

PIMA ASSOCIATION OF GOVERNMENTS



REGIONAL **ACTIVE** TRANSPORTATION PLAN



WORKING PAPER 3: PRIORITY NETWORK ALTERNATIVES AND DRAFT PROJECTS

NOVEMBER 2025

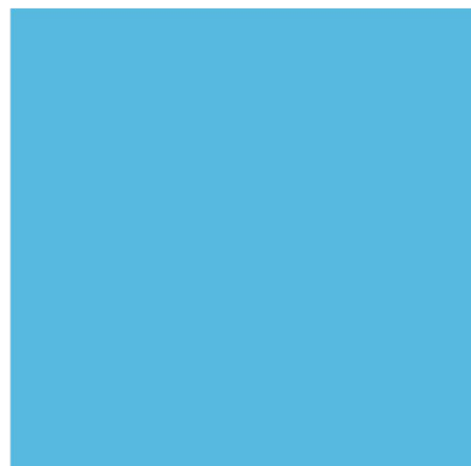
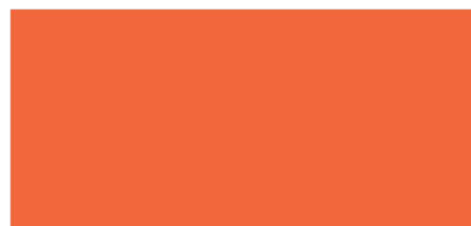




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Introduction



Introduction

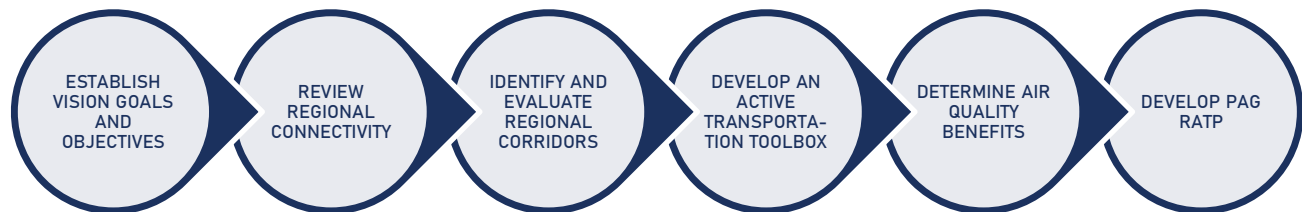
Pima Association of Governments (PAG) is the federally designated metropolitan planning organization (MPO) for the greater Tucson region and oversees regional transportation planning for all of Pima County. PAG is preparing this Regional Active Transportation Plan (RATP) by consolidating and updating the PAG Regional Bicycle Plan, completed in 2009, and the PAG Regional Pedestrian Plan, completed in 2014. The RATP will provide member agencies with a long-term vision, priorities, and implementation tools for active transportation improvements.

Planning Process

The planning process for the PAG RATP is shown in **Figure 1**. The Plan will:

- **Establish a Regional Active Transportation Vision.** The RATP will develop a vision statement, goals, and performance measures to reflect how the region aims to evolve its active transportation network and the tools to measure progress toward its goals.
- **Develop Comprehensive Existing Conditions Data.** Spatial data of existing transportation facilities and surrounding context maintained by local, regional, and state agencies will be reviewed to understand the existing regional connectivity. The RATP will develop consistent, regional data for PAG and its member agencies to use.
- **Prioritize Investments.** Regional corridors will be identified and analyzed to determine where investing in active transportation improvements will provide the most benefit to the region's residents and environment.
- **Build Momentum for Investing in Active Transportation.** The planning process will include a robust engagement process with the public and targeted stakeholders throughout its entirety. This will ensure that all recommended investments are supported by the public. The process should also build excitement for improving active transportation across Pima County.

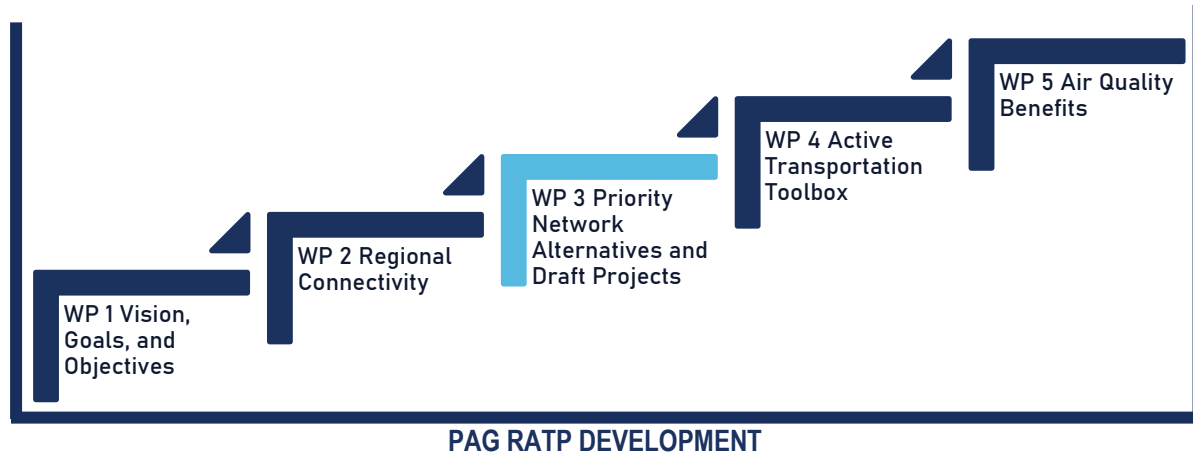
Figure 1. PAG RATP Planning Process



Working Paper Context

Working Paper 3: Priority Network Alternatives and Draft Projects (WP 3) is the third working paper of five in the development of the PAG RATP. Working Paper 3 documents the technical analysis results on the active transportation network, the development of the preferred high-priority network, draft projects for the network, and public engagement results. The working papers in the RATP development process are shown in **Figure 2**.

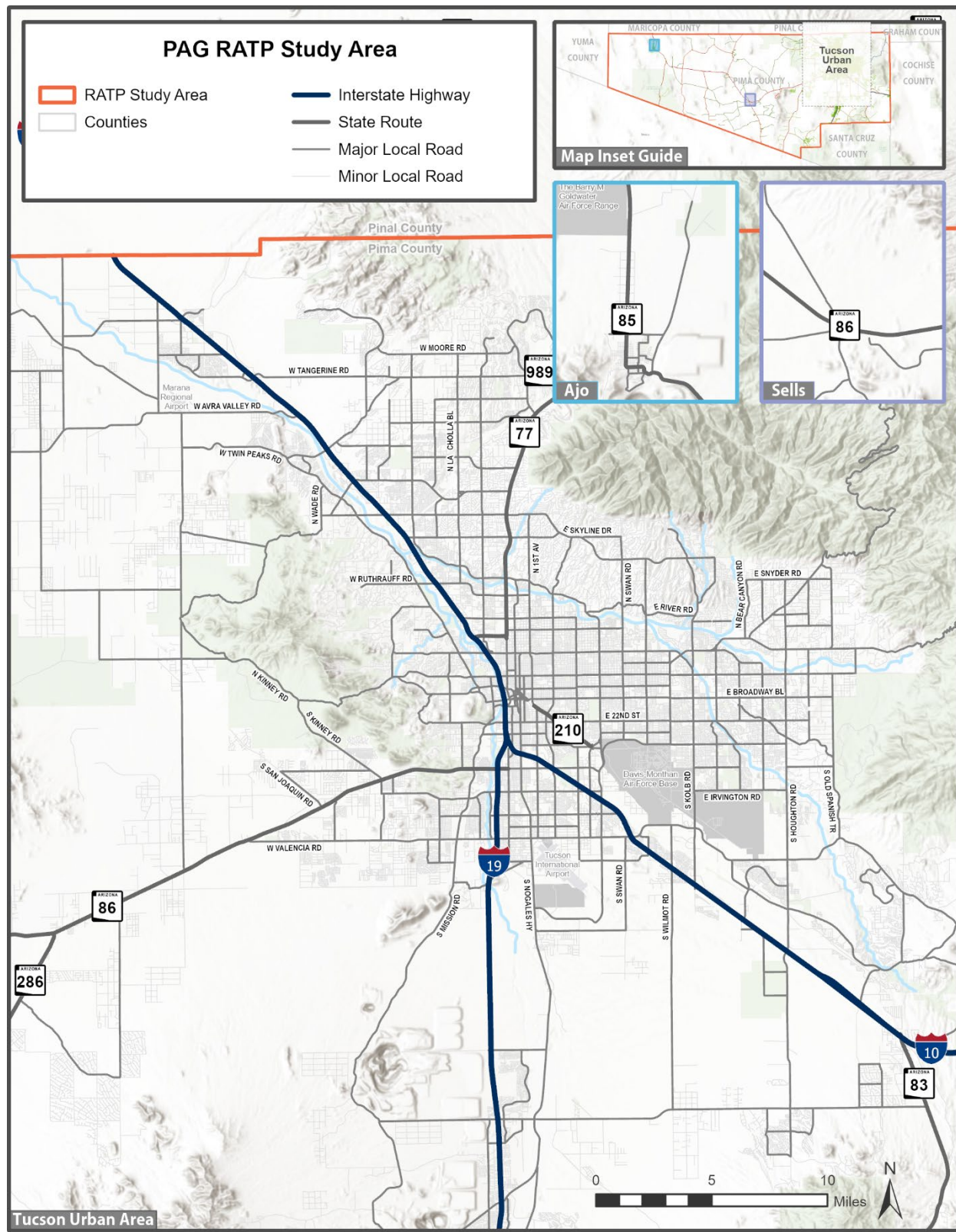
Figure 2. PAG RATP Development Process



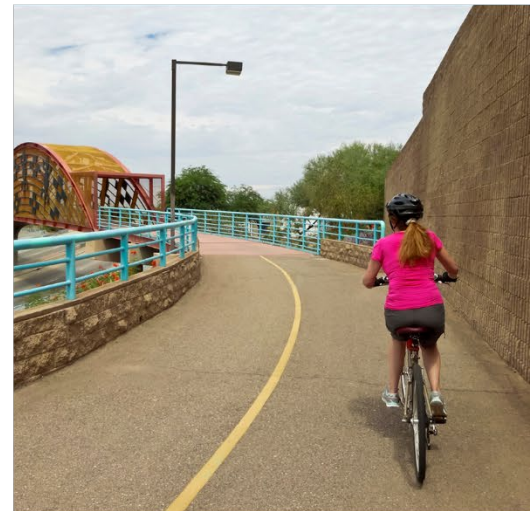
Study Area

Figure 3 shows the PAG RATP study area. The study area includes all of Pima County, which encompasses PAG's member jurisdictions: Pima County, City of Tucson, City of South Tucson, Town of Marana, Town of Oro Valley, Town of Sahuarita, Pascua Yaqui Tribe, Tohono O'odham Nation, and the Arizona Department of Transportation (ADOT).

Figure 3. PAG RATP Study Area



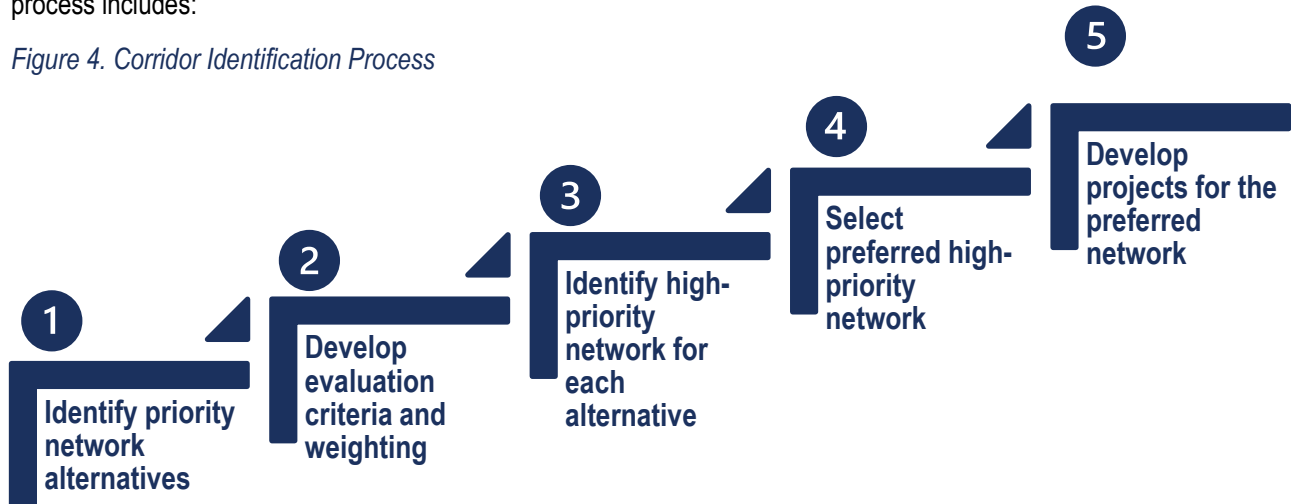
Corridor Identification Overview



Corridor Identification Overview

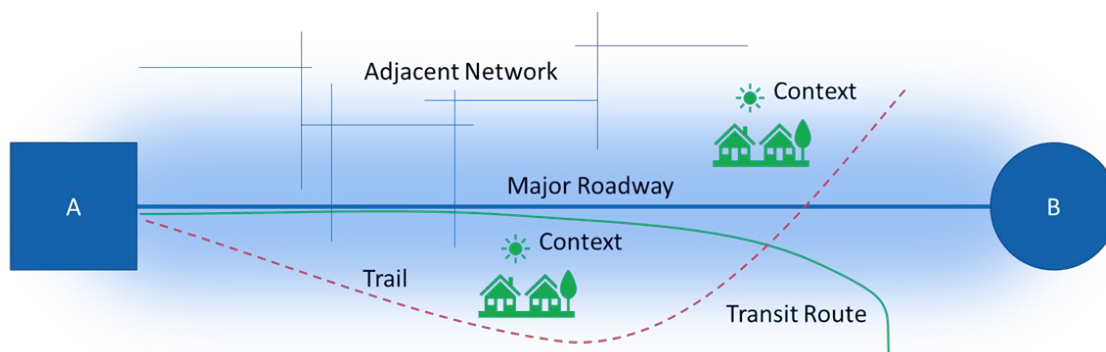
To identify priority corridors in the region, priority network alternatives were developed. These alternatives help understand how different regional priorities influence key active transportation corridors. The corridor identification process includes:

Figure 4. Corridor Identification Process

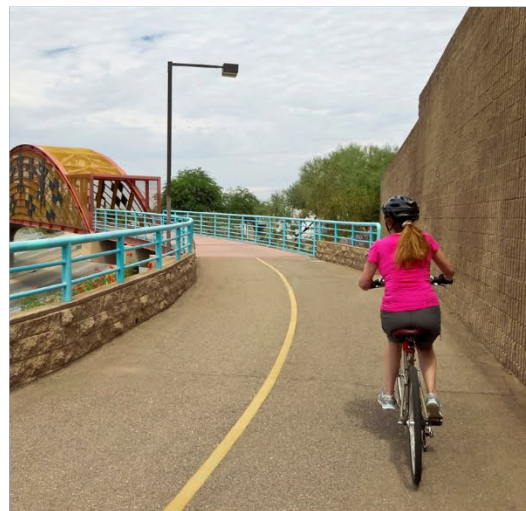


- 1 Based on findings from WP 1, WP 2, and round 1 of public engagement, three priority network alternatives were identified highlighting different active transportation priorities to identify key corridors in the region.
- 2 To assess the identified priority network alternatives, regional priorities and associated evaluation criteria were developed to assess each alternative based on technical analyses. Each priority network alternative weighting will differ to best emphasize priorities that align with the alternative.
- 3 Following the applied weighting to the arterial network segments, each priority network alternative will result in top segments in each geographic area. These segments will be connected to create a high-priority network for each alternative.
- 4 Based on the high-priority network for each alternative, a formula was developed to identify the regions preferred high-priority network.
- 5 Based on the segments in the preferred high-priority network, active transportation projects were recommended to meet the current active transportation demand.

Although the arterial network will be prioritized to develop the preferred high-priority network, resulting projects may be implemented on parallel corridors to improve comfort for pedestrians and bicyclists. These may include adjacent local or collector roadways, or off-street trails, depending on the current network context, surrounding land uses, and transit access.



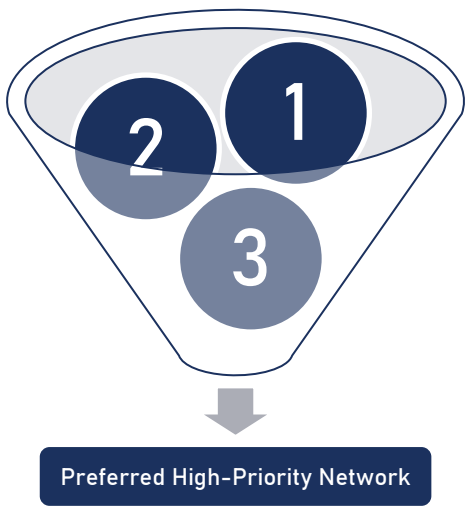
Priority Network Alternatives



Priority Network Alternatives

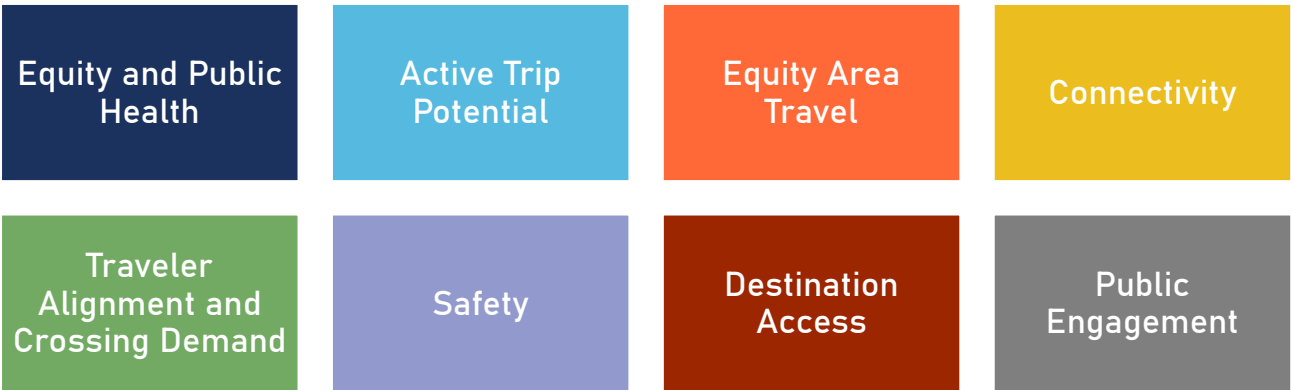
Each priority network alternative aims to prioritize a different key element to a successful active transportation system. The three alternatives identified to assess the active transportation network in the PAG region include:

- 1 MAXIMIZING NEED-BASED CONNECTIVITY**
Focus the high-priority network on areas with high active transportation propensity and limited other travel options.
- 2 MAXIMIZING ACCESSIBILITY**
Focus the high-priority network on reaching the maximum number of people across the PAG region.
- 3 MAXIMIZING SAFETY**
Focus the high-priority network on addressing data-driven and perceived active transportation safety issues.



Corridor Priorities and Evaluation Criteria

The identified corridor priorities for the region's active transportation network are shown below.



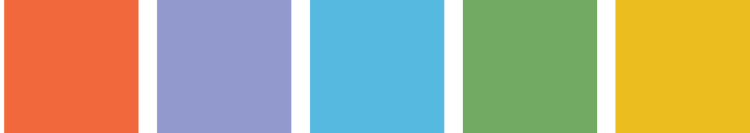
Evaluation criteria were developed for each priority based on technical analyses completed on the arterial network. The evaluation criteria for each corridor priority are shown below.

EQUITY AND PUBLIC HEALTH	Ave.rage equity and public health score
ACTIVE TRIP POTENTIAL	- Ave.rage number of trips with active trip potential by destination - Ave.rage number of short vehicle trips per square mile - Ave.rage number of short vehicle trips by destination
EQUITY AREA TRAVEL	Segment is within one or connects two previously identified disadvantaged block groups
CONNECTIVITY	- Ave.rage bicycle connectivity ratio - Ave.rage pedestrian connectivity ratio - Ave.rage bicycle connectivity to bus stops - Ave.rage pedestrian connectivity to bus stops
TRAVELER ALIGNMENT AND CROSSING DEMAND	- Number of crossing trips - Mode shift potential
SAFETY	- Number of bicycle-involved collisions - Number of pedestrian-involved collisions - Pedestrian safety index - Bicycle safety index
DESTINATION ACCESS	- Segment is within ¼ mile of a school - Segment is within ¼ mile of an employment center - Segment is within 2 miles of a regional activity center - Segment is within 2 miles of a regional park - Segment is within a 10-minute walkshed from a bus stop
PUBLIC ENGAGEMENT	- Number of 'Suggested Bike Corridor Improvements' comments - Number of 'Suggested Sidewalk Corridor Improvement' comments - Number of 'Suggested Trail Corridor Improvements' comments - Number of 'Crossing Issues' comments - Number of 'Important Destination' comments - Number of 'Safety Hazard' comments - Number of 'Barrier' Comments - Number of 'Other Issue' comments

The sections below highlight the results of the analyses that make up the evaluation criteria. Network analyses were conducted using regional and big data sources to quantify existing active transportation conditions in the region. Methodology and detailed analysis results are shown in **Appendix A**.

TECHNICAL WORKING GROUP (TWG) MEETING 3. CORRIDOR EVALUATION METHODOLOGY

TWG Meeting 3 was held virtually January 15, 2025. The project team shared findings from the technical analyses and presented the initial corridor evaluation and network development methodology. The TWG provided buy-in on the methodology.



Equity and Public Health

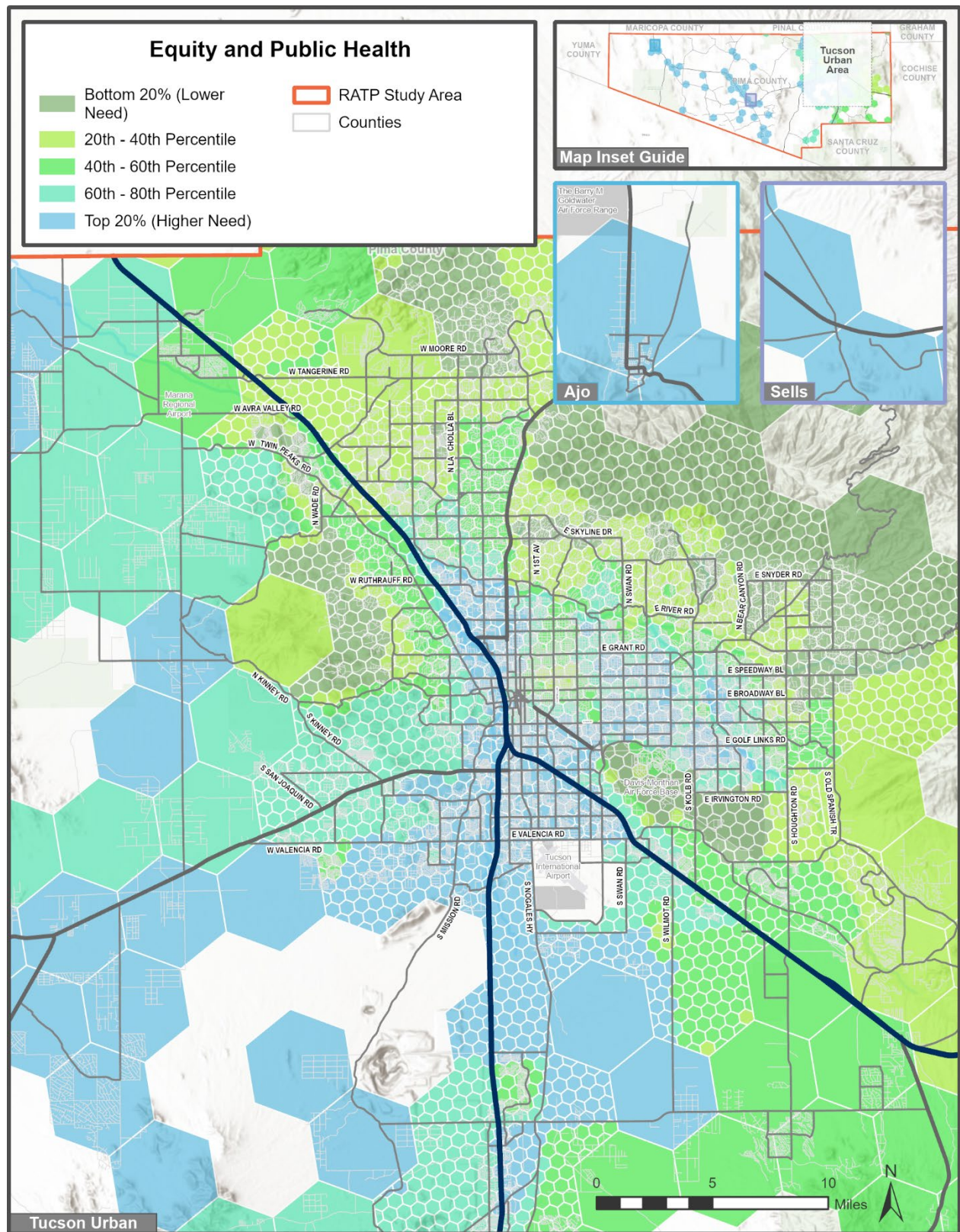
Equity and public health results aid in identifying concentrations of historically disadvantaged or vulnerable populations in the study area. The equity and public health analysis identified areas with overlapping socioeconomic and public health inequities based on the following variables:



Figure 5 shows the equity and public health score for block groups in the region. Areas of higher need are typically concentrated south of I-10 and near I-19, including the neighborhoods of Drexel Heights. Compared to the rest of the county, these neighborhoods have lower educational attainment rates, lower income, and poorer air quality. The Following Wells neighborhood has a high need due to lower vehicle access, lower income, and higher mobility disabilities. In rural portions of the county, nearly all populated areas are identified as areas of need, especially on the Tohono O’odham Nation.

Areas with high equity and public health needs are located near large transportation infrastructure, including the interstate system and Tucson International Airport, creating significant barriers for active transportation. These communities commonly have less access to vehicles, making residents more reliant on active transportation.

Figure 5. Equity and Public Health



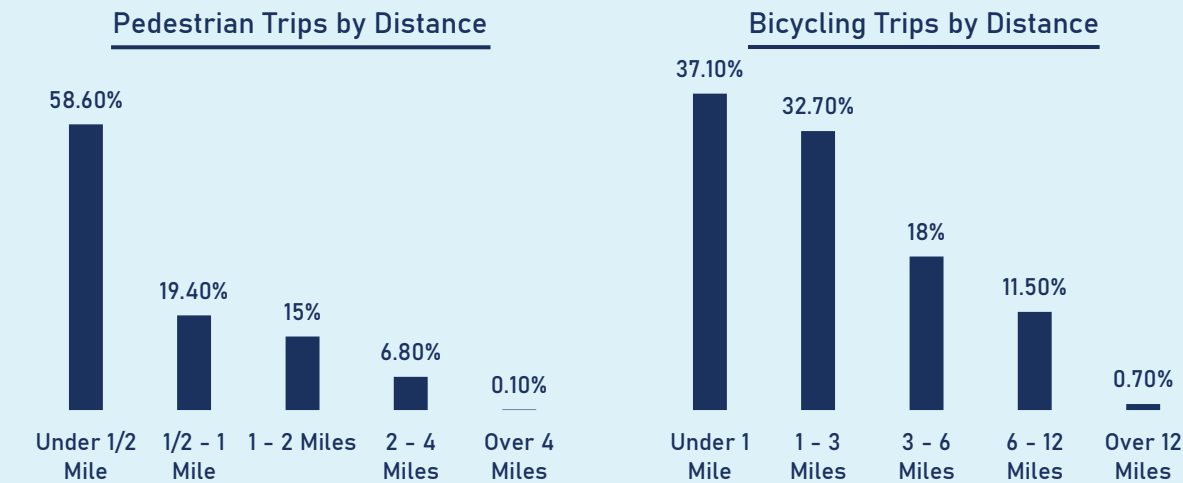
Source: Replica Places, 2023

Active Trip Potential

Analysis of regional travel patterns aim to understand travel patterns in Pima County and estimate the potential for increasing travel using active transportation modes. The regional travel patterns analysis was based on active trip potential and origin-destination analysis.

