



City Council Report

Date: April 6, 2020
To: City Council
Through: Karolyn Kent, Assistant City Manager
From: RJ Zeder, Transportation Department Director
Sabine Ellis, City Traffic Engineer
Subject: Establish Speed Limit – Everton Terrace, Elliot Road to a point 2,290 feet south of Elliot Road, Council District 6

Purpose and Recommendation

A new section of Everton Terrace was constructed as part of the Eastmark development. This section is approximately 2,600 feet long, has been identified as a “district street” in the Eastmark Community Plan, and will require a speed limit to be established per Mesa City Code (City Code). This newly constructed section of Everton Terrace currently has a posted speed limit of 30 miles per hour (mph).

Staff recommends establishing a speed limit of 30 mph on Everton Terrace from Elliot Road to a point 2,290 feet south of Elliot Road in City Code. This is where the road width narrows and the adjacent land use changes from industrial to residential. See Figure 1 for a location map.

Background and Discussion

The new section of Everton Terrace is a fully developed, 56-foot wide street that runs from Elliot Road to a point 2,290 feet south of Elliot Road, and the adjacent land use is of industrial nature. This section of Everton Terrace is a 4-lane collector with no raised median. A 30-mph speed limit is reasonable and typical for this type of roadway in an industrial use area. The road then transitions to a 24-foot wide street cross-section with a 25-mph speed limit. It has one lane in each direction and provides access to numerous local/ residential streets throughout the Eastmark development. The 30-mph speed limit must be established by means of Ordinance and amendment of Section 10-4-6 of the City Code.

Coordination

The Transportation Advisory Board has reviewed the proposed speed limit establishment and concurred with staff’s recommendation to establish a speed limit of 30 mph on Everton Terrace from Elliot Road to a point 2,290 feet south of Elliot Road at their January 21, 2020 meeting.

Alternatives

As an alternative, a speed limit other than the recommended 30 mph could be established. However, considering the roadway geometrics and the industrial nature of this portion of Everton Terrace, a speed limit of 30 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.

Figure 1

