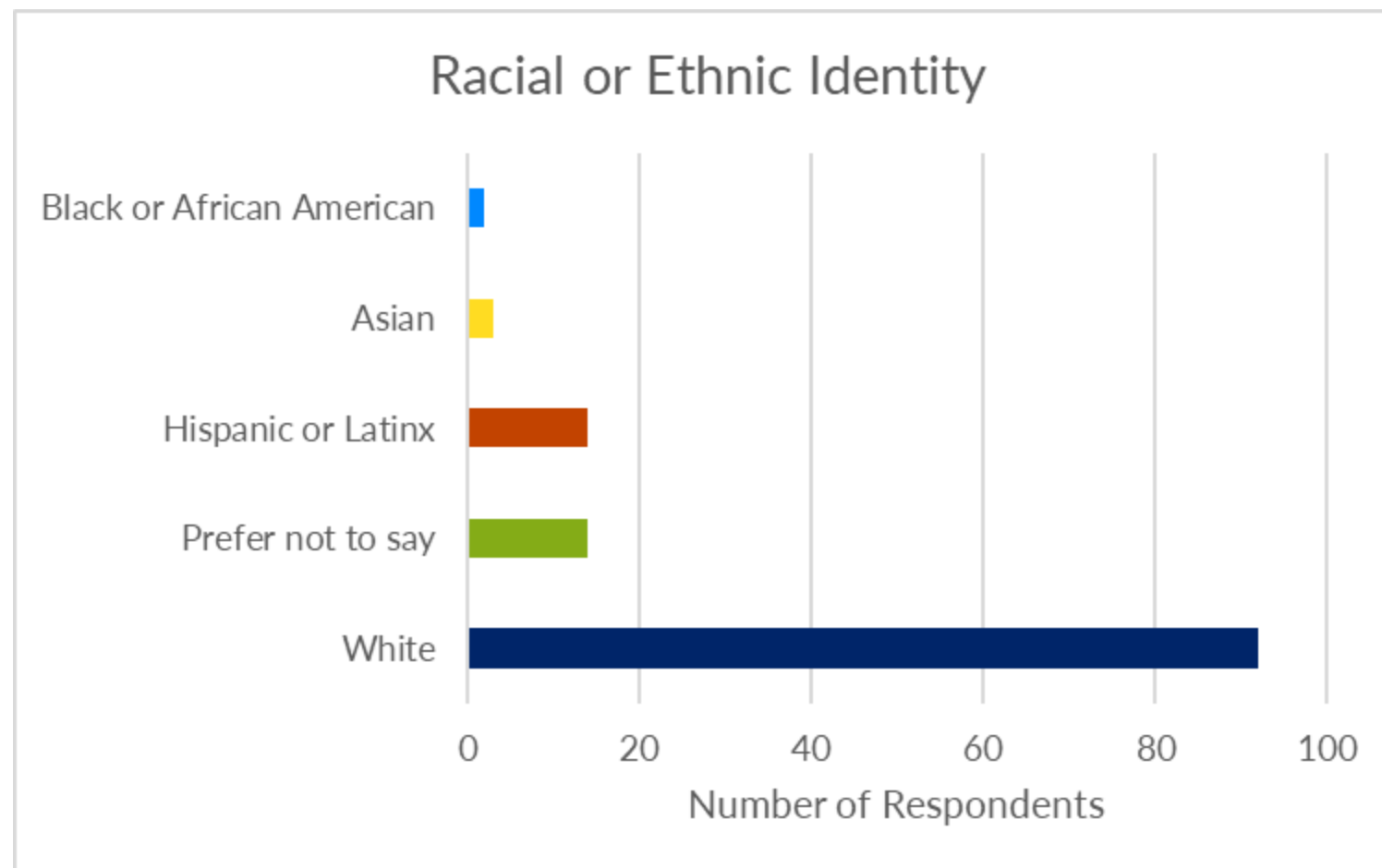


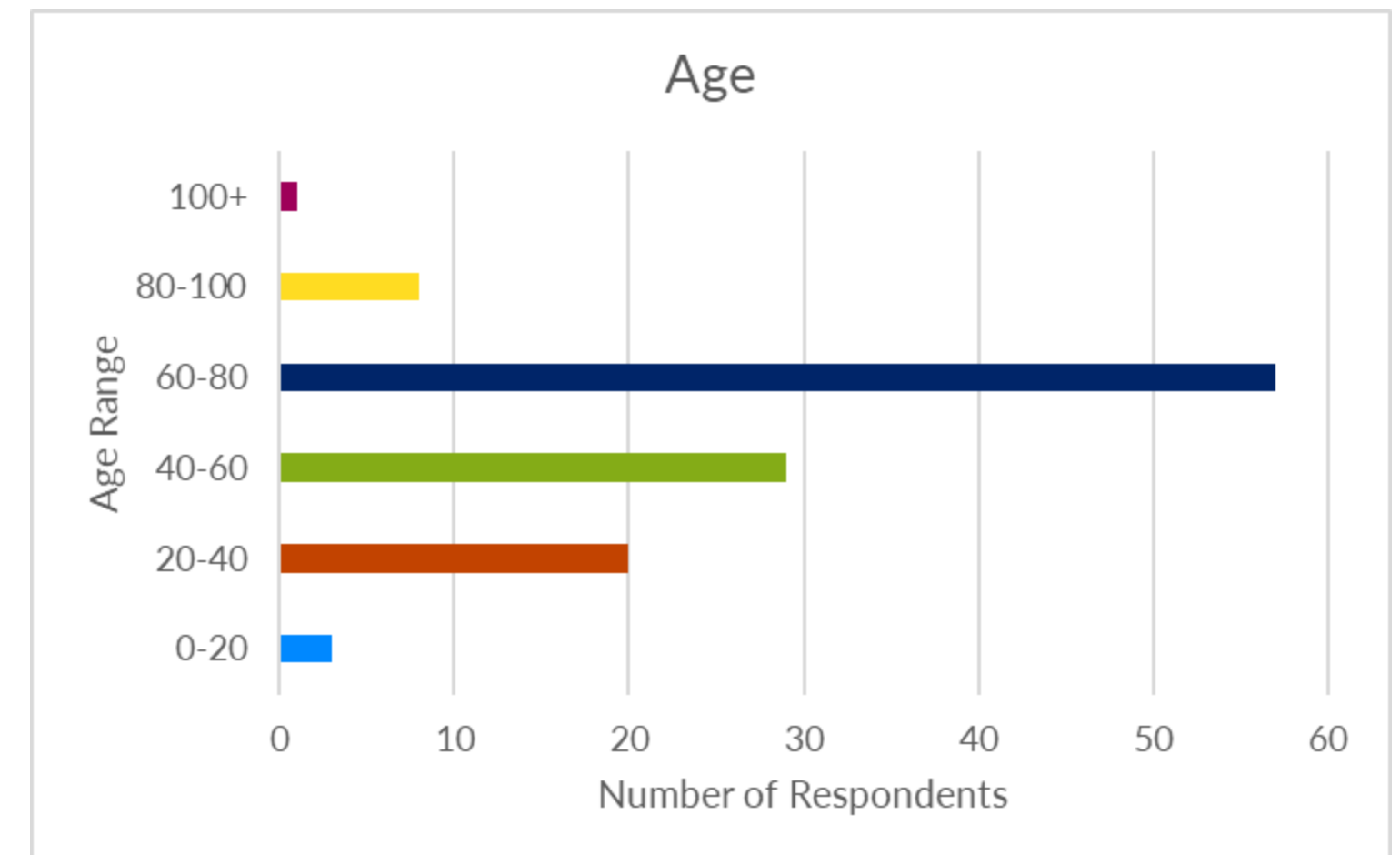
Major Streets & Routes Plan Update

Public Engagement Summary

Survey Respondents | Racial/Ethnic Identity & Age

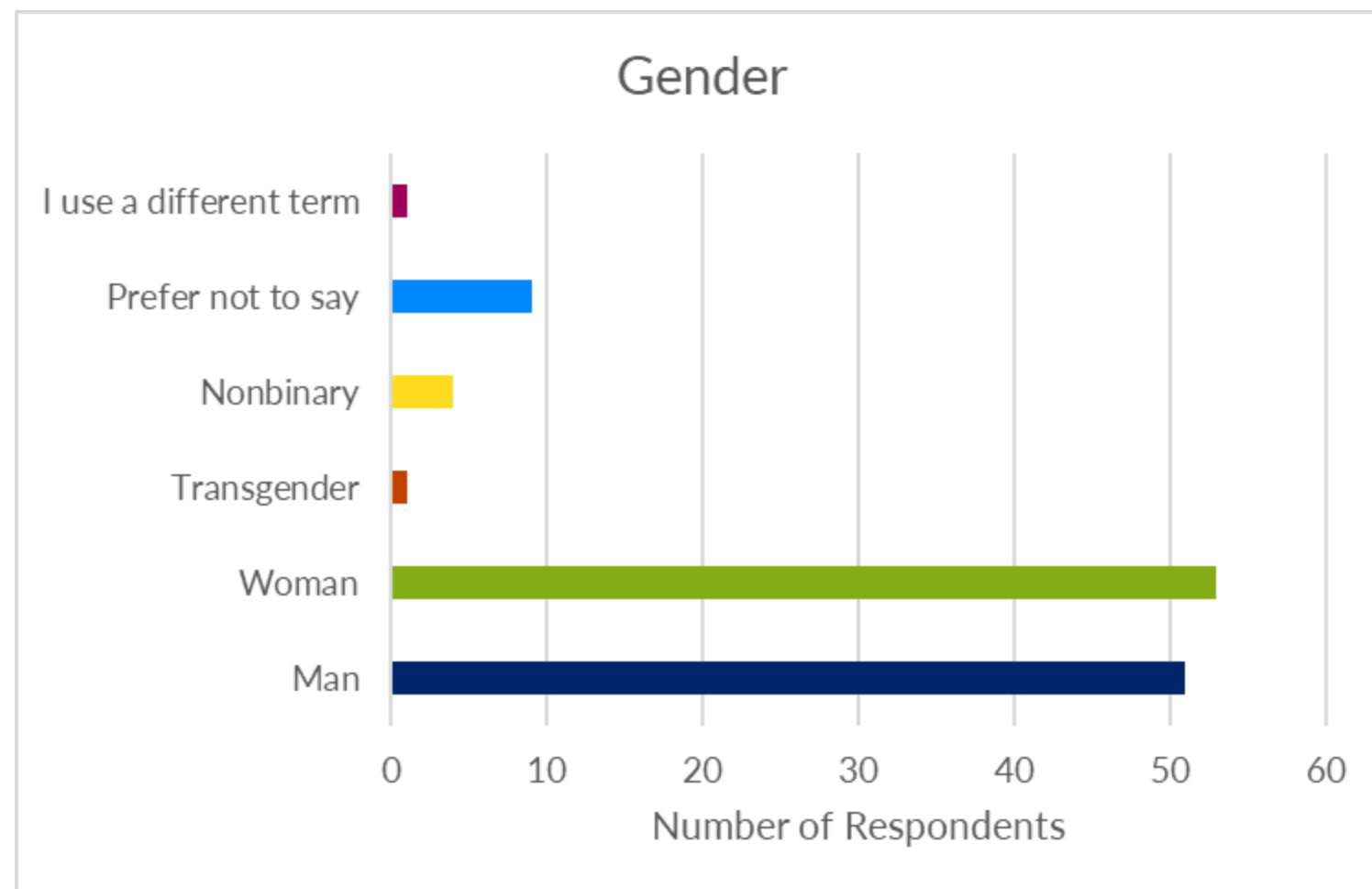


Answered: 118 | Skipped: 5

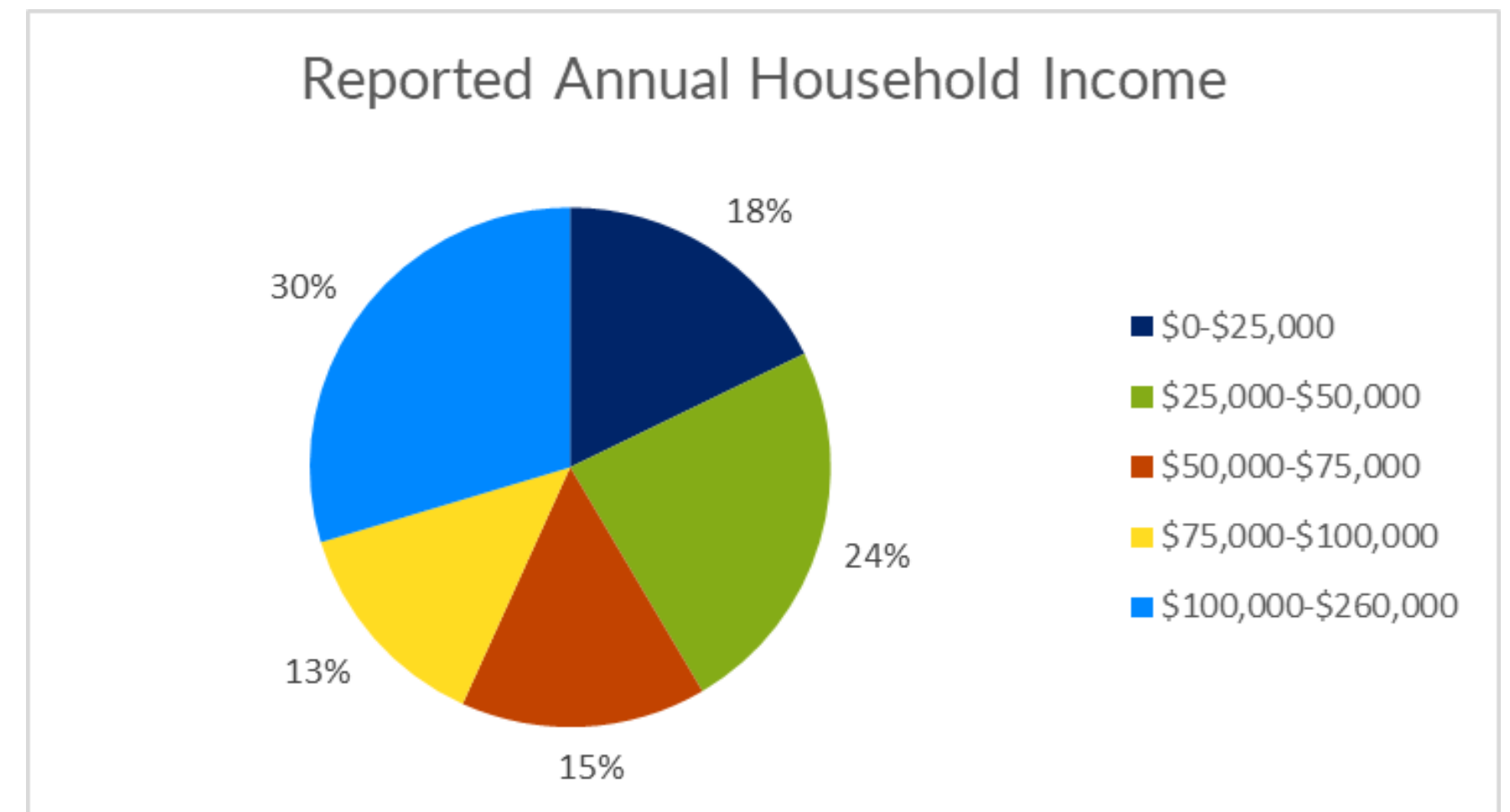


Answered: 118 | Skipped: 5

Survey Respondents | Gender & Income

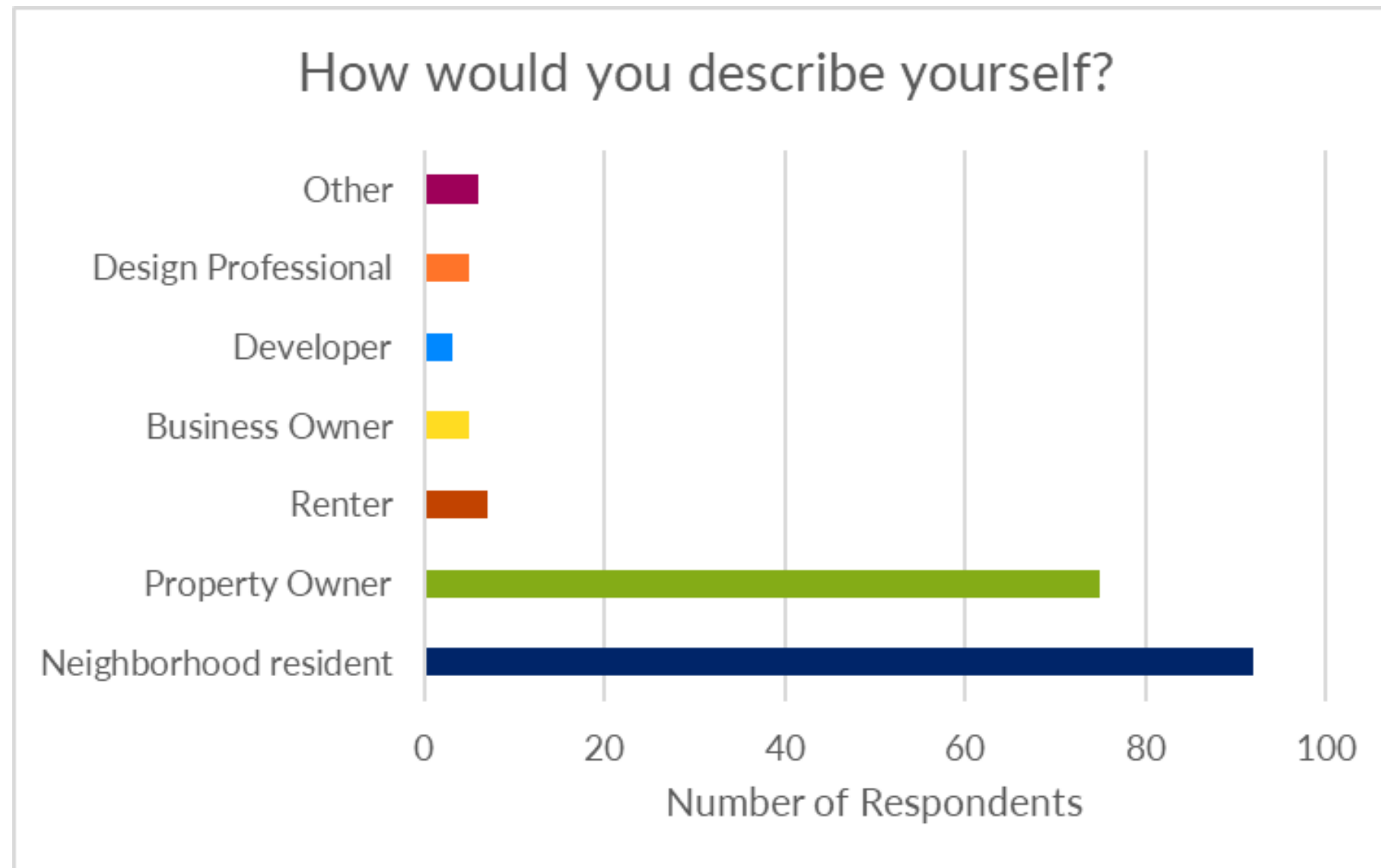


Answered: 118 | Skipped: 5



Answered: 118 | Skipped: 5

Survey Respondents | Self Identification

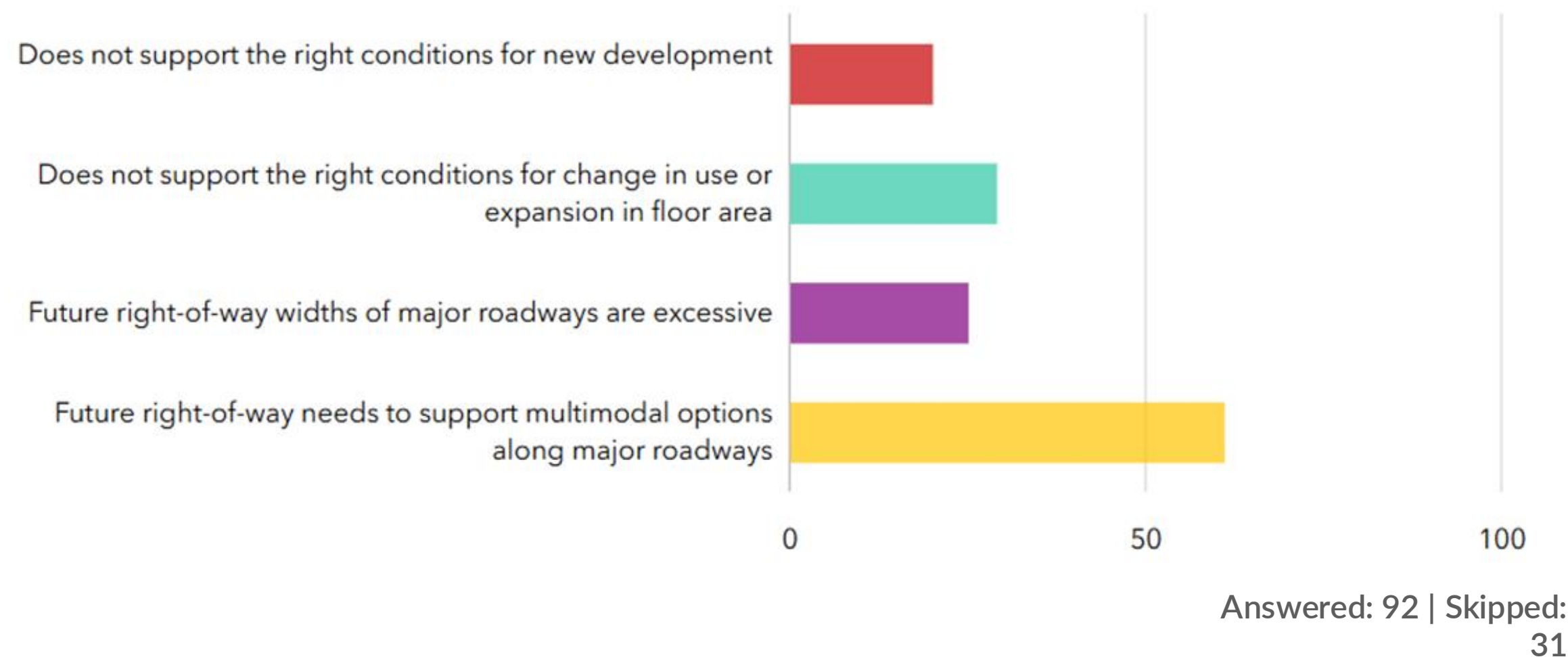


Answered: 121 | Skipped: 2

- **74%** of Respondents described themselves as a **Neighborhood Resident**
- **59%** of Respondents described themselves as a **Property Owner**
- **94%** of Respondents had **household access to a car**
- **64%** of Respondents **use public transit** (rarely, often or as a primary form of transportation)
- **66%** of Respondents **ride a bike** (for transportation or recreation)

Public Survey | Results

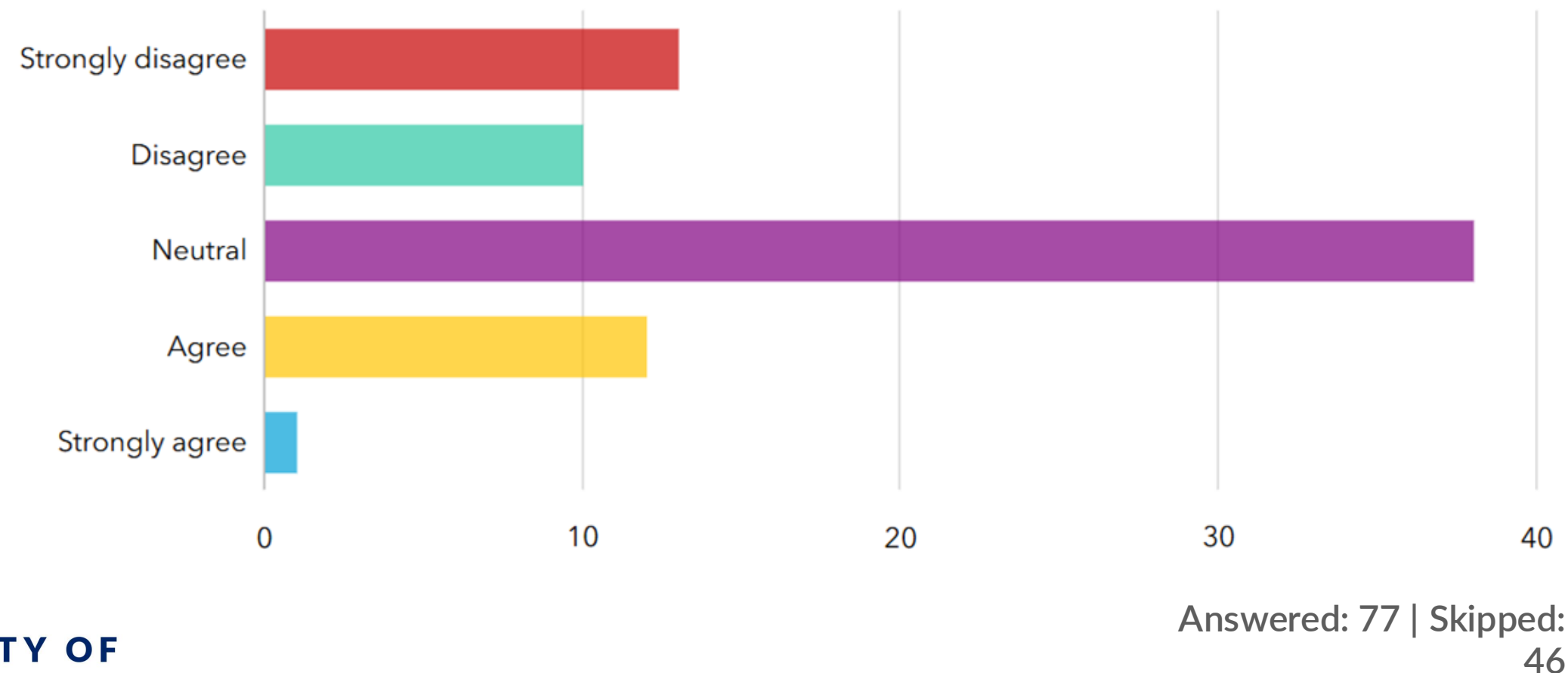
Q: What are your biggest concerns with the current Major Streets & Routes Plan?



- Respondents' top tier concern was that the current MS&R Plan needed to support the changing needs on our major roadways to better accommodate all modes of travel (people walking, biking, driving and taking public transit).

Public Survey | Results

Q: Do the proposed Map Updates reflect an appropriate right-sizing of future right-of-way along Major Streets & Routes?



This was the most skipped question with only 63% of respondents opting to answer the question. Of those that answered, 51% said they were neutral on the proposed updates and 31% either disagreed or strongly disagreed. Respondents were also able to provide explanations of why they selected their choice. Many provided very specific concerns on a corridor such as Dodge Bl being added as a Collector as a reason they disagreed with the update. Others said that they didn't have enough knowledge of proposed changes given the technical nature of the updates.

Commentor	Date	Comment	Response	Source
Anonymous	4/16/2025	Glenn between Fort Lowell and Grant – The traffic count on Dodge between Glenn and Grant in particular should be reconsidered given the construction on Grant: Dodge is not currently and is not going to be a thru-street anymore, and traffic has dropped off sharply over the last year. Given that drop off due to essentially being turned into a giant cul-d-sac, it might not be eligible to be considered a collector street anymore. Correction: Oops, should be "Dodge" between Fort Lowell and Glenn.	Thank you for your comment, it is noted, and staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street. Traffic volumes will be re-assessed following completion of the Grant Road project.	Interactive Feedback Map
Anonymous	5/14/2025	Comment on feedback above (4/16/2025): Dodge should remain a "Local" road. Outdated traffic volume data plus the right-turn only from Dodge both north and south being implemented with GRIP alone take away its possible "Collector" status. Add to that the Community Corridors Tool will allow for re-zoning of eight properties so developers can build tall and large apartment complexes. Collector status is over the top for what has always been a Residential/Local Street and will be more so with the right-turn only at Grant.	Thank you for your comment, it is noted, and staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street. Traffic volumes will be re-assessed following completion of the Grant Road project.	Interactive Feedback Map
Anonymous	5/7/2025	Comment on feedback above (4/16/2025): Giant Cul de sac, good comment. But the folks N of Grant still have access to the loop, Brandi Fenton and the dog park.	Thank you for your comment.	Interactive Feedback Map
Anonymous	4/8/2025	E Via Rio Pico – Does this make sense as a "0" value even though the street has not been built yet?	Thank you for your comment, staff will re-evaluate this recommendation at propose a revision prior to finalizing the MS&R Map update for Mayor and Council review and potential adoption.	Interactive Feedback Map
Anonymous	5/15/2025	Dodge north of Grant – It is premature to reclassify Dodge as a Collector street. Dodge currently has very low traffic volumes as it is closed at Grant, and I expect that it will stay low as the intersection at Grant will stay closed to through traffic with the Grant road redevelopment. We do not know that it will hit even the minimum of ≈2,500 ADT to be a Collector street. Furthermore, if the goal is to allow denser housing along here or allow redevelopment, the relevant spots where there are apartment complexes next to Grant are already zoned as O-3. The rest of Dodge north of Grant is single family homes bordering the street.	Thank you for your comment, it is noted, and staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street. Traffic volumes will be re-assessed following completion of the Grant Road project.	Interactive Feedback Map
Anonymous	5/15/2025	Comment on feedback above for Dodge (5/15/2025): I agree with the other commenter that the volume on Grant is likely to remain under the required limit to be considered as a collector. I am not opposed though to increased density along Dodge. I feel we need higher densities in the midtown neighborhoods in order to improve public transportation and bring more businesses and services to this relatively low income area. On the other hand, if Dodge becomes a collector, we need significant improvements, such as sidewalks and relocating electricity poles so they don't block views at intersections. Is the city prepared to fund those improvements?	Thank you for your comment, it is noted, and staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street. Traffic volumes will be re-assessed following completion of the Grant Road project.	Interactive Feedback Map

Commentor	Date	Comment	Response	Source
Anonymous	5/15/2025	Comment on feedback above for Dodge (5/15/2025): Let's not forget the HORRIBLE condition of the road. Seriously.	Roadway maintenance is outside the scope of this update. The City of Tucson is currently improving pavement conditions on every local street in the City as a result of voters passing the Tucson Delivers: Better Streets, Safe Streets initiative. For more information, please visit this webpage: https://tucsondelivers.tucsonaz.gov/pages/better-streets-safe-streets#better_streets	Interactive Feedback Map
Anonymous	5/16/2025	Comment on feedback above for Dodge (5/15/2025): It is inappropriate to label Dodge north of Grant as a collector. Traffic volumes are currently low with Dodge closed off at Grant and since that is going to be permanent when the Grant construction is done, there is no reason to believe that it will meet the criteria for a Collector. There are even traffic calming features that would not allow the type of traffic that a collector is designed to carry. The rezoning impact on this principally residential street would be extremely negative as well. Please change the designation to residential.	Thank you for your comment, it is noted, and staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street. Traffic volumes will be re-assessed following completion of the Grant Road project.	Interactive Feedback Map
Anonymous	5/17/2025	Comment on feedback above for Dodge (5/15/2025): For our tax money, Dodge from Grant to Ft. Lowell should be shut down and added to the list of non-navigable Tucson streets. You risk your personal safety and the welfare of your vehicle driving on it.	Thank you for your feedback.	Interactive Feedback Map
Anonymous	5/17/2025	Comment on feedback above for Dodge (5/15/2025): Dodge between Grant and Fort Lowell should NOT be a collector street.	Thank you for your comment, it is noted, and staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street. Traffic volumes will be re-assessed following completion of the Grant Road project.	Interactive Feedback Map
Anonymous	5/18/2025	Comment on feedback above for Dodge (5/15/2025): The traffic on Dodge from Speedway north to Ft Lowell will be significantly less now that it is closed as a through street with the Grant Rd widening. Dodge should be a local street.	Thank you for your comment, it is noted, and staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street. Traffic volumes will be re-assessed following completion of the Grant Road project.	Interactive Feedback Map
Anonymous	5/19/2025	Comment on feedback above for Dodge (5/15/2025): From Glenn turning south on Dodge is dangerous when trying to leave from our driveways. The corner is tightly located to 2 driveways on Dodge. There's very little room for much needed sidewalk and driveway curbs as well as some kind of mirror for both drivers and residents to avoid collisions. Is Dodge going to get street improvements and sidewalks? If so when is that scheduled?	Thank you for your comment. This Major Streets and Routes update does not include any future capital improvements. There are planned improvements for this section of Dodge Bl (from Glenn St south to 5 th St) under the Tucson Delivers: Parks + Connections program. These improvements have not yet started design, but additional information can be found online at: https://tucsondelivers.tucsonaz.gov/pages/parks-connections	Interactive Feedback Map

Commentor	Date	Comment	Response	Source
Anonymous	5/7/2025	Pima - Campbell to Alvernon – There is a disconnect between Elm and Pima. Elm has clearly been made a local street with calming that was permitted by the City, regardless of who paid for it. Pima CC to Alvernon is not a collector. It is very residential except for Catalina HS. For the sake of residents and students the classification needs to be changed so we can install better traffic calming and reduced speeds than a collector would allow.	<p>Thank you for your comment.</p> <p>Both Elm St (Campbell Av to Country Club Rd) and Pima St (Country Club Rd to Tanque Verde Rd) are currently listed as Collector Streets.</p> <p>A Collector Street designation would not prevent implementation of a 25mph speed limit, which is the minimum allowable speed under State law (without a variance for special circumstances).</p>	Interactive Feedback Map
Anonymous	5/7/2025	Comment on feedback above for Pima (5/7/2025): I agree, Alvernon to Campbell is a residential street and should be treated as a local street. Currently, Elm from Country Club to Campbell is full of local street traffic mitigations. Alvernon to County Club along Pima is a similar type street. Speeds along Pima in the area exceed 30 mph, past the highschool to Blemen Elm Elementary. This section of the Pima is heavily walked by the neighborhood. There is constant foot and pet traffic and crossings in the area. I needs to be designated a local street where we can slow traffic to prevent a pedestrian injury. It also is a quality of Life issue for residents. Cars typically exceeding 40 mph travel this section, according to residents people race on it at night. This is a traffic hazard and needs corrective action.	<p>Thank you for your comment.</p> <p>A Collector Street designation would not prevent implementation of a 25mph speed limit, which is the minimum allowable speed under State law (without a variance for special circumstances). Traffic calming strategies can be deployed on Collector Streets, though they may differ in some cases from strategies on local streets. An example is a Collector Street would typically have a speed table rather than a speed hump.</p>	Interactive Feedback Map
Anonymous	5/18/2025	Comment on feedback above for Pima (5/7/2025): Pima from CC to Alvernon should be designated as local street.	Thank you for your comment.	Interactive Feedback Map
Anonymous	5/21/2025	Comment on feedback above for Pima (5/7/2025): Keep Pima a "local street", NOT collector.	Thank you for your comment. Pima St in this section is currently designated as a Collector Street, this update proposes to keep that designation based on traffic volumes, Federal Functional Classification, location on the grid, and existing traffic control features.	Interactive Feedback Map
Anonymous	5/11/2025	Pima between Columbus and Swan – We need sidewalks between Columbus and Swan to make it safe for pedestrians. There is a lot of traffic, bike lanes and parking lots.	<p>Thank you for your comment. This Major Streets and Routes update does not include any future capital improvements.</p> <p>The noted section of Pima St is included in the City of Tucson's transportation master plan, Move Tucson, to modernize the roadway and add safe multimodal transportation facilities. Funding to complete this improvement has not yet been identified. For more information, please visit: https://movetucson.tucsonaz.gov/</p>	Interactive Feedback Map