REGIONAL TRIP CHARACTERISTIC SNAPSHOT

The distribution of trip distances by modes were assessed to understand key trip characteristics in the region, including:



Source: Replica Places, 2023

30% of vehicle trips are less than three miles in length. These trips are considered “short trips” and are candidates for mode shift in the region.

The active trip potential analysis identifies areas of Pima County with a concentration of short trips taken by motor vehicle. These areas have strong potential for a reduction in vehicle trips if supportive infrastructure is available for people to choose active modes of travel.

Figure 6 shows block groups by number of trips with active trip potential. Active trip potential is highest where urban and suburban areas meet, and the roadway network is well connected. These areas also have local amenities and employment opportunities nearby, reducing the need for long trips although land use patterns often encourage car travel.

Key areas with active trip potential include Ajo, Green Valley, north of the Tucson International Airport, and east of Drexel Heights. Downtown Tucson and University of Arizona have a lower rate of short vehicle trips because short trips are already being made by active modes and are less convenient by car.

Origin-destination analysis in the region was assessed to determine where trips are most commonly beginning and ending by each mode. Many short vehicle trips occur along Speedway Boulevard, especially surrounding the University of Arizona. The average number of short vehicle trips per square mile is shown in **Figure 7**. The average number of short vehicle trips (trips under three miles) by destination is shown in **Figure 8**. Trips ending in suburban communities surrounding Tucson are more likely to be short vehicle trips, including Oro Valley, Marana, and Rita Ranch.

Pedestrian activity hubs are distributed throughout the region, with most trips surrounding the University of Arizona and downtown Tucson. Although bicycling activity hubs are similar to that of pedestrians, there is a higher reliance on The Loop and infrastructure connecting the University of Arizona and The Loop, such as Mountain Avenue.

Figure 6. Percentage of Trips with Active Mode Shift Potential

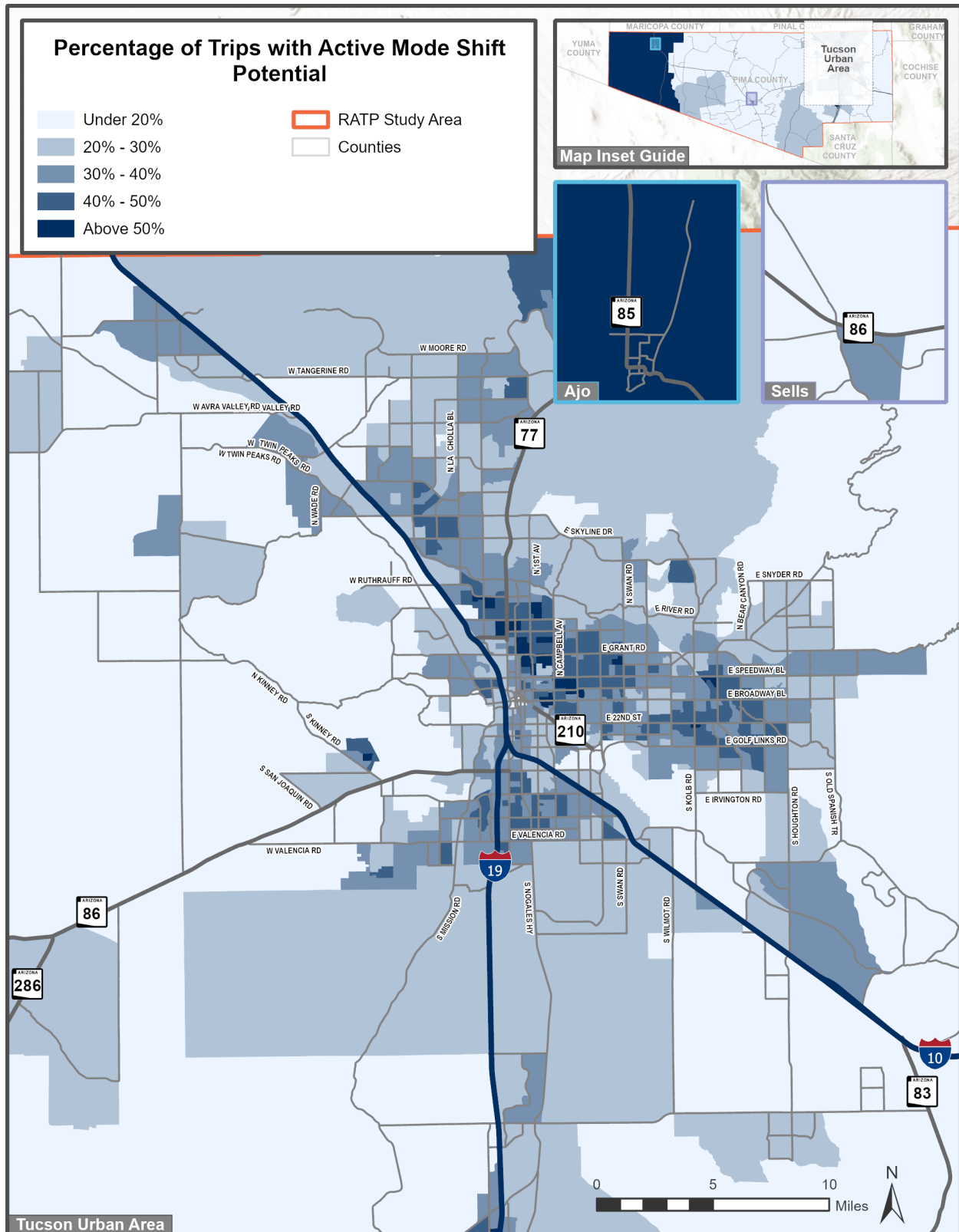
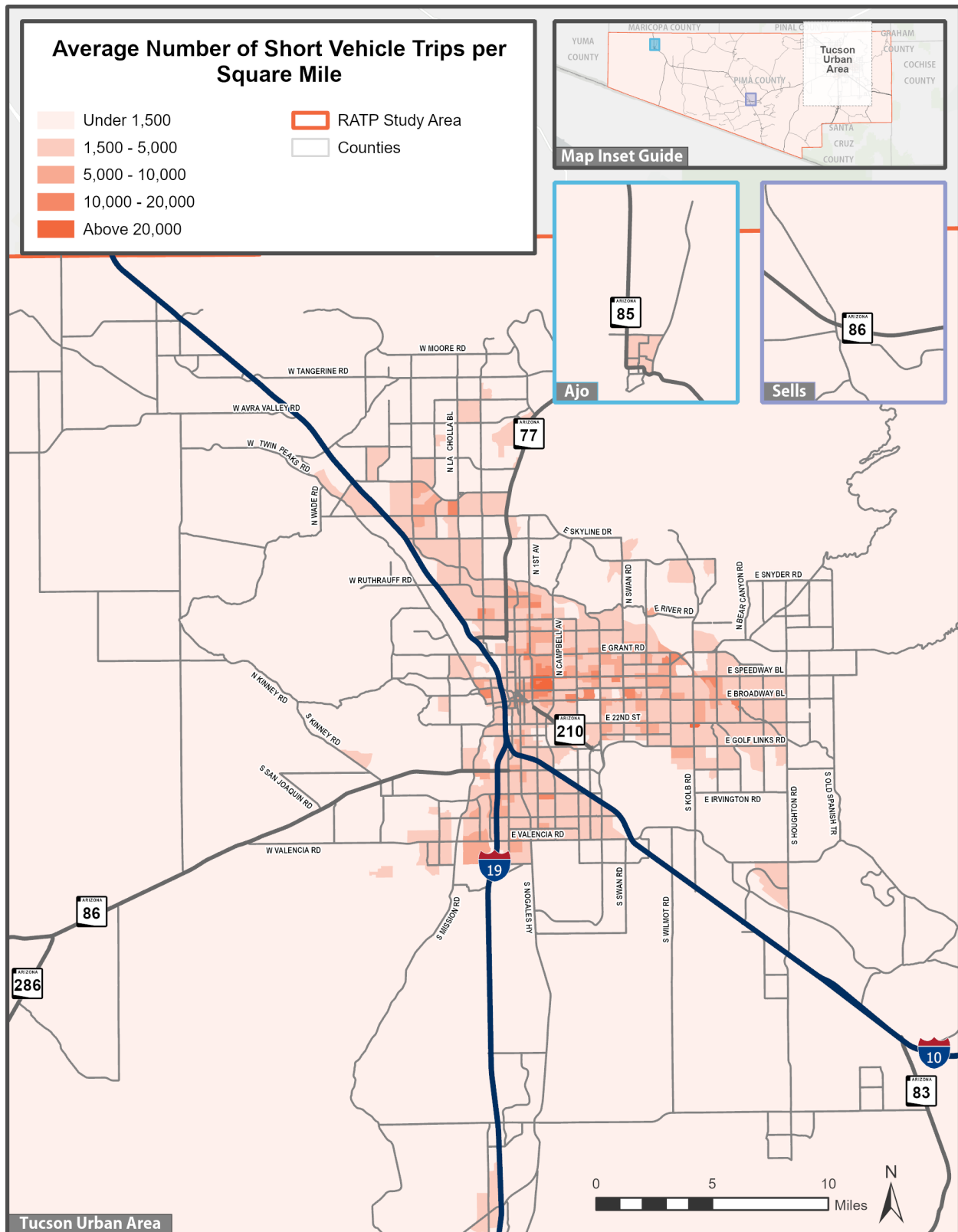
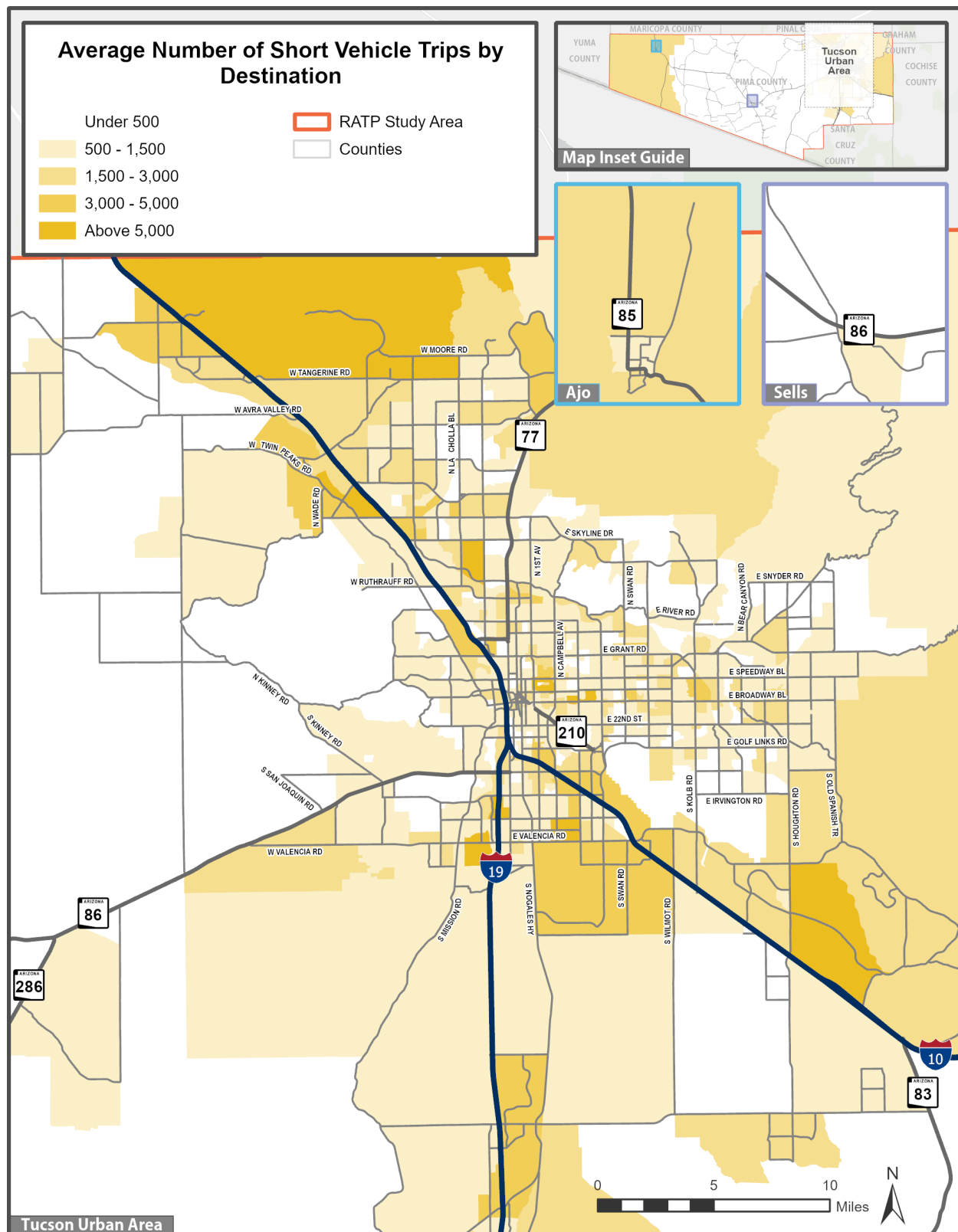


Figure 7. Average Number of Short Vehicle Trips per Square Mile



Source: Replica Places, 2023

Figure 8. Ave.rage Number of Short Vehicle Trips by Destination



Source: Replica Places, 2023

Equity Area Travel

The equity area travel assessment identifies trip origin and destinations of vulnerable populations in the region, leveraging previously identified disadvantaged areas to identify areas with significant need. Areas with high origin and destination locations are also typically in areas of high equity need. Significant trips from these tracts are traveling to areas near Tucson Mall, Foothills Mall, and areas with warehouse stores, acting as a potential employment opportunity for residents.

Considering improvements between areas of need and employment opportunities is important to serving vulnerable populations. Comparatively, trips beginning in areas without equity need are traveling primarily to unincorporated Pima County, Oro Valley, and Marana.

Connectivity

The connectivity analysis measures how far someone can travel using the existing roadway network with a walk threshold of 10 minutes or bicycling threshold of 15 minutes. The analysis results in a ratio of actual reachable area to the area that would be accessible if a straight route was available in all directions, without barriers such as buildings or roadways. A higher connectivity ratio signals a more robust active transportation network.

BICYCLE CONNECTIVITY

Bicycle connectivity ratios are highest in central Tucson, where there is a dense network of well-connected roadways. Most suburban and rural areas have a low connectivity ratio, although Picture Rocks has a high connectivity ratio due to the community's development pattern. **Figure 9** shows the average bicycle connectivity ratio throughout the region.

PEDESTRIAN CONNECTIVITY

Similar to bicycle connectivity, pedestrian connectivity ratios are typically lower in areas that are bisected by large roadways with limited crossing opportunities, such as I-10. While bicycle connectivity tends to gradually decrease away from downtown Tucson, pedestrian connectivity is impacted more by larger development, such as golf courses and master planned communities. **Figure 10** shows the pedestrian connectivity ratio throughout the region.

TRANSIT CONNECTIVITY

Pedestrian and bicycle connectivity to bus stops is best surrounding downtown Tucson and is particularly low in South Tucson, Oro Valley, surrounding Tucson International Airport, and the Pascua Yaqui Tribe.

Figure 9. Average Bicycle Connectivity Ratio

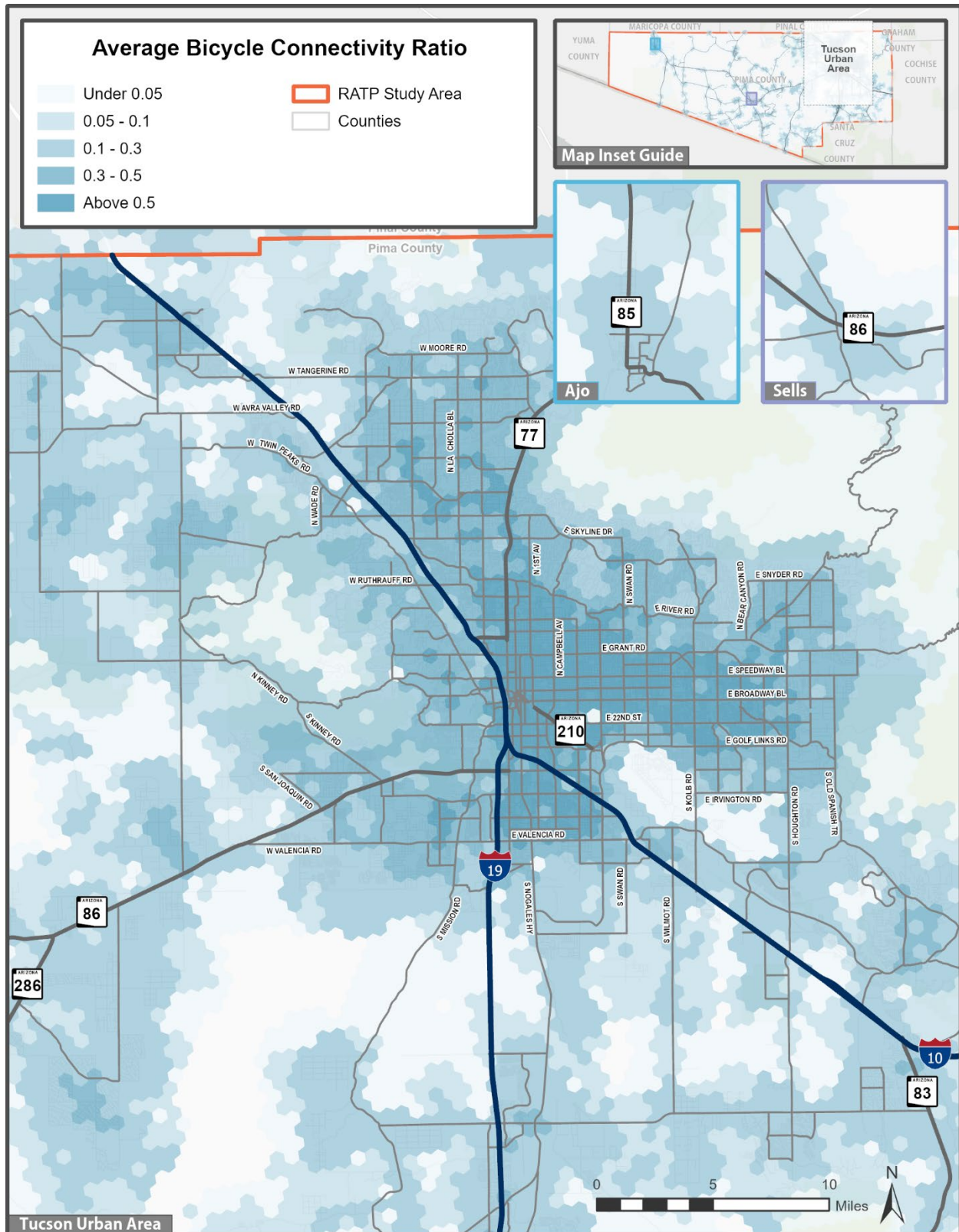
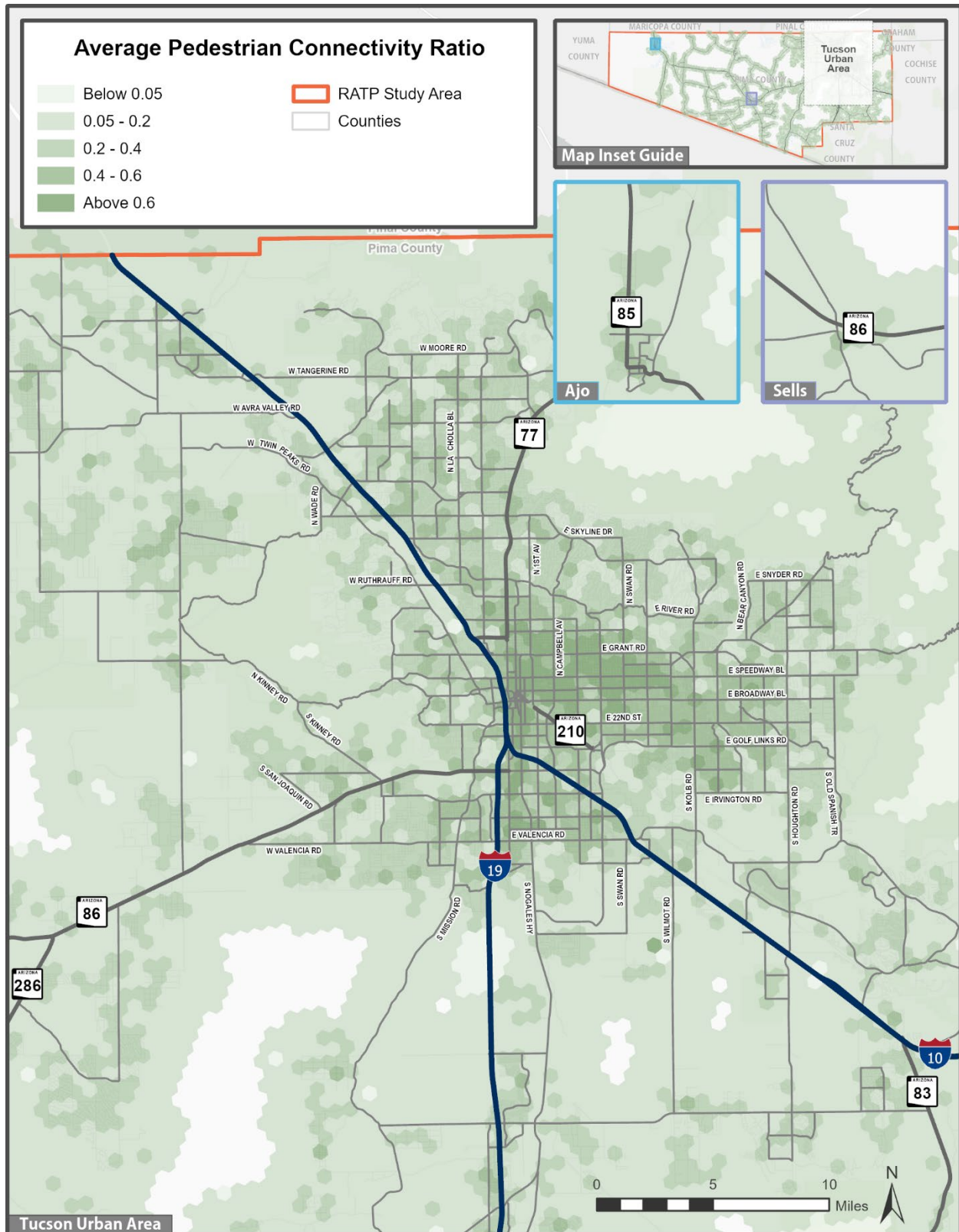


Figure 10. Ave.rage Pedestrian Connectivity Ratio



Traveler Alignment and Crossing Demand

Traveler alignment applies active trip potential in the region to the roadway network to identify areas with high demand for active transportation facilities in the vicinity. While the analysis was completed on the arterial network and vehicle trips may be on the assessed arterial roadway, the trips converted to active transportation may be on a surrounding roadway with lower traffic volumes.

MODE SHIFT POTENTIAL

Mode shift potential demand is highest surrounding east-west corridors near downtown Tucson and both north-south and east-west corridors north of the Tucson International Airport. **Figure 11** shows mode shift potential on the arterial network.

CROSSING DEMAND

Crossing demand quantifies the demand for crossing facilities near major roadways, considering the number of short vehicle trips that cross an arterial. The assessment aims to highlight where improved crossing may remove barriers to mode shift. Areas with high crossing potential include:

- North of the Tucson International Airport
- East Tucson near Kolb Road and Speedway Boulevard
- Near the Tucson Mall
- Marana near I-10

Figure 12 shows the number of potential crossing trips on the arterial network.

Safety

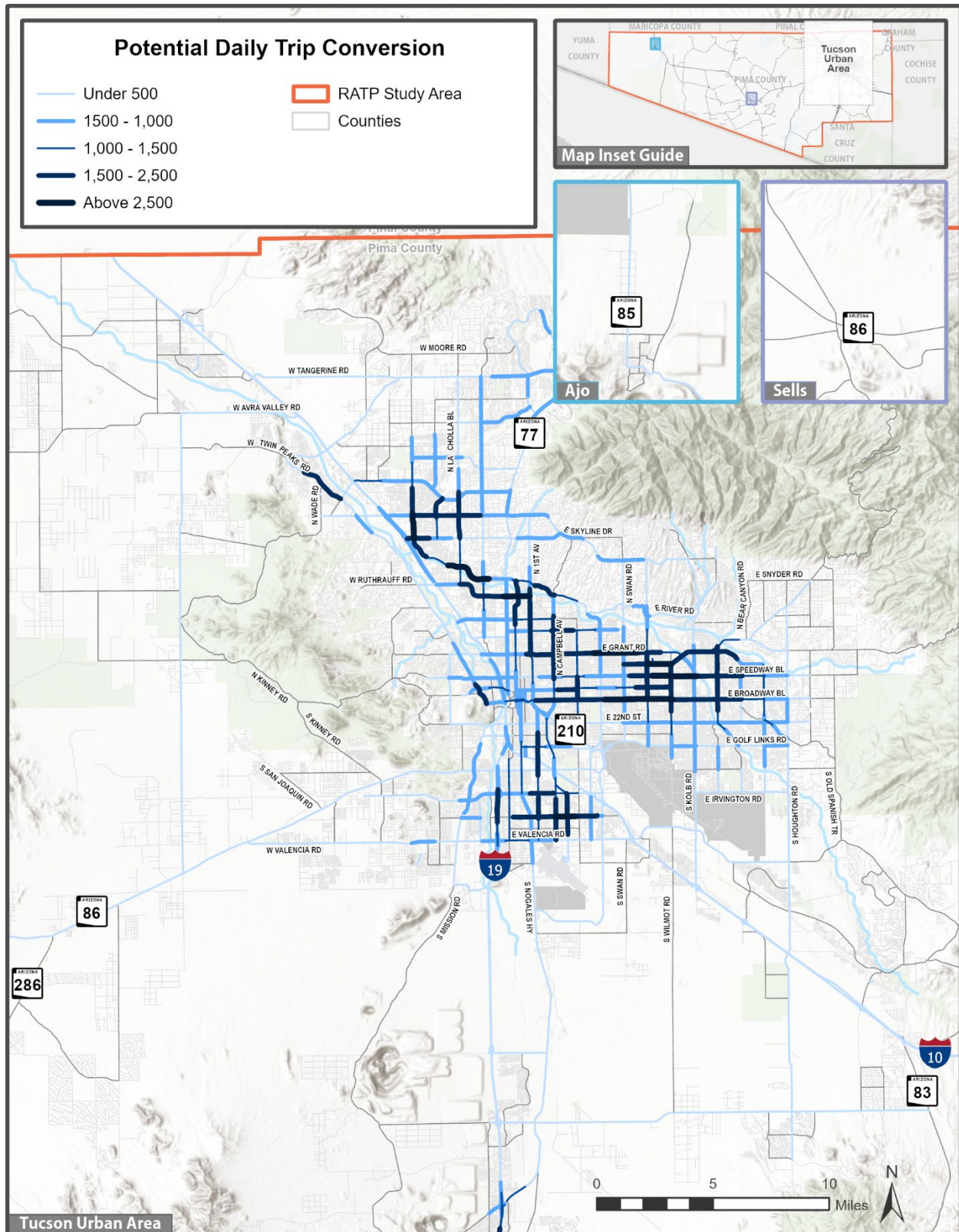
The safety analysis assessed the density of bicycle- and pedestrian-involved collisions by severity on roadway segments in the region. The analysis resulted in a 'collision severity index score' which considered the total number of collisions and their severity to develop a normalized weighted collision score.

Areas with high collision severity index are spread throughout the region, indicating that safety concerns are not concentrated in one area of the region. Segments with the highest normalized weighted collision score include:

- Valencia Road from Fiesta Ave. to 8th Ave.
- 22nd Street from Herbert Ave. to 4th Ave.
- Grant Road from Haskell Drive to Alvernon Way
- Grant Road from Oracle Road to just east of the intersection
- Pima Street from Jerrie Blvd. to Catalina Ave.
- Veterans Boulevard from 7th Ave. to 6th Ave.
- Congress Street from Herbert Ave. to 4th Ave.
- Speedway Blvd. from Ash Ave. to Stone Ave.
- Speedway Blvd. from De Niza Ave. to Park Ave.

