



MAYOR & COUNCIL COMMUNICATION

April 21, 2026

Subject: Amending Tucson Code § 20-138.2 to Reduce Speed Limits on Various Bicycle Boulevards Within the City Limits (Wards 1, 2, 3, 4, 5 and 6)

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Issue – Mayor and Council approval is requested to amend City of Tucson Code § 20-138.2 to reduce the speed limit for specific Tucson roadways that are designated Bicycle Boulevards.

City Manager's Office Recommendation – It is recommended that the Mayor and Council repeal Ordinance 12007 adopted on June 6, 2023 and approve this new Ordinance, designating 20 mph limits on certain Bicycle Boulevards that are either complete or are soon to be constructed.

Background – In February 2017, the Mayor and Council approved a Bicycle Boulevard Master Plan. Bicycle Boulevards are typically local, residential streets that are designated as routes to serve bicycling throughout the City and provide a higher level of comfort, convenience and safety to bicyclists using the bicycle boulevard. Vulnerable roadway users, such as bicyclists and pedestrians, incur greater injuries when struck by a motor vehicle at higher speeds. Among the recommended improvements for successful Bicycle Boulevards are a series of traffic mitigation features (motor vehicle speed limits, speed humps, traffic circles, chicanes, etc.) that are intended to reduce motor vehicle travel speeds.

The Bicycle Boulevard Master Plan proposed a reduction of the posted speed limit from 25 mph to 20 mph upon implementation of Bicycle Boulevard improvements. A 20 mph Bicycle Boulevard speed limit allows the posted speed limit to coincide more precisely with speeds consistent with traffic calming treatments that are typically in place along Bicycle Boulevards.

Voters approved multiple funding programs since 2006 that include construction of bicycle boulevards and related traffic calming features, including Regional Transportation Authority (RTA1), Propositions 407 (Tucson Delivers Parks and Connections) and 411 (Better Streets | Safe Streets), and RTA Next.

Speed limits are established by amending the City of Tucson Code § 20-138.2, with an Ordinance approved by Mayor and Council.

Present Consideration(s) – Construction is pending for several Bicycle Boulevards – Camino Miramonte, Copper Street/Flower Street, El Rio Drive/Dragoon Avenue, Golden Hills Road, Menlo Park, Ontario Street/Mecedora, Palo Verde Avenue, Sahuara Avenue and San Marcos Boulevard (Attachment A). Approval of this new Ordinance will allow for speed limits on the various Bicycle Boulevards to have a posted speed limit of 20 miles per hour when construction is complete.

Plan Tucson Consideration(s) – *Plan Tucson* goals and policies that support these efforts include:

Goal 4: Improve Health, Wellness, and Safety Across the Community

- E20: Promote Tucson as a premier healthy lifestyle, outdoor recreation, and wellness destination.
- T4: Develop safe, convenient, accessible, and connected transportation networks for walking, biking, and rolling that are in alignment with Complete Streets Policy.
- T8: Improve road conditions and implement design features to reduce traffic crashes and enhance public safety.

Goal 13: Expand and Improve Access to High-Quality Transportation Choices, Enhance Safety, and Improve the Condition of City Streets and Other Infrastructure

- T4: Develop safe, convenient, accessible, and connected transportation networks for walking, biking, and rolling that are in alignment with the Complete Streets Policy.
- T6: Design future streets and rights-of-way, as well as retrofits, that are sized in a way and include amenities that will make multi-modal transportation choices convenient, attractive, safe, and heat resilient.
- T10: Improve low-emission or no-emission transportation options that are safe, reliable, and accessible to all ages and abilities.
- LU5: Reduce required motor-vehicle parking areas based on demonstrated need, with increased pedestrian, bike, and public transit facilities and encourage enclosed parking and other strategies where feasible to mitigate conflict between businesses and neighboring residents.

Financial Considerations – New speed limit signs will be installed as part of Capital Improvement Program projects. There is no impact to the Department’s Operating budget for initial installation.

Operating Cost and Maintenance Input – Signs will be maintained within current operating budget resources.

Legal Considerations – Reduction of the speed limit from 25 mph to 20 mph when the specified bicycle boulevards are completed, pursuant to T.C. Sec. 20-138.2, is based on traffic engineering safety research performed for the City of Tucson Bicycle Boulevard Master Plan adopted by the Mayor and Council on February 22, 2017, through Resolution No. 22714. The City Attorney's Office has prepared the attached Ordinance for Mayor and Council’s consideration.

Respectfully submitted,



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Assistant City Manager

KS/JT/BO/hw
Transportation and Mobility

Attachments: A – Location Map
Redline Ordinance
Ordinance

Communication: APR21-26-112