Commentor	Date	Comment	Response	Source
Anonymous	5/21/2025	Comment on feedback above for Pima (5/11/2025): Sidewalks are essential for safety, especially for parents with children. Also, sidewalks knit neighborhoods together. Sidewalks are essential for elderly and safe ambulation. Sidewalks are usually low maintenance if installed by professionals. Sidewalks are a comparatively inexpensive, long-lasting community benefit.	<p>Thank you for your comment. This Major Streets and Routes update does not include any future capital improvements.</p> <p>The noted section of Pima St is included in the City of Tucson's transportation master plan, Move Tucson, to modernize the roadway and add safe multimodal transportation facilities. Funding to complete this improvement has not yet been identified. For more information, please visit: https://movetucson.tucsonaz.gov/</p>	Interactive Feedback Map
Anonymous	4/16/2025	University Blvd – University blvd features very high pedestrian and bicycle traffic, as well as a streetcar route, all of which has to contend with drivers moving through a very busy and distracting environment. Drivers will often not watch for bikes or pedestrians when parking, and there is almost always at least a few cars (illegally) stopping in the middle of the road for pickups. In my view, there is no justifiable reason to drive on this road. Car traffic here usually moves slower than bikes and there is ample parking in garages less than a block away. It is a terrible place to drive and the existence of cars here causes delays for the streetcar and detracts from the university blvd experience for everyone else. It doesn't make any sense to allow cars on this street in the first place, and making it a collector street feels like a baffling decision.	<p>Thank you for your comment.</p> <p>University Boulevard Blvd west of Euclid is on the current MS&R Map and will remain, though without a future identified ROW.</p> <p>University is proposed for extension east of Euclid due to traffic volumes above 4,000 ADT, the route serving as a collector for the local streets in the vicinity, and because it has been federally classified as a Major Collector Street.</p> <p>No recommended change.</p>	Interactive Feedback Map
Anonymous	4/24/2025	Comment on feedback above for University (4/16/2025): University would be better serviced as a pedestrian street with streetcar, bicycle, pedestrian, and delivery only. This street is generally too slow and unsafe as it is. Regularly cars are parking illegally, driving recklessly, and ignoring pedestrians.	<p>Thank you for your comment.</p>	Interactive Feedback Map
Anonymous	4/16/2025	Stone Ave – I am commenting on Stone Ave because it has been selected as the route for Tucson's first BRT system, but the recommendation made on this map is that there is no change to the ROW. Unless the city's planners get *very* clever, what this implies is that either (a) Stone will continue to have two lanes per direction and this will not be an actual BRT system by any metric, or (b) we will legitimately get a BRT system but Stone ave will be reduced to one lane per direction. Given how little information we've been given about the BRT design, I am worried. City planners will often choose BRT over systems like light rail, and then water down the BRT until it's just a slightly above average bus line. If there's no change to the ROW, I think the move here should absolutely be to reduce the travel lanes on Stone to allow for a true BRT - Oracle is a parallel arterial just a few blocks away anyways, we really don't need 2 lanes on Stone - but I worry that the city will not make the correct choice. I would also add that reducing lanes and traffic on Stone would also make waiting at BRT stops more pleasant; nobody likes hanging out next to a big busy road, because of the noise and dangerous fumes emitted by cars.	<p>Thank you for the comment. The proposed BRT project was taken into consideration in the future ROW recommendation and is consistent with the intent of the project.</p> <p>The specific operating characteristics of the BRT project are outside the scope of this effort, but the proposed right of way will not limit the implementation of the project.</p> <p>For more information about the BRT planning effort, see https://tucsonrapidtransit.com/</p>	Interactive Feedback Map

Commentor	Date	Comment	Response	Source
Anonymous	5/7/2025	Dodge btw Grant and Speedway – Upon completion of Grant Road, use of Dodge as a collector will be gone. Now we go north at a controlled intersection to the Loop. the dog park, brandi fenton, JCC and use it to go to River, Ft Lowell etc without using CC or Alvernon. It will not be used any more. It should be downgraded to a local street. There will be very limited access at both ends.	Thank you for your comment, it is noted, and staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street. Traffic volumes will be re-assessed following completion of the Grant Road project.	Interactive Feedback Map
Anonymous	5/18/2025	Comment on feedback above for Dodge (5/7/2025): Dodge north from speedway to grant should be a local street.	Thank you for your comment, it is noted, and staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street. Traffic volumes will be re-assessed following completion of the Grant Road project.	Interactive Feedback Map
Anonymous	5/18/2025	Comment on feedback above for Dodge (5/7/2025): DODGE WILL NO LONGER BE A THROUGH STREET FOR ALL THOSE FANCIES COMING OUT OF THE FOOTHILLS AND USING THE DODGE/ALVERNON EXCHANGE. DODGE AT GRANT STOPS - THERE IS NO THROUGH TRAFFIC - EVERYONE MUST TURN RIGHT AS THERE WILL BE A HAWK/TUCAN OR WHATEVER TO ALLOW PEDESTRIANS & BIKES ONLY SINCE THERE WILL BE A MEDIAN. SO...WHERE THAT TRAFFIC SHOULD HAVE GONE ALL ALONG WILL BE BACK TO ALVERNON, OR WEST ON GRANT. NO THROUGH TRAFFIC... i.e. MINIMAL TRAFFIC HEADING EAST ON GRANT CAN TURN SOUTH ONTO DODGE, BUT NOTHING LIKE THE SPEEDWAY IT HAD BECOME OVER THE YEARS WITH A THROUGH SHOT FROM RIVER ROAD TO SPEEDWAY (that's why there's a 4-way stop & roundabout at Seneca & Dodge, to maybe slow down the 70MPH speeders). No reason for the section: Speedway to Grant to become a collector. CCTools needs a collector, no VACANT parcels are available, except the DESIGNATED RTA WATER RETENTION BASIN, 1+ acre to include art.	Thank you for your comment, it is noted, and staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street. Traffic volumes will be re-assessed following completion of the Grant Road project. As the revised recommendation is to keep Dodge Bl a local street, no new CCT eligible parcels would be added along Dodge Bl.	Interactive Feedback Map
Anonymous	5/20/2025	Dodge north of Grant – No. No. No. Do not change Dodge to a collector. It is a residential street without a lot of traffic, 25 mph and speed humps. Right turn only is coming. It's ridiculous. Leave Dodge alone!	Thank you for your comment, it is noted, and staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street. Traffic volumes will be re-assessed following completion of the Grant Road project.	Interactive Feedback Map

Commentor	Date	Comment	Response	Source
Anonymous	4/24/2025	Euclid South of Grant to Broadway – This arterial divides our downtown from campus. Already we spend so much money building massive push button crossings because of how unsafe this road is. I think from Grant to Broadway, Euclid should be reduced to a collector street with multi-modal facilities.	Thank you for your comment. Euclid Av in this section is currently designated as an Arterial Street, this update proposes to keep that designation based on traffic volumes, Federal Functional Classification, location on the grid, and existing traffic control features. The section of Euclid Av between Grant Rd (changes to 1 st Av at North St) to Broadway Bl typically carries in excess of 20,000 daily vehicles. Arterial Streets typically carry over 12,000 daily vehicles, making this section well above the reasonable cutoff for reclassification.	Interactive Feedback Map
Anonymous	4/30/2025	Sarnoff Dr – May consider Sarnoff to receive the same treatment as Kenyon. May not need to be a collector street based on the amount of residential frontage, and since similar neighborhoods on the eastside are without interior collector streets.	Thank you for your comment. Sarnoff Dr in this section is currently designated as a Collector Street, this update proposes to keep that designation based on traffic volumes, Federal Functional Classification, location on the grid, and existing traffic control features. This section of Sarnoff Dr typically carries close to 4,000 daily vehicles. Collector Streets typically carry over 2,500 daily vehicles, making this section above the cutoff for reclassification.	Interactive Feedback Map
Anonymous	5/4/2025	[Pima St] – This is a dangerous stretch of Pima to pedestrians and even bicyclists. There are no sidewalks yet, the neighborhood has a very large pedestrian population. There have been at least 2 pedestrian deaths on Pima (one at Belvedere and one at Catalina), plus numerous accidents related to speeding. It is not uncommon to see a mother with her children pushing a stroller in the dirt or even in the bike lane trying to get to school. The rest of Pima received sidewalks over a decade ago, it is time to mend this gap in the safety of Midtown residents and add sidewalks to Pima.	Thank you for your comment. This Major Streets and Routes update does not include any future capital improvements. The noted section of Pima St is included in the City of Tucson's transportation master plan, Move Tucson, to modernize the roadway and add safe multimodal transportation facilities. Funding to complete this improvement has not yet been identified. For more information, please visit: https://movetucson.tucsonaz.gov/	Interactive Feedback Map
Anonymous	5/7/2025	Comment on feedback above for [Pima St] (5/4/2025): Totally agree. From Catalina HS east ward is a heavily walked area.	Thank you for your comment.	Interactive Feedback Map
Anonymous	5/9/2025	Comment on feedback above for [Pima St] (5/4/2025): We need sidewalks along Pima! We have so many young families in the neighborhood and they need sidewalks to be able to play and move around our neighborhoods safely!	Thank you for your comment. This Major Streets and Routes update does not include any future capital improvements. The noted section of Pima St is included in the City of Tucson's transportation master plan, Move Tucson, to modernize the roadway and add safe multimodal transportation facilities. Funding to complete this improvement has not yet been identified. For more information, please visit: https://movetucson.tucsonaz.gov/	Interactive Feedback Map

Commentor	Date	Comment	Response	Source
Anonymous	5/7/2025	[Grant Rd] RTA phase 3-4 – Feedback: All NH and streets from Glenn to Pima that cross or access Grant Road should not be considered for reclassification until several years after new traffic counts can be done to ascertain what the new traffic patterns will be. Anything decisions now will be a waste of time and made on false data.	<p>Thank you for your comment. The only roadway in this area that crosses Grant Rd and is proposed for reclassification is Dodge Bl.</p> <p>Staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street.</p> <p>Traffic volumes will be re-assessed following completion of the Grant Road project.</p>	Interactive Feedback Map
Anonymous	5/18/2025	Comment on feedback above for [Grant Rd] RTS phase 3-4 (5/7/2025): The only way to return Dodge & Palo Verde to their true designated COLLECTOR status is to keep the configuration on Grant as is...and since the curbing for curbs/medians has been poured, it should remain as was recommended and agreed up on in 2006. Dodge does not need to be a hidden drag race street from the foothills to Speedway. Part of the GRANT ALVERNON AREA PLAN rewrite was slowing traffic in the neighborhoods, and having RT TURNS only on southbound Dodge at Grant serves its purpose, keeping through traffic off neighborhood streets. 1/4 mi to Alvernon is not too much to ask, or another alternative, users can become pedestrians/bikers to cross Grant.	<p>Thank you for your comment. Staff recommends Dodge Blvd be removed as a proposed Collector Street addition and should maintain its status as a local street.</p> <p>Traffic volumes will be re-assessed following completion of the Grant Road project.</p>	Interactive Feedback Map
Anonymous	5/18/2025	Comment on feedback above for [Grant Rd] RTS phase 3-4 (5/7/2025): change the designation of Pima from Alvernon to Country Club from "Collector" to "Local". This would allow for slower speed limits, more options for traffic slowing and also less dense and shorter-in-height development.	<p>Thank you for your comment. Pima St in this section is currently designated as a Collector Street, this update proposes to keep that designation based on traffic volumes, Federal Functional Classification, location on the grid, and existing traffic control features.</p> <p>A Collector Street designation would not prevent implementation of a 25mph speed limit, which is the minimum allowable speed under State law (without a variance for special circumstances).</p>	Interactive Feedback Map
Anonymous	5/7/2025	Palo Verde and Valencia – this section and the county portion is an embarrassment to those coming from the Airport. Heavy trucks must love it's nasty condition. Fix it to the standard it was classified.	Thank you for your comment. Unfortunately, there are currently no planned improvements for the portion of Palo Verde Rd within the City of Tucson's jurisdiction, south of Bilby Rd.	Interactive Feedback Map
Meg Johnson	4/24/2025	The ROW width is from the street to the property, correct?	The ROW width refers to publicly owned right-of-way. It is the total distance from the private property line on one side of the street to the private property line on the other side of the street. It includes the street itself, as well as anything that is located between the road edge and the private property line, such as sidewalks, landscaping, street lights, etc.	Virtual Public Meeting

Commentor	Date	Comment	Response	Source
Teresa Bravo	4/24/2025	Thanks for the information. Can you share information as to how these changes being proposed will or will not impact utilities in these City ROWs?	Future cross sections provide adequate space to accommodate utilities within the public right-of-way with roadway improvements as shown in Tucson's Street Design Guide.	Virtual Public Meeting
Alexa Lucchese	4/24/2025	Clarification question - if the ROW is reduced, but the parcel is not sold to the adjacent property owner, that means it's still owned and maintained by the City? But it's no longer usable as ROW?	Good question. The property will continue to be owned by the City of Tucson and could potentially be used for public improvements. What the future ROW width shows is the minimum amount needed for future roadway improvements following our design guidelines. It would still be usable as public right-of-way; however, it provides greater potential for vacation and sale on a case-by-case basis.	Virtual Public Meeting
Stacy Balstad	4/24/2025	Thank you so much for your clear detailed website. It is so user friendly and I greatly appreciate the clarity and detail of your website. It stands out as exceptionally user-friendly and informative, making navigation a breeze. Thank you for your hard work!	Thank you for your comment and engagement with this process.	Virtual Public Meeting
Alexa Lucchese	4/24/2025	So it wouldn't affect ROW uses for utilities or other ROW users? It, meaning the reduction of future ROW width	It would not. The Design Guidelines provide adequate space behind curb to accommodate utilities in the public ROW. In the event of resale that leads to utilities being located on private ROW, easements would be maintained. When property is vacated, those sales are circulated for review to ensure utilities are accommodated.	Virtual Public Meeting
Meg Johnson		Who maintains what used to be ROW but is no longer owned by City or by the property owner?	Unless the ROW was actively vacated by the City and sold to a private entity, the City would continue with maintenance responsibilities associated with that ROW.	Virtual Public Meeting
Andrew Christopher		It appears 22nd St and Country Club along Reid Park are proposed for ROW reduction, could this space be incorporated into the park as part of the Reid Park Mater Plan for improved walking paths, landscape buffering, etc.?	Reducing the future right-of way required for transportation improvements in the MS&R will allow for reduced setbacks and additional uses closer to the existing right-of-way. The specifics of each location will be addressed on a case-by-case basis. In this particular location, the setback reduction will primarily impact the southside of the roadway.	Virtual Public Meeting
Meg Johnson		Pima between Columbus and Swan was supposed to be improved and sidewalks added where there are none now. The ROW on Pima will be reduced by 14 ft from 90 to 76. Will there still be room for sidewalks in the Future?	Yes. The 76' cross section represented in Tucson's Streets Design Guide provides adequate space for two travel lanes, a center turn lane, sidewalks, landscaping, enhanced bike lanes and other roadway elements. The City will not reduce the right of way width below what is required to install code-compliant sidewalks or other needed facilities.	Virtual Public Meeting