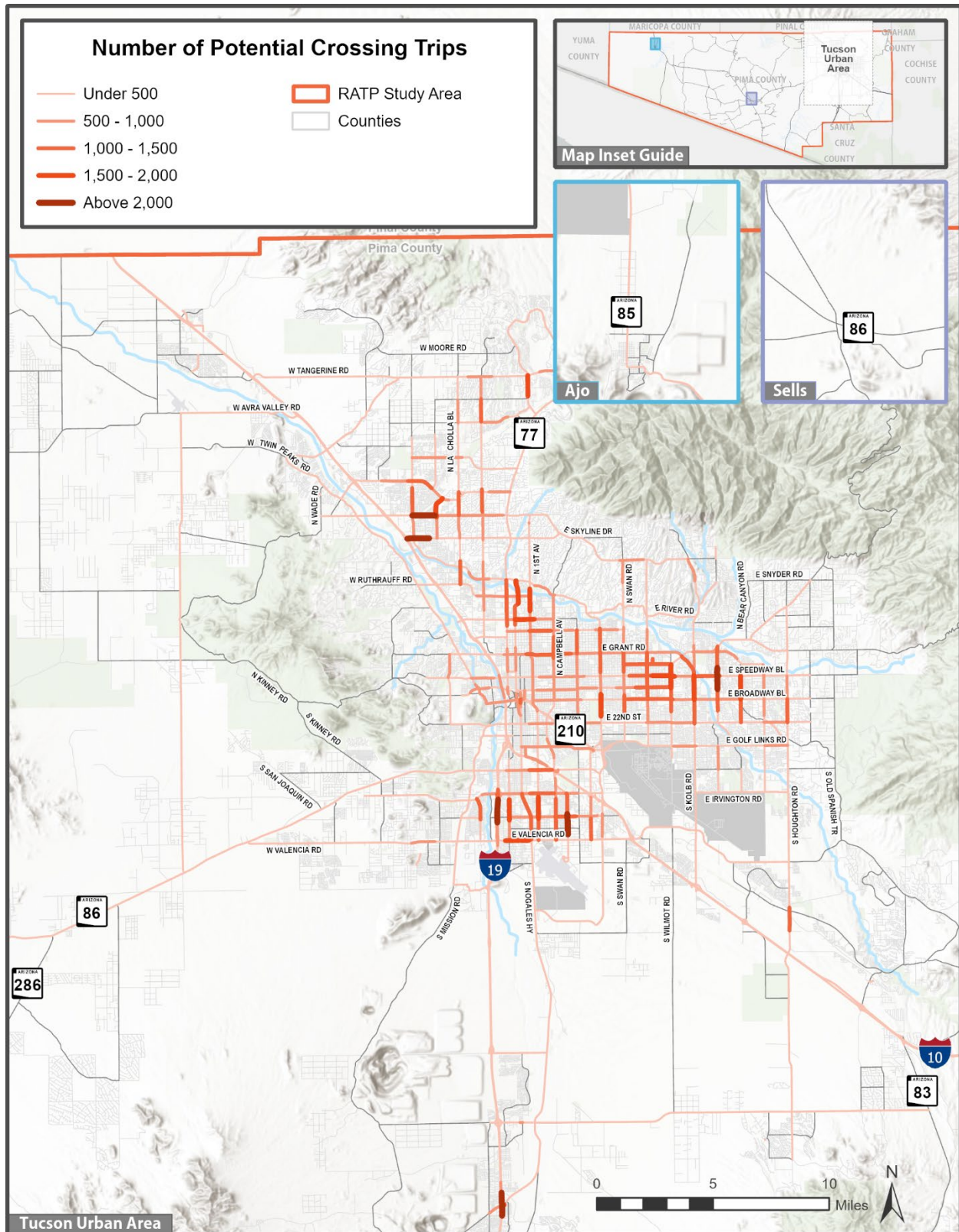
Figure 13 and **Figure 14** shows high-risk corridors for pedestrians and bicyclists respectively. High-risk corridors are not limited to one area of the region but do cluster around arterial roadways.

Figure 11. Potential Daily Trip Conversion



Source: Replica Places, 2023

Figure 12. Number of Potential Crossing Trips

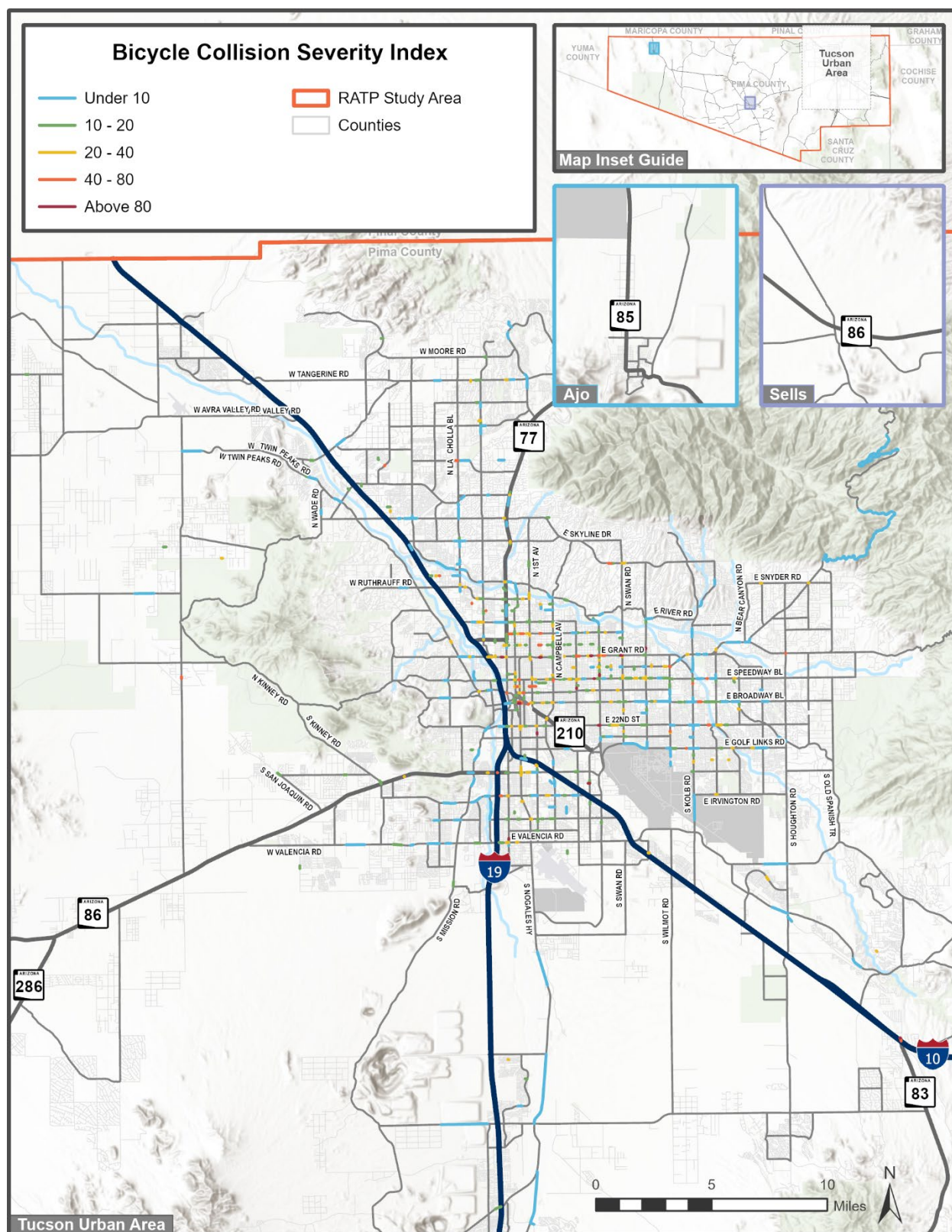


Source: Replica Places, 2023

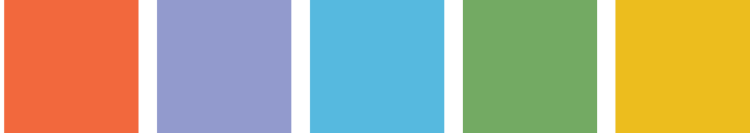
Source: Replica Places, 2023



Figure 14. Bicycle Collision Severity Index



Source: Replica Places, 2023



Destination Access

To understand roadway segments location in relation to key destinations likely to generate active transportation trips, the following activity centers were documented in the region:



Figure 15 shows key activity centers in the PAG region. Segments within the following radius of each activity center were considered applicable:

- School: quarter mile
- Employment Center: quarter mile
- Regional Activity Center (regional recreational areas, museums, hospitals, tech parks, and large sports complexes): 2 miles
- Regional Park: 2 miles
- Bus Stop: 10-minute walkshed

Public Engagement

Round 1 of public engagement for the RATP was used to inform the priority network alternatives evaluation criteria. The engagement opportunity was live from July to October of 2024. Input was gathered in a variety of formats to receive feedback on the existing conditions of the region’s active transportation network, including identifying barriers, gaps, and where existing infrastructure is working well.

VIRTUAL ENGAGEMENT

To gather feedback virtually, Public Coordinate was used to share an interactive map and a companion electronic survey had been developed. Respondents could drop pins on the map to identify locations where there are needs and challenges regarding barriers, bikes, pedestrians, crossings, safety, or important destinations. The virtual survey and mapping opportunity was advertised via social media, email announcements through PAG, on the PAG website, and through member agency electronic newsletters and email announcements.

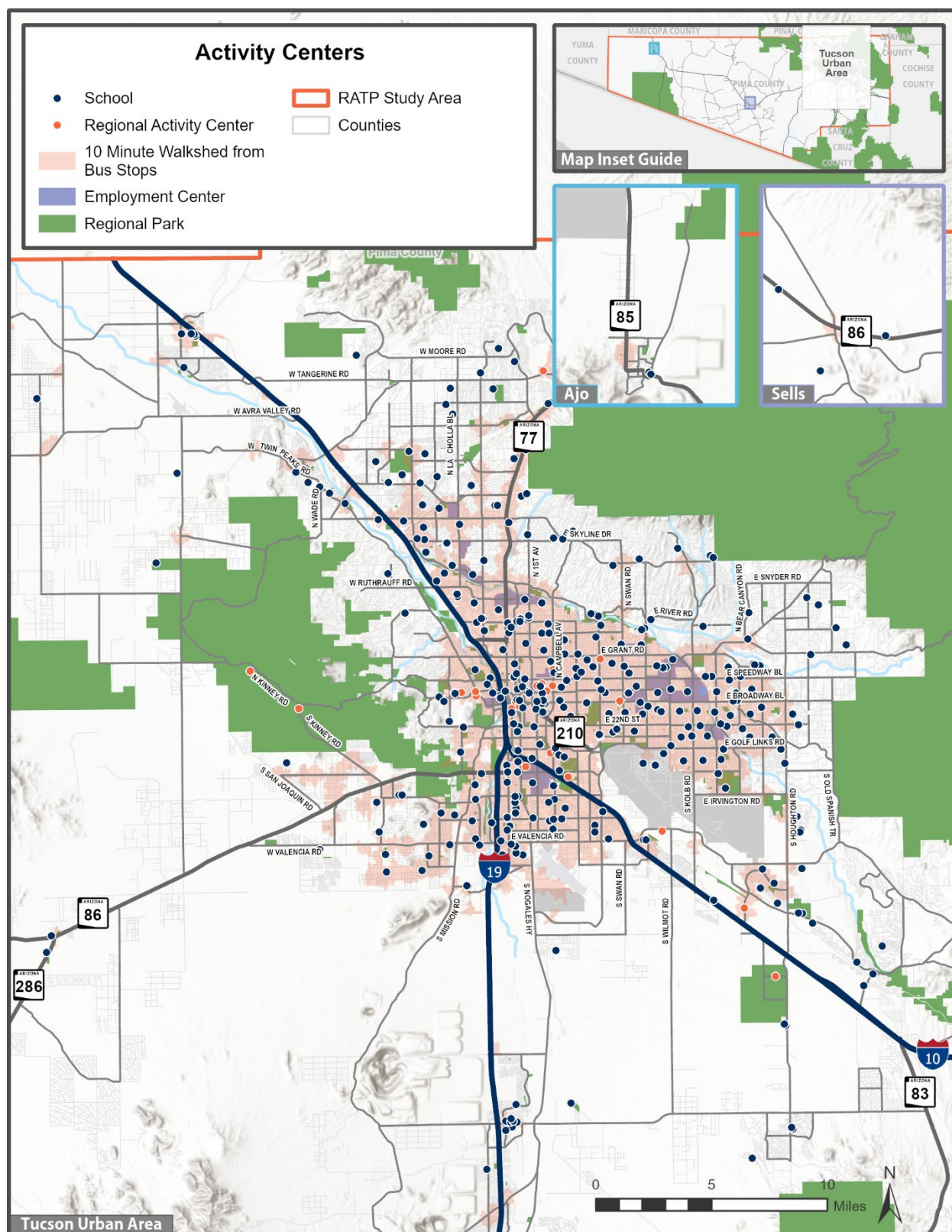
IN-PERSON ENGAGEMENT

To conduct in-person engagement, community wide pop-up events were held to provide attendees with project information and help raise awareness of active transportation issues in the region. Parallel events were held throughout the region to reach a wide and diverse audience. A summary of community pop-up events is shown below.

Attendees were informed of the RATP and its proposed goals. The project team guided attendees to the virtual web map and survey to identify areas with existing active transportation issues and provide input on the study’s goals. In-person engagement materials are shown in **Appendix B**.

Reid Park Summer Road Race	July 25, 2024
Meet Me at Maynards	August 14, 2024
Sahuarita Breeze in the Trees	August 17, 2024
FUGA Bicicleteada del Sur	August 30, 2024

Figure 15. Activity Centers

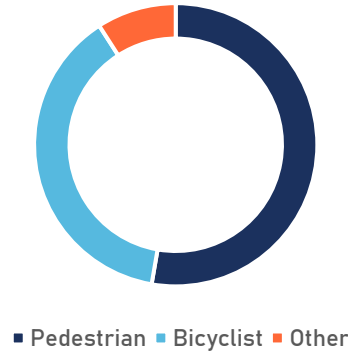


RESULTS

115 survey responses

277 web map comments

78% of respondents typically use the active transportation network for recreation

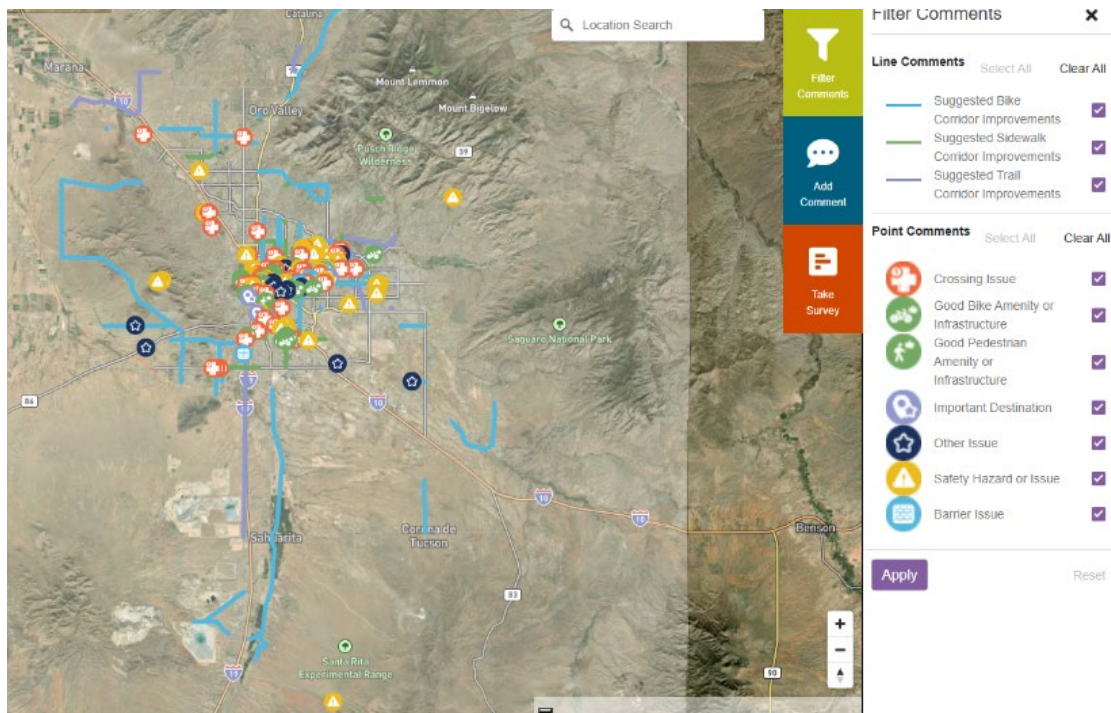


More respondents are pedestrians than bicyclists

On the public web map, respondents were asked to identify locations with infrastructure needs, examples of effective active transportation infrastructure, or prime candidates for corridor improvements. These identified locations informed both safety considerations and the network prioritization process. By assigning higher scores to areas with a larger concentration of public input points, the prioritization process ensured that segments with strong community interest received appropriate attention and was used during the network alternatives process. Responses are summarized below and shown in **Figure 16**.

8 Barrier Issue	15 Good Bike Amenity or Infrastructure
53 Crossing Issue	10 Good Pedestrian Amenity or Infrastructure
15 Other Issue	4 Important Destination
46 Safety Hazard or Issue	71 Suggested Bike Corridor Improvements
44 Suggested Sidewalk Corridor Improvements	11 Suggested Trail Corridor Improvements

Figure 16. Public Coordinate Comments





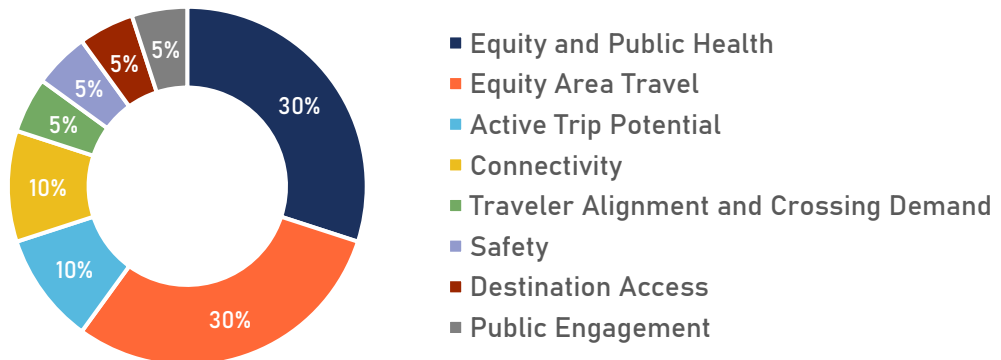
Priority Network Alternative Weighting

To identify the appropriate corridors for each priority network, the above evaluation criteria was weighted to align with each alternative priority. The weighting for each priority network alternative is shown below.

MAXIMIZING NEED-BASED CONNECTIVITY

The priority weighting for the 'Maximizing Need-Based Connectivity' Network Alternative is shown in **Figure 17**.

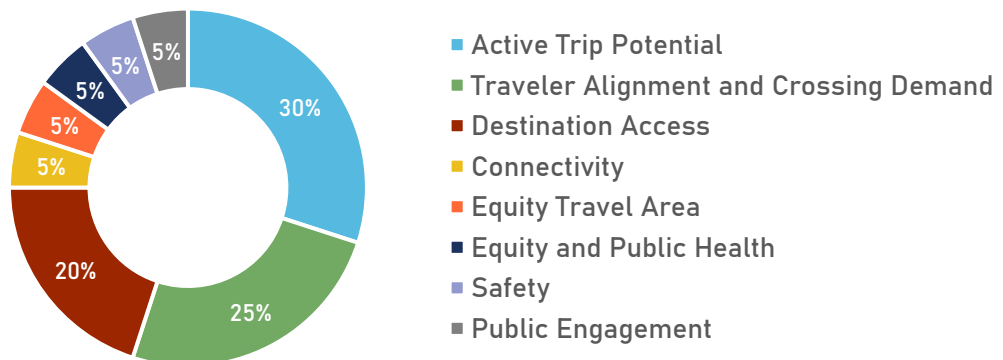
Figure 17. Maximizing Need-Based Connectivity Network Package Weight



MAXIMIZING ACCESSIBILITY

The priority weighting for the 'Maximizing Accessibility' Network Alternative is shown in **Figure 18**.

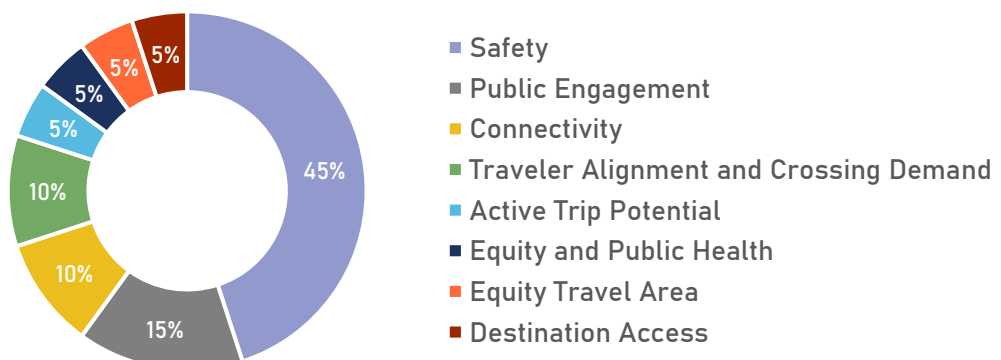
Figure 18. Maximizing Accessibility Network Package Weighting



MAXIMIZING SAFETY

The priority weighting for the 'Maximizing Safety' Network Alternative is shown in **Figure 19**.

Figure 19. Maximizing Safety Network Package Weighting



Priority Network Alternative Results

Following identification of the appropriate weighting for each priority network alternative, the arterial segments were assessed against the identified evaluation criteria using Geographic Information Systems (GIS) and Microsoft Excel. To assess arterial segments, the region was split into nine geographic areas, shown in **Figure 21**. The geographic areas are generally formed by physical barriers such as interstates and rivers and were developed through coordination with PAG staff and TWG representatives. Arterial segments were categorized by the geographic area they predominantly fit in. Each evaluation criteria was applied to each individual arterial segment using GIS and then brought into excel to develop a priority score for each identified network priority.

Each alternative weighting was applied to the priority scores for each segment to develop an alternative score for each segment. The top 10 segments in each geographic area were used to develop a baseline of each priority network alternative. The project team then selected segments to connect the 'top 10' segments to develop a cohesive network for each priority network alternative. This process is summarized in **Figure 20**.

Figure 20. Priority Network Alternative Development Process



TECHNICAL WORKING GROUP MEETING 4. DRAFT STRATEGIC NETWORK PACKAGE RESULTS

TWG Meeting 4 was held virtually March 17, 2025. The meeting reviewed the priority network alternative identification process, the updated priority weighting, and introduced the geographic areas. The TWG also reviewed the draft priority network alternative results and discussed methodology for developing the preferred high-priority network. Following TWG Meeting 4, the TWG could assess the draft priority network alternatives via a web map and provide comments for refinement.

The Technical Working Group provides local knowledge of corridor usage and surrounding land uses that provide important context on the appropriate segments for the priority network alternatives. TWG members provided input on alternative network segments that were captured in the final three priority network alternatives.

Maximizing Need-Based Connectivity Alternative

The Maximizing Need-Based Connectivity Strategic Network Package is shown in **Figure 22**. The top segments and resulting network are concentrated in southwestern Tucson and Pima County. The network has fewer segments east and north of Downtown Tucson.

Maximizing Accessibility Alternative

The Maximizing Accessibility Strategic Network Package is shown in **Figure 23**. Top segments for this priority network alternative are more commonly on north-south corridors. The resulting network is more concentrated in Downtown Tucson, as well as east and north of Downtown.

Maximizing Safety Alternative

The Maximizing Safety Strategic Network Package is shown in **Figure 24**. Unlike the Maximizing Accessibility priority network alternative, top segments identified for this alternative are concentrated on east-west corridors in central Tucson. This alternative also has a high concentration of segments in southern Tucson and very few segments outside of central and southern Tucson.

