



City Council Report

Date: April 16, 2018
To: City Council
Through: Karolyn Kent, Assistant City Manager
From: RJ Zeder, Transportation Department Director
Sabine Ellis, City Traffic Engineer
Subject: Establish Speed Limit - Crismon Road, Ray Road to Williams Field Road, Council District 6

Purpose and Recommendation

Approximately 1,200-feet of Crismon Road were constructed as part of the Eastmark development. This section of Crismon Road has been identified as a “district street” in the Eastmark Community Plan and will require a speed limit to be established per City Code. The section of Crismon Road currently has a posted speed limit of 35 mph.

Staff recommends establishing a speed limit of 35 mph on Crismon Road from Ray Road to Williams Field Road in City Code. See Figure 1 for a location map.

Background and Discussion

Crismon Road is a fully developed 66-foot wide street and will run from Ray Road to Williams Field Road once the Eastmark development is completed. This section of Crismon Road is a 4-lane collector with a raised median and will provide access to numerous local/residential streets throughout the Eastmark development, south of Ray Road. As the Eastmark development expands, Crismon Road is expected to continue farther south. A 35-mph speed limit is reasonable and typical for this type roadway within residential neighborhoods.

Currently, Crismon Road has a speed limit of 45 mph from the north City limits to the south City limits per Section 10-4-3 of the Mesa City Code. To establish the 35-mph speed limit as discussed in this report, these boundaries will be modified and the 35-mph speed limit will be established by means of Ordinance and amendment of Section 10-4-5 of the Mesa City Code.

Coordination

The Transportation Advisory Board has reviewed the proposed speed limit and concurred with staff’s recommendation to establish a speed limit of 35 mph on

Crismon Road from Ray Road to Williams Field Road at their November 21, 2017 meeting.

Alternatives

As an alternative, a speed limit other than the recommended 35 mph could be established. However, considering the roadway geometrics and the residential nature of this portion of Crismon Road, a speed limit of 35 mph is most appropriate and reasonable.

Fiscal Impact

The installation of speed limit signs is included in the construction of Eastmark, resulting in no fiscal impact.