Commentor	Date	Comment	Response	Source
Andrew Christopher		Is there any predictive traffic volume model that you use, for example: increased traffic volumes on country club with the future connection to I-10 by ADOT?	Yes. Future traffic volumes were derived from Pima Association of Governments' transportation demand model using a horizon year of 2045. Planned projects were also taken into consideration.	Virtual Public Meeting
Anonymous	4/8/2025	Please include an option above in the biggest concerns with MS&R for larger roadways for better traffic flow. This is needed to gauge if people want fast cross-town traffic flow.	Thank you for your comment. A number of roadways on the proposed MS&R map have 120' or greater established to support roadway widths to serve current or future cross town traffic flow	Public Survey
Anonymous	4/15/2025	Need to learn more before making an educated statement.	Thank you for your review and consideration.	Public Survey
Anonymous	4/16/2025	Need to fully implement Complete Streets along all roadways and increase ROW to fully protect a vegetated area for shade and cooling with updated minimum planting areas to fully account for healthy growth. Planting areas should AT LEAST match the updated Community Corridors Tool requirement of 8 feet planting area. If not more for large roads that could use more screening and maximum shaded ROW.	Thank you for your comment. The proposed rights-of-way widths and the Community Corridor Tool support the Complete Streets cross sections represented in Tucson's Street Design Guide	Public Survey
Anonymous	4/16/2025	I am amazed at the complexities of city planning and deeply appreciate the excellent presentation of this info. It's all new to me. What I read in the MS&R Interactive Map makes a great deal of sense. What appears to be lacking on the map is any info about why each change is being proposed. Without that I have no idea what is the right size for rights of way.	Thank you for your comment. While each roadway is unique, the general rationale for the proposed changes is to update future roadway rights-of-way or functional classifications to reflect current and future traffic volumes, space to implement Tucson's Complete Streets policy, and planned roadway improvement projects. Our planned transportation needs have changed considerably since the last MS&R update and are now being reflected in this policy. In many cases, the recommendations are to reduce future right-of-way need to support more investment, infill development, and walkable environments along major corridors	Public Survey
Anonymous	4/16/2025	Map looks good	Thank you for your comment.	Public Survey
Anonymous	4/16/2025	Many roadways have been given narrow future right-of-way, this trend should continue.	Thank you for your comment.	Public Survey
Anonymous	4/16/2025	The modern streetcar system needs to be lengthened to the south, east and north sides. This alternative transportation will alleviate some pressure on our major streets.	Thank you for your comment. Planned transportation projects can be found in Move Tucson , Tucson's long-range transportation plan.	Public Survey
Anonymous	4/16/2025	Street calming by lane reduction is now a priority	Thank you for your comment. The MS&R update will allow adequate future right-of-way to advance Tucson's Complete Streets goals	Public Survey
Anonymous	4/17/2025	Streets especially 22 is already over crowded like my wait times. Train stops. Back up and no alternative road to take. Also we live on east 28 st. country club has become very busy because of aviation road and longer wait to get out of neighborhood	Thank you for your comment.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	4/17/2025	No need for the wide roads. Swap a lane for dedicated bus or streetcar lanes or widen sidewalks. Encourage development through pedestrian traffic and convert parking lots into development.	Thank you for your comment.	Public Survey
Anonymous	4/20/2025	Don't understand yet	Thank you for your comment.	Public Survey
Anonymous	4/21/2025	Pima Street is currently a Collector street that you propose as an Arterial street from Swan to Wilmot. This should not be allowed. This expanse on Pima is a heavily residential roadway. Allowing for increased speeds will not only increase traffic in the area it will increase serious motor vehicle accidents.	Thank you for your comment. Pima St east of Swan Rd is currently designated as a Collector Street, this update proposes to reclassify this section of Pima St to an Arterial designation based on traffic volumes, Federal Functional Classification, location on the grid, and existing traffic control features. The section of Pima St between Swan Rd and Tanque Verde Rd typically carries in excess of 18,000 daily vehicles. Arterial Streets typically carry over 12,000 daily vehicles, making this section well above the reasonable cutoff for reclassification.	Public Survey
Anonymous	4/22/2025	I love that these updates take into account the existing buildings and adjust the ROW width to eliminate the possibility of those buildings being demolished bc of a road widening. I also love that these updates only reduce or maintain (and mostly reduce) ROW widths -- the existing plan made roads waaaaay to wide.	Thank you for your comment. The MS&R update will accommodate Complete Streets improvements while minimizing impacts on private property.	Public Survey
Anonymous	4/23/2025	Arterials are too wide already. Do not change any collectors into arterials. Bigger is not better.	Thank you for your comment. Classification changes from Collector to Arterial are a reflection of existing roadway width and traffic volumes – they are not being reclassified in order to widen roadways.	Public Survey
Anonymous	4/24/2025	It is proven across many studies that wider roads do not provide easier and safer travel. Wider is not better.	Thank you for your comment.	Public Survey
Anonymous	4/24/2025	Tucson will only grow. Short term fixes will only result in ongoing construction and inconvenience. We desperately need a major north thoroughfare and east side connections to I-10 at Wilmot & Kolb both.	Thank you for your comment. While Tucson continues to grow, long-term transportation planning will aim to expand and improve access to high-quality transportation choices, enhancing safety and improving the condition of city streets and infrastructure.	Public Survey
Anonymous	4/24/2025	I think it is ok	Thank you for your comment.	Public Survey
Anonymous	4/24/2025	There are many crappy roadways in and around Tucson. The city dept needs to fix, even if it means salary cuts or termination	Thank you for comment. Roadway maintenance is outside of the scope of this plan update. The City of Tucson is currently repaving every local street in city as a result of voters passing the Tucson Delivers: Better Streets, Safe Streets initiative	Public Survey
Anonymous	4/24/2025	The right-of-way widths are too large.	Thank you for your comment.	Public Survey
Anonymous	4/24/2025	I think more could be done.	Thank you for your comment.	Public Survey
Anonymous	4/24/2025	Lack of consideration.	Thank you for your comment.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	4/24/2025	Cannot determine in map plans for Harrison Rd. from Irvington to Golf Links and Irvington from Houghton to Kolb. Both will be especially overused when construction of Houghton north of Irvington begins. Also, both roads are in very bad condition and need improvement.	Harrison to Golf Links is proposed to keep the future right-of-way at 120' between Golf Links Rd and Irvington Rd in anticipation of future RTA funded improvements. The alignment was extended south of Irvington Road to Valencia Road in anticipation of a future roadway but now right-of-way width was identified.	Public Survey
Anonymous	4/24/2025	Must have options to build wider access streets as population/traffic in areas increase.	Thank you for your comment. The MS&R updates are based on capacity needs to accommodate current and future traffic volumes (considering population growth) while providing adequate right-of-way to advance the City's Complete Streets policy.	Public Survey
Anonymous	4/24/2025	I agree with what the designers have done for the most part.	Thank you for your comment.	Public Survey
Anonymous	4/25/2025	Improvements for East Tucson and the Vail area seemed to have been left off the plan.	Vail is outside of the Tucson city limits. Future rights-of-way and future roadways are shown for all of east Tucson as well the Houghton Area Master Plan area east of Houghton Road.	Public Survey
Anonymous	4/25/2025	This will depend on population in the areas designated.	Thank you for your comment.	Public Survey
Anonymous	4/25/2025	Majority of the updates are focused on maintaining or reducing road width, so I am happy to see no discussion about expansion. As this plan is not necessarily about which roads will be made more multimodal, I am still concerned about when, and which roads will get additional vulnerable road user protections, and which will not. (I'm a fan of a plaid/checkerboard plans for overlayed grids of networks for different modes)	Thank you for your comment. Plans for future multimodal roadway improvements can be found in Move Tucson , Tucson's long-range transportation plan.	Public Survey
Anonymous	4/25/2025	It seems to be "one size fits all" with which I disagree	Thank you for your comment. ROW designations were determined based on existing and future conditions for each segment of roadway individually within the City of Tucson	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	4/25/2025	<p>The proposed width still seem very excessive. Arterials are very dangerous and bisect our neighborhoods, cutting us off from access to local businesses and even groceries that are so close as the crow flies but so dangerous to get to. Speedway going through Barrio Hollywood, for example shouldn't be 105 ft wide. It should be much narrower, unless a good portion of that width is for multi modal space. Grande dead ends at speedway and doesn't need to be 80' wide with no space for bikes and treacherous narrow sidewalks.</p> <p>The number of and width of arterials needs to be reduced more dramatically.</p> <p>The root cause of this issue is the PDSD not allowing condos and apartments on more land in the core of Tucson.</p> <p>The housing being more available on the fringes is what necessitates all these arterials.</p>	<p>Thank you for your comment. The proposed rights-of way widths were assigned based on current and future traffic volumes and to accommodate all roadway users consistent with Tucson's Complete Streets policy.</p> <p>Speedway through Barrio Hollywood's existing ROW width is approximately 102' or greater, so the proposed width of 105' does not represent a street widening. It reflects current condition and accounts for space necessary to accommodate pedestrians behind the curb. Prior to this update, this segment had a future right-of-way of 120', indicating a width consistent with a 6-lane roadway.</p> <p>Reducing the right-of-way setback requirements in many locations will reduce a barrier to infill development along some corridors in the urban core.</p>	Public Survey
Anonymous	4/26/2025	Right of way's should never be widened to give space to automobiles.	Thank you for your comment.	Public Survey
Anonymous	4/28/2025	I need to have time available so I can review the map...	Thank you for your comment. I hope you were able to find the time.	Public Survey
Anonymous	4/29/2025	I do not have enough information to make an appropriate decision.	Thank you for your comment.	Public Survey
Anonymous	4/29/2025	I don't have the expertise or info to make a judgement.	Thank you for your comment. All input is welcome regardless of level of expertise.	Public Survey
Anonymous	4/29/2025	Good to plan ahead for future development.	Thank you for your comment.	Public Survey
Anonymous	4/29/2025	Depends on what streets. Some are ok, some are not.	Thank you for your comment.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	4/30/2025	I have concerns of Pima and other roadways when moving from Collector to Arterial. Specifically Pima and the crossing by the school near Wilmont. The reclassification can cause a nightmare scenario for bikers and school age kids. Anywhere near schools and/or parks there should be caution- extreme caution to the development with more care to make the roads safe for walkers, bikers and bus riders. I am severely worried about Speedway, 5th. Speedway there is a crosswalk or several east of Swan the are insanely scary to cross 6 lanes of traffic with a bike and or walking. In addition Broadway and Wilmont and Grant and Alvernon as well as any cross on Alvernon including HAWKS are deadly for pedestrians and bikes and kids and families. Has there been any thought to make these safer? Currently, maybe I am not reading the proposal correctly but I do not see much effort and or care to make this possible. HAWK crossings on Grant as well should be investigated and made safer.	<p>Thank you for your comment. Pima St east of Swan Rd is currently designated as a Collector Street, this update proposes to reclassify this section of Pima St to an Arterial designation based on traffic volumes, Federal Functional Classification, location on the grid, and existing traffic control features. The section of Pima St between Swan Rd and Tanque Verde Rd typically carries in excess of 18,000 daily vehicles. Arterial Streets typically carry over 12,000 daily vehicles, making this section well above the reasonable cutoff for reclassification.</p> <p>This Major Streets and Routes update does not include any future capital improvements. That being said, the City is constantly looking for ways to improve safe, multimodal travel.</p> <p>More information about planned and funded improvements can be found online at the Tucson Delivers webpage: https://tucsondelivers.tucsonaz.gov/</p> <p>More information about Tucson's transportation master plan, Move Tucson, can be found online at: https://movetucson.tucsonaz.gov/ Note: Many projects identified in Move Tucson may not be funded at this time.</p>	Public Survey
Anonymous	4/30/2025	Because both the 90 and 120 ft right of way widths both include protected bicycle lanes. However, I do not "strongly agree" because the 90ft right of way does not contemplate bus-only lanes. Public transit should be prioritized on collector streets as well as arterials because people are more likely to use transit when (1) they do not have to sit at a bus stop where there is heavy traffic and (2) when transit goes to places that have less car traffic. Ideally, 90ft right of way widths should be one car travel lane, one bus-only lane, and a bicycle lane that is protected by the bus lane or parking.	Thank you for your comment. The cross sections shown in the Tucson Street Design Guide are intended to provide flexibility in implementation. They do not preclude transit-only lanes on streets with fewer than six lanes.	Public Survey
Anonymous	5/1/2025	I can't read the map on my Iphone	Thank you for your comment.	Public Survey
Anonymous	5/1/2025	Country Club is very narrow right now, at least going north from Speedway to Glenn. Driving on it is almost hazardous if a large truck is next to you. Further, people actually bike along Country Club and Alvernon, how do they stay safe and yet not have to drive miles out of their way to find wider streets? Alvernon is a major north/south street that is almost always crowded with cars, narrowing the street could be dangerous to drivers and riders. So much pedestrian traffic on Alvernon and Grant, and that street was widened to accommodate the "Alvernon Bridge" that was built years back.	Thank you for your comment. ROW designations were determined based on existing and future conditions for each segment of roadway individually within the City of Tucson. Future improvements can be accommodated with the ROW width while following guidance from the Tucson Street Design Guide and accommodating the safety and accessibility of all roadway users.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/1/2025	Roads do need to adapt to increased traffic but i don't want to turn into Phoenix. The essence/integrity of each of the neighborhoods in Tucson should still be visible. It appears as though no one planning these projects have put any thought in how pedestrians or people with special needs can go from one place or another without a lot of difficulty	Thank you for your comment. ROW designations were determined based on existing and future conditions for each segment of roadway individually within the City of Tucson. Future improvements can be accommodated with the ROW width while following guidance from the Tucson Street Design Guide and accommodating the safety and accessibility of all roadway users.	Public Survey
Anonymous	5/1/2025	Makes sense	Thank you for your comment.	Public Survey
Anonymous	5/5/2025	Would love to see more road diets and concentration of autos on arterials	Thank you for your comment.	Public Survey
Anonymous	5/6/2025	I appreciate that the ROW on Pima has been reduced so that additional lanes will not be added in the future. Pima is heavily residential and in some sections exclusively residential. It is my understanding from attending the meetings that a ROW of 76 ft on Pima between Alvernon and Swan still allows for the critically needed safety improvements of sidewalks, curbs, and better delineated bike lanes. The section of Pima from Columbus to Swan has NO sidewalks and NO curbs, so it is dangerous for both bicyclists and pedestrians. There have been at least 2 pedestrian deaths in that stretch. The City needs to prioritize sidewalks in this stretch.	Thank you for your comment. ROW designations were determined based on existing and future conditions for each segment of roadway individually within the City of Tucson. Future improvements can be accommodated with the ROW width while following guidance from the Tucson Street Design Guide and accommodating the safety and accessibility of all roadway users.	Public Survey
Anonymous	5/6/2025	Attempts to standardize plans.	Thank you for your comment.	Public Survey
Anonymous	5/6/2025	I disagree with the redesignation of Pima St (from Swan to Wilmot) as arterial. This is a popular bicycle route; I it use myself daily, and there are many others, and even a thriving bicycle shop at Pima and Craycroft! Plus, there are many schools, day care centers, churches, and residential/eldercare facilities along this stretch. We should be talking about how to slow down traffic in this area and widen bike lanes/sidewalks—not the opposite! It's a short stretch of road anyhow, of limited use for arterial car use. And where Pima narrows to two lanes at Swan, it's already a dangerous spot for bikes and pedestrians—please don't make it even worse!	Thank you for your comment. E Pima St from Swan to Wilmot is currently designated as a collector street and is on the Major Streets & Routes plan but is proposed to be reclassified to an arterial street. The future ROW of 90' would not change. Future roadway improvements could include a corridor modernization to redesign vehicle lane widths, widened sidewalks and widened bike facilities within the current future ROW width. Reclassifying this street segment to arterial is responding to the traffic volume data collected and can assist in designing future improvements while following guidance from the Tucson Street Design Guide .	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/7/2025	See to-be-written Tucson-Pima County Historic Commission letter/comments on making no changes to historic and otherwise preserved lands.	The letter from the Tucson-Pima County Historical Commission by Chair Majewski was received by staff on 5/9/2025. The letter notes three recommendations. Up-classification of streets currently in the Plan within or adjacent to the historic assets referenced are not in the draft Plan update. Additions of streets to the current Plan within or adjacent to the historic assets referenced are not in the draft Plan update. Reductions of future right-of-way widths in the current Plan are being proposed along a number of relevant corridors within or adjacent to historic assets. While the reduction of the future right-of-way is in the draft Plan update, setback provisions for development occurring within Historic Districts or an HPZ will still need to adhere to Compatibility Review Standards or Design Standards set by the relevant District or Zone. Prevailing setbacks can still be reviewed and enforced via Design Review processes.	Public Survey
Anonymous	5/8/2025	I live in the Palo Verde neighborhood just off of Pima at Camilla. Pima from Country Club to Alvernon is a residential street with schools, bikers, and pedestrians as well as many driveways opening directly onto the street. As such it needs to be treated as a neighborhood street, not as a collector of traffic. I am strongly in favor of slowing traffic along Pima, perhaps similarly to Elm. Retaining the collector designation makes traffic speed mitigation difficult, if not impossible. Encouraging more traffic use at ever higher speeds effectively splits the Palo Verde neighborhood in two, making it difficult to cross back and forth between north and south sections. Pima is not a business street in this neighborhood, it is residential and should be treated as such.	Thank you for your comment. E Pima St from Country Club to Alvernon is currently designated as a collector street and is on the Major Streets & Routes plan. Retaining its status as a collector does still allow for traffic mitigation techniques to be employed while recognizing that travel volumes higher than local streets may require slightly different treatments to slow vehicle speeds. The collector street designation responds to the data showing that travel volumes remain higher than a typical local street and that traffic is collected and carried between neighborhoods and other nearby educational or commercial uses.	Public Survey
Anonymous	5/10/2025	I see no changes to the segment of most interest to me, hence neutral.	Thank you for your comment.	Public Survey
Anonymous	5/11/2025	I am not sure what the proposed changes are	Thank you for your comment.	Public Survey
Anonymous	5/13/2025	reducing ROW on Pima is good but the lack of sidewalks is a concern	Thank you for your comment. The City will continue to pursue funding to close sidewalks on major streets across the community.	Public Survey
Anonymous	5/13/2025	I don't know enough about it to have an opinion	Thank you for your comment.	Public Survey
Anonymous	5/13/2025	We need to provide for Tucson's future growth. We need to support an increase in density for Tucson.	Thank you for your comment.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/14/2025	I can't speak to all the sizing across the city. I am here for one specific "local" road.	Thank you for your comment.	Public Survey
Anonymous	5/15/2025	The proposed map updates are fine. The problem is the City's approach. There is no need for this major streets and routes plan to exist.	Thank you for your comment.	Public Survey
Anonymous	5/16/2025	I don't think Pima should be downgraded. It's a valuable access road for the Banner Hospital on Campbell.	Thank you for your comment. Pima Street is not being recommended to be downgraded to a local street.	Public Survey
Anonymous	5/16/2025	I'm here mainly to comment on Pima Street	Thank you for your comment.	Public Survey
Anonymous	5/16/2025	Right sizing is largely concerned with using existing streets as high volume through routes for cars as Central Tucson has not East West freeway. Widening roads emboldens cars to speed, makes biking and walking on the limited sidewalks treacherous and puts plaid to Tucson's claim to be a bike-able city.	Thank you for your comment. All future rights-of-way in this MS&R update will be equal to or less than the currently adopted plan.	Public Survey
Anonymous	5/16/2025	Don't think we need speed bumps on Pima.	Thank you for your comments. Decisions regarding traffic calming devices on a Collector Street have a separate process and will not be affected by the proposed MS&R update	Public Survey
Anonymous	5/16/2025	Want Pima between Alvernon and Campbell classified as a local street	Thank you for your comment.	Public Survey
Anonymous	5/17/2025	I'm not sure I have the expertise to judge what you are asking about.	Thank you for your comment. Pima Street is not being recommended to be downgraded to a local street due to traffic volumes and the operations of the roadway.	Public Survey
Anonymous	5/17/2025	I don't know all areas in the plan.	Thank you for your comment.	Public Survey
Anonymous	5/17/2025	I have no idea what you're asking. I want traffic on Pima between Tucson Blvd and Alvernon to be slowed down like Elm. And I live near the Palo Verde proposed bike path and we're excited to be able to use it!	Thank you for your comments. Decisions regarding traffic calming devices on a Collector Street have a separate process and will not be affected by the proposed MS&R update	Public Survey
Anonymous	5/17/2025	The map is too hard to read	Thank you for your comment.	Public Survey
Anonymous	5/17/2025	Not the most important problem	Thank you for your comment.	Public Survey
Anonymous	5/18/2025	The proposed change of Pima from Swan to Wilmot to Arterial is not in the best interest of residents in the area. With improvements coming to Grant, as well as traffic on Speedway, there are better alternatives for traffic to use those roads. Safer crossing stations were only recently added near Swan and Pima, but safety and light improvements still need to be made from Swan to Wilmot, particularly at Pima/Rosemont and Pima/Craycroft. There have been several incidents involving pedestrians at Wilmot and Pima, and safety features have not been improved at that intersection. More consideration should be taken for the safety of residents, pedestrians, and cyclists along this corridor before it is opened up for more intense traffic and business use.	<p>The proposed redesignation of Pima Street east of Swan from a Collector Street to an Arterial Street will not change the way that the street operates.</p> <p>The intent of the redesignation is to be descriptive of traffic operations along this segment. The roadway carries more than 18,000 vehicles per day on a 5-lane cross section.</p> <p>This segment is federally classified as an arterial roadway.</p>	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous		No, I think there is way too much going on, it's very hard to give right away at this term and moment	Thank you for your comment. The plan update will not result in a right-of-way giveaway. It will result in many cases in fewer development restrictions along Tucson's major roadways. Resale of public right-of-way will be considered on a case-by-case basis.	Public Survey
Anonymous	5/19/2025	WANT TO MAKE SURE THAT BIKES/PEDESTRIANS ARE SHIELDED FROM 10,000# VEHICLES	Thank you for your comment. When roadways are designed, the Department of Transportation will follow the Street Design Guide, which provides guidelines for separating bikes and pedestrians from motor vehicle traffic on major roadways.	Public Survey
Anonymous	5/19/2025	What are you talking about?	Thank you for your comment. We are taking public comments on a proposed update to the Major Streets and Routes map.	Public Survey
Anonymous	5/19/2025	I am generally in agreement.	Thank you for your comment.	Public Survey
Anonymous	5/20/2025	Motorists usually are traveling 20mph over the speedlimit. This has been making it unsafe for pedestrians and bicyclists. The street is widely used by residents for taking walks. The street being referred to is Pima street between Country Club and Alvernon. Part of wich 2 schools are on this street.	Thank you for your comments. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update.	Public Survey
Anonymous	5/20/2025	The status of neighborhood streets should NOT be changed to higher-volume categories like "collector". These streets are meant for families and residents to enjoy as an extension of their homes and a communal space to enjoy the company of their neighbors. They are not meant to be thoroughfares for motorists to speed through when late to work. Streets like Fort Lowell between Swan and Craycroft are multi-modal 'complete streets' that allow residents to enjoy their neighborhood and enhancements should continue to promote more of this within neighborhoods. More plantings, more paths, more resources. People want to live in a community. Making it a major thruway for non-residents will only destroy that community.	Thank you for your comment. We will evaluate proposed redesignations of local streets to Collector Streets. Staff recommendation of Fort Lowell Rd between Swan and Craycroft is being considered for removal as a proposed Collector Street addition and should maintain its status as a local street.	Public Survey
Anonymous	5/20/2025	I'm only concerned about Pima St.	Thank you for your comment.	Public Survey
Anonymous	5/20/2025	Makes sense to me in planning for demographics and traffic flow.	Thank you for your comment.	Public Survey
Anonymous	4/16/2025	Roger and first should be widened	Thank you for your comment. This intersection is being redesigned as part of the Tucson's 1st Avenue project .	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	4/16/2025	Ideally, urban structures should complement their natural surroundings. Mesoamerican pyramids in Teotihuacan, for instance, visually obstruct certain mountains in the surrounding valley to dramatic effect along tiered boulevards. Height limits through scenic corridors may obstruct opportunities to create striking vistas for road users outside of any private, passerby, motor-carriage.	Thank you for your comment.	Public Survey
Anonymous	4/16/2025	A better plan to move traffic thru the intersection of River and Campbell is needed.	Thank you for your comment. Planned corridor improvements are identified in Move Tucson. The MS&R update does not restrict the ability to improve traffic flow at the Campbell/River intersection.	Public Survey
Anonymous	4/17/2025	Longer wait times to get out of neighborhood street is narrow with no turn lane in middle. Cars speed more to get on aviation or 22 street.	Thank you for your comment. Proposed rights-of-way accommodate a complete cross section, including center turn lanes on multilane roadways.	Public Survey
Anonymous	4/21/2025	My concern is changing Pima between Swan and Wilmot from a Collector St to an Arterial St. is an inappropriate designation for a small roadway that travels through a residential area. This also includes a crossing of the North-South Bike Boulevard at Pima and Arcadia	<p>Thank you for your comment. The proposed redesignation of Pima Street east of Swan from a Collector Street to an Arterial Street will not change the way that the street operates.</p> <p>The intent of the redesignation is to be descriptive of traffic operations along this segment. The roadway carries more than 18,000-20,000 vehicles per day on a 5-lane cross section. Speed limits will not be changed as a result of the redesignation.</p> <p>This segment is federally classified as an arterial roadway.</p>	Public Survey
Anonymous	4/24/2025	Widening this road would have detrimental effects to the neighborhoods surrounding it. The speed limit is already fast enough and if it was widened it would create faster and less safe bike/pedestrian areas	Thank you for your comment. All future rights-of-way in this MS&R update will be equal to or less than the currently adopted plan.	Public Survey
Anonymous	4/24/2025	the offramp from golf links onto aviation highway is terrible and needs to be refurbished	Thank you for your comment.	Public Survey
Anonymous	4/24/2025	Mountain Avenue is a major bike route for University commuters, and road conditions could be improved with more protection and repaving.	Thank you for your comment.	Public Survey
Anonymous	4/24/2025	There is no left hand turn on Drexel which causes a lot of accidents sometimes only one car is allowed to turn because it turns yellow	Thank you for your comment.	Public Survey