Figure 21. Geographic Areas

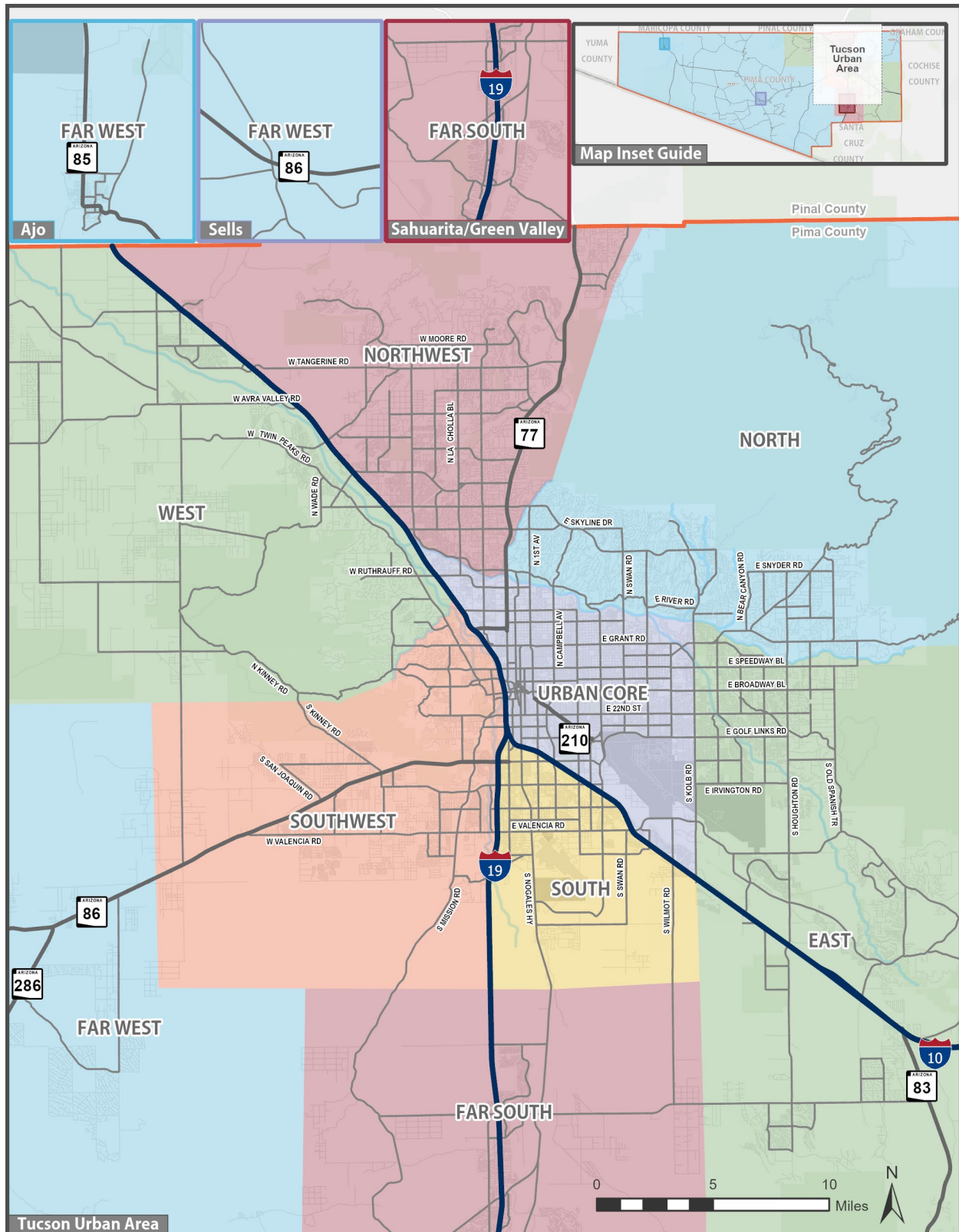


Figure 22. Maximizing Need-Based Connectivity Alternative

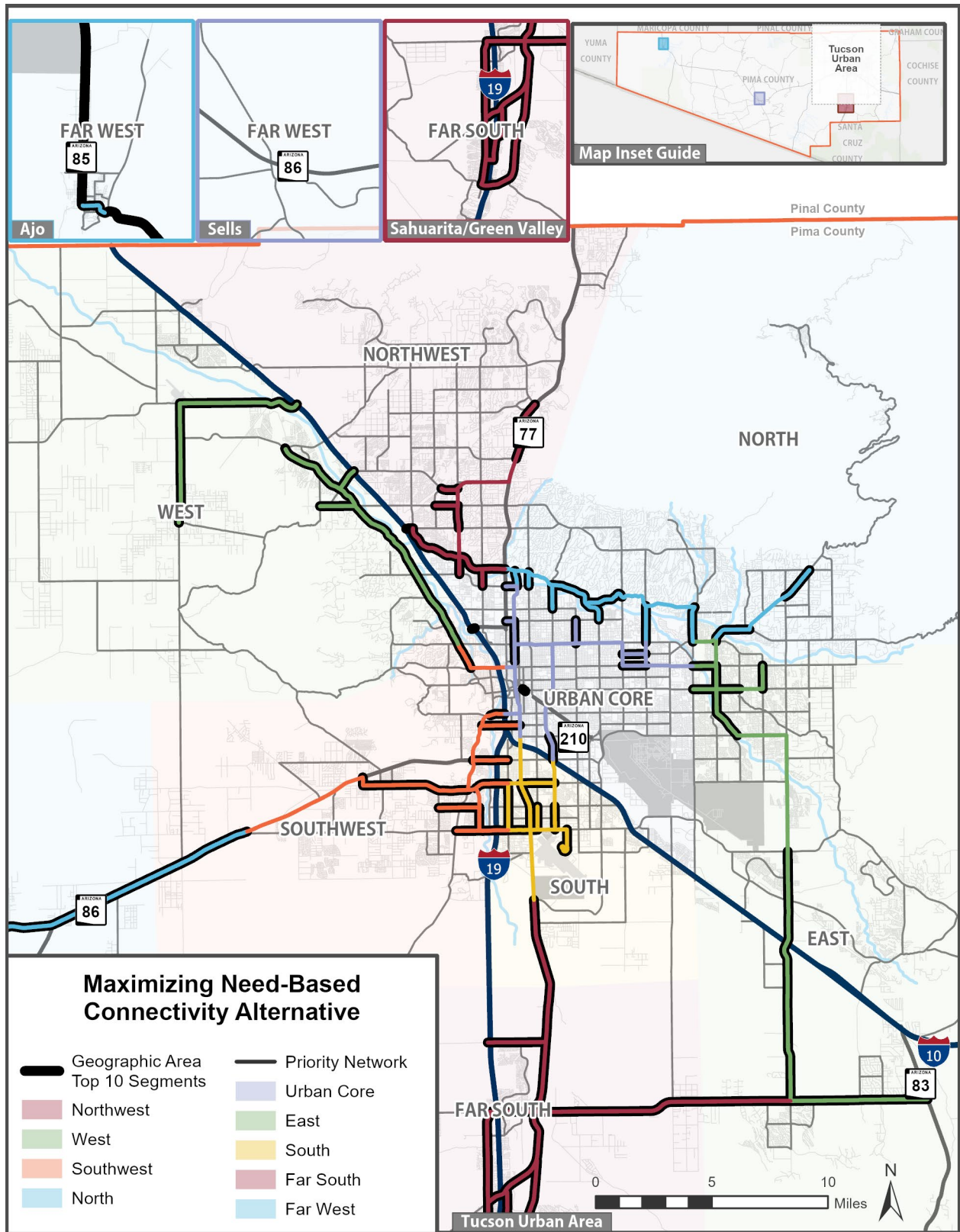


Figure 23. Maximizing Accessibility Alternative

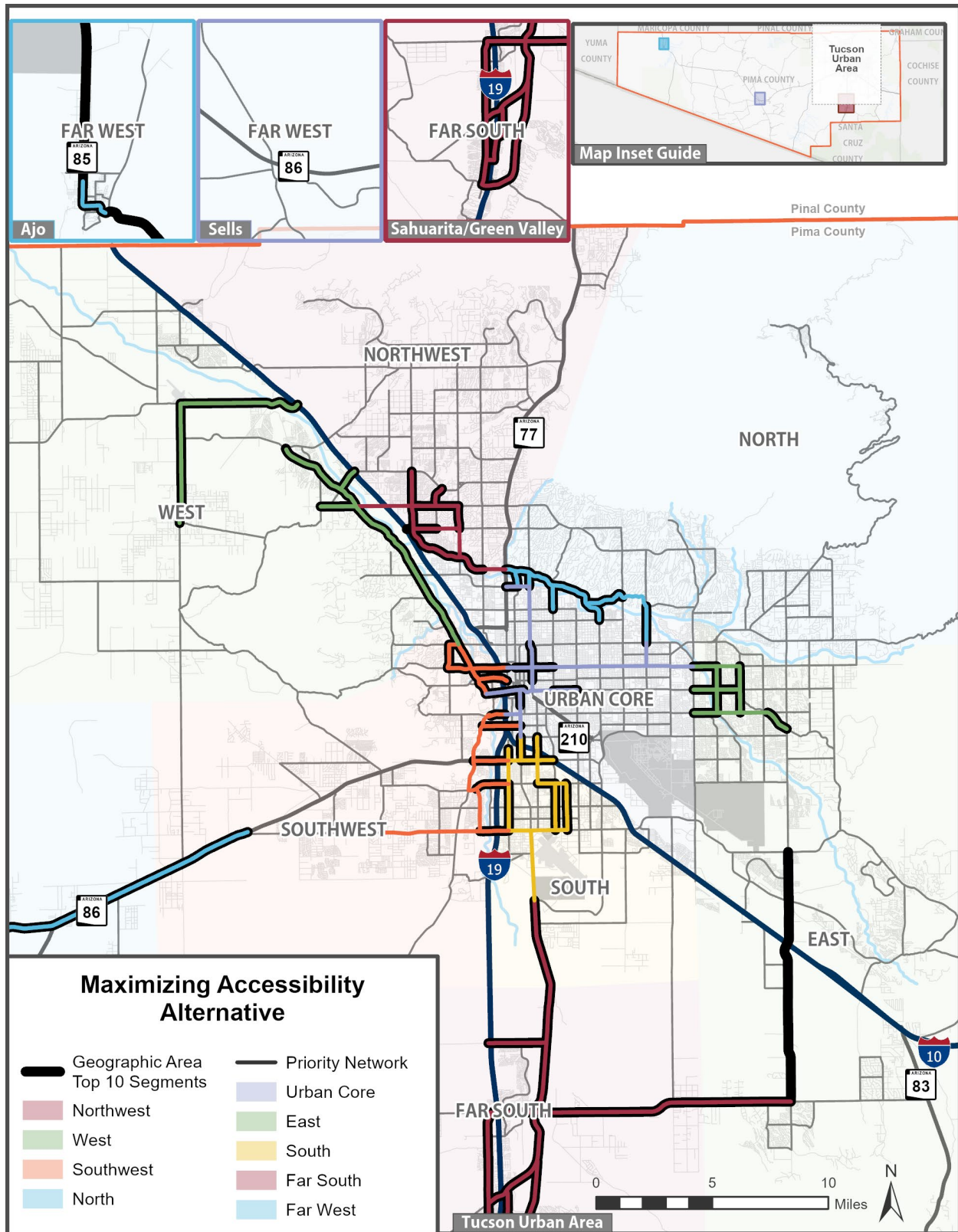
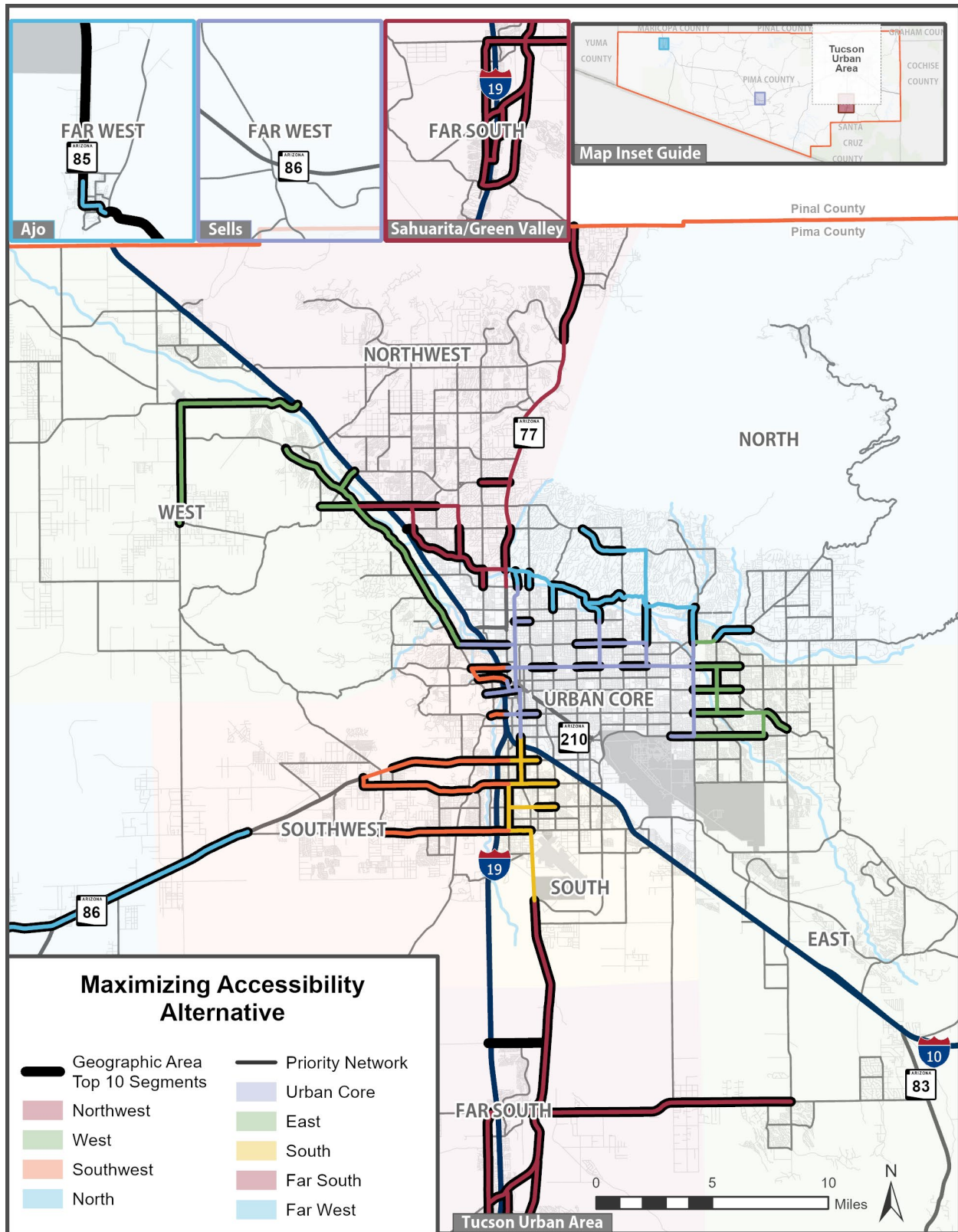


Figure 24. Maximizing Safety Alternative



Preferred High-Priority Network



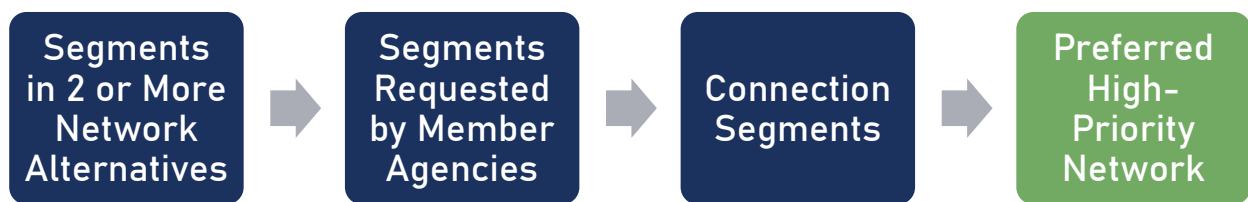
Preferred High-Priority Network

Following identification of the priority network alternatives for the region, methodology was developed to identify the preferred high-priority network. Project staff collaborated with the Technical Working Group to identify the best way to translate the priority network alternatives to the preferred high-priority network. The Technical Working Group was provided with the following options:

- 1 **Use of One of the Scenarios.** One of the priority network alternatives accurately represents key regional active transportation corridors.
- 2 **Use Segments that Show Up in Most Scenarios.** A blend of the three priority network alternatives. Selection of segments that overlap in two or more priority network alternatives.
- 3 **Adjust the Evaluation Criteria Weighting.** Adjust the priority weighting based on the results of the priority network alternatives to develop the preferred high-priority network.
- 4 **Other.** Based on the preferred high-priority network methodology options, the TWG was asked if there was another approach they would like to explore.

From discussion with the Technical Working Group, the following process was determined to develop the region's preferred high-priority network by leveraging segments that show up in the majority of the priority network alternatives. The development process for the preferred high-priority network is shown in **Figure 25**.

Figure 25. Preferred High-Priority Network Development Process



TWG MEETING 5. DRAFT PREFERRED HIGH-PRIORITY NETWORK RESULTS

TWG meeting 5 was held virtually on April 30th, 2025. The meeting highlighted top segments in each strategic network scenario at a regional scale and reviewed updated priority network alternatives reflecting the TWG's comments provided following TWG Meeting 4. Based on feedback from the previous TWG meeting, the group reviewed the preferred high-priority network methodology and draft results. Following TWG Meeting 5, members had access to the web map to review the draft preferred high-priority network and provide comments for refinement. The TWG made refinements to the network that are reflected in the final preferred high-priority network.

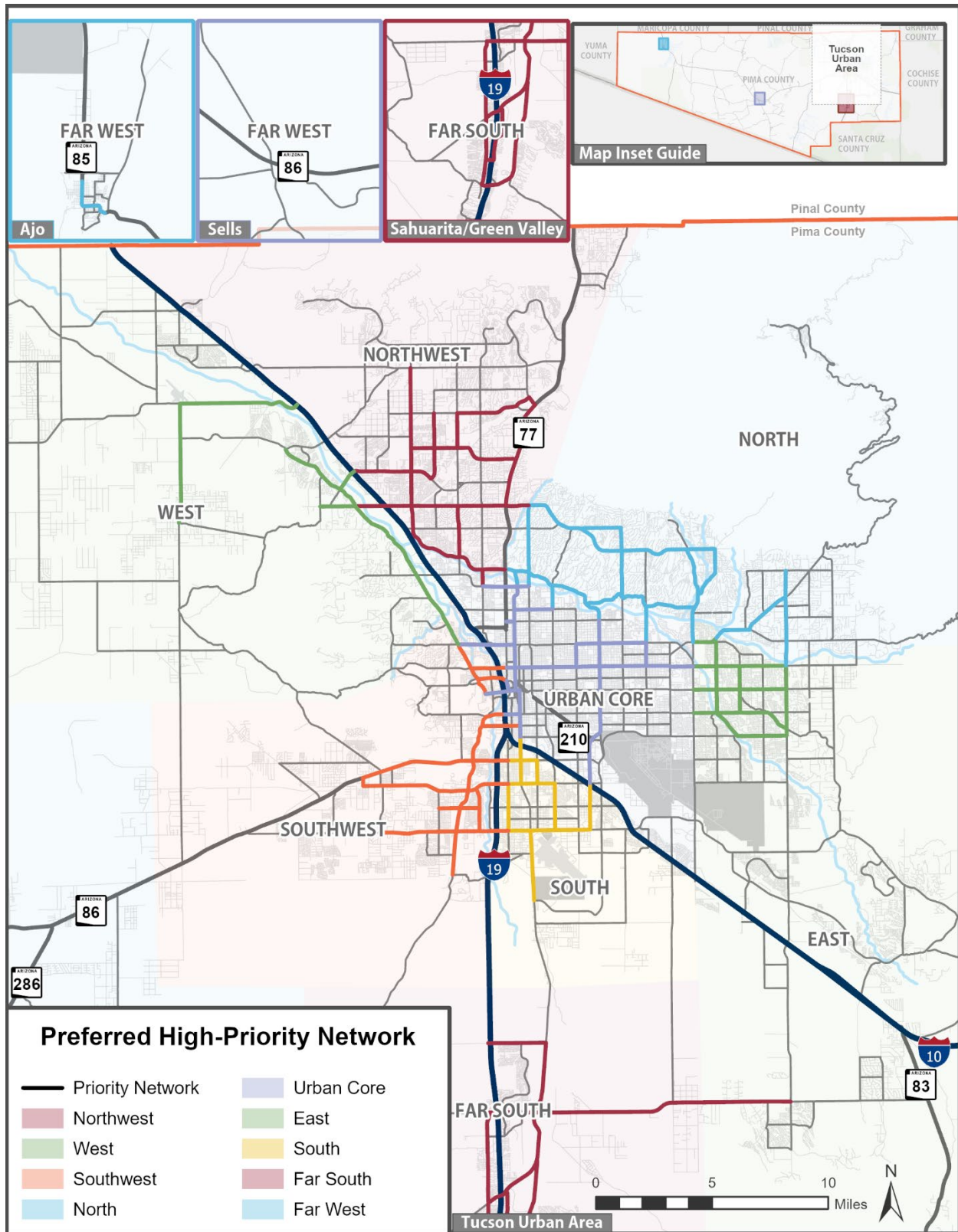
The preferred high-priority network is shown in **Figure 26**. The preferred network is comprised of 202 segments, totaling 272 miles.

The total mileage of segments in each geographic area is:

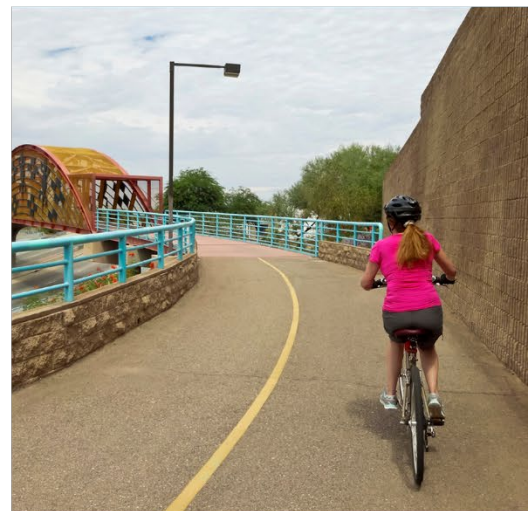
36	Urban Core	43	Northwest	37	Southwest
25	East	24	West	19	South
45	North	2	Far West	41	Far South

The resulting network has good coverage throughout the region and provides connectivity between east-west and north-south segments. The network is designed to help people travel more easily between different parts of the region by providing active transportation links between communities like South Tucson, Marana, Oro Valley, and Tucson.

Figure 26. Preferred High Priority Network



Recommended Projects



Recommended Projects

Each segment within the preferred high-priority network was carefully evaluated to determine the need for a recommended project.

Project Development Process

Existing and planned infrastructure was examined to ensure alignment with the standards outlined in the Active Transportation Toolbox. If the infrastructure met context-appropriate criteria, no additional project was proposed. However, for segments lacking adequate facilities, new recommendations were developed based on the guidance provided by the Active Transportation Toolbox, taking into account roadway characteristics such as speed and traffic volume. The project development process, outlined below, was applied to the preferred high-priority network.



ACTIVE TRANSPORTATION TOOLBOX

The Active Transportation Toolbox was developed as part of the RATP effort through an interactive process with PAG staff and member agencies. The toolbox compiles active transportation treatments for the region and their appropriate contexts and considerations.

To guide the development of the Active Transportation Toolbox, an interactive working session was held on October 24, 2024 with PAG staff and key stakeholders from member agencies. Stakeholders identified active transportation treatments for the region and their appropriate context, use, and considerations.

The toolbox was developed to:

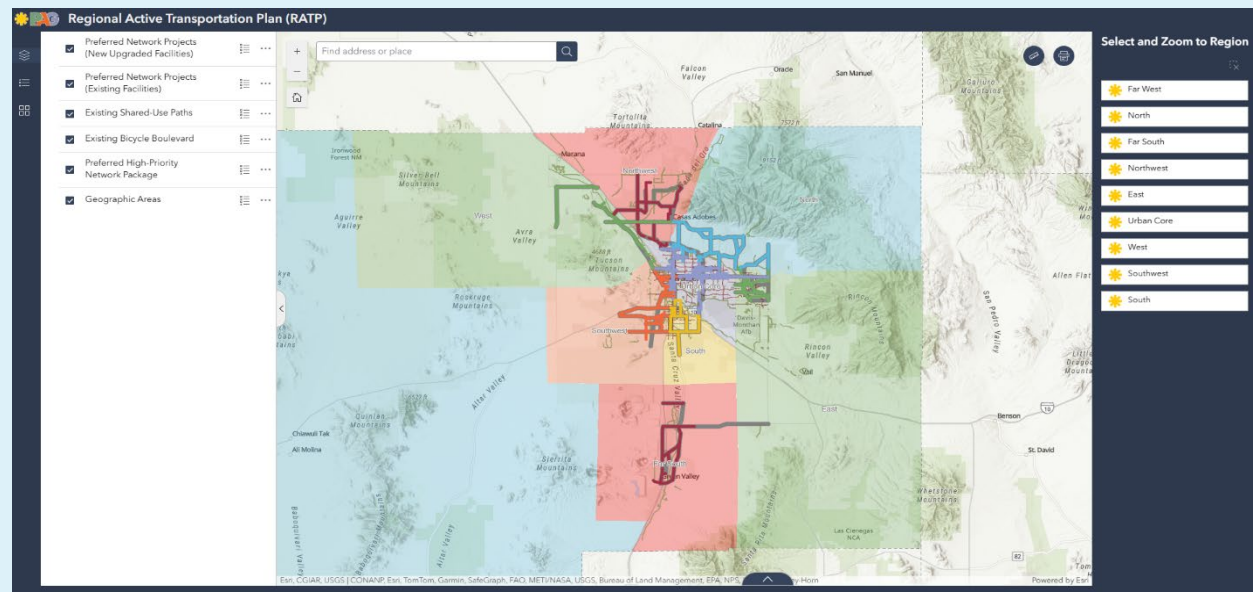
- 1 Identify on-street and off-street active transportation treatments
- 2 Align treatments with national best practices and reference regional and local standards when applicable
- 3 Develop guidelines for the context in which treatments may be used

The toolbox was leveraged to guide project development for the RATP to ensure that all recommended treatments are context-appropriate per the standards outlined in the Active Transportation Toolbox.

TWG MEETING 6. DRAFT PROJECT LIST

TWG Meeting 6 was held virtually June 17, 2025. The group reviewed the final preferred high-priority network based on TWG feedback and went over the project development process. The TWG was asked to provide comments on the virtual web map that displayed the draft projects. TWG members were asked to provide project scope or location refinements or opportunities to combine adjacent or nearby projects. An image of the TWG web map displaying the preferred network projects is in **Figure 27**.

Figure 27. TWG Web Map

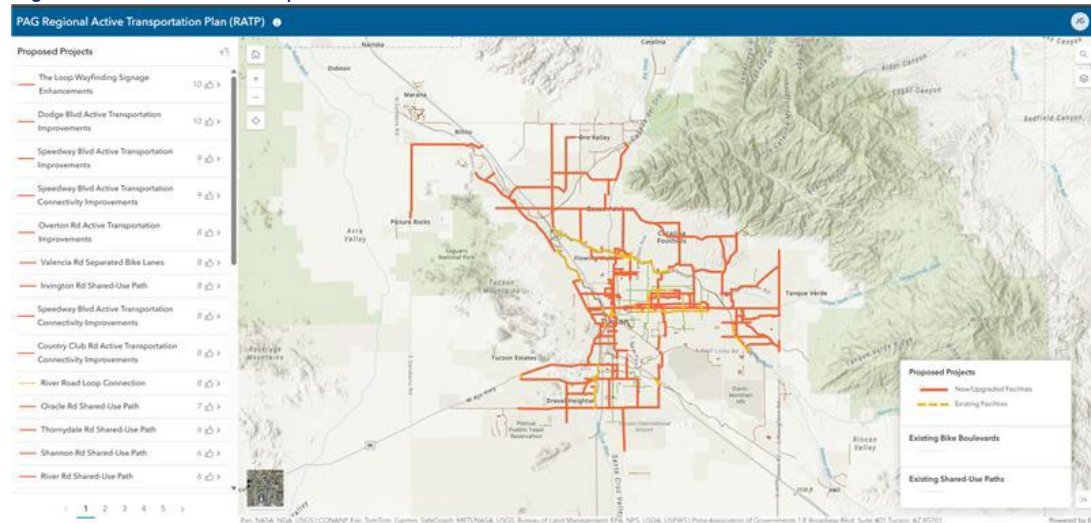


PUBLIC INVOLVEMENT

The second round of public engagement for the RATP presented the draft projects on the preferred high-priority network for feedback. Like round 1, both in-person and virtual engagement opportunities were utilized. The engagement window was open from July to August of 2025.

Virtual Engagement. Similar to round 1, virtual mapping tools were leveraged to display the potential projects on the preferred high-priority network. ArcGIS Experience Builder was used as the virtual map to display the preferred network segments and projects. Projects were displayed by proposed improvements and existing linework. Respondents were able to view each project's details and provide comments or like and dislike projects. **Figure 28** shows the public web map.

Figure 28. Public Web Map



In-Person Events. To spread the word about the public engagement opportunity and gather feedback, a series of pop-ups were held at key active transportation activity centers around the region. The project team aimed to spread the word about the draft RATP projects and share the project flyer, guiding people to the virtual map. Community pop-up events included:

Morris K. Udall Park	July 8, 2025
Joyner Green Valley Library	July 14, 2025
FUGA Bicileteada del Sur	July 25, 2025
Wheeler Taft Abbett Library	July 28, 2025
Oro Valley Community Center	July 29, 2025

Recommended projects were updated to reflect public input and resulted in:



142 likes and dislikes



76 comments

Community input provided valuable local knowledge, highlighted gaps in the proposed plans, and suggested improved connections within the active transportation system. By incorporating these perspectives, the recommended projects more accurately address actual community needs and priorities, resulting in a regional network that is more inclusive, practical, and interconnected. In-person engagement materials are shown in **Appendix B** and comments received on the projects, as well as specific changes made to the recommendations based on feedback received are shown in **Appendix C**.

Recommended Projects

The final project recommendations include feedback provided by the TWG and the public. A total of 118 projects were recommended as part of the RATP. The recommended projects network can be viewed in **Appendix D**. Each geographic area's projects are summarized below. Project mileage by geographic area is:

36	Project miles in urban core	35	Project miles in northwest	48	Project miles in southwest
26	Project miles in east	33	Project miles in west	21	Project miles in south
48	Project miles in north	3	Project miles in far west	21	Project miles in far south

Planning-Level Unit Costs

Planning-level cost estimates were developed for each project recommendation to support project prioritization and fiscal planning. These estimates are based on unit costs derived from comparable projects in the region. However, further analysis will be required for each initiative to develop more detailed and accurate cost projections, which will inform future construction decisions. Unit costs are shown in **Table 1** and the resulting planning-level project costs can be found in **Appendix E**.

Table 1. Planning-Level Unit Costs

Improvement	Description	Unit Cost	Unit
<i>On-Street Improvement</i>			
Paved Shoulder	Widen shoulder	\$70,000	Foot-mile
Separated Bike Lane	Construct 5' bike lane with 8" planting strip	\$1,500,000	Mile
Buffered Bike Lane	Construct 5' bike lane with buffer	\$80,000	Mile
Cycle Track	Construct 10' bike lane with curbs	\$2,500,000	Mile
<i>Off-Street Improvement</i>			
Sidewalk	Construct new sidewalk	\$18	Square-foot
Shared-Use Path	Construct new 10' off-street paved path	\$1,100,000	Mile
Shared-Use Path Bridge	Widen bridge to include new 10' off-street paved path	\$1,500	Square-foot
<i>Crossing Improvements</i>			
Enhanced Crosswalk	Enhanced visibility striping	\$10,000	Location
Raised Crosswalk	Construct new raised crosswalk	\$30,000	Location
Pedestrian Refuge Island	Install pedestrian refuge island	\$30,000	Location
Pedestrian Hybrid Beacon	Install signalized crossing for pedestrians/bicyclists	\$500,000	Location
<i>Traffic Calming Measures</i>			
Traffic Circle	Install traffic circle in existing intersection	\$50,000	Intersection

URBAN CORE GEOGRAPHIC AREA

The recommended projects in the urban core geographic area are shown in **Table 2** and **Figure 29** and **Figure 30**.

