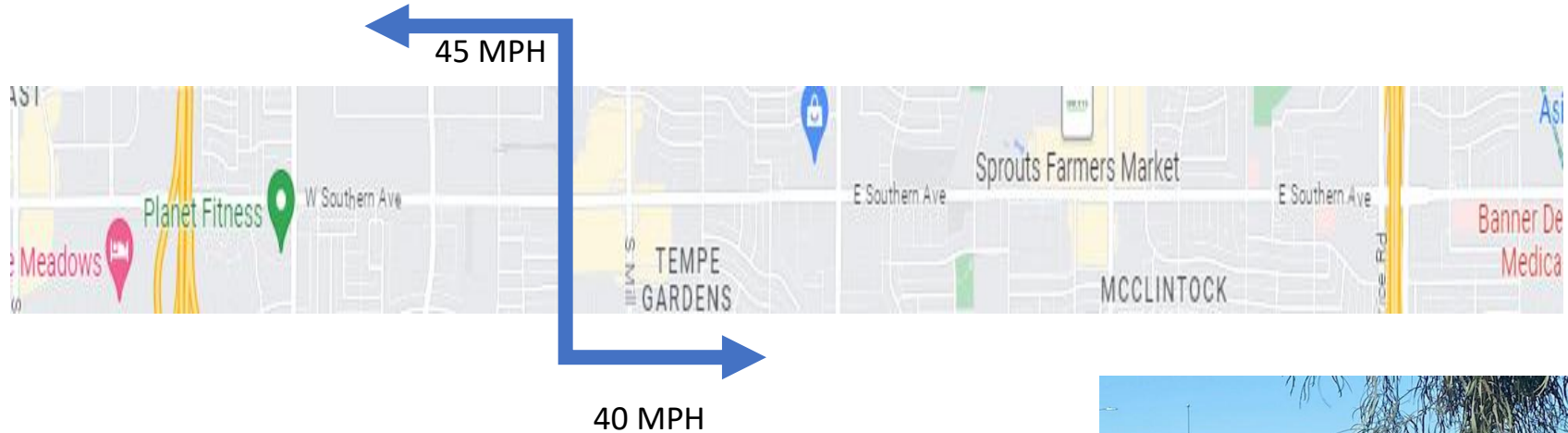
- Minor collector street
- There are two railroad crossing on the east end (LRT and freight train)
- West of Hardy, First St now ends at cul-de-sac in front of new building

# First Street Considerations

- Before Rio Salado Parkway was built, First St. had a more prominent role in the area street system.
- Land uses include: residential and office.
- Provides access across tracks.
- No longer has direct access to Rio Salado Pkwy.



# Southern Avenue Existing Conditions



- Arterial with a center left turn lane with 3 lanes westbound and 2 lanes eastbound
- There is an interchange with Loop 101 on the east end
- Roadway goes under I-10 near the west end (no interchange)



# Southern Avenue Considerations

- Before the US 60 was built, Southern Ave had a prominent role in the street system.
- Land uses include: light industrial, retail, residential, and City park
- Provides access to Diablo Stadium.
- The intersection of Fair Ln and Southern has been the site of 2 fatalities.
- There are two retirement communities on the west end
- Provides a consistent speed on Southern across the City





# Next Steps

- March 12: Transportation Commission
- May 2: Council presentation
- May 15: Public Meetings
  - June 11: Transportation Commission
  - June 20: Present public comments to Council

If Council provides direction to move forward with the changes:

- Two public hearings
- 30 days after second hearing changes can be implemented