Anonymous	4/24/2025	Lack of pedestrian and bicycle consideration. Additionally, the new housing built nearby, has increased the vehicle traffic along this road & thus adding too safety concerns.	<p>Thank you for your comment. The Major Streets and Routes update is not an investment plan, but it will provide for adequate rights-of-way to meet the mobility needs of all users.</p> <p>See Move Tucson for planned transportation investments: https://movetucson.tucsonaz.gov/</p>	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	4/24/2025	Needs widening, bridge at Pantano Wash, and repaving.	Thank you for your comment. The Major Streets and Routes update is not an investment plan, but it will provide for adequate rights-of-way to meet the mobility needs of all users. See Move Tucson for planned transportation investments: https://movetucson.tucsonaz.gov/	Public Survey
Anonymous	4/24/2025	The traffic on Campbell Avenue from Elm St to Grant has turned into a drag strip with fast accelerating cars with very loud exhaust systems.	Thank you for your comment.	Public Survey
Anonymous	4/25/2025	Not requiring expansion and mitigation of the two lane roads to support development of the RockingK seems to be very irresponsible planning.	Related area is in Unincorporated Pima County and is outside of the jurisdiction of the City of Tucson.	Public Survey
Anonymous	4/25/2025	Mary Ann Cleveland way is an extremely over-congested and dangerous road. Today, while leaving the parking lot, I was unable to leave Cienega High School for over 10 minutes due to such high traffic levels. Because Empire High School and Cienega High School are both located on this road, this causes immense numbers of cars to travel on the road before and after school hours. This means that during certain hours of the day, turning out of neighborhoods and the schools becomes a long wait or closer to impossible. In addition, high traffic levels, combined with driver impatience or poor driving, has caused many accidents, some of them severe and others Deadly.	Thank you for your comment. The proposed right-of-way would accommodate future capacity improvements on Mary Ann Cleveland Way.	Public Survey
Anonymous	4/25/2025	This intersection is a behemoth and incredibly hard to navigate the merge going south on Alvernon with left turns also going west on speedway. Reconsideration of this road design can also help to reduce all the near-misses with pedestrians in the crosswalk I see with people driving north on Alvernon, turning left on speedway. Happy to see reducing Alvernon width/right of way is on the list! Alvernon is also the furthest street east (I think) with a relatively close route to River/the Foothills. Building more bike route safety on Alvernon can make it a better central vein through the city for active transportation from north to south!	Thank you for your comment.	Public Survey
Anonymous	4/25/2025	University Blvd should not be a collector. River Road should not be a collector or artery.	Thank you for your comment. University Boulevard Blvd west of Euclid is on the current MS&R Map and will remain, though without a future identified ROW. University is proposed for extension east of Euclid due to traffic volumes above 4,000 ADT, the route serving as a collector for the local streets in the vicinity, and because it has been federally classified as a Major Collector Street. No recommended change.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	4/25/2025	Both streets are excessively wide, creating a gigantic intersection. This should be a walkable area.	Thank you for your comment. The Major Streets and Routes update is not an investment plan, but it will provide for adequate rights-of-way to meet the mobility needs of all users. See Move Tucson for planned transportation investments: https://movetucson.tucsonaz.gov/	Public Survey
Anonymous	4/25/2025	Congestion in the area is horrible. The solution of moving the freeway entrance is a good start, but more effort should be put into action to further reduce congestion.	Thank you for your comment. The Major Streets and Routes update is not an investment plan, but it will provide for adequate rights-of-way to meet the mobility needs of all users. See Move Tucson for planned transportation investments: https://movetucson.tucsonaz.gov/	Public Survey
Anonymous	4/26/2025	Broadway Blvd is too wide. The road is built like a freeway. 6 wide lanes makes people drive fast and ruins the possibility of making transportation comfortable at the pedestrian/cyclist scale. Where I dropped my pin, the posted speed limit is 25 mph even though the road is still 6-lanes. The amount of people driving at the speed limit is next to none. Additionally, the design of this road is problematic due to the existence of commercial strips, major businesses, apartments, and malls along the length of Broadway. Why should these services, residences, and amenities be bordered by a road that is a highway, with constant curb cuts that interrupt the pedestrian and cyclist's journey? I would like to see more of the width of the road dedicated to physically buffered bike lanes and even Bus Rapid Transit. And even if we want this to be a high capacity, efficient roadway for high vehicle throughput, why are we putting it next to all these land uses and going through downtown?	Thank you for your comment. This Major Streets and Routes update does not include any future capital improvements. That being said, the City is constantly looking for ways to improve safe, multimodal travel. More information about planned and funded improvements can be found online at the Tucson Delivers webpage: https://tucsondelivers.tucsonaz.gov/ More information about Tucson's transportation master plan, Move Tucson, can be found online at: https://movetucson.tucsonaz.gov/	Public Survey
Anonymous	4/29/2025	5th st carries too much traffic and the plan to reduce to two lanes and use space for bicycles and pedestrians is good. Drainage is also a big concern for flooding. This project is taking way too long and there has been too little information provided about the timeline or progress. Or if that info exists, it's impossible to find on the city websites.	Thank you for your comment. This Major Streets and Routes update does not include any future capital improvements. That being said, the City is constantly looking for ways to improve safe, multimodal travel. More information about planned and funded improvements along 5 th St can be found online on the project webpage: https://dtmprojects.tucsonaz.gov/pages/fifth-sixth-street	Public Survey
Anonymous	4/29/2025	Speedway is busy and congested.	Thank you for your comment	Public Survey
Anonymous	4/29/2025	S. Shannon Rd 85745 needs to be repaved and as well as Tucson Park West #1 neighborhood, please.	Thank you for your comment. All local streets within the City of Tucson will be repaved under the Better Streets Safe Streets program	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	4/30/2025	This is a HAWK crossing near a school and making this an artery is insane and dangerous. Similar areas on Pima are concerning. Grant/PaloVerde and Dodge also need consideration.	Thank you for your comment. Regarding Dodge, staff recommends Dodge Blvd be removed as a proposed Collector Street addition. Traffic volumes will be re-assessed following completion of the Grant Road project.	Public Survey
Anonymous	5/1/2025	Both Alvernon and Country Club are used by too many cars, pedestrians, and bikers to make narrowing them a feasible option.	Thank you for your comment. The Major Streets and Routes update is not an investment plan, but it will provide for adequate rights-of-way to meet the mobility needs of all users. Proposed future right-of-way reductions for both Alvernon Wy and Country Club Rd would not impact the existing built facilities. See Move Tucson for planned transportation investments: https://movetucson.tucsonaz.gov/	Public Survey
Anonymous	5/1/2025	Grant Road is a big mess right now and I understand that progress does take time. It appears as though merchants along the last stretch of road work have been dealt with as an afterthought. All businesses along the route should have a clear sign and way for customers to get to the business without merchants having to tell the city to move signs and allow for entry. School will be out soon and kids walking should be able to use a sidewalk.	Thank you for your comment. The Major Streets and Routes update is not an investment plan, but it will provide for adequate rights-of-way to meet the mobility needs of all users. Additional information on the Grant Rd Phase 3/4 Improvement project can be found online at: https://www.grantroad.info/latest-alerts	Public Survey
Anonymous	5/6/2025	I am concerned that Pima east of Swan has been newly designated as an arterial with its consequent higher speed limits, yet immediately west of Swan it enters a section of Pima with no sidewalks and no curbs. Traffic does not slow down as it crosses Swan and it becomes dangerous for pedestrians walking in the street or on the dirt ROW. Pima should remain a collector street with its lower speed limit and traffic volume. Designating it as an arterial makes Pima less pedestrian and bicycle-friendly. The City should be encouraging traffic to use the true arterials, instead of highly residential Pima.	The proposed redesignation of Pima Street east of Swan from a Collector Street to an Arterial Street will not change the way that the street operates. The intent of the redesignation is to be descriptive of traffic operations along this segment. The roadway carries more than 18,000-20,000 vehicles per day on a 5-lane cross section. Speed limits will not be changed as a result of the redesignation. This segment is federally classified as an arterial roadway.	Public Survey
Anonymous	5/6/2025	Mi was appalled to read that they have dropped funding to put in sidewalks on Pima St between Swan and Columbus. This is a desperately needed improvement! It's a popular area for walking, and there have been pedestrian deaths (multiple!!) in the past. It also endangers cyclists, as pedestrians— especially wheelchair users—are often in the bike lane, which forces cyclists out into traffic. I'm a local homeowner and I use this bike route daily for my commute, so this is very concerning to me. It's inexplicable why a section of a big road like this would have no sidewalk to begin with. Please fix it!	Thank you for your comment. The City of Tucson will continue to evaluate opportunities for installation of sidewalks on major streets citywide based on funding availability. The ability to install sidewalks on Pima Street will not be affected by the changes proposed in the MS&R update.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/7/2025	W Ajo Way, W Irvington Rd, Valencia Road, and S Mission road between Valencia and 22nd Street are the southeast side's only access to I-19 and therefore, the rest of the city. With neighborhoods rapidly expanding out that way, including the Star Valley, Wildflower, and Sendero Pass developments all squeezing hundreds of new residences out that way, this area needs more. Traffic is always backed up on all three of these roadways as residents try to get into town for work and then home again. We need better traffic control measures down there, I might even go so far as to suggest installing roundabouts to allow for the continual flow of traffic in the area.	Thank you for your comment. The Major Streets and Routes update is not an investment plan, but it will provide for adequate rights-of-way to meet the mobility needs of all users. See Move Tucson for planned transportation investments: https://movetucson.tucsonaz.gov/	Public Survey
Anonymous	5/9/2025	We need sidewalks along Pima! Especially between Columbus and Swan, which I understand have somehow been removed from the City's funding list. We need the sidewalks, curbs, street lighting, and repaving of Pima between Columbus and Swan!	Thank you for your comment. The City of Tucson will continue to evaluate opportunities for installation of sidewalks on major streets citywide based on funding availability. The ability to install sidewalks on Pima Street will not be affected by the changes proposed in the MS&R update.	Public Survey
Anonymous	5/10/2025	As a PVN resident, traffic on Pima (designated bike route) between Country Club and Alvernon is a major safety issue due to increased volume and excessive speeding. The PVNA has shared this was the #1 concern cited by participants in our recent annual survey. Drivers routinely exceed the posted speed limit by over 20MPH, despite Pima dividing a residential zone with two schools and a day care. Dozens of driveways open directly onto Pima creating a high level of risk for residents and drivers. PVN also has a high number of residents who routinely walk with families and pets, only to find crossing Pima too risky. DTM support in classifying this section of Pima as a local road, to mirror Elm Street through approved traffic mitigation options that support flood plain concerns is in the best interest of residents and the city. While Elm is classified as a 'collector', it functions as a local road due to the strategically placed traffic mitigations which Pima would like to replicate.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/10/2025	As a PVN resident, traffic on Pima between Country Club and Alvernon is a major safety issue due to increased volume and excessive speeding. The Palo Verde Neighborhood has shared this was the #1 concern cited by participants in our recent annual survey. Drivers routinely exceed the posted speed limit by over 20MPH, despite Pima dividing a residential area with two schools and a day care. Dozens of driveways open directly onto Pima creating a high level of risk for residents and drivers. PVN also has a high number of residents who routinely walk with families and pets, only to find crossing Pima too risky. DTM support in classifying this section of Pima as a local road, to mirror Elm Street through approved traffic mitigation options that support flood plain concerns is in the best interest of residents and the city. While Elm is classified as a 'collector', it functions as a local road due to the strategically placed traffic mitigations which Pima would like to replicate.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety.	Public Survey
Anonymous	5/10/2025	Make this a local street. It's either all residential or schools. We have speeding issues and flooding issues along Christmas Wash which are substantial. We are a walking and biking neighborhood. Sooner or later someone is going to be killed here. We need to slow down traffic and deal with flooding. Adding more cars is not the answer. Please don't make our situation worse.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety.	Public Survey
Anonymous	5/11/2025	This area is residential and I would like to see the speed limits remain as they are, plus we need sidewalks on pima between Columbus and Swan. Between traffic, parking lots and bike lanes, it is not a safe place to walk	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety. Speed limits will not be affected by changes in the street designation.	Public Survey
Anonymous	5/12/2025	I walk a lot on Pima. This is my neighborhood. It would be really nice if we could get a sidewalk on Pima, either side. You have to walk on the shoulder of the road very near traffic, heading east. It's not too safe. I walk all streets here. Sidewalk are easier and safer to walk on. Thank u	Thank you for your comment. The City of Tucson will continue to evaluate opportunities for installation of sidewalks on major streets citywide based on funding availability. The ability to install sidewalks on Pima Street will not be affected by the changes proposed in the MS&R update.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/13/2025	There is no sidewalk on Pima between Columbus and Swan. It is a dangerous section of road near the elementary school on Columbus.	Thank you for your comment. The City of Tucson will continue to evaluate opportunities for installation of sidewalks on major streets citywide based on funding availability. The ability to install sidewalks on Pima Street will not be affected by the changes proposed in the MS&R update.	Public Survey
Anonymous	5/13/2025	Pima Street on Alvernon to Campbell is classified as a Collector Street. Speeds are excessive in this predominately residential and school zone areas. Making it unsafe for our very walking neighborhood. I should be reclassified as a local street. The section of Pima that turns into Elm, due to traffic mitigations, although a collector designation, operates as a local street. These are robust walking and bicycling neighborhoods. We should keep high speed traffic out of them.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety.	Public Survey
Anonymous	5/13/2025	Pima Street: From Country Club to Alvernon is a residential street with way over 50 driveways coming directly out to Pima Street. This should be a "local" street not a "collector". In addition, there is Catalina High School, clearly a school zone. Pima Street should have a slower speed limit (it is a Bike Route), should have at least one more stop sign, should have a speed table cross walk at Howard for the Bus Stop and should have other traffic mitigations. Unfortunately, many drivers speed or use the middle lane as a passing lane. Pima is a high pedestrian and bike street especially for High School and Grade School youths. This neighborhood is a very dog walking/people walking neighborhood and the current Pima Street is just not safe.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety.	Public Survey
Anonymous	5/14/2025	I personally have really no experience in this and am concerned primarily about ONE street: Dodge Blvd between Ft. Lowell and Grant. Property Owners, residents, Neighborhood Associations have NOT been advised of this possible reclassification from Local to Collector and accidentally discovered. With the GRIP and the right-turn only, OLD traffic volume data, apparently Dodge south of Grant will remain local, among other things, there seems to be little or no reason to change the status. This appears to be wanted not to improve the communities and neighborhoods but simply to be able to comply with the new Community Corridors Tool and give a re-zoning advantage to eight properties. The community and neighborhoods be damned.	Will comply. Staff recommends Dodge Blvd be removed as a proposed Collector Street addition. Traffic volumes will be re-assessed following completion of the Grant Road project.	Public Survey
Anonymous	5/15/2025	Dodge is a small local street and should remain as such. Many people live on it, and increasing traffic on this street would detract from the calm place we would like it to become. Even better, if Glenn and Dodge streets could be designated as pedestrian focused it would increase safety for foot and bike traffic!	Will comply. Staff recommends Dodge Blvd be removed as a proposed Collector Street addition. Traffic volumes will be re-assessed following completion of the Grant Road project.	Public Survey
Anonymous	5/16/2025	It's my preferred route from home to Banner UMC Tucson. I am one day short of being 84 years old and I have various reasons for needing access to Banner UMC Tucson.	Thank you for your comment. Pima Street is not being recommended to be downgraded to a local street due to current and future operations of the roadway.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/16/2025	the left turn light is NOT long enough for people traveling north on Country Club. EVERY DAY I sit through the light a minimum of THREE times to turn left. This is impossible at Tucson since there is NOT a left turn light	Thank you for your comment. Signal timing concerns are outside of the scope of this plan update and can be submitted to Tucson 311 for further evaluation.	Public Survey
Anonymous	5/16/2025	<p>As a Palo Verde Neighborhood (PVN) resident, traffic on Pima (a designated bike route) between Country Club and Alvernon is a major safety issue for me due to increased volume and excessive speeding. Participants in our recent annual survey identified this as their #1 traffic concern. Drivers routinely exceed the posted speed limit by over 20 mph, despite Pima dividing a residential zone with two schools and a day care. Dozens of driveways open directly onto Pima creating a high level of risk for pedestrians and drivers. PVN also has a very high number of residents who routinely walk along Pima with families and pets, only to find crossing the street too risky.</p> <p>I support reclassifying this section of Pima as a local road. Currently Elm, which is also classified as a collector street, operates like a local road through the Blenman Elm neighborhood due to traffic mitigation. We are also home to multiple schools with students who deserve safe routes to school.</p>	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/16/2025	During morning & evening rush hours, it's hard to get out of the driveway onto Pima St, due to the increased traffic. The rest of the time it's fairly peaceful. It's a 30 mph zone, but there's some intermittent speeding by cars and street bikes (10-20 mph > the speed limit.)	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/16/2025	<p>Pima between Country Club and Alvernon is dangerous!</p> <p>I am a Palo Verde Neighborhood (PVN) homeowner. Traffic on Pima (a designated bike route) between Country Club and Alvernon is a major safety issue for me due to increased volume and excessive speeding. I support creating mitigated ways to slow traffic down. Drivers routinely exceed the posted speed limit by over 20 mph, despite Pima dividing a residential zone with two schools and a day care. Dozens of driveways open directly onto Pima creating a high level of risk for pedestrians and drivers. We have a very high number of residents who routinely walk along Pima with families and pets, only to find crossing the street risky! I support reclassifying this section of Pima as a local road. Currently Elm, which is also classified as a collector street, operates like a local road through the Blenman Elm neighborhood due to traffic mitigation. We are a similar residential community and desire a safe, walkable neighborhood. Thank you</p>	<p>Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.</p>	Public Survey
Anonymous	5/16/2025	<p>I think Pima street should be designated a Local street and not a Collector street. Speed tables and other mitigation devices can be continued from Campbell Elm to Pima street to Alvernon. Improvements to Grant Rd make designating Pima street a Local road more viable. Alvernon East on Pima has more businesses but speed control is still important. When mixing residential and business routes there are cross walks for schools and bike lanes safety is important. Thank you for your time.</p>	<p>Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.</p>	Public Survey
Anonymous	5/16/2025	<p>As a Palo Verde Neighborhood (PVN) resident, traffic on Pima (a designated bike route) between Country Club and Alvernon is a major safety issue for me due to increased volume and excessive speeding. Participants in our recent annual survey identified this as their #1 traffic concern. Drivers routinely exceed the posted speed limit by over 20 mph, despite Pima dividing a residential zone with two schools and a day care. Dozens of driveways open directly onto Pima creating a high level of risk for pedestrians and drivers. PVN also has a very high number of residents who routinely walk along Pima with families and pets, only to find crossing the street too risky.</p> <p>I support reclassifying this section of Pima as a local road. Currently Elm, which is also classified as a collector street, operates like a local road through the Blenman Elm neighborhood due to traffic mitigation. We are a similar residential community and desire a safe, walkable neighborhood.</p>	<p>Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.</p>	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/16/2025	Changing dodge to a right turn only will effect my day to day access	Staff recommends Dodge Blvd be removed as a proposed Collector Street addition. Traffic volumes will be re-assessed following completion of the Grant Road project. Changes to the design of Grant Rd and Dodge Bl will be addressed through the Grant Road Improvement Project.	Public Survey
Anonymous	5/16/2025	I don't want speed bumps or speed tables on Pima St	Thank you for your comments. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update	Public Survey
Anonymous	5/16/2025	<p>Could not drop a pin - I live at 3202 E Pima.</p> <p>As a resident and property owner on Pima St, traffic on Pima (a designated bike route) between Country Club and Alvernon is a major safety issue for me due to increased volume and excessive speeding. In the past 6 years, we have had 4+ traffic accidents right in front of our house; one damaged our property. Drivers routinely exceed the posted speed limit by over 20 mph, despite Pima dividing a residential zone with two schools and a day care. Many driveways open directly onto Pima creating a risk for pedestrians, drivers and property. Many neighbors routinely walk along Pima with families and pets, only to find crossing the street too risky.</p> <p>I support reclassifying this section of Pima as a local road. Currently Elm, which is also classified as a collector street, operates like a local road through the Blenman Elm neighborhood due to traffic mitigation. We are a similar residential community and desire a safe, walkable neighborhood.</p>	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/16/2025	<p>My wife and I own and live at 3202 E. Pima St. As a resident and property owner on Pima St (a designated bike route), traffic between Country Club and Alvernon concerns me. The increased volume and excessive speeding has created a major safety hazard. In the past 5 years, 5+ traffic accidents occurred right in front of our house. One damaged our property. Drivers routinely exceed the posted speed limit by +20 mph, despite Pima dividing a residential zone with two schools and a day care. Many driveways open directly onto Pima and create a risk for pedestrians, drivers, and property. Many neighbors routinely walk along Pima with families and pets, and find crossing the street too risky.</p> <p>I support reclassifying this section of Pima as a local road. Currently Elm, which is also classified as a collector street, operates like a local road through the Blenman Elm neighborhood due to traffic mitigation. We are a similar residential community and desire a safe, walkable neighborhood.</p>	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/16/2025	When I ride on Pima I notice people driving 45 mph or so a lot. 30 seems too fast IMO.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/16/2025	Would like Pima St. to not be considered a thoroughfare. We have drivers going way too fast through our neighborhood on that street (by Catalina High School) and frequently running the stop sign at Palo Verde St.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/17/2025	I'm concerned that traffic on this segment of Pima Street moves too quickly for safe use by pedestrians and cyclists. I would like to see Pima reclassified as a local street so that more options for traffic mitigation, such as a lower speed limit, are available. I appreciate your consideration of this request.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/17/2025	Poor visibility when entering Pima Street from driveways and some of the side streets. Poor pedestrian accommodation. Some parked vehicles force pedestrians onto the street.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/17/2025	<p>As a Palo Verde Neighborhood (PVN) resident, traffic on Pima (a designated bike route) between Country Club and Alvernon is a major safety issue for me due to increased volume, excessive speeding, and passing in the turn lane. Participants in the recent neighborhood annual survey identified this as their #1 traffic concern. Drivers routinely exceed the posted speed limit by over 20 mph, despite Pima dividing a residential zone with two schools and a day care.</p> <p>My driveway opens on to Pima St. With the construction on Grant diverting traffic to Pima, the road is more often crowded with aggressive drivers and the traffic backs up at lights. I hesitate to cross the street except at the light at Palo Verde when walking through the neighborhood to attend events and visit neighbors.</p> <p>I support reclassifying this section of Pima as a local road. This is a residential community and I desire a safe, walkable, bikeable neighborhood</p>	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/17/2025	When crossing the street using a crosswalk on the corner of Jones and Pima I was nearly hit by a car with driver apparently unaware that pedestrians exist. The car immediately behind the one that almost hit me, had a driver who yelled at me. Apparently my walking across the street at a crosswalk interfered with their ability to mindlessly travel past a school at 40 miles per hour in a 30 mph zone.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/17/2025	Pima between Country Club and Alvernon needs to be slowed down to the posted speed limit. Replacing the existing painted crosswalk at Jones Blvd and Pima St with a combined speed table and crosswalk would be a great solution.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/17/2025	The section of Pima from Country Club and Alvernon is a residential area with lots of walkers and bicycles. Speeding has been a problem and crossing the street can be difficult and dangerous. I strongly support any traffic slowing measures.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/18/2025	Pima from Swan to Wilmot should remain a collector street, instead of arterial. Higher speeds and increased traffic on Pima will make it less safe and habitable for neighborhood residents along this corridor, as speeding vehicles are already an issue. Speedway and Grant are better alternatives if drivers need to go faster. Pima already offers a less trafficked but fast moving road for residents and commuters alike, but could use improvements to bike lanes, which could also bolster its use as a more friendly alternative to traveling in the area without needing to get onto Speedway or Grant. Residents appreciate the decreased traffic noise along Pima during later hours and on the weekends, as the corridor is already impacted by traffic noise from Grant.	<p>The proposed redesignation of Pima Street east of Swan from a Collector Street to an Arterial Street will not change the way that the street operates.</p> <p>The intent of the redesignation is to be descriptive of traffic operations along this segment. The roadway carries more than 18,000-20,000 vehicles per day on a 5-lane cross section. Speed limits will not be changed as a result of the redesignation.</p> <p>This segment is federally classified as an arterial roadway.</p>	Public Survey