Table 2. Urban Core Geographic Area Projects

Urban Core Projects
89 Palo Verde Rd. Shared-Use Path Extension (Palo Verde Rd. from Irvington Rd. to Ajo Way)
Install shared-use path on east side of Palo Verde Rd. from Irvington Rd. to Ajo Way.
93 Palo Verde Shared-Use Path (Palo Verde Rd. from Ajo Way to 36th St.)
Extend shared-use path to on the west side of Palo Verde Rd. from 36th St. to Ajo Way. Add marked crosswalk on Palo Verde Rd. at 44th St. and Veterans St. Add marked crosswalks and crossing improvements at Ajo Way/Palo Verde Rd. intersection.
129 18th St. Bicycle Boulevard Upgrades (18th St. from I-10 Frontage Rd. to 6th Ave.)
Install 6' sidewalk and shared-lane markings on both sides of 18th St. from I-10 Frontage Rd. to 6th Ave., install bike box at 18th St./6th Ave. intersection.
130 8th Ave. Bicycle Boulevard Upgrades (8th Ave. from 36th St. to 18th St.)
Install and upgrade 6' sidewalks and shared lane markings on both sides of 8th Ave. from 36th St. to 18th St., install marked crosswalk at The Loop and 8th Ave. Install traffic circles at 19th St., 21st St., and 20th St.
137 Palo Verde Ave./Layton Pl. Bicycle Boulevard Upgrades and shared-use path Connection (Palo Verde Ave. from 22nd Ave. to Aviation Pkwy.)
Install and upgrade to 6' sidewalks and shared lane markings on both sides of Palo Verde Ave. from 22nd St. to dead end (South of Hemlock Stravenue), pave trail connecting Palo Verde Ave. to Layton Pl, Install 6' sidewalks and shared lane markings on Layton Pl. from dead end/new trail connection to Aviation Pkwy. access trail. Install traffic circle at Palo Verde Ave. and Sylvane St. and at Palo Verde Ave. and 28th St.
160 8th Ave. Bicycle Boulevard Upgrades (8th Ave. from 18th St. to Broadway Blvd.)
Widen or install sidewalk to 6' on both sides of 8th Ave. from 18th St. to Cushing St. and add shared lane markings, install buffered bike lane on Church Ave. from Cushing St. to Broadway Blvd.
167 Congress St. Active Transportation Improvements (Congress St. from Silverbell Rd. to Stone Ave.)
Install shared-use path on south side and widen sidewalk to 6' on north side of Congress St. from Silverbell Rd. to The Loop, install shared-use path on south side of Cushing St. from I-10 Frontage Rd. to Stone Ave., extend cycle track on east side of Stone Ave. from Ochoa St. to Cushing St.
171 Congress St. Separated Bike Lanes (Congress St. from Stone Ave. to 6th Ave.)
Remove on-street parking on the north side of Congress St. and add a single westbound separated bike lane.
172 6th Ave. Cycle Track (6th Ave. from Congress St. to Broadway Blvd.)
Remove on-street parking on the east side of 6th Ave. and add a cycle track.
174 Alvernon Way Active Transportation Improvements (Alvernon Way from Broadway Blvd. to 22nd St.)
Upgrade sidewalk on the north side of Broadway Blvd. with shared-use path from Camino Del Norte Dr. to Alvernon Way. Upgrade crossing on west leg of Broadway Blvd./Alvernon Way intersection. Upgrade shared-use path and buffer and remove bike lane on the west side of Alvernon Way from Broadway Blvd. to 22nd St. Widen sidewalk and buffer and install separated bike lane on the east side of Alvernon Way from Broadway Blvd. to 22nd St. Add pedestrian hybrid beacon on Alvernon Way at Paseo Dorado.
197 Granada Ave. Active Transportation Improvements (Granda Ave. from Saint Mary's Rd. to Congress St.)
Upgrade sidewalk and bike lane on west side of Granada Ave. with a shared-use path from Saint Mary's Rd. to Congress St. Widen sidewalk and buffer on east side of Granada Ave. from Saint Mary's to Congress St.
204 Stone Ave. Bicycle Connectivity Enhancements (Toole Ave. from Church Ave. to 6th Ave.)
Upgrade sidewalk on north side of Franklin St. with a cycle track from Church Ave. to Stone Ave. Improve crossing of north and east legs of Stone Ave./Franklin St. intersection. Continue cycle track on the north side of Toole Ave. from Stone Ave. to 6th Ave.

211 El Camino Del Norte Bicycle Boulevard (El Camino Del Norte from Broadway Blvd. to 5th St.)

Install 6' sidewalks on both sides of El Camino Del Norte and shared lane markings on El Camino Del Norte from Broadway Blvd. to 5th St., install traffic circle at Calle Fernando, install marked crosswalk east of Dodge Blvd. on 5th St., install PBH east of El Camino Del Norte on Broadway Blvd.

223 Stone Ave. Active Transportation Improvements (Stone Ave. from Drachman St. to 6th St.)

Upgrade 9th and 10th Ave. nue from Speedway Blvd. to 6th St. to bicycle boulevards. Add marked crosswalk on 6th St. at 9th Ave. Add wayfinding for bike boulevard on 9th/10th Ave. upgrade sidewalk and bike lane on west side of Stone Ave. with a shared-use path from Drachman St. to 6th St. Widen sidewalk and add buffer on east side of Stone from Drachman St. to 6th St. Improve crossing on west leg of Speedway Blvd./Stone Ave. intersection.

228 Speedway Blvd. Active Transportation Improvements (Speedway Blvd. from Euclid Ave. to Campbell Ave.)

Upgrade sidewalk and bike facilities on the east side of Euclid Ave. with cycle track from Helen St. to 1st St. Add wayfinding signage. Create a bicycle boulevard on 1st St. from Euclid Ave. to Park Ave. Add a pedestrian hybrid beacon to Euclid Ave. at 1st St. Add bicycle boulevard on Helen St. from Euclid Ave. to Warren Ave. to connect existing shared-use path on Warren Ave. Extend shared-use path on Mabel St. from Warren Ave. to Campbell Ave. Widen sidewalk and add buffer to both sides of Speedway Blvd. from Euclid Ave. to Campbell Ave.

231 Speedway Blvd. Active Transportation Connectivity Improvements (Speedway Blvd. from Campbell Ave. to Alvernon Way.)

Widen sidewalk and add buffer in place of existing bike lanes on Speedway Blvd. from Campbell Ave. to Alvernon Way. Add bicycle boulevard on Plumer Ave. from Drachman St. to Speedway Blvd., on Drachman St./Fairmount St. from Campbell Ave. to Alvernon Way, on Palo Verde Blvd., Bellevue St., and Howard Blvd. between Fairmount St. and Speedway Blvd., on Camino Miramonte from Speedway Blvd. to 3rd St., and on Wilson Ave. from Speedway Blvd. to 3rd St. to connect to existing bicycle boulevards. Add wayfinding signage. Add pedestrian hybrid beacon on Country Club Rd. at Fairmount St.

234 Palo Verde Blvd./Dodge Blvd. Bicycle Boulevard Upgrades (Palo Verde Blvd. from Grant Rd. to 5th St.)

Install 6' sidewalk on both sides of Dodge Blvd. from 5th St. to Speedway Blvd., add shared lane markings along the corridor. Install 6' sidewalk on both sides of Palo Verde Ave. from Grant Rd. to Fort Lowell Rd., add shared lane markings along the corridor, install sidewalk and shared lane markings on Bellevue St. from Palo Verde Ave. to Dodge Blvd., install sidewalk and shared lane markings on Dodge Blvd. from Bellevue St. to Speedway Blvd.

236 Speedway Blvd. Active Transportation Connectivity Improvements (Speedway Blvd. from Wilmot Rd. to Houghton Rd.)

Upgrade sidewalk and bike lane on the south side of Speedway Blvd. with a shared-use path from Wilmot Rd. to Houghton Rd. Widen sidewalk and add buffer on the north side of Speedway Blvd. from Wilmot Rd. to Camino Seco. Upgrade sidewalk on the east side of Wilmot Rd. with shared-use path from Fairmount St. to Rosewood St. Improve crossing across Wilmot Rd. at Fairmount St. Install pedestrian hybrid beacon at Button Willow Rd.

241 Speedway Blvd. Active Transportation Connectivity Improvements (Speedway Blvd. from Alvernon Way. to Wilmot Rd.)

Add pedestrian hybrid beacon on Fairmount St. at Alvernon Way, Swan Rd., and Craycroft St. and on Speedway Blvd. at Sahuara Ave. Widen sidewalks and add buffers to both sides of Speedway Blvd. from Alvernon Way to Wilmot Rd. Add bicycle boulevard on Fairmount St. from Alvernon Way to Wilmot Rd.

259 Craycroft Rd. Active Transportation Connectivity Enhancements (Craycroft Rd. from Grant Rd. to Speedway Blvd.)

Upgrade bike lanes with widened sidewalk and buffer on both sides of Craycroft Rd. from Grant Rd. to Speedway Blvd. Add wayfinding signage for new bicycle boulevard on Beverly St. from Grant Rd. to Speedway Blvd. Add pedestrian hybrid beacon with pedestrian refuge island on Grant Rd. at Wyatt Dr.

266 Stone Ave. Active Transportation Connectivity Improvements (Stone Ave. from Grant Rd. to Drachman St.)

Upgrade sidewalk and bike lanes on the north side of Drachman St. with shared-use path from 10th Ave. to Stone Ave. Add wayfinding signage at Stone Ave./Drachman St. intersection for new bicycle boulevard on existing bike route on 9th Ave. Widen sidewalk and add buffer on both sides of Stone Ave. from Grant to Drachman St. Add pedestrian hybrid beacon on Stone Ave. at Lester St.

267 Grant Rd. Active Transportation Connectivity Improvements (Grant Rd. from Oracle Rd. to Stone Ave.)

Upgrade bike lanes with widened sidewalk and buffer on both sides of Grant Rd. from Oracle Rd. to Stone Ave. Add wayfinding signage for new bicycle boulevards on existing bike route on Kelson St. and Ventura St./Seneca St. Add pedestrian hybrid beacon on Stone Ave. at Rillito St. Add bike boulevard on Rillito St. from 9th Ave. to 6th Ave.

270 Grant Rd. Active Transportation Connectivity Improvements (Grant Rd. from Silverbell Rd. to Oracle Rd.)

Upgrade sidewalk and bike lane on the north side of Grant Rd. with shared-use path from Silverbell Rd. to 15th Ave. Add pedestrian hybrid beacon on Grant Rd. at The Loop and QT. Add wayfinding signage for new bike boulevards on existing bike routes on Kelso St. and Rillito St. Add bike boulevard on Rillito St. from 15th Ave. to 9th Ave. Add pedestrian hybrid beacon on Oracle Rd. at Rillito St. Widen sidewalks and add buffers on both sides of Grant Rd. from 15th Ave. to Oracle Rd.

276 Country Club Rd. Active Transportation Connectivity Improvements (Country Club Rd. from Grant Rd. to Speedway Blvd.)

Reduce vehicle lane widths and widen sidewalks and add buffer on both sides of Country Club Rd. from Grant Rd. to Speedway Blvd. Add a raised crosswalk across Country Club Rd. at Adams St. Add wayfinding signage at Drachman St. and Waverly St. for bicycle boulevard on Treat Ave.

277 Grant Rd. Active Transportation Connectivity Improvements (Grant Rd. from Country Club to Swan Rd.)

Upgrade bike lanes with widened sidewalk and buffer on both sides of Grant Rd. from Country Club Rd. to Swan Rd. Add wayfinding signage for existing bicycle boulevard on Flower St. and new bicycle boulevard on Seneca St. Add pedestrian hybrid beacon on Alvernon Way at Justin Ln/Seneca St. Add bicycle boulevard on Bell Ave. from Seneca St. to Linden St. and on Linden St. from Bell Ave. to Swan Rd. and on San Carlos Pl. from Flower St. to Swan Rd.

281 Grant Rd. Active Transportation Connectivity Improvements (Grant Rd. from Swan Rd. to Craycroft Rd.)

Upgrade sidewalk on the east side of Swan Rd. with shared-use path from San Carlos Pl. to Linden St. Add wayfinding signage for bicycle boulevard on Seneca St. Add pedestrian hybrid beacon on Swan Rd. at San Carlos Pl. and at Linden St. upgrade sidewalk on the north side of Grant Rd. with shared-use path from Swan Rd. to Craycroft Rd. Widen sidewalk and buffer on the south side of Grant Rd. from Swan Rd. to Craycroft Rd.

301 Fort Lowell Rd. Active Transportation Improvements (Fort Lowell Rd. from Oracle Rd. to Stone Ave.)

Add sidewalks and buffer to both sides of Fort Lowell Rd. from Oracle Rd. to Stone Ave. Add wayfinding signage for new bicycle boulevards on existing bike routes on Blacklidge Dr. and Balboa Ave.

302 Stone Ave. Active Transportation Connectivity Improvements (Stone Ave. from River Rd. to Grant Rd.)

Upgrade sidewalk and bike lane on the west side of Stone Ave. with a shared-use path from River Rd. to Blacklidge Dr. Widen sidewalk and buffer on the east side of Stone Ave. from River Rd. to Blacklidge Dr. Add wayfinding signage for new bicycle boulevard on existing bike route on Castro Ave. Widen sidewalk and add buffer on both sides of Stone Ave. from Blacklidge Dr. to Grant Rd. Install raised crosswalk on the south leg of Stone Ave./Yavapai Rd. intersection. upgrade the sidewalk and bike lane on the north side of Wetmore Rd. with a shared-use path from Oracle Rd. to Stone Ave. Widen sidewalk and buffer on the south side of Wetmore Rd. from Oracle Rd. to Stone Ave. Improve sidewalk connection from Wetmore Rd. to Tucson Mall. Add pedestrian hybrid beacon on Stone Ave. at Pastime Rd.

309 Palo Verde Ave. Bicycle Boulevard Upgrades (Palo Verde Ave. from Grant Rd. to Fort Lowell Rd.)

Install 6' sidewalk on both sides of Palo Verde Ave. from Grant Rd. to Fort Lowell Rd., add shared lane markings along the corridor.

319 Prince Rd. Active Transportation Connectivity Improvements (Prince Rd. from Stone Ave. to Country Club Rd.)

Widen sidewalks and buffers on both sides of Prince Rd. from Stone Ave. to Campbell Ave. Add wayfinding signage for new bicycle boulevards on existing bike routes on Yavapai Rd., Pastime Rd., and Graybill Dr./Greenlee Rd., as well as at Tucson Blvd., Cactus Blvd., and Country Club Rd. Add pedestrian hybrid beacon on Prince Rd. at Los Altos Ave. Extend and improve bicycle boulevard on Greenlee Rd. Add shared-use path from Greenlee Rd. to Campbell Ave. Add pedestrian hybrid beacon on Campbell Ave. at Greenlee Rd. Install shared-use path on the east side of Campbell Ave. from Greenlee Rd. to Prince Rd. Upgrade crossings on south and east leg of Prince/Campbell intersection. Install shared-use path on the north side of Prince Rd. from Campbell Ave. to Country Club Rd./Loop entrance at Rillito River. Upgrade crossings on north and east leg of Prince/Country Club intersection. Add shared-use path connection on Cactus Blvd. from Prince Rd. to shared-use path connection north of Star Park Dr. and on Tucson Blvd. from Prince Rd. to shared-use path connection north of Roger Rd.

336 Wetmore Rd. Active Transportation Improvements (Wetmore Rd. from Flowing Wells Rd. to Oracle Rd.)

Upgrade the sidewalk and bike lane on the north side of Wetmore Rd. with a shared-use path from Flowing Wells Rd. to Oracle Rd. Widen sidewalk and buffer on the south side of Wetmore Rd. from Flowing Wells Rd. to Oracle Rd.

337 Wetmore Rd. Active Transportation Improvements (Wetmore Rd. from Stone Ave. to 1st Ave.)

Upgrade sidewalk and bike lane on the west side of 1st Ave. with shared-use path from The Loop (north) to Wetmore Rd. Widen the sidewalk and buffer on the east side of 1st Ave. from The Loop to Wetmore Rd. upgrade the sidewalk and bike lane on the north side of Wetmore Rd. with a shared-use path from Stone Ave. to 1st Ave. Widen sidewalk and buffer on the south side of Wetmore Rd. from Stone Ave. to 1st Ave.

The City of Tucson has several additional high-priority active transportation projects that are not located on the Preferred High-Priority Network:

- 29th St. Corridor Modernization from Alvernon Way to Craycroft Rd.
- Pima St. Corridor Modernization from Tucson Blvd. to Swan Rd.
- Pantano Wash Shared-Use Path Bridges at Kenyon Dr. and Sundew Dr./29th St.
- I-19/Nebraska St. Shared-Use Path Bridge from Connecticut Dr. to Tucson Spectrum
- Country Club Rd. Road Diet from Rillito Creek to SR 210.
- Kolb Rd./Irvington Rd. Shared-Use Path (Kolb Rd. from Escalante Rd. to Irvington Rd. and Irvington Rd. from Kolb Rd. to Houghton Rd.).
- Golden Hills Ct. Bike Boulevard from Greasewood Rd. to The Loop.

Figure 29. Urban Core Geographic Area North-South Projects

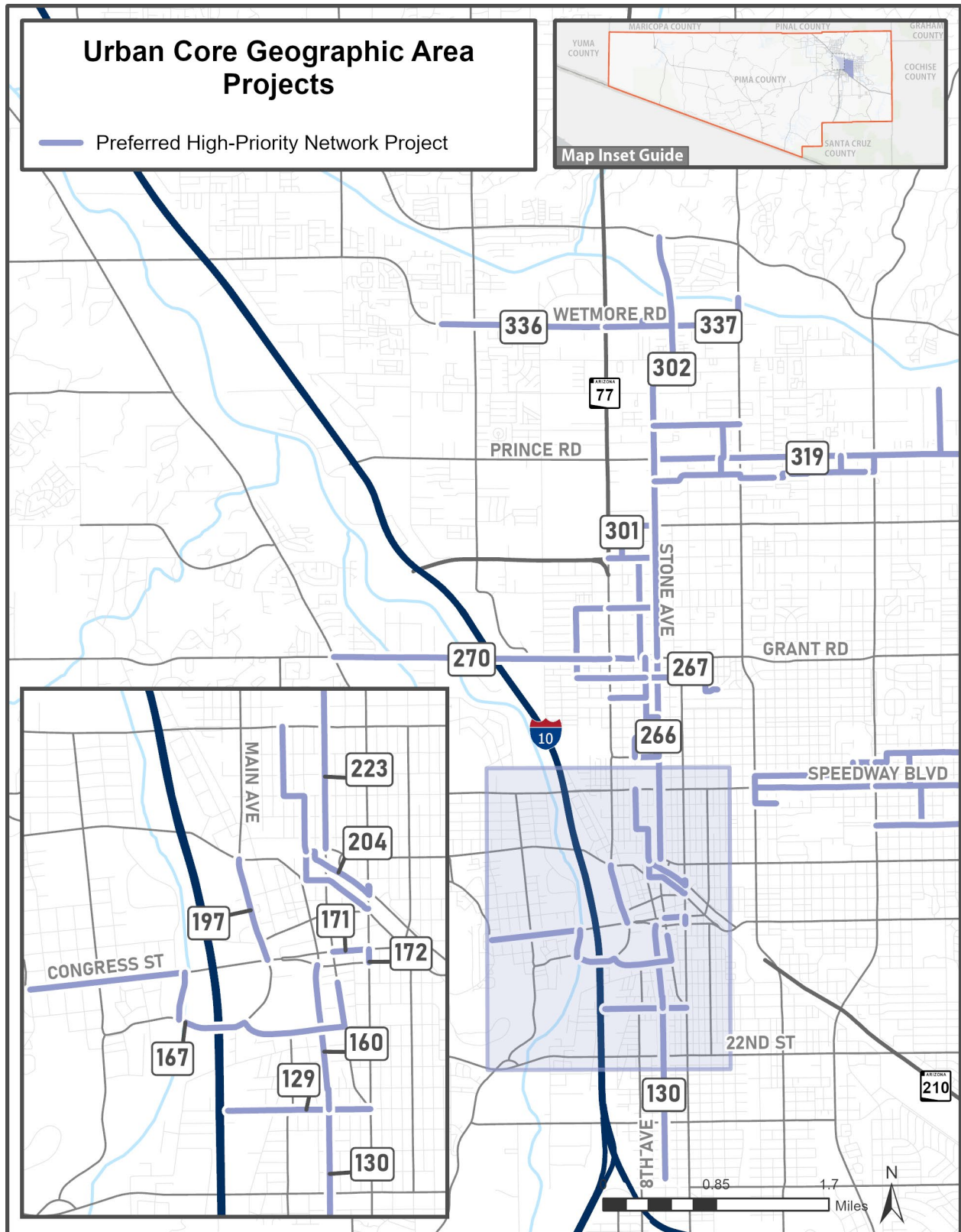
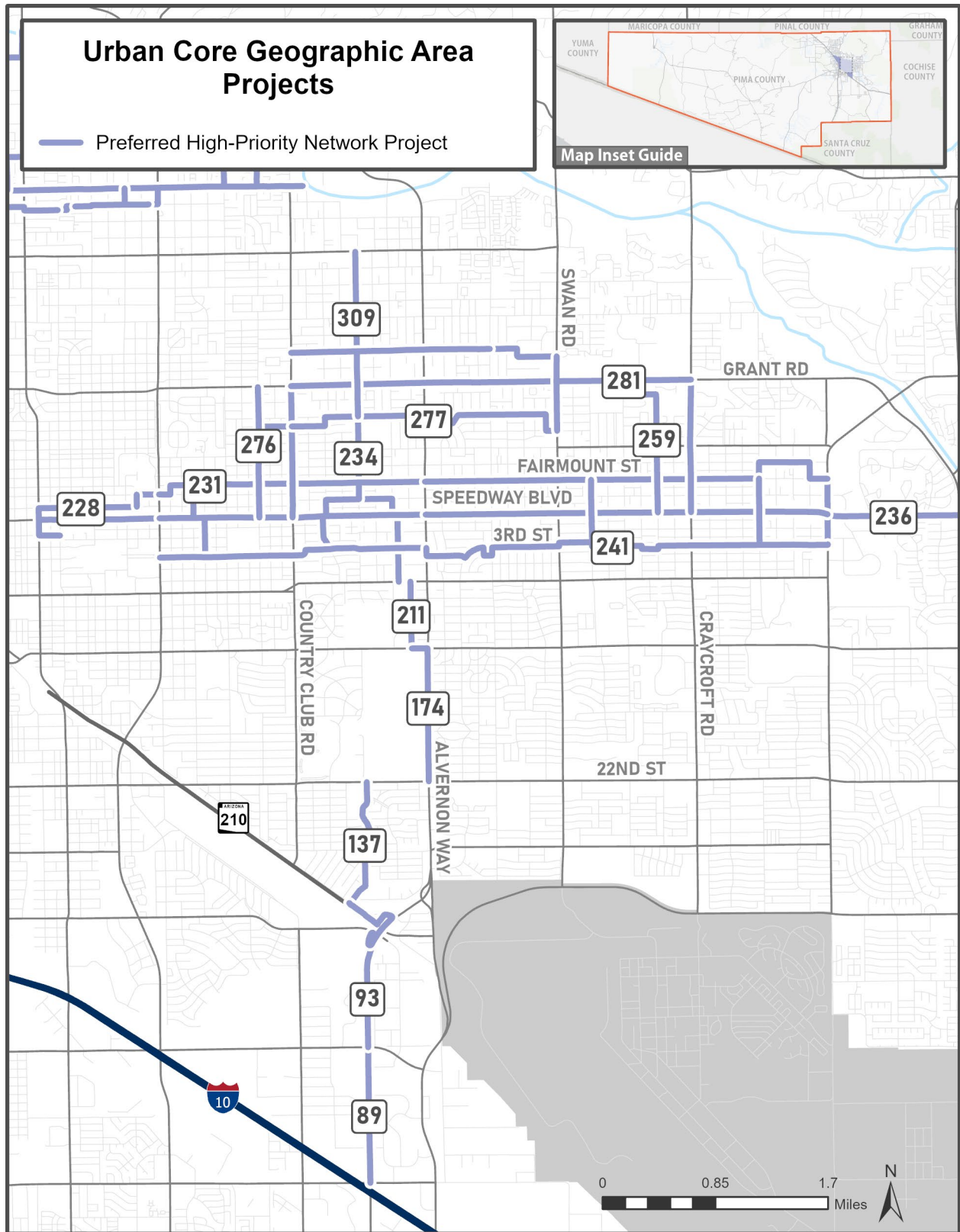


Figure 30. Urban Core Geographic Area East-West Projects



EAST GEOGRAPHIC AREA

The recommended projects in the east geographic area are shown in **Table 3** and **Figure 31**.

Table 3. East Geographic Area Projects

East Geographic Area Projects
112 29th St. Bicycle Boulevard Upgrades and Extension (29th St. from Pantano Rd. to Harrison Rd.)
Extension of existing bicycle boulevard on 29th St. from Pantano Road to Camino Seco, install shared lane markings 6' sidewalk on both sides of 29th St. from Pantano Rd. to Harrison Rd.
114 29th St. Bicycle Boulevard Upgrades (29th St. from Harrison Rd. to Old Spanish Trl.)
Widen sidewalks to 6' on 29th St. from Harrison Rd. to Old Spanish Trl.
119 Houghton Rd. Shared-Use Path Extension (Houghton Rd. from Golf Links Rd. to Via Alta Mira)
Install shared-use path on east side of Houghton Rd. from Golf Links Rd. to Via Alta Mia.
141 22nd St. Shared-Use Path (22nd St. from Kolb Rd. to Old Spanish Trl.)
Install shared-use path on north side and widen sidewalk to 6' on south side of 22nd St. from Kolb Rd. to Old Spanish Trl. Install pedestrian hybrid beacon west of Brush Canyon Dr.
142 Pantano Rd. Loop Enhancements (Pantano Rd. from Golf Links Rd. to Broadway Blvd.)
Widen sidewalk to 6' on both sides of Pantano Rd. from Broadway Blvd. to Golf Links Rd., install wayfinding signage for The Loop at The Loop parking lot and at Broadway Blvd., add paved trail connection to Pantano Rd. at Sarnoff Rd., install pedestrian hybrid beacon at Sarnoff Rd., widen paved trail connection at 29th St. to 12', install pedestrian hybrid beacon at 29th St., add wayfinding signage and widen trail connection to 12' just north of Golf Links Rd., install paved trail connection on Kenyon Dr., pave existing trail connection, install paved trail connection on Pantano Pkwy, install pedestrian hybrid beacon at Pantano Pkwy.
148 Old Spanish Trl. Shared-Use Path Upgrades (Old Spanish Trl. from Houghton Rd. to Broadway Blvd.)
Install or upgrade shared-use path on east side and install 6' sidewalk on west side of Old Spanish Trl from Houghton Rd. to Broadway Blvd., install pedestrian hybrid beacon at Desert Vista Dr., install marked crosswalk at Gollob Rd., install two-stage turn box at 22nd St.
178 Broadway Blvd. Shared-Use Path (Broadway Blvd. from Kolb Rd. to Camino Seco)
Install shared-use path on north side and widen sidewalk to 6' on south side of Broadway Blvd. from Kolb Rd. to Old Spanish Trl, widen sidewalk to 6' on both sides of Broadway Blvd. from Old Spanish Trl and Camino Seco, implement access management, install pedestrian hybrid beacon at Maguire Ave.
186 Vicksburg St./5th St. Bicycle Boulevard Upgrades (Vicksburg St. from Sarnoff Dr. to Houghton Rd.)
Install shared lane markings and 6' sidewalk on both sides of Vicksburg St/5th St. from Sarnoff Dr. to Harrison Rd., Harrison Rd. to Bonanza Ave., Bonanza Ave. from 5th St. to Lorian St., Lorian St. from Bonanza Ave. to Constitution Dr., Constitution Dr. from Lorian Dr. to 5th St., 5th St. from Constitution Dr. to Houghton Rd., install pedestrian hybrid beacon at Houghton Rd./5th St. and at Vicksburg St/Camino Seco, install traffic circle at 7th St/Dawn Ave., install traffic circle at Gollob Rd./7th St.
238 Pantano Rd. Sidewalk Enhancements (Pantano Rd. from Broadway Blvd. to Speedway Blvd.)
Widen sidewalk to 6' on both sides of Pantano Rd. from Broadway Blvd. to Speedway Blvd., Upgrade 5th St. bike boulevard from Pantano Rd. to new trail to add shared lane markings and widen sidewalk to 6' on both sides of 5th St., install traffic circle at Kent Dr. and 5th St.
240 New Trail West of Sarnoff Dr. (West of Sarnoff Dr. from Broadway Blvd. to Speedway Blvd.)
Install shared-use path in drainage corridor west of Sarnoff Dr., install paved trail connection north of Gettysburg Pl. on Sarnoff Dr., install paved trail connection to 5th St., install paved connection to north of Balfour Dr. on Sarnoff Dr., install paved connection to Kent Dr. and Sarnoff Rd. west of Joseph W Magee Middle School.



249 Houghton Rd. Shared-Use Path Extension (Houghton Rd. from 5th St. to Tanque Verde Rd.)

Extend shared-use path on the east side of Houghton Rd. from 5th St. to Tanque Verde Rd.

287 Grady Ave./Camino Pio Decimo Bicycle Boulevard Upgrades (Grady Ave./Camino Pio Decimo from Speedway Blvd. to Tanque Verde Rd.)

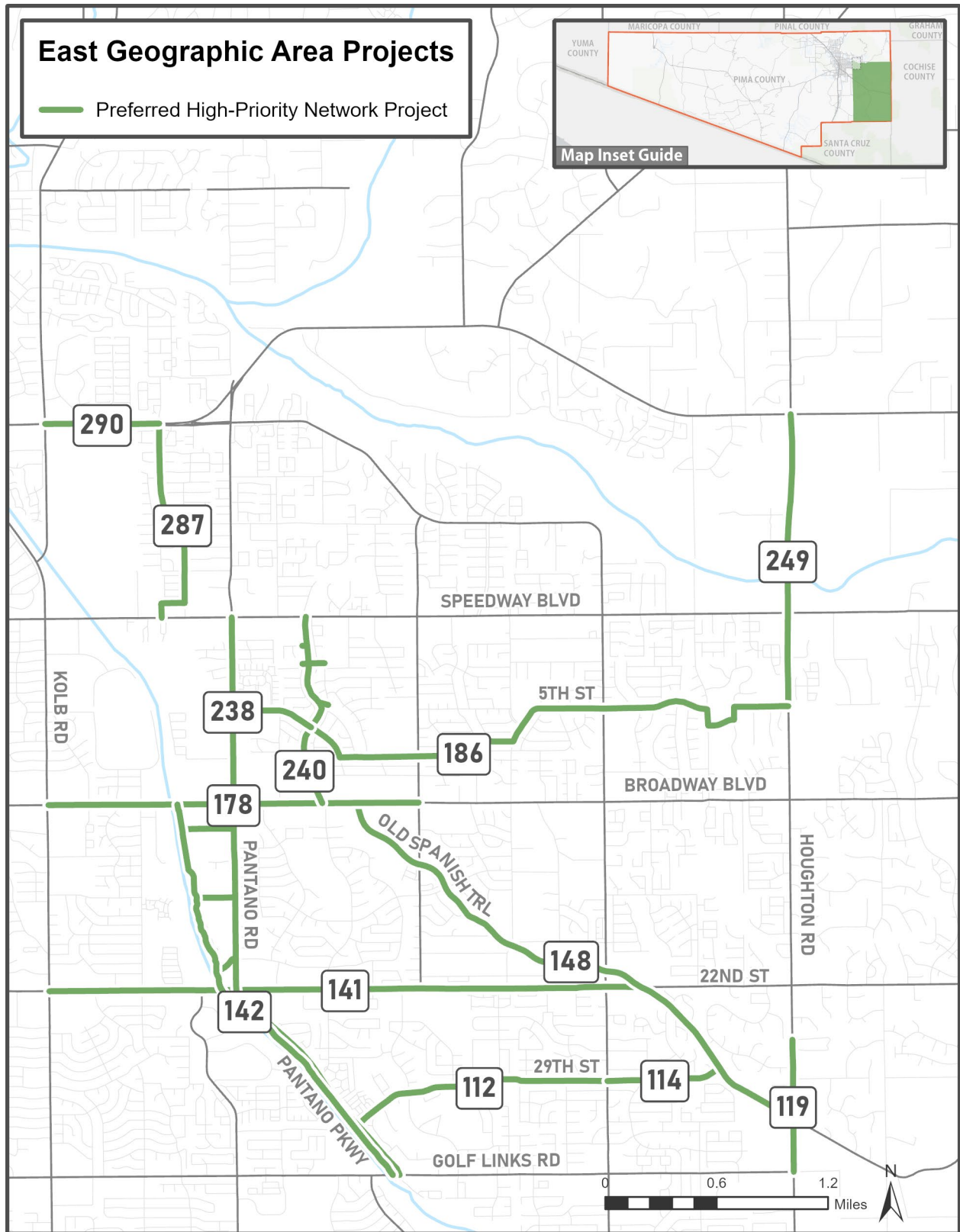
Widen sidewalk to 6' and install shared lane markings on Grady Rd. from Speedway to Pima St., Pima St. from Grady Rd. to Camino Pio Decimo, Camino Pio Decimo from Pima St. to Tanque Verde Rd., install pedestrian hybrid beacon on Speedway Blvd. at Grady Rd.

290 Udall Park Shared-Use Path (Tanque Verde Rd. from Sabino Canyon Rd. to Camino Pio Decimo)

Install shared-use path on the south side of Tanque Verde Rd. from Sabino Canyon Rd. to Camino Pio Decimo.



Figure 31. East Geographic Area Projects



NORTH GEOGRAPHIC AREA

The recommended projects in the north geographic area are shown in **Table 4** and **Figure 32**.

Table 4. North Geographic Area Projects

North Geographic Area Projects
294 Tanque Verde Active Transportation Improvements (Tanque Verde Rd. from Camino Pio Decimo to Catalina Hwy.) Install bicycle boulevard on Dos Hombres from Tanque Verde Rd. to Desert Arbors St. and on Desert Arbors St. with shared lane markings and 6' sidewalk on both sides, install trail between Desert Arbors St. and Camino Perdido from west of Ave. Empalme connecting to Tanque Verde Rd. west of the Tanque Verde Creek bridge, install path entrances west of Tanque Verde Rd. and east underneath the bridge, install 6' sidewalk and separated bike lane on both sides of Tanque Verde from the Tanque Verde Creek bridge to Catalina Hwy.
322 Sabino Canyon Rd. Shared-Use Path (Sabino Canyon Rd. from Tanque Verde Rd. to River Rd.) Install shared-use path on both sides of Sabino Canyon Rd. from Tanque Verde Rd. to River Rd., install shared-use path and buffer on both side of bridge over Rillito River.
323 Craycroft Rd. Active Transportation Improvements (Craycroft Rd. from Grant Rd. to River Rd.) Install and widen sidewalk to 6' and install separated bike lanes on both sides of Craycroft Rd. from Grant Rd. to northern Loop connection, install sidewalk bridge over Rillito River, install shared-use path on west side of Craycroft Rd. from northern Loop connection to River Rd., install pedestrian hybrid beacon at northern loop connection on Craycroft Rd.
324 Dodge Blvd. Active Transportation Improvements (Dodge Blvd. from Alvernon Way to Fort Lowell Rd.) Install raised crosswalk on Dodge Blvd. at The Loop. upgrade both bike lanes and sidewalk on Dodge Blvd. with shared-use path on the east side of Dodge Blvd. from The Loop crossing to Fort Lowell Rd. upgrade buffered bike lane and sidewalk on the south side of Fort Lowell Rd. with shared-use path from Palo Verde Ave. to Dodge Blvd.
325 River Rd. Shared-Use Path (River Rd. from Swan Rd. to Sabino Canyon Rd.) Install shared-use path on north side of River Rd. from Swan Rd. to Sabino Canyon Rd., install shared-use path bridge east of Flagstaff Pl. Widen/install 6' sidewalk on south side of River Rd. from Swan Rd. to Calle Rosario. Install shared-use path on the south side of River Rd. from Calle Rosario to Sabino Canyon Rd. and install a marked crosswalk with lighting on River Rd. at Calle Rosario.
327 Catalina Hwy. Shared-Use Path (Catalina Hwy. from Tanque Verde Rd. to Houghton Rd.) Install shared-use path on both sides of Catalina Hwy. from Tanque Verde Rd. to Houghton Rd., install pedestrian hybrid beacon north of Casitas Catalina.
328 Houghton Rd. Shoulder Improvements (Houghton Rd. from Tanque Verde Rd. to Snyder Rd.) Install 6.5 ft paved shoulder on Houghton Rd. from Tanque Verde Rd. to Snyder Rd.
330 Sabino Canyon Rd. Shared-Use Path (Sabino Canyon Rd. from River Rd. to Kolb Rd.) Install shared-use path on east side of Sabino Canyon Rd. from River Rd. to Sabino Canyon Rd., install marked crosswalk at Old Sabino Canyon Rd.
331 River Road Loop Connection (River Rd. from Oracle Rd. to Swan Rd.) Install pedestrian hybrid beacon at George Mehl Family Foothills Park, install paved trail connection in park to connect to The Loop, pave existing trail on Alvernon Way from The Loop to Dodge Blvd. Install wayfinding signage on Campbell Avenue at Loop entrance, install wayfinding signage in St. Phillips Plaza, install wayfinding signage at existing trail connection, install wayfinding signage at Loop entrance near Catalina Foothills Estates, upgrade existing sidewalk at Brandi Fenton Memorial Park to shared-use path from The Loop to River Rd. Install wayfinding signage and install paved trail connection from The Loop to River Rd. at the Post Office, install wayfinding signage at The Loop entrance at Rillito Regional Park, install wayfinding signage at The Loop entrance on Stone Ave., install wayfinding signage at The Loop connection and Campbell Rd. Install wayfinding signage at Loop connections on Stone Ave. and 1st Ave., Install paved shared-use path on drainage path from The Loop to River Rd. and 1st Ave., install 6' sidewalk on south side of River Rd. from Stone Ave. to new shared-use path.

339 Mountain Ave. Loop Connection (Mountain Ave. from Fort Lowell Rd. to River Rd.)

Install separated bike lane and 6' sidewalk on both sides of Mountain Ave. from Fort Lowell Rd. to Limberlost Dr., pave new shared-use path on east side of Limberlost Dr., connect to The Loop bridge.

347 Sabino Canyon Rd. Shared-Use Path (Sabino Canyon Rd. from Kolb Rd. to Rudasill Rd.)

Install shared-use path on both sides of Sabino Canyon Rd. from Kolb Rd. to Rudasill Rd., install marked crosswalk north of Ocotillo Dr. and Sunrise Dr.

356 Swan Rd. Shared-Use Path (Swan Rd. from River Rd. to Skyline Dr)

Install shared-use path on the west side and install or widen sidewalk to 6' on the east side of Swan Rd. from River Rd. to Skyline Dr.

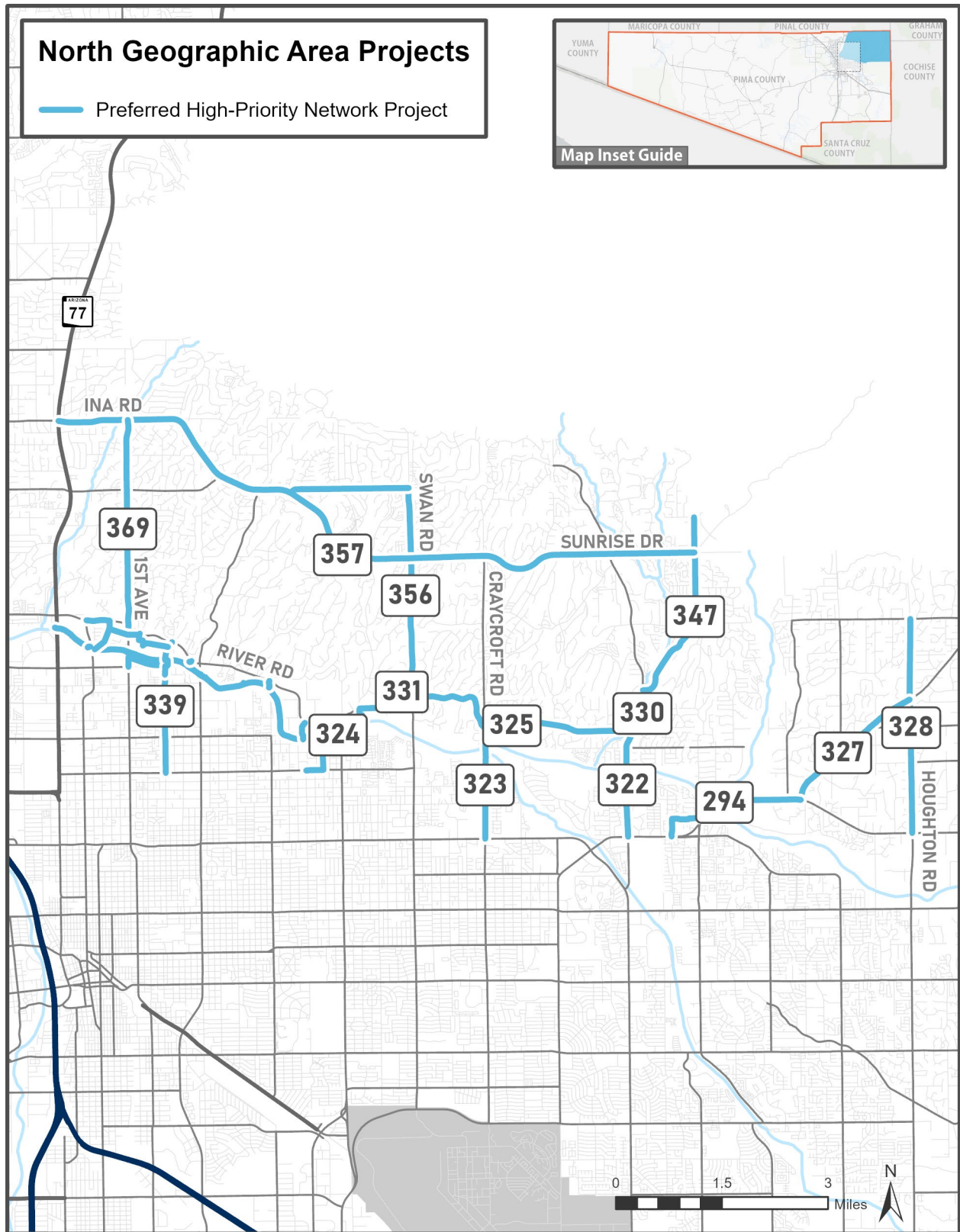
357 Ina Rd. Shared-Use Path (Ina Rd. from Oracle Rd. to Sabino Canyon Rd.)

Install shared-use path on the north side and 6' sidewalk on south side of Ina Rd./Skyline Dr./Sunrise Dr. from Oracle Rd. to Craycroft Rd. Install shared-use path on both sides of Sunrise Dr. from Craycroft Rd. to Sabino Canyon Rd. Install shared-use path on the north side and 6' sidewalk on the south side of Skyline Dr. from Sunrise Dr./Skyline Dr. to Swan Rd. Improve crossings on Skyline Dr. at Campbell Ave. and on Sunrise Dr. at Campo Abierto with wayfinding signage at Sunrise Dr./Skyline Dr. intersection. Install pedestrian hybrid beacon on Sunrise Dr. at Camino Arenosa. Install marked crosswalk on Sunrise Dr. at Via Umbrosa.

369 1st Ave. Active Transportation Improvements (1st Ave. from South of River Rd. to Ina Rd.)

Install shared-use path on the west side and widen sidewalk to 6' on east side of 1st Ave. from Rillito Park to Ina Rd.

Figure 32. North Geographic Area Projects



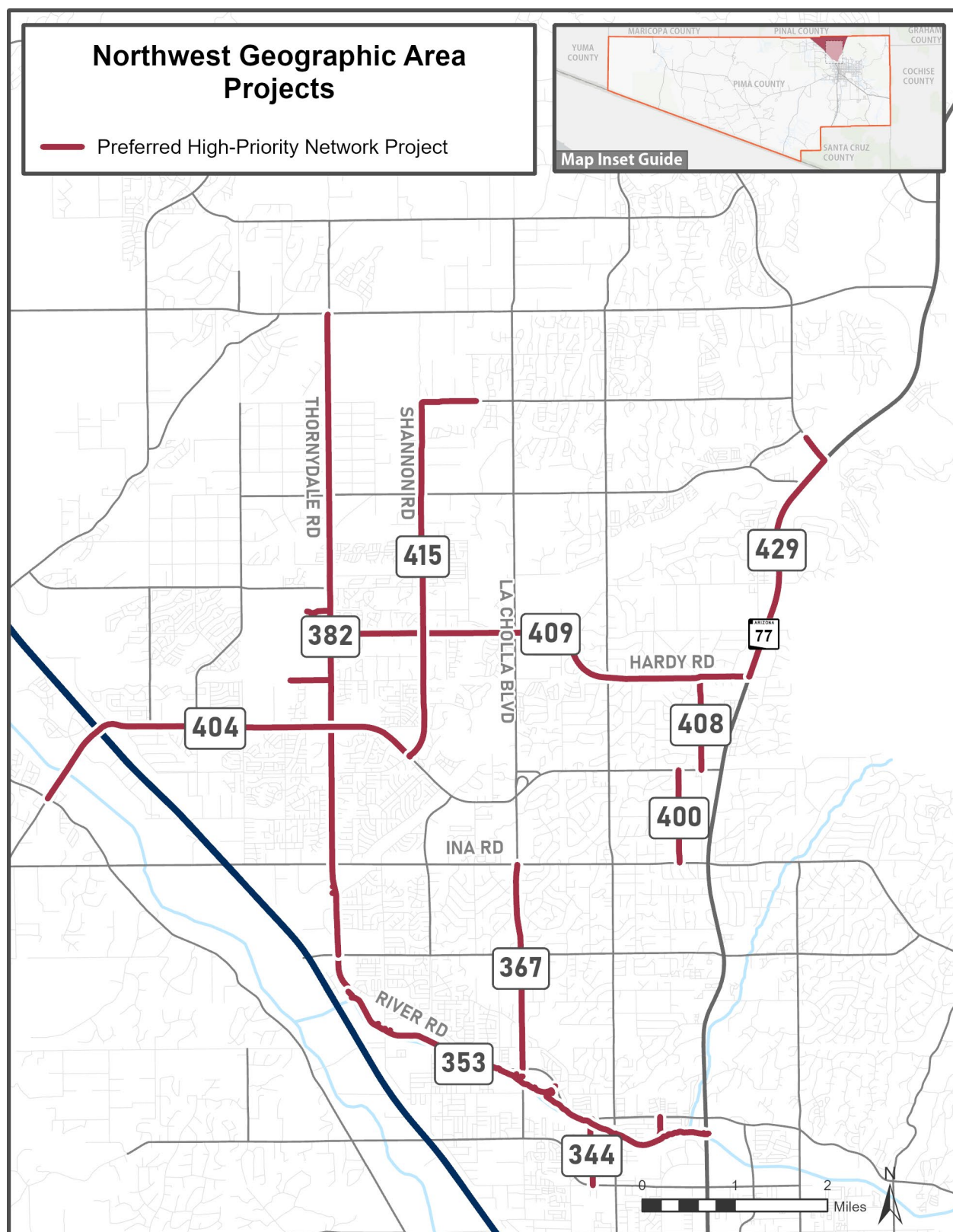
NORTHWEST GEOGRAPHIC AREA

The recommended projects in the northwest geographic area are shown in **Table 5** and **Figure 33**.

Table 5. Northwest Geographic Area Projects

Northwest Geographic Area Projects	
344 Pomona Ave. Reconstruction (Pomona Ave. from Ruthrauff Rd. to The Loop)	Reconstruct roadway and install bike lane and sidewalk on Pomona Ave. from Ruthrauff Rd. to The Loop (south), install pedestrian bridge over Rillito River to connect northern and southern portions of The Loop.
353 The Loop Wayfinding Signage Enhancements (The Loop from Orange Grove Rd. to Oracle Rd.)	Install wayfinding signage and pave loop connections at the community park, Flowing Wells Rd., and trail on Edgewater Dr., install pedestrian hybrid beacon at Ocean Ave, install paved trail along utility corridor leading to community, install pedestrian hybrid beacon across Oracle Rd. and add a trail connection to neighborhood. Install wayfinding signage at La Cholla Rd., install signage and pave trail to medical offices, install signage and pave trail at 5320 N La Cholla Blvd. parking lot, install signage and pave trail to River Rd. just south of Waterleaf Dr., install signage and pave trail to The Loop parking lot, install signage at Flowing Wells Rd., install pedestrian hybrid beacon at River Fringe Rd. Install wayfinding signage at La Cholla Blvd., Circle K parking lot, east of Camino De la Tierra, install pedestrian hybrid beacon on Camino De La Tierra, install signage and pavement improvements east of Camino De la Tierra, install shared-use path on west side of River Rd. from Orange Grove Rd. to The Loop parking lot.
367 La Cholla Blvd. Shared-Use Path (La Cholla Blvd. from River Rd. to Ina Rd.)	Install shared-use path on both sides of La Cholla Blvd. from River Rd. to Ina Rd.
382 Thornydale Rd. Shared-Use Path (Thornydale Rd. from Orange Grove Rd. to Tangerine Rd.)	Install shared-use path on east side of Thornydale Rd. from Orange Grove to Overton Rd., install shared-use path bridge over The Loop, pave connection to The Loop. Pave trail on west side of Thornydale Rd. from Cortaro Farms Rd. to Overton Rd., and install marked crosswalk at trail entrance. Install paved shoulder on both sides of Thornydale Rd. from Pecos Way to Tangerine Rd., install shared-use path on the east side of Thornydale Rd. from Overton Rd. to Pecos Way. Add shared-use path connections on the south side of Hardy Dr. from Thornydale Dr. to the Tortolita Middle School Access and into Arthur Pack Regional Park near Freer Dr. Add pedestrian hybrid beacons at Argo St., Sumter St., and Arthur Pack Regional Park. Improve the crossing at Hardy Dr./Thornydale Dr.
400 Paseo Del Norte Active Transportation Improvements (Paseo Del Norte from Ina Rd. to Magee Rd.)	Install 6' sidewalk and buffered bike lanes on both sides of Paseo Del Norte from Ina Rd. to Magee Rd.
404 Cortaro Farms Rd. Active Transportation Improvements (Cortaro Farms Rd. from Silverbell Rd. to Shannon Rd.)	Install 8' separated bike lane and widen sidewalk to 6' on south side and install shared-use path on the north side of Cortaro Farms Rd. from I-10 to Shannon Rd. Upgrade existing sidewalk with shared-use path to the north side of Cortaro Rd. from Silverbell Rd. to I-10 Frontage Rd. Widen sidewalk and buffer on south side of Cortaro Rd. from Silverbell Rd. to I-10 Frontage Rd. Upgrade crossings at Cortaro/I-10 interchange.
408 Northern Ave. Active Transportation Improvements (Northern Ave. from Magee Rd. to Hardy Rd.)	Install separated bike lane and 6' sidewalk on Northern Ave. from Magee Rd. to Hardy Rd.
409 Overton Rd. Active Transportation Improvements (Overton Rd. from Thornydale Rd. to Oracle Rd.)	Install a 8' separated bike lane and 6' sidewalk on north side and install shared-use path on south side of Overton Rd. from Thornydale Rd. to La Cañada Dr. Install separated bike lane and 6' sidewalk on north side and install shared-use path on south side of Hardy Rd. from La Cañada Dr. to Oracle Rd.
415 Shannon Rd. Shared-Use Path (Shannon Rd. from Cortaro Farms Rd. to Big Star Trl.)	Install shared-use path on the west side of Shannon Rd. from Cortaro Farms Rd. to Big Star Trl.
429 Oracle Rd. Shared-Use Path (Oracle Rd. from Hardy Rd. to 1st Ave.)	Install shared-use path on the east side of Oracle Rd. from Hardy Rd. to 1st Ave., install pedestrian hybrid beacon at Horizon Cir, install pedestrian hybrid beacon at Rock Ridge Apartment complex. Extend shared-use path on south side of 1st Ave. from Canyon Del Oro River Park bridge to Oracle Rd., install shared-use path bridge at Canyon Del Oro River Park bridge.

Figure 33. Northwest Geographic Area Projects





WEST GEOGRAPHIC AREA

The recommended projects in the west geographic area are shown in **Table 6** and **Figure 34**.

Table 6. West Geographic Area Projects

West Geographic Area Projects
341 Silverbell Rd. Shared-Use Path Connectivity Enhancements (Silverbell Rd. from Goret Rd. to The Loop)
Add shared-use path to the east side of Silverbell Rd. from Burlwood Way to Grant Rd. Install shared-use path on the south side of Goret Rd. in place of the existing sidewalk and bike lane from Silverbell Rd. to The Loop. Add wayfinding signage at Silverbell Rd./Goret Rd. intersection. Add a marked crosswalk at El Camino Del Cerro and The Loop.
376 Ina Rd. Shared-Use Path (Ina Rd. from Wade Rd. to Oracle Rd.)
Add shared-use path to both sides of Ina Rd. from Wade Rd. to Oracle Rd. Install shared-use path bridge connecting The Loop. Upgrade bike lanes and sidewalks on I-10 overpass and bridge over wash (east of Meredith Blvd.) to shared-use paths.
377 Silverbell Rd. Shared-Use Path (Silverbell Rd. from Twin Peaks Rd. to El Camino Del Cerro)
Add shared-use path to the east side of Silverbell Rd. from El Camino Del Cerro to Ina Rd. Add/upgrade a shared-use path to the east side and widen sidewalk, buffer, and shoulder on west side of Silverbell Rd. from Ina Rd. to Twin Peaks Rd. Add shared-use path on south side of Mamie Kai Dr. from Silverbell Rd. to The Loop through Crossroads District Park. Add shared-use path connection from Silverbell to The Loop west of Coachline Blvd.
430 Sandario Rd. Shoulder Widening (Sandario Rd. from Avra Valley Rd. to Rudasill Rd.)
Add paved shoulder of at least 6.5' to both sides of Sandario Rd. from Avra Valley Rd. to Rudasill Rd.
431 Avra Valley Rd. Shoulder Widening (Avra Valley Rd. from Sandario Rd. to I-10)
Add paved shoulder of at least 7' to both sides of Avra Valley Rd. from Sandario Rd. to I-10.

FAR WEST GEOGRAPHIC AREA

The recommended projects in the far west geographic area are shown in **Table 7** and **Figure 35**.

Table 7. Far West Geographic Area Projects

Far West Geographic Area
300 SR 86 Shared-Use Path (SR 86 from Sahuaro St. to Ball Rd.)
Install a shared-use path on the west side of SR 86 from SR 85 to Ball Rd. Install marked crosswalk at SR 85 and SR 86. Install a shared-use path on the west side of SR 85 from SR 86 to Sahuaro St.
413 Taladro St. Active Transportation Improvements (Taladro St. from Rocalla Ave. to Elota Ave.)
Widen sidewalks and add a buffer on both sides of Taladro St. from Lomita Ave. to Pajaro St. Add shared-use path on Plaza St. from Pajaro St. to Taladro St.
421 Yermo Ave. Active Transportation Improvements (Yermo Ave. from North St. to Rocalla Ave.)
Add a shared-use path on the east side of Yermo Ave. from Malacate St. to Pajaro St. Add a pedestrian hybrid beacon across Yermo Ave. at Pajaro St. intersection. upgrade the sidewalk on the north side of Solana Ave. with a shared-use path. Add shared-use path to the east side of 2nd Ave. from North St. to Sahuaro St. Add pedestrian hybrid beacon across 2nd Ave. at 4th St. and marked crossing at North St.