Laura Orrey	5/18/2025	<p>3510 E PIMA ST</p> <p>I am the property owner and resident on Pima between Dodge and Palo Verde. This is a school zone and yet excessive speed and dangerous driving is a regular occurrence. The center left turn lane is too often used for passing. Backing out of my driveway is, at times, a risky ordeal. I've been honked at and passed because I was driving the speed limit in a school zone. I've seen a car pass at high speed right through the pedestrian crosswalk at Catalina High School.</p> <p>Traffic mitigation here should be high priority! Effectively visible signage, speed tables, well marked crosswalks, reduced speed limit - Whatever it takes to slow traffic and increase safety on Pima St</p> <p>I am in favor of reclassification, between Alvernon and Country Club, from a collector street to a local road. This is a Residential area.</p>	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/18/2025	<p>As a Palo Verde Neighborhood (PVN) resident, traffic on Pima (a designated bike route) between Country Club and Alvernon is a major safety issue for me due to increased volume and excessive speeding. Participants in our recent annual survey identified this as their #1 traffic concern. Drivers routinely exceed the posted speed limit by over 20 mph, despite Pima dividing a residential zone with two schools and a day care. Dozens of driveways open directly onto Pima creating a high level of risk for pedestrians and drivers. PVN also has a very high number of residents who routinely walk along Pima with families and pets, only to find crossing the street too risky.</p> <p>I support reclassifying this section of Pima as a local road. Currently Elm, which is also classified as a collector street, operates like a local road through the Blenman Elm neighborhood due to traffic mitigation. We are a similar residential community and desire a safe, walkable neighborhood.</p>	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/19/2025	3100-3800 BLOCKS E PIMA : Palo Verde neighborhood would like to change the designation of Pima from Alvernon to Country Club from "Collector" to "Local". This would allow for slower speed limits, more options for traffic slowing and also less dense and shorter-in-height development.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/19/2025	excessive speed, little enforcement, speeding to beat the light change from all direction, need for safe pedestrian access (sidewalks)!	Thank you for your comment. Speed enforcement and specific transportation investments are outside of the scope of the MS&R plan. DTM will continue to evaluate investments in transportation safety and active modes on roadways across the city to meet the intent of the Complete Streets policy.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/19/2025	Pima/Elm should continue to be designated a collector; it should not be redesignated as a local street.	<p>Thank you for your comment. Elm St and Pima St west of Swan is proposed to be maintained as a collector street.</p> <p>The proposed redesignation of Pima Street east of Swan from a Collector Street to an Arterial Street will not change the way that the street operates.</p> <p>The intent of the redesignation is to be descriptive of traffic operations along this segment. The roadway carries more than 18,000-20,000 vehicles per day on a 5-lane cross section. Speed limits will not be changed as a result of the redesignation.</p> <p>This segment is federally classified as an arterial roadway</p>	Public Survey
Anonymous	5/19/2025	Better road condition and sidewalks on both sides. Having speed bumps to keep traffic run slower through the area for safety.	<p>Thank you for your comment. The MS&R is not an investment plan, but the rights-of-way identified in the plan update will provide adequate space to meet future investment needs. To see Tucson's planned transportation investments, please see Move Tucson</p>	Public Survey
Anonymous	5/19/2025	Overflow traffic west to east from Glenn turning south onto Dodge creates risk for the 2 dwellings on the SW corner. Backing in and out from driveways facing Dodge and drivers turning from west Glenn to south Dodge. Blindspot for residents and drivers. Need some type of mirror for both to be able to view if safe to proceed in turning or backing out on to Dodge. Increased non stops in 4 way stop additional traffic overflow during construction.	<p>Thank you for your comment. The MS&R is not an investment plan, but the rights-of-way identified in the plan update will provide adequate space to meet future investment needs. Dodge Blvd south of Glenn Stree will receive walkability investments as part of Tucson's Parks and Connections bond initiative.</p>	Public Survey
Anonymous	5/19/2025	Fort Lowell Road between Swan and Craycroft should not be upgraded to Collector. It is semi-rural, scenic and historic; bisects the Old Fort Lowell Neighborhood and Fort Lowell Historic Zone. It terminates at Craycroft (Fort Lowell Park) and effectively at Swan; not a through street. It will host activation of 407 Bond historic improvements at east end with more pedestrians crossing mid-block. Commuters (many from Pima County) now use it to cut through at high speeds, which has falsely elevated local car counts. The Neighborhood Association is sponsoring a mitigation project with humps and islands this summer to reduce speed and volumes. Upgrade to collector is opposed by the Neighborhood Association, would be in conflict with the Neighborhood Land Plan, and would create conflict with 407 Bond Parks and Connections' project for Alamo Wash Greenway and Fort Lowell Park.	<p>Thank you for your comment, it is noted, and staff recommends Fort Lowell Rd between Swan and Craycroft is being considered for removal as a proposed Collector Street addition and should maintain its status as a local street.</p>	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/19/2025	Serious speeding and use of the center turn lane to pass has made Pima St from Alvernon to Country Club dangerous, and tricky to enter and exit from driveways. The neighborhood is asking for this part of Pima to be reclassified as a Local Road. It is a street used by cyclists and children walking to Catalina High School and Blenman Elementary School.	Thank you for your comment. Thank you for your comment. Speed enforcement and specific transportation investments are outside of the scope of the MS&R plan. DTM will continue to evaluate investments in transportation safety and active modes on roadways across the city to meet the intent of the Complete Streets policy.	Public Survey
Anonymous	5/20/2025	The status of neighborhood streets should NOT be changed to higher-volume categories like "collector". These streets are meant for families and residents to enjoy as an extension of their homes and a communal space to enjoy the company of their neighbors. They are not meant to be thoroughfares for motorists to speed through when late to work. Streets like Fort Lowell between Swan and Craycroft are multi-modal 'complete streets' that allow residents to enjoy their neighborhood and enhancements should continue to promote more of this within neighborhoods. More plantings, more paths, more resources. People want to live in a community. Making it a major thoroughway for non-residents will only destroy that community.	Thank you for your comment, it is noted, and staff recommends Fort Lowell Rd between Swan and Craycroft is being considered for removal as a proposed Collector Street addition and should maintain its status as a local street.	Public Survey
Anonymous	4/16/2025	After some study the Plan appears to be clear and thorough, addressing possible questions. The only issue is that the website crashes frequently.	Thank you for your comment. Our apologies that the website crashed making your engagement more difficult.	Public Survey
Anonymous	4/17/2025	I also feel Adot is to blame for cars running the yellow or red lights. Every intersection should have a turn arrow. Maybe cut down on running yellow and red lights.	Thank you for your comment	Public Survey
Anonymous	4/17/2025	Prioritize public transit all around the city, not just downtown. Also try to set specifics roads as major and not just anything that's wide enough for multiple lanes. It'll help direct traffic around higher residential density and towards commerce.	Thank you for you comment. The MS&R is not a transit operations plan, but all proposed right-of-way updates can accommodate the needs of transit.	Public Survey
Anonymous	4/22/2025	This is such a great step for Tucson! For YEARS, the outdated MSRP has harmed our community. I think these proposed changes are common sense and ensure our ROWs are right-sized for our needs. They will also enable more sustainable, human-centric development. I want to live in a city that's mostly buildings and parks, not a city that's choked up with wide ass roads.	Thank you for you comment and review.	Public Survey
Anonymous	4/24/2025	not only are road widenings deeply destructive, they are a gigantic waste of money that does not actually "fix traffic". Slowly, we need to be making certain roads Smaller, (although this should generally coincide with adding some good transit infrastructure to that area.	Thank you for your comment. The MS&R reduces future anticipate right-of-way in many locations around the city.	Public Survey
Anonymous	4/24/2025	Golf links is an arterial road that needs much more attention all the way to Houghton on the east side of Tucson	Thank you for your comment. Golf Links will continue to be classified.as an arterial in this update.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	4/24/2025	Fix it! I have lived here 25 plus years and you get approval from the voters but then the streets look like crap	Thank you for your comment. Roadway maintenance is outside the scope of this update. While Tucson continues to grow, long-term transportation planning will aim to expand and improve access to high-quality transportation choices, enhancing safety and improving the condition of city streets and infrastructure. The City of Tucson is currently improving pavement conditions on every local street in the City as a result of voters passing the Tucson Delivers: Better Streets, Safe Streets initiative. For more information, please visit this webpage: https://tucsondelivers.tucsonaz.gov/pages/better-streets-safe-streets#better_streets	Public Survey
Anonymous	4/24/2025	<p>East Broadway in particular needs PEDESTRIAN ORIENTED DEVELOPMENT, GREEN SPACE ENHANCEMENT, and to better celebrate TUCSON.</p> <p>I believe goals for East Broadway should include:</p> <p>Goal: A walkable, transit-accessible Broadway corridor that enhances residential access to amenities and regional connectivity through multi-modal transportation and vibrant public spaces.</p> <p>Goal: Expand access to sustainable green spaces that enhance recreation, relaxation, ecological health, and equitable connections to nature.</p> <p>Goal: Celebrate Tucson's unique cultural heritage by creating vibrant local "Tucson Experience Districts" that integrate local businesses, regional cuisine, historic preservation, and economic vitality.</p>	Thank you for your comment. This update attempts to adjust future right-of-way widths to deliver multi-modal roadway improvements for improved safety and mobility for all road users within the provided width. In many cases, the recommendations are to reduce or maintain future right-of-way needed to support more investment, infill development, and walkable environments along major corridors.	Public Survey
Anonymous	4/24/2025	Row widths do not encourage safe driving habits. Biking on major roads with only paint striping is inherently unsafe and foolish. Better to further develop alternative but parallel calm routes like treat st or 3rd ave. We also need a safe way to cross from the barrio armory park area to access Reid park or u of a neighborhoods.	Thank you for your comment. This update attempts to adjust future right-of-way widths to deliver multi-modal roadway improvements for improved safety and mobility for all road users within the provided width. In many cases, the recommendations are to reduce future right-of-way needed to support more investment, infill development, and walkable environments along major corridors.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	4/24/2025	Where is the mountain bike skills park? The 1000 Acre Woods area, is still a shanty town. The path through that area is in desperate need of repaving. Can ya fix & maintain what is existing, first?	Thank you for your comment. 1000 Acre Wood is and Parks and Recreation capital improvement project that is outside the scope of this update. For more information, please visit this webpage: https://www.tucsonaz.gov/Departments/Parks-and-Recreation/Parks/100-Acre-Wood-Bike-Park	Public Survey
Anonymous	4/24/2025	The additions to the MS&R map and reclassifications need to be studied more carefully now that the Community Corridors Tool exists. Additionally, E. Fort Lowell Road between Swan and Craycroft should not be added to the MS&R map, as it is a local road, and the neighborhood has worked hard to keep it that way. City-approved improvements are being made to the street this year to slow cars and discourage traffic. This directly conflicts with adding it to the MS&R.	Thank you for your comment, it is noted, and staff recommends Fort Lowell Rd between Swan and Craycroft is being considered for removal as a proposed Collector Street addition and should maintain its status as a local street. While the Community Corridors Tool does utilize the MS&R as one of the prerequisites for parcels to be eligible to use the tool as an overlay, zoning and the presence of historic districts also can restrict the tool from being utilized on properties along the MS&R. Maps are being provided to the Planning Commission to better quantify the impacts of updates to the MS&R to CCT-eligible and ineligible properties.	Public Survey
Anonymous	4/25/2025	I propose that this road be expanded from its current state of two lanes to four, and/or have a central turn lane extending all the way from Houghton Road to Colossal Cave Road. I also propose adding a pedestrian crossing stoplight at S Driscoll Mountain Drive to facilitate safe and more efficient pedestrian crossing from both Old Vail Middle School and Cienega High School students. I think that radar speed limit signs would be a good idea, as would be raising the speed limit to 40 or 45 on the open stretches between the neighborhoods on the north side of Cienega all the way to the library next to Empire.	Thank you for your comment. The Major Streets and Routes update is not an investment plan, but it will provide for adequate rights-of-way to meet the mobility needs of all users. See Move Tucson for planned transportation investments: https://movetucson.tucsonaz.gov/ Speed limits are evaluated on a case-by-case basis with the goal of supporting safety, accessibility, and mobility in the community.	Public Survey
Anonymous	4/25/2025	Tucson should have an aggressive plan to eliminate most of its arterials in the coming decades. Speeds over 20mph are inappropriate in urban areas.	Thank you for your comment. Speed limits are evaluated on a case-by-case basis with the goal of supporting safety, accessibility, and mobility in the community.	Public Survey
Anonymous	4/25/2025	Neighborhood streets need attention. Particularly in the neighborhood at E Duvall Vista across from Tucson marketplace, and Craycroft Road between Littletown Rd and I-10	Thank you for your comment. The City of Tucson is currently in the process of repaving all neighborhood streets in the city as a result of the passage of the Safe Streets Better Streets initiative.	Public Survey
Anonymous	4/26/2025	My comments above apply to Grant Road, Speedway Blvd, 1st Ave, 22nd St, Campbell (especially south of Grant), and the other major arterials.	Thank you for your comment. The MS&R plan reserves right-of-way to meet future transportation needs.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	4/29/2025	Starr Pass needs to be 4 lanes from Greasewood to Mission. La Cholla Blvd needs to be 4 lanes Starr Pass to Ajo.	Thank you for your comment. There are currently no plans to widen Starr Pass to four lanes. The MS&R update proposes narrowing the cross section to 80-ft to accommodate a 3-lane roadway and multimodal improvements. All planned roadway improvements can be found in Move Tucson	Public Survey
Anonymous	4/30/2025	I love the work to make other areas safer. I appreciate the care and concern. I have concerns for all areas moving to 'high traffic' considerations especially those where you have schools, parks and multimodal transportation use. I am not 100% sure any of that was taken into consideration- it should be.	Thank you for your comment. Transportation safety is and will continue to be a priority in transportation decision making in the City of Tucson	Public Survey
Anonymous	4/30/2025	Encouraging people to get out of their cars and use public transit or active transportation will require people having a robust network of busses/street cars and protected bicycle lanes. This plan certainly goes a long way at encouraging such a network, and I comment to implore you to follow through.	Thank you for your comment. The MS&R is not an investment plan, but does account for ensuring that the City is reserving adequate right-of-way into the future to meet the needs of all transportation users – following the City's Complete Streets Policy	Public Survey
Anonymous	5/1/2025	If there aren't bike lanes on all arterials there must be side walks. Too much of the city doesn't have sidewalks. 6th and Country Club are perfect examples. Very dangerous on both particularly in drive times	Thank you for your comment. The MS&R is not an investment plan, but it does reserve future rights-of-way to accommodate all roadway users, including ensure adequate space for future enhances bicycle lanes and sidewalks following Tucson's Complete Streets Policy.	Public Survey
Anonymous	5/1/2025	How will the actual people who live in midtown be served? This is not NIMBY, this is common sense. I suggest letting developers build on all the vacant properties along Alvernon and Country Club and leave the width of these busy streets alone.	Thank you for your comment. The intent of the MS&R update is to revise future rights-of-way to align with current and future anticipated transportation needs. In many cases, that will mean a reduction in future needed right-of-way, reducing barriers to infill development	Public Survey
Anonymous	5/1/2025	Why has this project taken so long? I remember voting for it but the time line for completion was off by 8 years.	City of Tucson Mayor and Council requested an update to the Major Streets and Routes (MS&R) Map at the October 3, 2023, Study Session. Any proposed amendments to the MS&R will ultimately be presented for Mayor and Council consideration and potential adoption. This particular plan does not require voter approval.	Public Survey
Anonymous	5/1/2025	Need to have city employees in charge of all major streets routes in go door to door to business and home owners and explain what the city planners what to accomplish	Thank you for your comment. Given the scope of this update, staff was unable to meet with all impacted stakeholders and community members individually. The project team tried to reach as much of the community as possible through public outreach and online resources associated with this update.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/6/2025	Pima should not be designated as an arterial from Swan to Craycroft. Dodge and Palo Verde should no longer be collector streets. Since traffic can no longer cross at Grant, the traffic volume will drop dramatically. The CCT should not be applied to Dodge and Palo Verde since in the future they truly will be local streets. Pima between Columbus and Swan desperately needs sidewalks and curbs.	Thank you for your comments. Staff recommends Dodge Blvd be removed as a proposed Collector Street addition. Traffic volumes will be re-assessed following completion of the Grant Road project. E Pima St from Swan to Wilmot is currently designated as a collector street and is on the Major Streets & Routes plan but is proposed to be reclassified to an arterial street. The future ROW of 90' would not change. Future roadway improvements could be designed while following guidance from the Tucson Street Design Guide and providing safe accessibility for all road users.	Public Survey
Anonymous	5/6/2025	Need more sidewalks, coordination of crosswalk signals.	Thank you for your comment. The MS&R is not an investment plan, but the City will continue to pursue opportunities to fill sidewalk gaps as funding comes available.	Public Survey
Anonymous	5/9/2025	Save Sun Tran Bus Route 5! WE also need more neighborhood sidewalks throughout the Garden District neighborhood - we have so many young families moving into the neighborhood and it is not safe to have so many kids having to walk/play in the streets due to lack of sidewalks.	Thank you for your comment. Transit operations and sidewalk investments are outside of the scope of MS&R.	Public Survey
Anonymous	5/10/2025	This area is residential and doesn't deserve this treatment. We have a quality neighborhood and want to continue to support a family friendly, walkable neighborhood.	Thank you for your comment.	Public Survey
Anonymous	5/10/2025	Elm is a nice street with traffic mitigation, we're the same type of neighborhood.	Thank you for your comment.	Public Survey
Anonymous	5/13/2025	Excessive speeds and increased traffic cutting neighborhood in two sections. Dangerous for residents. Needs to be addressed	Thank you for your comment.	Public Survey
Anonymous	5/14/2025	Not notifying the residents and NA's was really bad form and discover it. It feels shady. I look at the map and see Paradise Falls and Columbus north of Ft. Lowell as now having the possibility of being Collector streets. This screams to me that this is something to do with rezoning and the Community Corridors Tools. Do the residents of this area have any clue about this?? That having those roads designated as Collector streets could now promote tall apartment structures being built that will most certainly NOT be low-income housing because of CCT. CCT was promoted for low-income housing and environmental purposes and Corridors to promote alternative transportation - maybe buses will start swinging thru there. Just how are those property owners and residents going to feel when one day they wake up to that.	Thank you for your comment. The public outreach and engagement process has solicited many responses from a variety of stakeholders, including several neighborhood associations and residents. While the Community Corridors Tool does utilize the MS&R as one of the prerequisites for parcels to be eligible to use the tool as an overlay, underlying zoning and the presence of historic districts can also can restrict the tool from being utilized on properties along the MS&R. Maps are being provided to the Planning Commission to better quantify the impacts of updates to the MS&R to CCT-eligible and ineligible properties.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/15/2025	The proposed map updates are fine. The problem is the City's approach. There is no need for this major streets and routes plan to exist. We have a general plan. We have a transportation plan. We have a zoning code and design standards. The MS&R is an unnecessary complication to development of the city. Specifically, setting these right of way widths in stone and requiring a complicated, discretionary Mayor and Council approval process for amendments is an impediment to future development. Delete the MS&R, amend Move Tucson, and create an administrative procedure.	Thank you for your comment. City staff was directed by Mayor & Council to update the current Major Streets & Routes Plan and associated map and retain the functional plan that better responds to recently adopted planning documents, such as Move Tucson.	Public Survey
Anonymous	5/15/2025	are you taking into consideration the ADOT reconfiguration of I 10 Kino to Alvernon? May change the way traffic moves to the Airport.	Thank you for your comment. The City of Tucson is a regional partner and engages in long term planning with ADOT and other agencies to coordinate future transportation improvements.	Public Survey
Anonymous	5/16/2025	"Drop a pin" took a lot of effort, as there are no instructions.	Thank you for your comment.	Public Survey
Anonymous	5/16/2025	Please leave Li.a Street as a collector street. The changes the neighborhood wants to make are excessive.	Thank you for your comment.	Public Survey
Anonymous	5/16/2025	thank you for your reading my concern.	Thank you for your comment.	Public Survey
Anonymous	5/16/2025	Incorporating light rail as part of future transportation is important. Portland, Oregon is an example of where we in Tucson could be with a long term 20 year plan with a consistent funding plan. Perhaps renewed red light running enforcement to help offset cost.	Thank you for your comment. This is outside of the scope of the MS&R update. The City of Tucson is engaged in long term planning and identifying funding to support high capacity transit such as light rail, streetcar and bus rapid transit.	Public Survey
Anonymous	5/16/2025	As a resident and property owner on Pima St, traffic on Pima (a designated bike route) between Country Club and Alvernon is a major safety issue for me due to increased volume and excessive speeding. In the past 6 years, we have had 4+ traffic accidents right in front of our house; one damaged our property. Drivers routinely exceed the posted speed limit by over 20 mph, despite Pima dividing a residential zone with two schools and a day care. Many driveways open directly onto Pima creating a risk for pedestrians, drivers and property. Many neighbors routinely walk along Pima with families and pets, only to find crossing the street too risky. I support reclassifying this section of Pima as a local road. Currently Elm, which is also classified as a collector street, operates like a local road through the Blenman Elm neighborhood due to traffic mitigation. We are a similar residential community and desire a safe, walkable neighborhood.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/16/2025	I have to say I dislike the popular notion that cars are so important. The speeding, the common practice of sitting indefinitely with the engine running, burning gas, polluting, that whole culture is unconscious but everyone acts like it's normal. I wish we could persuade people to stop all that. I think persuading people with facts is the best, it's kind of like marketing or PSAs about the benefits of not driving. We need infrastructure in place, too, as people begin to choose to not drive. I think ways are out there to change a lot of minds regarding the car culture.	Thank you for your comment. This is outside of the scope of the MS&R update. The City of Tucson is engaged in several efforts to provide safe and accessible options for all ages and abilities to walk and bike citywide with a growing mobility network citywide and public transit service as a viable option outside of driving a car.	Public Survey
Anonymous	5/17/2025	Please help reduce dangerous excess speed on Pima Street. There is a preschool, an elementary school and a high school all located blocks from where I live, on Pima. This should not become another Speedway or Grant. I understand many drivers are frustrated because of the construction in Grant road. However Pima is not a replacement for heavy traffic and it needs more controls on traffic velocity.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility	Public Survey
Anonymous	5/17/2025	Pima St	Thank you for your comment	Public Survey
Anonymous	5/17/2025	Stop the street racing on Pima St.	Thank you for your comment. This request is outside of the scope of the MS&R update	Public Survey
Anonymous	5/17/2025	Categorizing Pima Street as a “local” rather than “collector” road will give Palo Verde neighborhood residents more flexibility in lowering the speed limit and installing traffic mitigation devices. From Tucson Blvd to Alvernon, Pima Street is highly residential.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/17/2025	Need to address the continuing illegal use of the center turn lane for merging instead of turning.	Thank you for your comment. This is outside of the scope of the MS&R update	Public Survey
Anonymous	5/18/2025	<p>As a Palo Verde Neighborhood (PVN) resident, traffic on Pima (a designated bike route) between Country Club and Alvernon is a major safety issue for me due to increased volume and excessive speeding. Participants in our recent annual survey identified this as their #1 traffic concern. Drivers routinely exceed the posted speed limit by over 20 mph, despite Pima dividing a residential zone with two schools and a day care. Dozens of driveways open directly onto Pima creating a high level of risk for pedestrians and drivers. PVN also has a very high number of residents who routinely walk along Pima with families and pets, only to find crossing the street too risky.</p> <p>I support reclassifying this section of Pima as a local road. Currently Elm, which is also classified as a collector street, operates like a local road through the Blenman Elm neighborhood due to traffic mitigation. We are a similar residential community and desire a safe, walkable neighborhood.</p>	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/18/2025	Stop lights would be a great idea, and maybe pedestrian sidewalks and right of way	Thank you for your comment. This is outside of the scope of the MS&R update	Public Survey
Anonymous	5/19/2025	1200-2300 blocks N DODGE: If DODGE is a Collector street, development along the street will be allowed to use the recently allowed Community Corridor Tool. Being designated a Collector street would allow 4 story buildings and less property setback along Dodge. The traffic volume on Dodge has already dropped dramatically now that the RTA on Grant has removed the stop lights and eliminated the streets being allowed to turn east/west/cross Grant. It will never be a through street at Grant again. All traffic approaching Grant at Dodge MUST make a right hand turn. The only thru traffic is for bikes & pedestrians to cross with a Tucan or Hawk. The neighborhoods north and south of Grant are asking that Dodge continue being a "Local" street.	Will comply. Staff recommends Dodge Blvd be removed as a proposed Collector Street addition. Traffic volumes will be re-assessed following completion of the Grant Road project.	Public Survey
Anonymous	5/19/2025	We understand that Dodge Blvd will have a right turn only on Grant Rd. How will that deter more traffic through this area? Do you know why only a right turn?	The intersection of Grant Rd and Dodge Blvd will be addressed in design plans associated with the Grant Road Improvement Project. A right turn only provides a travel restriction to reduce the possible travel movements like a left turn or thru movement either north to south or south to north and divert traffic off of Dodge Blvd and onto Grant Rd. Travel patterns tend to adjust to other streets that would accommodate all travel movements such as nearby Alvernon Wy.	Public Survey
Anonymous	5/19/2025	Dodge slated for increased traffic additional overflow and limiting to right turn only at Grant doesn't make sense. I would like to see speed bumps to deter speeding. Increased use by emergency vehicles coming through Glenn vs Ft Lowell with sirens blaring in throughout the night is excessive. As we go through construction, it's getting harder to avoid restricted areas that no longer allow for right/left turns. Having to drive farther to get to a place that allows turn only to back track is getting more extreme as more street closures are expected. Narrowing of roads scare me especially when motorists aren't exactly cognizant of boundaries of lanes. Starting to witness more accidents especially along country club from Grant to speedway. Alvernon narrowed for as heavy as it gets with vehicles and pedestrians...?	The intersection of Grant Rd and Dodge Blvd will be addressed in design plans associated with the Grant Road Improvement Project. A right turn only provides a travel restriction to reduce the possible travel movements like a left turn or thru movement either north to south or south to north and divert traffic off of Dodge Blvd and onto Grant Rd. Travel patterns tend to adjust to other streets that would accommodate all travel movements such as nearby Alvernon Wy. Other traffic mitigation interventions could be explored through the Neighborhood Traffic Management Program.	Public Survey
Anonymous	5/19/2025	1. City of Tucson should work more closely with Pima County to improve cross county traffic north of the Rillito, e.g. on River Road. Southbound traffic bottlenecks on Craycroft and Swan approaching Grant/TMC, a congested area. Reconsider plans for ROW on River Road. 2. Please plan for "complete streets" on Craycroft north of Grant to the Rillito.	Thank you for your comment. The MS&R update will provide adequate future right-of-way to address improvements at the requested locations. All planned transportation improvements can be found in Move Tucson .	Public Survey