Figure 34. West Geographic Area Projects



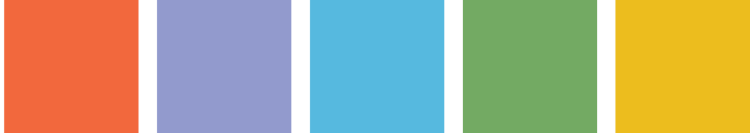
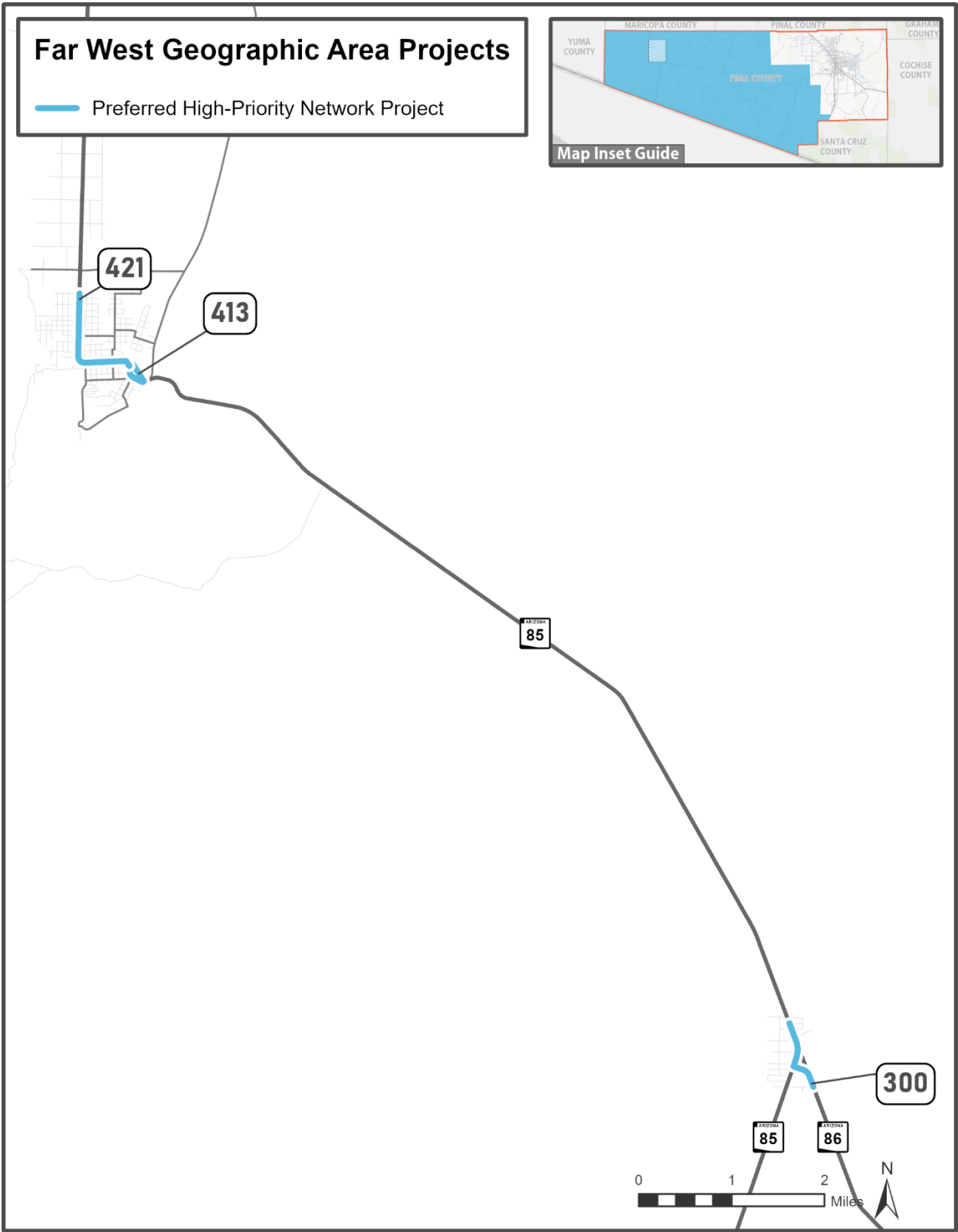


Figure 35. Far West Geographic Area Projects



SOUTHWEST GEOGRAPHIC AREA

The recommended projects in the southwest geographic area are shown in **Table 8** and **Figure 36**.

Table 8. Southwest Geographic Area Projects

Southwest Geographic Area Projects
18 Valencia Rd. Separated Bike Lanes (Valencia Rd. from Casino Del Sol to Midvale Park Rd.)
Install separated bike lanes on Valencia Rd. from Casino Del Sol to Midvale Park Rd.
19 Cardinal Ave. Active Transportation Improvements (Cardinal Ave. from Irvington Rd. to Los Reales Rd.)
Install sidewalk and 6' paved shoulder on the west side and install shared-use path on the east side of Cardinal Ave.
21 Valencia Rd. Active Transportation Improvements (Valencia Rd. from Midvale Park Rd. to 12th Ave.)
Upgrade sidewalk/bike lane on north side of Valencia with shared-use path and buffer. Widen and add buffer to sidewalk on south side of Valencia.
35 Midvale Park Trail Connectivity Enhancements (Midvale Park Path from Irvington Rd. to Valencia Rd.)
Add shared-use path on north side of Drexel Rd. from Midvale Park Dr. east to path. Add paved connection on Bufkin Dr. from Midvale Park to path. Add wayfinding at Midvale Park Rd./Bufkin Dr. and Midvale Park Rd./Drexel Rd. Install shared-use path connection from Midvale Park Rd. to The Loop along Newcastle Ct. Finish trail connection at Bagpipe Dr. Add wayfinding signage for The Loop at Midvale Park/Newcastle and River Run/Bagpipe intersections.
36 Drexel Rd. Shared-Use Path (Drexel Rd. from Cardinal Ave. to Midvale Park Rd.)
Add shared-use path to the south side of Drexel Rd. from Cardinal Ave. to Midvale Park Rd.
49 Mission Rd. Wash Shared-Use Path (Mission Rd. Wash from Irvington Rd. to Drexel Rd.)
Install shared-use path along wash east of Mission Rd. from Irvington Rd. to Drexel Rd. Add marked crosswalks at Drexel Rd. and Irvington Rd.
50 Irvington Rd. Shared-Use Path (Irvington Rd. from Ajo Way to 12th Ave.)
Widen shoulder to continue buffered bike lanes on Sunset Blvd. from Ajo Way to Irvington Rd. Add marked crosswalks on north and east legs. Shared-use path on both sides of Irvington Rd. from Sunset Blvd. to 12th Ave. with connection to The Loop. Add marked crossing at Winston Reynolds-Manzanita Park with shared-use path connection to the park. Reduce median width to accommodate needed buffer for shared-use path facilities.
77 Ajo Way Shared-Use Path (Ajo Way from Camino Verde to 12th Ave.)
Add shared-use path on the north side of Ajo Hwy. from Camino Verde to Sunset Blvd. Add shared-use path to both sides of Ajo Way from Sunset Blvd. to Kostka Ave. Add shared-use path to the north side of Ajo Way from Kostka Ave. to 12th Ave. Add pedestrian refuge island, marked crosswalk, lighting, and reflectors on west leg of Ajo Hwy./Camino Verde intersection. Add pedestrian hybrid beacon at Ajo Way/Kostka Ave. Add marked crosswalks to all legs of Ajo Way and Kinney Rd.
79 Irvington Pl Shared-Use Path Connection (Irvington Pl from Mission Rd. to The Loop)
Add shared-use path along both sides of Irvington Pl. from Mission Rd. to The Loop with wayfinding signage at Mission Rd./Irvington Pl. Add shared-use path along Mission Rd. Wash from The Loop to Irvington Rd.
121 29th St. Active Transportation Improvements (29th St. from Mission Rd. to 6th Ave.)
Upgrade the sidewalk on the south side of 29th St. with a shared-use path and widen sidewalk on north side of 29th St.
122 Mission Rd. Active Transportation Improvements (Mission Rd. from Silverlake Rd. to Ajo Way)
Upgrade sidewalk on the west side of Mission Rd. with shared-use path from Silverlake Rd. to Ajo Way. Upgrade marked crosswalk at Veterans Pl. to pedestrian hybrid beacon. Widen sidewalk on the east side of Mission Rd. from Silverlake Rd. to Veterans Pl.

123 Mission Rd. Active Transportation Improvements (Mission Rd. from Congress St. to 29th St.)

Upgrade sidewalk on the west side of Mission Rd. with shared-use path from Starr Pass Blvd. to 29th St. upgrade sidewalk and bike lane with shared-use path on the west side of Grande Ave. from Congress St. to Mission Rd. upgrade sidewalk and bike lane on the north side of Cushing St. with shared-use path from Spruce St. to The Loop (east of Linda Ave.). Add marked crosswalk on Grande Ave. at Spruce St. Add wayfinding signage for shared-use path connections.

128 Starr Pass Blvd. Active Transportation Improvements (Starr Pass Blvd. from Mission Rd. to 8th Ave.)

Add marked crosswalk on the east leg of Starr Pass Blvd./Mission Rd. intersection. Upgrade facilities on both sides of Starr Pass Blvd. to shared-use paths from Santa Cruz Ln to pedestrian hybrid beacon west of Osborne Ave.

206 Silverbell Rd. Active Transportation Improvements (Silverbell Rd. from Saint Mary's Rd. to Congress St.)

Extend buffered bike lanes from marked crosswalk at Safeway north to Saint Mary's Rd. Widen sidewalk on east side of Silverbell Rd. from Saint Mary's Rd. to Congress St.

214 Saint Mary's Rd. Active Transportation Improvements (Saint Mary's Rd. from Silverbell Rd. to Granada Ave.)

Upgrade facilities on the north side with a shared-use path and widen sidewalk with buffer on the south of Saint Mary's Rd. from Silverbell Rd. to Granada Ave.

219 Silverbell Rd. Active Transportation Improvements (Silverbell Rd. from Speedway Blvd. to Saint Mary's Rd.)

Upgrade facilities on the west side with a shared-use path and widen sidewalk with buffer on the east side of Silverbell Rd. from Speedway Blvd. to Saint Mary's Rd.

222 Speedway Blvd. Active Transportation Improvements (Speedway Blvd. from Silverbell Rd. to Euclid Ave.)

Widen sidewalk on north side and upgrade sidewalk on south side of Speedway Blvd. with a shared-use path from Silverbell to Rio Dr. Add shared use path connection from Rio Dr. marked crossing to new Ontario Dr. bike boulevard. Widen sidewalks on both sides of Speedway Blvd. from Rio Dr. to Riverside Dr. Add pedestrian hybrid beacon at Speedway Blvd./Riverside Dr. Add shared-use path to north side of Speedway Blvd. from Riverside Dr. to Main Ave. upgrade sidewalk and bike lane on north side of Speedway Blvd. with shared-use path from Main Ave. to Euclid Ave. Widen sidewalk and add buffer on the south side of Speedway Blvd. from Main Ave. to Euclid Ave. Improve crossing at 4th Ave.

269 Silverbell Rd. Active Transportation Improvements (Silverbell Rd. from Grant Rd. to Speedway Blvd.)

Add buffered bike lanes and widen sidewalks on both sides of Silverbell Rd. from Grant Rd. to Speedway Blvd.

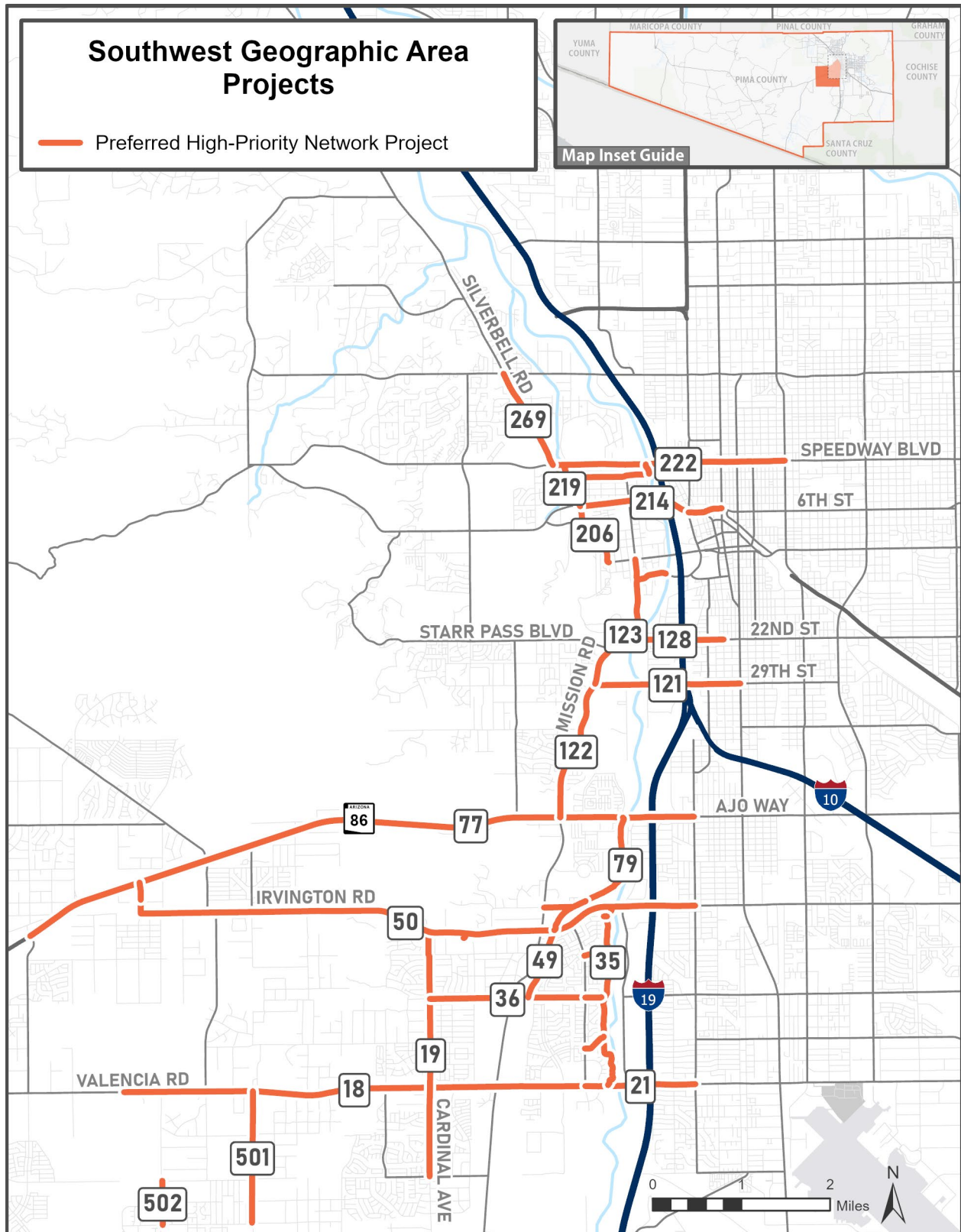
501 Pasqua Yaqui Tribe Priority Project 1 (Camino De Oeste from Valencia Rd. to Calle Torim)

Fill sidewalk gaps on west side and install shared-use path on the east side of Camino De Oeste from Valencia Rd. to Calle Torim. Add marked crosswalks at Jeffery Rd.

502 Pasqua Yaqui Tribe Priority Project 2 (Ignacio M Baumea from Los Reales Rd. to Calle Torim)

Install/upgrade to shared-use path on the west side of Ignacio M Baumea from Los Reales Rd. to Calle Torim. Add marked crosswalk at Calle Tetakusim and Los Reales Rd.

Figure 36. Southwest Geographic Area Projects



SOUTH GEOGRAPHIC AREA

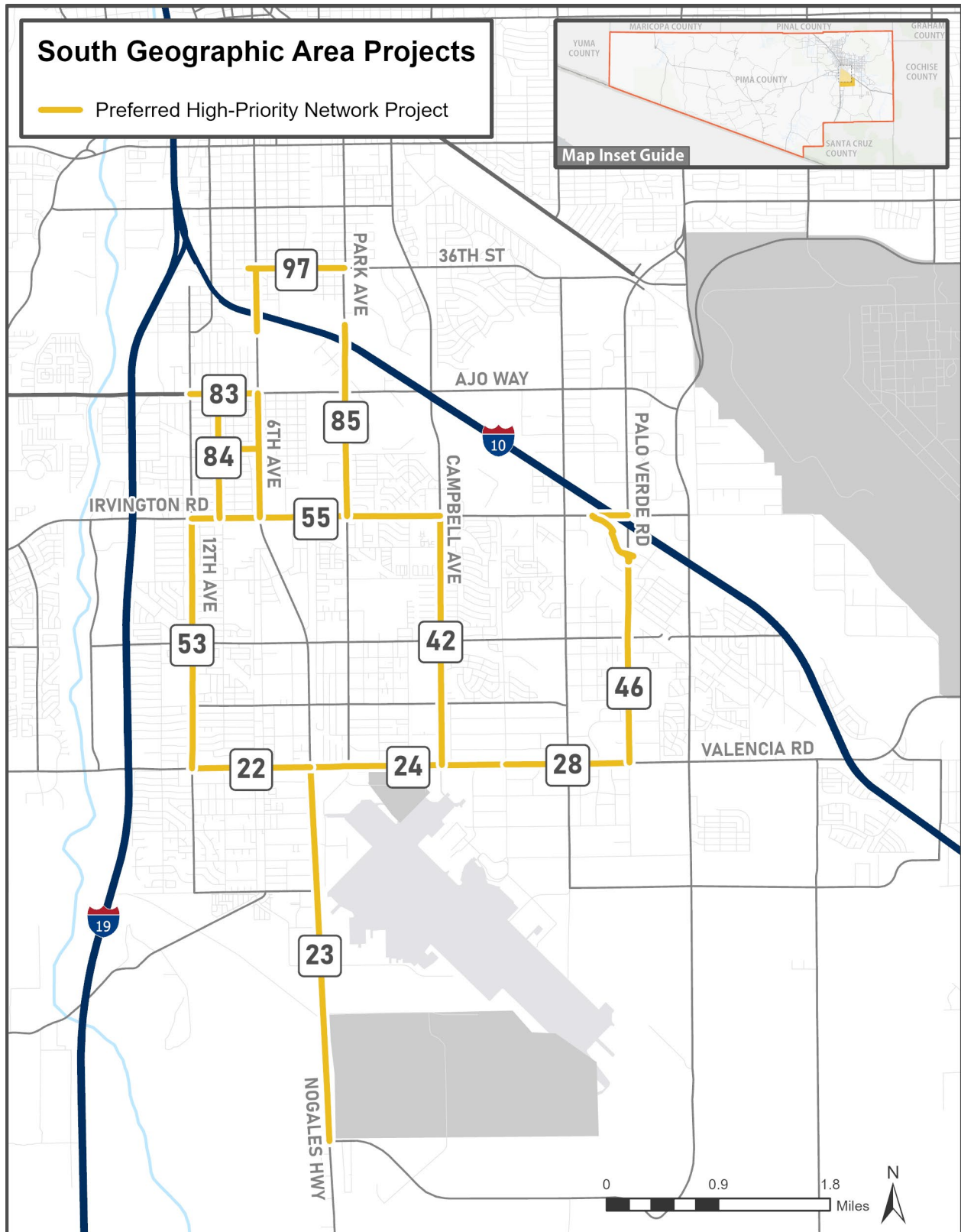
The recommended projects in the south geographic area are shown in **Table 9** and **Figure 37**.

Table 9. South Geographic Area Projects

South Geographic Area Projects
22 Valencia Rd. Active Transportation Improvements (Valencia Rd. from 12th Ave. to Nogales Hwy.) Upgrade sidewalk/bike lane on north side of Valencia with shared-use path and buffer from 12th Ave. to Fiesta Ave. Widen sidewalks and add buffer on both sides of Valencia from Fiesta Ave. to Nogales Hwy.
23 Nogales Highway Shared-Use Path (Nogales Hwy. from Valencia Rd. to Aerospace Pkwy.) Install shared-use path on both sides of Nogales Hwy. from Valencia Rd. to Aerospace Pkwy.
24 Valencia Rd. Shared-Use Path (Valencia Rd. from Nogales Hwy. to Tucson Blvd.) Upgrade sidewalk/bike lanes with shared-use paths on both sides of Valencia Rd. from Nogales Hwy. to Tucson Blvd.
28 Valencia Rd. Active Transportation Improvements (Valencia Rd. from Tucson Blvd. to Palo Verde Rd.) Upgrade sidewalk/bike lane on south side of Valencia with shared-use path from Tucson Blvd. to Palo Verde Rd. Remove entire westbound bicycle lane and widen sidewalk on north side from Tucson Blvd. to HAWK at Hemisphere Ln.
42 Campbell Ave. Shared-Use Path (Campbell Ave. from Irvington Rd. to Valencia Rd.) Add shared-use path on both sides of Campbell Ave. from Irvington Rd. to Valencia Rd. Add raised crosswalk near Calle Gran Desierto Dr.
46 Palo Verde Rd. Shared-Use Path (Palo Verde Rd. from Irvington Rd. to Valencia Rd.) Add shared-use path to the north side of Irvington Rd. from The Loop (just west of Outlet Center Dr.) to Palo Verde Rd. Add shared-use path on both sides of Palo Verde Rd. from The Loop to south of Mossman Rd. Add pedestrian hybrid beacon south of Mossman Rd. Add shared-use path on east side of Palo Verde Rd. from south of Mossman Rd. to Valencia Rd.
53 12th Ave. Complete Street (12th Ave. from Irvington Rd. to Valencia Rd.) Upgrade sidewalk to shared-use path on west side of 12th Ave. from Irvington Rd. to Valencia Rd. with connection to Mission Manor Park. Widen sidewalk on east side of 12th Ave. from Irvington Rd. to Valencia Rd. Add buffered bike lane to east side of 12th Ave. from Drexel Rd. to Valencia Rd.
55 Irvington Rd. Shared-Use Path (Irvington Rd. from 12th Ave. to Campbell Ave.) Add shared-use path to both sides of Irvington Rd. from 12th Ave. to Campbell Ave. Add pedestrian hybrid beacon crossing at 1st Ave.
83 Ajo Way Active Transportation Improvements (Ajo Way from 12th Ave. to 6th Ave.) Add shared use path to the north side of Ajo Way and widen sidewalk and add a buffer to the south side of Ajo Way from 12th Ave. to 6th Ave.
84 6th Ave. Active Transportation Improvements (6th Ave. from Ajo Way to Irvington Rd.) Replace bike lanes with buffer for sidewalk on 6th Ave. from Ajo Way to Irvington Rd. Add additional wayfinding for bike boulevards on Pennsylvania Dr. and 8th Ave. Upgrade bike boulevards to standard as needed.
85 Park Ave. Active Transportation Improvements (Park Ave. from I-10 westbound Ramps to Irvington Rd.) Upgrade sidewalk on the east side of Park Ave. with shared-use path from existing shared-use path to I-10 westbound ramps. upgrade sidewalk on the west side of Park Ave. with shared-use path from I-10 westbound ramps to Irvington. Upgrade crossing on the north leg of Park Ave./I-10 westbound ramps intersection. Widen sidewalk and improve buffer on the east side Park Ave. from Ajo Way to Irvington Rd.
97 6th Ave. Shared-Use Path (6th Ave. from 36th St. to 44th St.) Upgrade sidewalk on the east side of 6th Ave. with shared-use path from 36th St. to 44th St. Extend existing shared-use path from El Paso & Southwestern Greenway on the south side of 36th St. from 6th Ave. to Park Ave.



Figure 37. South Geographic Area Projects





FAR SOUTH GEOGRAPHIC AREA

The recommended projects in the far south geographic area are shown in **Table 10** and **Figure 38**.

Table 10. Far South Geographic Area Projects

Far South Geographic Area Projects	
1 Continental Rd. Active Transportation Improvements (Continental Rd. from Green Valley Performing Arts and Learning Center to Nogales Hwy.)	Install shared-use path on west side of Continental Rd. from Abrego Dr. to Nogales Hwy., install shared-use path bridge at bridge east of Abrego Dr.
2 La Cañada Dr. Shared-Use Path (La Cañada Dr. from Sahuarita Rd. to Continental Rd.)	Upgrade sidewalk on east side of La Cañada Dr. with shared-use path from Sahuarita Rd. to Continental Rd. Shared-use path bridge needed at Duval Rd., south of Nopal, south of 555 N. La Cañada, south of Aperio Dr., and north of Vista Hermosa Dr. Install pedestrian refuge island with marked crosswalk, lighting, and reflectors on La Cañada between Via Alamos and San Ignacio.
3 Esperanza Blvd. Separated Bike Lanes (Esperanza Blvd. from La Cañada Dr. to Abrego Dr)	Upgrade existing bike lanes to separated bike lanes on Esperanza Blvd. from La Cañada Dr. to Abrego Dr. Potential for access management applied to both sides of Esperanza Blvd.
4 Duval Mine Rd./Nogales Hwy. Separated Bike Lanes (Duval Mine Rd./Nogales Hwy. from La Cañada Dr. to Sahuarita Rd.)	Upgrade existing bike lanes to separated bike lanes on Duval Mine Rd./Nogales Hwy. from La Cañada Dr. to Sahuarita Rd.
5 Abrego Dr. Shared-Use Path (Abrego Dr. from Nogales Hwy. to Paseo de Golf)	Install shared-used path on the east side of Abrego Dr. from north of Paseo de Golf to Duval Mine Rd./Nogales Hwy.
6 Sahuarita Rd. Active Transportation Improvements (Sahuarita Rd. from La Cañada Dr. to Nogales Hwy.)	Install shared-use path on south side of Sahuarita Rd. from La Cañada Dr. to southbound ramps. Realign vehicle lanes slightly north from southbound ramps to northbound ramps and install shared-use path on the south side of the roadway. Continue shared-use path to Rancho Sahuarita Blvd. Install separated bike lanes on Sahuarita Blvd. from Rancho Sahuarita Rd. to Nogales Hwy.
8 Sahuarita Rd. Separated Bike Lanes (Sahuarita Rd. from Nogales Hwy. to Sahuarita Acres Rd.)	Install separated bike lanes on Sahuarita Rd. from Nogales Hwy. to Sahuarita Acres Rd.
10 Pima Mine Rd. Shoulder Widening (Pima Mine Rd. from I-19 to Nogales Hwy.)	Widen shoulder on both sides of Pima Mine Rd. to 7'. Extend shared-use path on the north side of Pima Mine Rd. from Rancho Sahuarita Blvd. to Nogales Hwy. Improve crossing at Pima Mine Rd. and Nogales Hwy.
11 Nogales Highway Shoulder Widening (Nogales Hwy. from Pima Mine Rd. to 400' South of Pima Mine Rd.)	Widen shoulder to 7' on both sides of Nogales Highway from Pima Mine Rd. to 400' south of Pima Mine Rd.