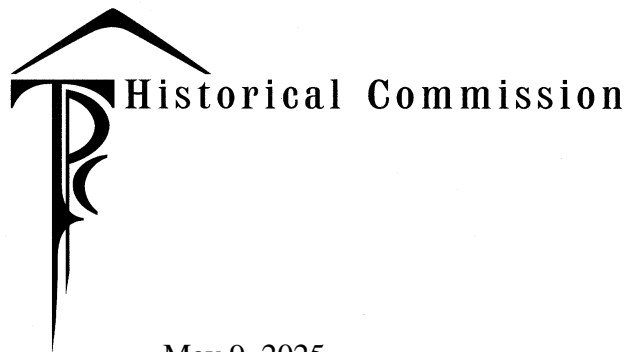
Commentor	Date	Comment	Response	Source
Anonymous	5/20/2025	I am very concerned by the proposal to reclassify the portion of E. Pima St. between Tanque Verde and N. Swan from "collector" to "arterial." I live on E. Pima St between N. Country Club and N. Alvernon and have seen a significant increase in traffic volume and speed in the five years since I bought my house, causing increased concern about the potential for collision. I have witnessed road rage from speeding drivers, even when I leave my driveway safely. The portion of Pima St. west of N. Alvernon all the way to N. Country Club, and the portion of Elm St west from Country Club to N. Tucson Ave., should be REMOVED from Collector status to "local road" status, and traffic mitigation measures should be implemented for those road sections. Thank you for considering my comments.	<p>The proposed redesignation of Pima Street east of Swan from a Collector Street to an Arterial Street will not change the way that the street operates.</p> <p>The intent of the redesignation is to be descriptive of traffic operations along this segment. The roadway carries more than 18,000 vehicles per day on a 5-lane cross section.</p> <p>This segment is federally classified as an arterial roadway.</p>	Public Survey
Anonymous	5/20/2025	I can't find the "pin"	Thank you for your comment.	Public Survey
Anonymous	5/20/2025	I agree with the proposal to downgrade Pima St. From a Collector street to a Local road.	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/21/2025	<p>Since moving to Tucson a few years ago, I'm stunned at how bicyclists and pedestrians are given so little consideration. The lack of shade in planning is also a serious issue.</p> <p>Finally, why do new and improved intersections not feature correct traffic signals where left turns proceed first? Tucson is the only city in the country that has this bizarre and unsafe feature.</p>	Thank you for your comment. This is outside of the scope of the MS&R update.	Public Survey
Anonymous	5/21/2025	Pima Street needs to retain its designation as a collector route and NOT changed to a local road designation. There is currently increased traffic along Pima St due to the road construction taking place on Grant Road. Drivers are diverting to Pima St in order to avoid the slow moving Grant Road construction traffic. Once Grant Road is completed, traffic along Pima St will return to normal.	Thank you for your comment.	Public Survey
Anonymous	5/21/2025	I have lived in this neighborhood for over 70 years and am confident that I am correct in my statement that once Grant Rd construction is completed, traffic along Pima St will return to that of a collector route.	Thank you for your comment.	Public Survey
Anonymous	5/22/2025	I know nothing about R-O-W.	Thank you for your comment.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/22/2025	I am writing about the proposed change of Ft Lowell Rd between Craycroft and Swan. The existing road has multiple barriers to slow traffic to 25 m/h -- to protect the semi rural nature of the Ft Lowell Historic Preservation Zone. Additional speed reduction barriers will be added in the next month at the request of the neighborhood. It makes NO sense to create traffic slowing barriers and the next day upgrade the street to a Collector street. We live on Ft Lowell St less than 40 ft from the edge of pavement -- the last thing we need is more traffic. Our house is on the National Historic House List and we have spent the last two years upgrading the house and making it more visible from the street -- when speeding or doing more than 25 mph you can't see our house. Please DO NOT make Ft Lowell a Collector Street.	Thank you for your comment. We will evaluate proposed redesignations of local streets to Collector Streets. Staff recommendation of Fort Lowell Rd between Swan and Craycroft is being considered for removal as a proposed Collector Street addition and should maintain its status as a local street.	Public Survey
Anonymous	5/22/2025	I have limited eyesight and your maps are impossible to read.	Thank you for your comment.	Public Survey
Anonymous	5/23/2025	I would prefer slower speed limit on Pima	Thank you for your comment. Decisions regarding speed limit changes go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey
Anonymous	5/23/2025	Speed bumps needed on Pima It's dangerous now Cars driving like it's Formula One	Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.	Public Survey

Commentor	Date	Comment	Response	Source
Anonymous	5/26/2025	<p>As a resident of the Palo Verde Neighborhood, I strongly support reclassifying Pima Street—between Country Club and Alvernon—as a local road to address the ongoing issues of high traffic volume and speeding.</p> <p>Currently a collector street, this stretch runs through a dense residential area with two schools, a daycare, and steady foot traffic. It's lined with driveways (including mine) that open directly onto the street. Yet it functions like a high-speed cut-through, with drivers routinely exceeding the speed limit by 20+mph. The speed and volume of traffic pose constant risks to pedestrians, cyclists, and residents.</p> <p>This concern is especially pressing with Catalina High School's main entrance located on this stretch, where many students walk daily.</p> <p>Reclassifying this road to reflect its residential character would support needed traffic calming. Elm Street in the Blenman Elm neighborhood is a strong example of how mitigation can transform a collector into a safer, quieter street.</p>	<p>Thank you for your comment. Decisions regarding traffic calming devices on a Collector Street go through a separate process and will not be affected by the proposed MS&R update. Design decisions will be based on the operating characteristics of the roadway and opportunities to improve safety and all-modes mobility.</p>	Public Survey

Commentor	Date	Comment	Response	Source
Theresa Hadley	2/13/2025	Are you the correct person to reach out to with inquiries regarding the ROW widening related to the Plan Tucson initiative? I'm curious if there is a way to tell if the widening will only happen on one side of the anticipated roadways or if it will be widened on both sides & when that info will be made available. Additionally, I'm curious if the widening will go hand in hand with other initiatives that the City has in the hopper such as Move Tucson.	<p>Apologies for the slow response. I think your question relates to our planned Major Streets & Routes (MS&R) Map Update. We've been providing updates at various meetings like Plan Tucson open house events and the Development Stakeholders group.</p> <p>By and large, our recommendations avoid any widenings as our planning guidance tells us to avoid them if we can. This means our future right-of-way widths called out in the MS&R will remain the same or generally be reduced to provide more flexibility for infill development along those corridors.</p> <p>If widening is needed within our marked future right-of-way, a new roadway width is generally drawn on both sides of the road from the centerline of the road. This is generally the case but occasionally the roadway design might dictate a multi-use path on the one side of the road but not the other. If you have a specific road segment you're concerned about, you can always send an inquiry over to Scott Weber who runs our Maps and Records section here in the Department (Scott.Weber@tucsonaz.gov).</p> <p>For the MS&R Map Update, we are working on a number of ways for the public and stakeholders to interact with the MS&R Map Update. This will include a StoryMap website, short survey and comment map exercise, if folks have specific feedback they should be able to drop a pin and provide comments that way. These should all be up online soon and we're aiming for public comment period which will stay open prior to final recommendations go before Planning Commission and eventually Mayor & Council for consideration and we have been coordinating with our Planning and Development Services staff to make sure it is coordinated with ongoing planning and code amendment updates.</p>	Email

Commentor	Date	Comment	Response	Source
Theresa Hadley	2/25/2025	This is very helpful information. We have a lot of development going on throughout the City and sometimes it is helpful to know what the future plans are along certain stretches of the roadway. I know both Plan Tucson and Move Tucson still have future planning intended and not all info might be available yet but it's helpful to have the ability to design a site with the intent of the future City plans, if possible. I do have a few areas that I may reach out to Scott on so I appreciate you forwarding his email. Would Scott be the same point of contact for inquiring about any of the intended future multi-use paths or any future sidewalks/public transportation areas along the roadways as well? From a due diligence perspective it's often helpful to obtain a more accurate account of the intended infrastructure.	<p>A good resource to understand where our capital projects are happening at a high level is this dashboard.</p> <p>Some of our Pedestrian Safety and Walkability projects include sidewalk and ADA Ramp work along corridors and multi-use paths will often be part of large roadway projects (e.g. Houghton Rd) or Greenway projects (e.g. El Paso and Southwestern Greenway). This dashboard is updated with regular capital projects moving into design and construction phases. It is often an resource that also lists the Project Manager for those projects so if there are design plans, you could request those from the PM directly.</p> <p>Scott is a great contact if you're trying to reference something that has already been built and if you need to get access to Maps or Records associated with that past work.</p>	Email_2 THadley



May 9, 2025

Mr. Benjamin Elias
Project Manager, MS&R Plan Update
City of Tucson, Department of Transportation & Mobility (DTM)
201 N. Stone Ave., North Wing
Tucson, AZ 85701

Via e-mail Benjamin.Elias@tucsonaz.gov

RE: Major Streets and Routes (MS&R) Plan Update – Three (3) recommendations
pertaining to historic preservation

Dear Mr. Elias:

Thank you for DTM's recent presentation by Patrick Hartley to the Tucson-Pima County Historical Commission (TPCHC) on the proposed update to the MS&R Plan Map ("Plan") and your invitation for public comment. As you may know, TPCHC supports nearly all improvements in safety and multi-modality. However, at the May 7, 2025, meeting of the TPCHC, a motion passed unanimously to provide comment and recommendations on aspects of the update that are highly likely to have adverse effects on cultural/historic resources. We have three (3) recommendations that we believe are reasonable, and which only affect a tiny percentage of the hundreds of miles of proposed street updates:

- 1) We recommend against any *up-classification* of streets within or adjacent to City Historic Preservation Zones, National Register Historic Districts, Historic Landmarks, or sections of roads with a significant number of buildings that are 50 years old or older. We saw no examples of this in the current draft Plan, but our recommendation includes future Plan revisions. Up-classification, if proposed, would need to be reviewed and approved by the affected Neighborhood Association and/or Historic Zone Advisory Board, and TPCHC. Up-classification is inadvisable, in short, because it would inevitably lead to loss of historic/cultural resources and carefully maintained historic character and ultimately have an adverse effect on these resources.
- 2) We recommend against any *addition* of new streets within or adjacent to City Historic Preservation Zones, National Register Historic Districts, Historic Landmarks, or sections of roads with a significant number of buildings that are 50 years old or older. We saw no examples of this in the current draft Plan, but our recommendation includes future Plan revisions. Additions, if proposed, would need to be reviewed and approved by the

affected Neighborhood Association and/or Historic Zone Advisory Board, and TPCHC. Addition of new streets is inadvisable, in short, because it would likely lead to loss of historic/cultural resources and carefully maintained historic character and ultimately have an adverse effect on these resources.

3) We recommend against any *right-of-way (ROW)* changes to streets within or adjacent to City Historic Preservation Zones, National Register Historic Districts, Historic Landmarks, or sections of roads with a significant number of buildings that are 50 years old or older. We saw no examples of ROW *expansion* in the current draft Plan, but our recommendation includes future Plan revisions. ROW *reduction* is inadvisable because it adversely affects the historic character of the neighborhood, mainly due to encouraging incompatible new development, and incompatible setbacks.

The importance of setbacks must not be underestimated. The UDC devotes an entire subchapter to setbacks (9-02.3.3) and summarizes their importance to neighborhood character in the Technical Standards Manual, Section 9-02.3.0 DEVELOPMENT CRITERIA 3.1 General: "The character of a HPZ depends to a great extent on the integrity of its buildings and streetscapes. Development patterns, design relationships, landscape designs, and architectural styles and details together create the historic fabrics of these districts. Key development criteria relating to heights, *setbacks* (emphasis added), proportions, roof types, surface textures, site utilizations, projections and recessions, details, building forms, and rhythms have been identified to guide future development within each HPZ. Proposed improvements will be reviewed for compliance with these criteria to ensure that projects in historic districts preserve the historical and architectural character of the neighborhood. Although new construction does not require a specific architectural style, it must be compatible with the overall design context of the neighborhood and streetscapes."

While the adjacent commercial corridor is not always included in a Historic Preservation Zone or National Register Historic District for expediency, the importance of historic commercial corridors must be considered when making large, sweeping changes to the MS&R.

Some examples of inadvisable ROW reductions adjacent to historic districts include, but are not limited to:

- Blenman-Elm National Historic District (sections of Campbell, Tucson Blvd.)
- Catalina Vista National Historic District (sections of Campbell, Tucson Blvd.)
- Colonia Solana National Historic District (sections of Country Club)
- El Encanto National Historic District (sections of Country Club)
- Feldman's National Historic District (sections of Speedway)
- Jefferson Park National Historic District (sections of Euclid, Campbell)
- Miracle Mile National Historic District (sections of Oracle, Drachman)
- Sunshine Mile National Historic District (sections of Country Club)
- Sam Hughes National Historic District (sections of Country Club)
- West University Historic Preservation Zone (sections of Speedway)

Some examples of inadvisable ROW reductions to commercial corridors with a significant number of legacy businesses and residences which are 50 years old or older, include, but are not limited to:

- N. Grande Ave.
- sections of S. 6th
- sections of S. 12th
- sections of S. Park

The Tucson-Pima County Historical Commission (TPCHC) was created in 1974 by the City and County to provide recommendations to the Mayor and Council, City and County Departments (e.g., City of Tucson Planning and Development Services Department, the Pima County Board of Supervisors, and city and county officials). The TPCHC Plans Review Subcommittee (PRS) provides design review to developers and individuals per the Uniform Development Code (UDC). The Transportation Subcommittee and the Historic Landscapes Subcommittee both may provide best-practice recommendations for transportation projects that could have an adverse effect on historic and cultural resources.

In closing, we respectfully request that you implement our three recommendations, which have been made solely in the interest of preserving Tucson's cherished, diverse historic and culturally significant resources. Please do not hesitate to reach out to me if you have any questions about this comment letter. My e-mail address is tmajewski@srcrm.com, and my telephone is (520) 907-9677.

Sincerely,



Teresita Majewski, Ph.D., RPA, FSA
Chair, Tucson-Pima County Historical Commission

cc: Ms. Regina Romero, City of Tucson Mayor; City of Tucson Councilmembers; Mr. Tim Thomure, City of Tucson City Manager; Ms. Roxanna Valenzuela, City of South Tucson Mayor; Ms. Kristina Swallow, City of Tucson Assistant City Manager; Ms. Koren Manning, City of Tucson Interim Director Planning and Development Services; Ms. Desiree Aranda, City of Tucson Historic Preservation Officer; Mr. Daniel Bursuck, City of Tucson Planning Administrator; Mr. Patrick Hartley, City of Tucson Planning Administrator, Department of Transportation and Mobility; Mr. Josué Licea, City of South Tucson Planning and Zoning Director; City of South Tucson Councilmembers; Pima County Board of Supervisors; Ms. Kris Gade, Director, Pima County Conservation Lands & Resources, Cultural Resources & Heritage Preservation; Mr. Ian Milliken, Pima County Historic Preservation Officer; Ms. Courtney Rose, Pima County Conservation Lands & Resources, Cultural Resources & Heritage Preservation; TPCHC Commissioners; City of Tucson Planning Commission



Complete Streets Coordinating Council

June 03, 2025

City of Tucson
255 Alameda St
Tucson, AZ 85701

Subject: CSCC Support for the 2025 Update to the Major Streets & Routes Plan

Dear Members of the Tucson Planning Commission,

The Complete Streets Coordinating Council (CSCC) supports the updates to the Tucson Major Streets and Routes Plan, or MS&R, which was last updated in 2016. The updates to the MS&R will be helpful in adopting many design options in the complete street guidelines that the CSCC considers when reviewing and approving projects presented to us by the Department of Transportation and Mobility (DTM). DTM has provided several updates to the CSCC with the revisions they have proposed to the MS&R. They have also conducted open houses with the public to provide a chance for Tucsonans to learn and provide input to the plan. The CSCC believes they have developed thoughtful and necessary revisions to the MS&R to better capture the needs for today and the future of Tucson roads.

The MS&R proposed updates cover two major topics they are reclassifying roads, e.g. reclassifying a collector road or a local street or vice versa and changing the width of a road, or Right of Way (ROW). Reclassifying roads allows certain treatments to be applied. As an example, if a street is reclassified from a collector to a local street traffic calming treatments could then be applied. This is useful for a neighborhood street whose community would like safety additions to their roads. Creating safer streets is a major goal for the CSCC. Updating the ROWs for streets allows them to be right sized to support many of the treatments DTM has in their toolbox to support complete streets. Those might include enhanced bike lanes or wider sidewalks to meet modern standards. The revisions of ROWs also give property owners and developers better opportunities to fill empty lots or even not having to demolish current buildings when existing roadways are widened. All of

this has the effect of allowing Tucson to better implement complete streets which has an effect of making Tucson more transportation friendly for everyone who uses it across all modes.

The proposed 2025 MS&R provides a much-needed update from 2016 and allows the City of Tucson to better implement complete streets and in-turn will better serve all Tucsonans. The CSCC supports the updates to the MS&R as presented by DTM.

Sincerely,

Sophia Gonzalez and Marshall Davis
CSCC Co-Chairs

cc: Daniel Bursuck
Nicholas Martell