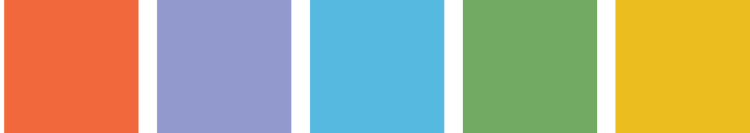
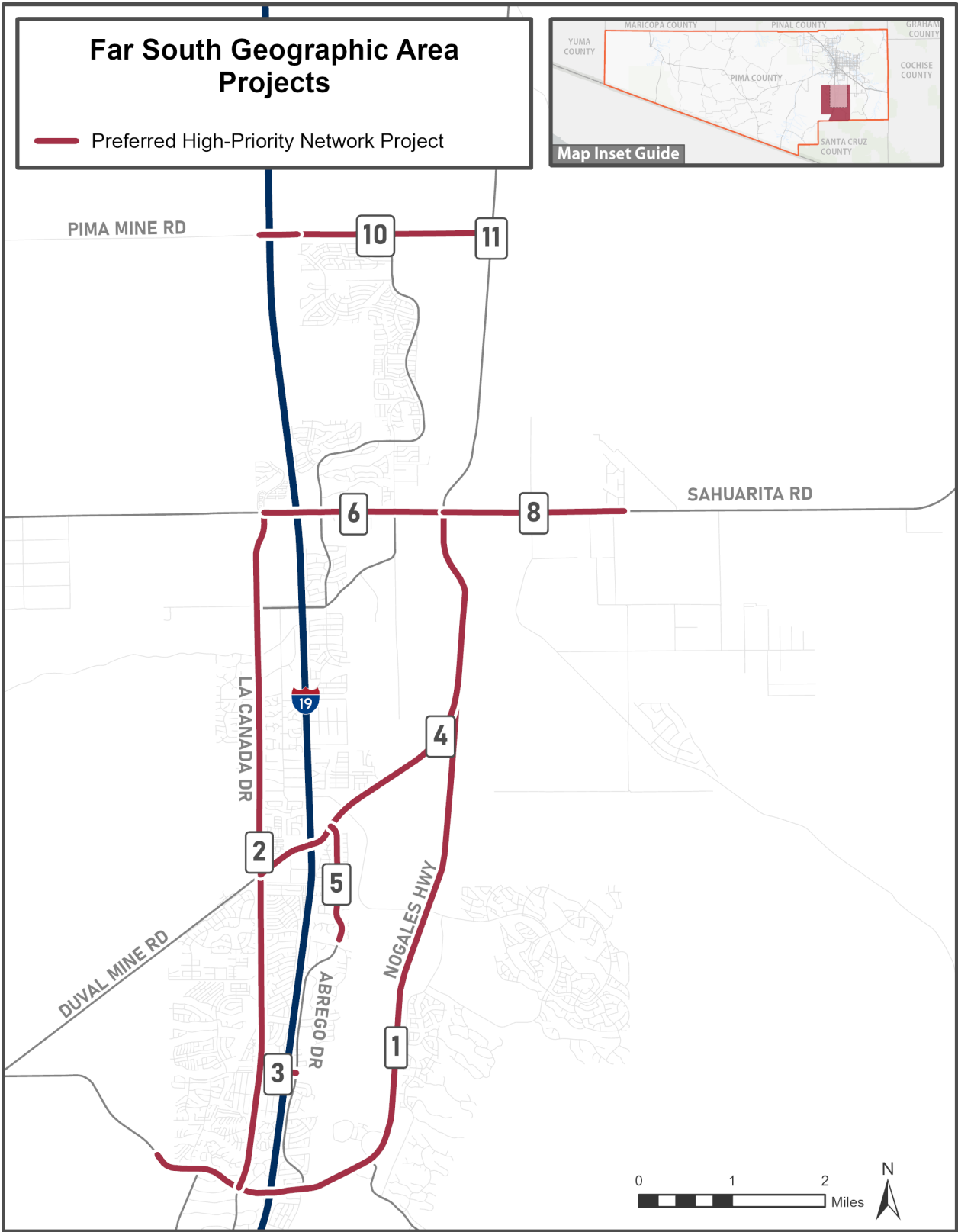
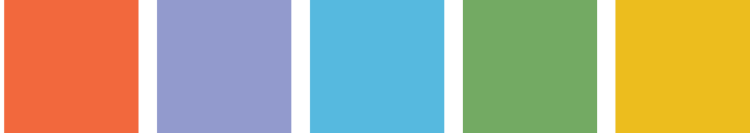


Figure 38. Far South Geographic Area Projects



Appendices





Appendix A. Network Analysis Documentation

PIMA ASSOCIATION OF GOVERNMENTS



REGIONAL **ACTIVE** TRANSPORTATION PLAN



ALTERNATIVES ANALYSIS AND DRAFT RECOMMENDATIONS

JANUARY 2025

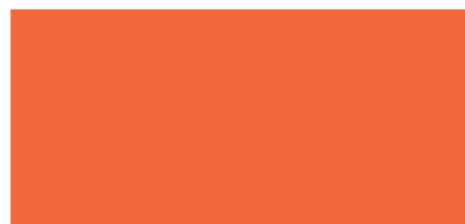




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ANALYSIS FINDINGS



Analysis Findings

Task 4.1 Level of Traffic Stress Analysis

Alta conducted a level of traffic stress (LTS) analysis in Pima County to assess the level of comfort for people walking or biking along a given roadway segment. For each roadway segment, factors such as the number of lanes, the posted speed limit, and the presence of sidewalks and bike lanes contributed to an LTS score between LTS 1 (least stressful; suitable for all ages and abilities) and LTS 4 (most stressful; used by able-bodied adults with limited route choices). Although the LTS analysis does not account for safety-related outcomes such as crash rates, the factors that are necessary for a score of LTS 1 (such as low speeds and sidewalks) tend to be associated with safer outcomes for pedestrians. More detailed information on the LTS approach can be found in the **Methodology: Task 4.1 Level of Traffic Stress Analysis** section. This section will discuss the findings of the analysis.

Pedestrian Level of Traffic Stress

Purpose

The pedestrian level of traffic stress (PLTS) analysis estimates the level of comfort for people walking on a given roadway segment. The PLTS analysis identifies where infrastructure deficiencies combined with high-speed roadways create stressful pedestrian environments (indicated by high LTS scores on a scale of 1-4) or where high-quality infrastructure and low speeds create comfortable pedestrian experiences. It provides a measure of how likely pedestrians are to use the facility, based on ability and comfort level. Level of traffic stress does not measure network connectivity; this is done in Task 4.5, which takes LTS into account. LTS methods are described in more detail in **Methodology Task 4.1 Level of Traffic Stress Analysis** in the Methodology section and the concept is illustrated in Figure 1.

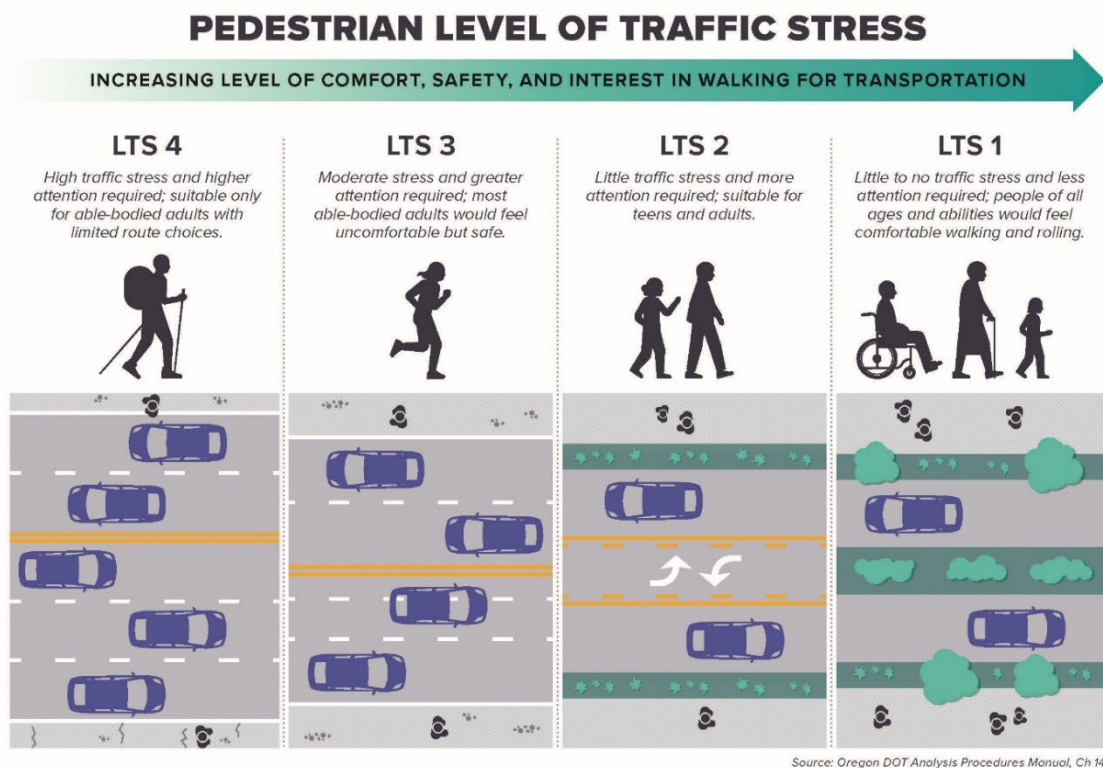


Figure 1. Pedestrian LTS Scoring

Results

Figure 2 displays PLTS results. More details can be viewed in the online map.

Tucson Metro Area

Most principal and minor arterials are LTS 4 due to the combination of narrow sidewalk widths, higher posted speed limits, lack of buffer between sidewalk and street, and the number of travel lanes. There are a few arterials in the central area, such as 22nd Street and South Park Avenue, rated as LTS 3 due to the presence of wider sidewalks. There is also a noticeable difference between the LTS score on local streets in many suburbs such as Picture Rocks, Catalina Foothills, and Tanque Verde compared to the scores for local streets in most neighborhoods of Tucson. In those suburbs, local streets are consistently rated LTS 2 because of the lack of sidewalks. The results are more variable within the City of Tucson, but more of the local roads there have wider sidewalks, leading to a more comfortable pedestrian experience leading to a LTS 1 score more often than in many outer suburbs.

Many comfortable, low-stress paths for pedestrians are available in the metro area. Most of the University of Arizona campus is LTS 1 because it is pedestrian-only. Additionally, shared-use paths along the Rillito River, Canada del Oro, and the Santa Cruz River offer consistent low-stress walking conditions across the region. There are also shared-use paths along a few major arterials such as Harrison Street and Houghton Road on the east side, as well as along Tangerine Road in Oro Valley, providing similar low-stress corridors for pedestrians.

Greater Pima County

Outside the Tucson metro area, most roadways are either rated as LTS 2 or LTS 4. The Tucson Ajo Highway is the main road connecting Tucson to the Tohono O'odham Nation and other parts of the county. This highway and other small highways are rated LTS 4 due to higher posted speed limits and a lack of sidewalks. Aside from highways, roads are either roadways in small communities or are unpaved roads connecting communities. The posted speed limit on these roads is generally 25 miles per hour with no more than two travel lanes, resulting in an LTS 2 score.

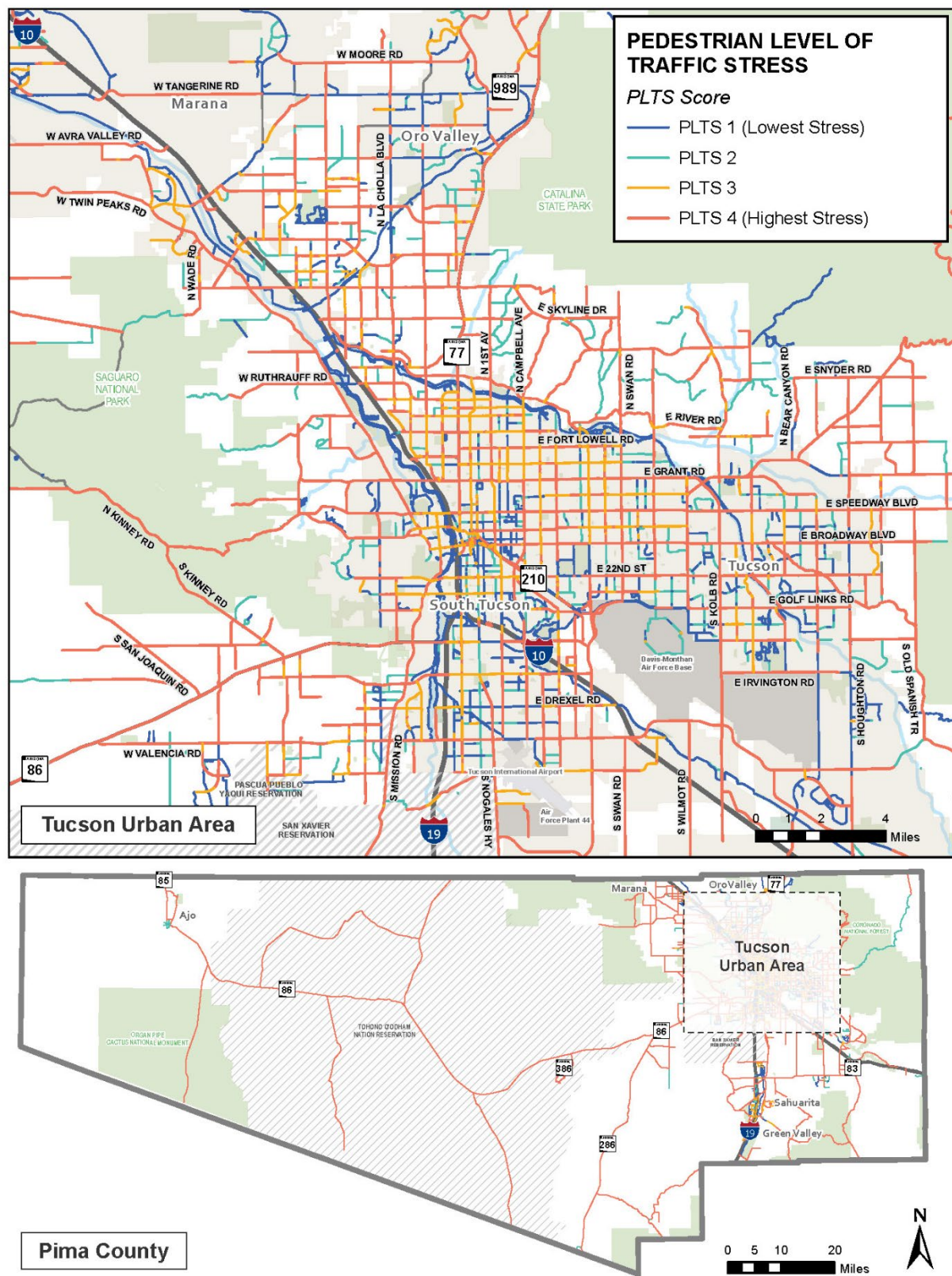
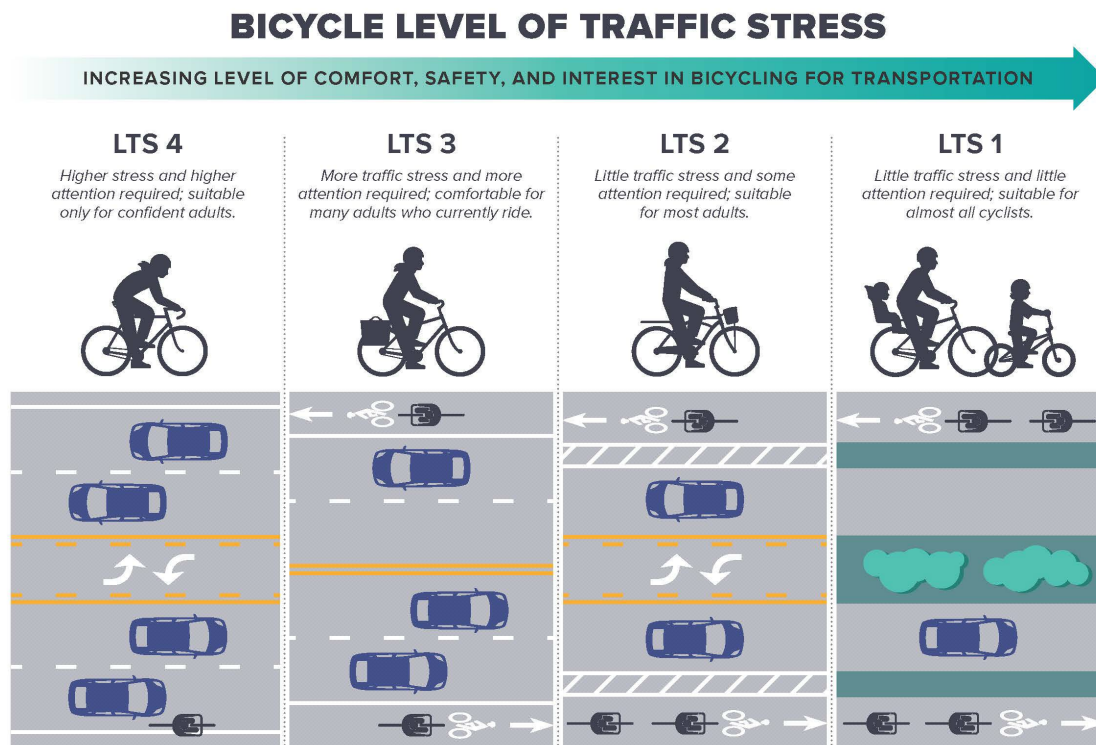


Figure 2. Pedestrian Level of Traffic Stress. Full map on [ArcGIS Online](#).

Bicycle Level of Traffic Stress

Purpose

The bicycle level of traffic stress (BLTS) analysis estimates the level of comfort for people biking on a given roadway segment. The BLTS analysis identifies where gaps or deficiencies in a bike network exist, and provides a measure of how likely different types of riders are to use the facility, based on ability and comfort level. Methods are described in more detail in **Methodology Task 4.1 Level of Traffic Stress Analysis** in the Methodology section and the concept is illustrated in **Figure 3**.



Source: Mineta Transportation Institute, 2012. Low Stress Bicycling and Connectivity.

Figure 3. Bicycle LTS Scoring

Results

Figure 4 displays BLTS results. More details can be viewed in the online map.

Tucson Metro Area

Similar to the PLTS analysis, most arterial roadways are rated LTS 4. The roads closer to the central area, on the other hand, are rated LTS 3 due to lower speed limits and a lower number of travel lanes. Glenn Street and Tucson Boulevard stand out as two collectors north of downtown rated as LTS 2 due to the presence of dedicated bike facilities, lower speed limits, and fewer vehicular lanes. Nearly all local roads are rated LTS 1 throughout the metro area, including designated bike boulevards in Tucson. However, aside from shared-use paths, the region has minimal long-distance, low-stress bicycle routes; people biking along low-stress roads must routinely contend with intersections at high-stress roads and also encounter many dead ends or other barriers. The City of Tucson's bicycle boulevard network does, however, provide signals, such as Bike HAWKS, along many local roadways at arterial crossings to improve the experience for bicyclists at these crossings.

Greater Pima County

In the rural parts of the county, the road network consists of highways and country roads. Highways are rated as LTS 4 while the remaining roads are LTS 1 due to low posted speeds and fewer vehicular lanes. Some roads are unpaved, which may lead to a less comfortable experience, but the LTS methodology does not account for this.

Conclusions

Both analyses illustrate the barriers created by major arterials across Pima County. In the Tucson metro area, high-speed, wide roadways make for a stressful environment for people walking and biking. Lowering speeds, right-sizing roadway widths based on traffic volumes, and providing greater space for buffered and separated facilities can improve LTS on arterial roadways. Where lane removal is not possible, adding vertical protection or separation for people walking and biking would greatly improve conditions. Widening sidewalks, where possible, would also improve conditions for people walking. Additionally, the analyses show where routes parallel to high-stress corridors may be beneficial and where signalized crossings can improve areas where low-stress bikeways intersect perpendicularly with high-stress arterials.

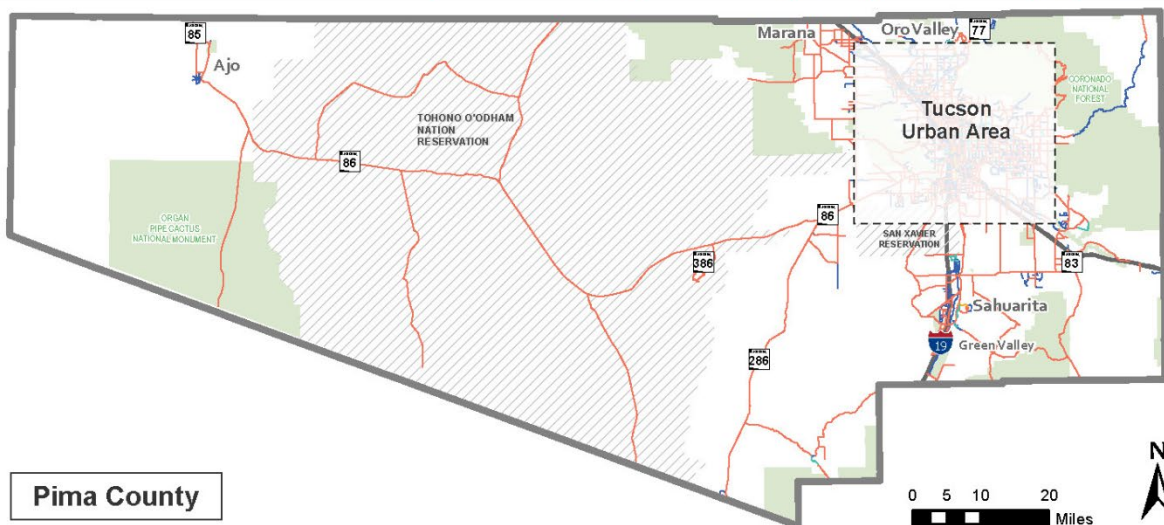
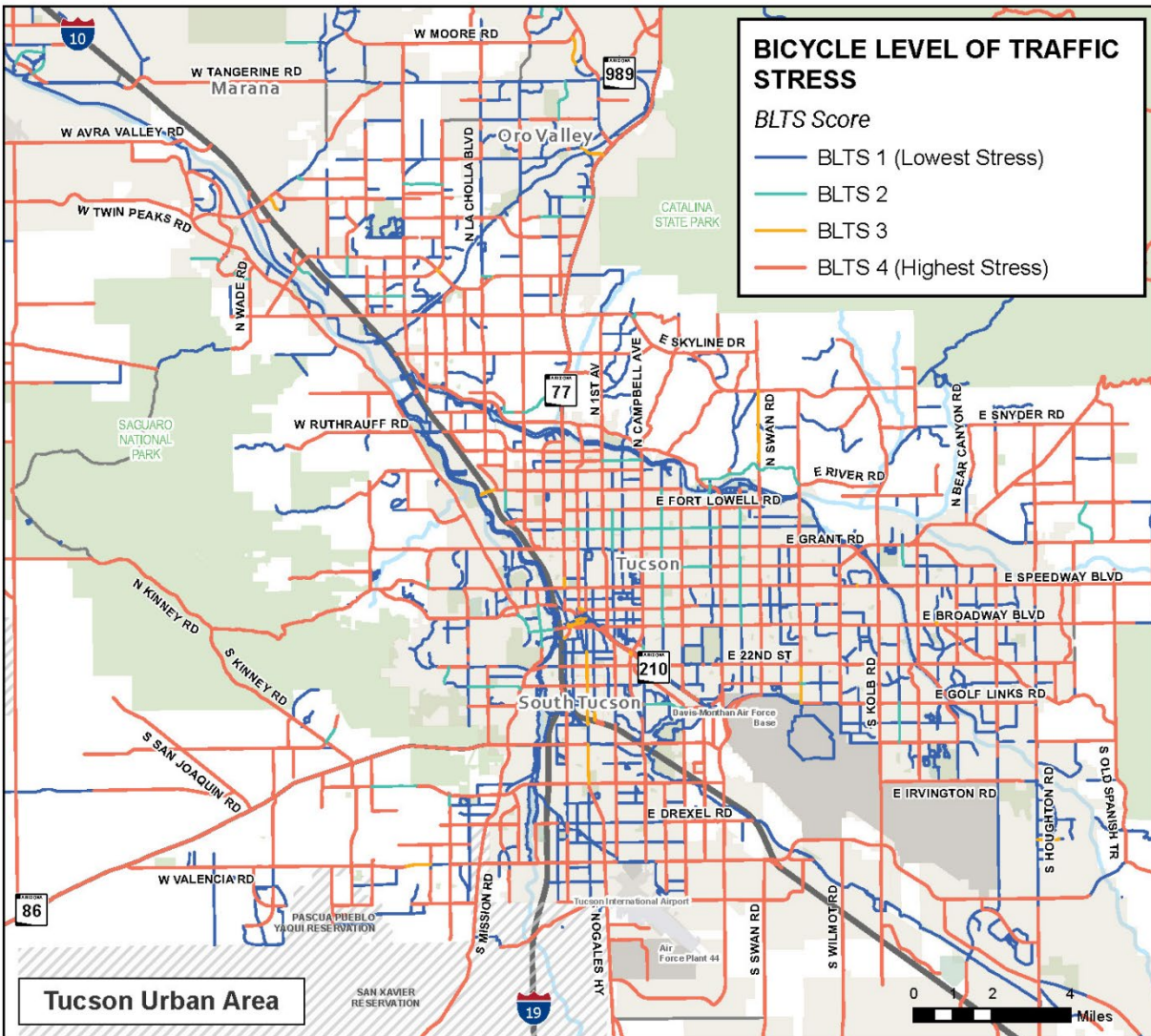


Figure 4. Bicycle Level of Traffic Stress. Full map on ArcGIS Online.

Task 4.2 Equity and Public Health Analysis

Alta conducted an equity and public health analysis in Pima County to identify areas with overlapping socioeconomic and public health inequities based on eight variables. The results will assist Pima Association of Governments in implementing targeted improvements to create better walking and biking conditions for areas that have historically experienced disparate impacts from the transportation system. More detailed information on the variables used and the process can be found in **Task 4.2 Equity and Public Health Analysis** in the Methods section.

Purpose

The purpose of the equity and public health analysis is to identify concentrations of historically disadvantaged or vulnerable populations within Pima County. This analysis considers six dimensions of equity that affect individuals' and communities' opportunities and ability to thrive, as shown in **Figure 5**. The results of this analysis will prioritize improvements that will benefit people who have been impacted by unequal resource distribution in the past and who have been disproportionately impacted by pollution and lack of infrastructure.

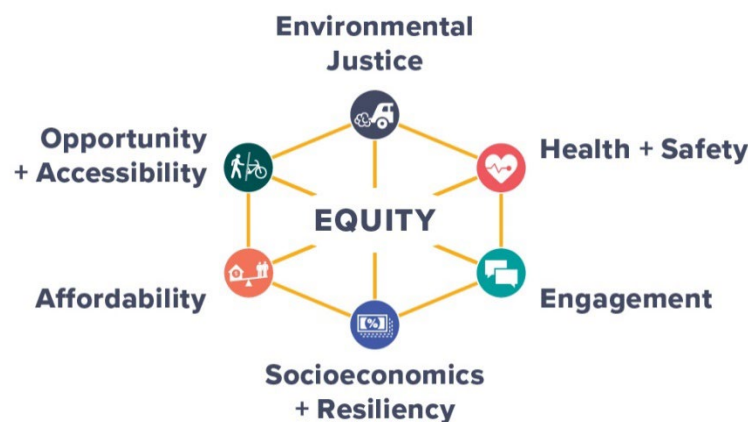


Figure 5: The Six Dimensions of Equity

Results

Figure 6 displays equity analysis results. Within the Tucson metro area, there are some patterns that emerge. The higher needs areas (in the top 20th percentile) are generally concentrated in the southern parts of the Tucson Metro area in the areas along the Interstate 10 (I-10) and Interstate 19 (I-19) corridors, including Drexel Heights and the Santa Cruz Valley. There is a large Hispanic/Latino and Indigenous population in this area, and the area has lower educational attainment rates as well as lower incomes. Compared to the rest of the Pima County, it is also affected the most by poor air quality.

Flowing Wells and Silvercreek are also identified as high need due to lower vehicle access rates, lower incomes, and higher rates of mobility disabilities. The areas in Central and East Tucson also rate moderately high in terms of need. East Tucson communities have lower vehicle access rates and lower incomes.

In the rural parts of the region (represented by larger hexagons), nearly all populated areas fall in the top 20 percentile, representing higher need. The Tohono O'odham Nation Reservation, in particular, has lower rates of vehicle access, lower incomes, and higher rates of mobility disabilities.

The areas of lowest need include Davis-Monthan Air Force Base, Tanque Verde, Oro Valley, and the Catalina Foothills. These areas have notably lower rates of poverty, mobility disabilities and heart disease in particular. More details can be viewed in the online map.

Conclusions

It is important to note that higher need areas are also co-located near large transportation infrastructure such as interstates and the Tucson International Airport, which can act as barriers to walking and biking. These same communities are also negatively affected by noise pollution and poor air quality due to their proximity to this infrastructure. Significant investments may be needed to provide high-quality and comfortable facilities to entice the community to get around using active transportation.

Comparing Equity with Level of Traffic Stress

Overlaying the PLTS analysis on the equity and public health analysis, there are a couple of observations to note. In general, there are no clear trends associating higher need areas with higher PLTS scores. In this analysis, the determining factor for PLTS scores on local streets is the presence of sidewalks and sidewalk width, which is associated more with subdivision design and neighborhood age, rather than demographics. This is most visible in East Tucson. As noted above, the older parts of the central city tend to have more complete and wider sidewalks. Moving toward the north and east, the inner-ring suburbs such as Catalina Foothills, Casas Adobes, and Tanque Verde often do not have sidewalks, resulting in a PLTS 2 score. If sidewalks are present in these inner-ring suburbs, they tend to be narrow. Suburban neighborhoods on the east side of Tucson have a more complete sidewalk network and generally have a PLTS 1 score. Another visible pattern is that areas considered “lower need” are consistently rated LTS 4 on major roads and LTS 2 on all other roads. Such areas are low density and have lower rates of poverty. Given the development patterns, people in these areas are more auto dependent.

There are also few patterns when overlaying the BLTS analysis over the equity and public health analysis. Across the board, local streets are consistently rated LTS 1, because of their lower speed limits and narrow street widths. The areas of higher equity need (south of downtown and Flowing Wells) show similar BLTS ratings on major roadways to areas with lesser need (e.g., East Tucson). There are no other significant patterns in the outer ranges of the metro area or in rural Pima County.

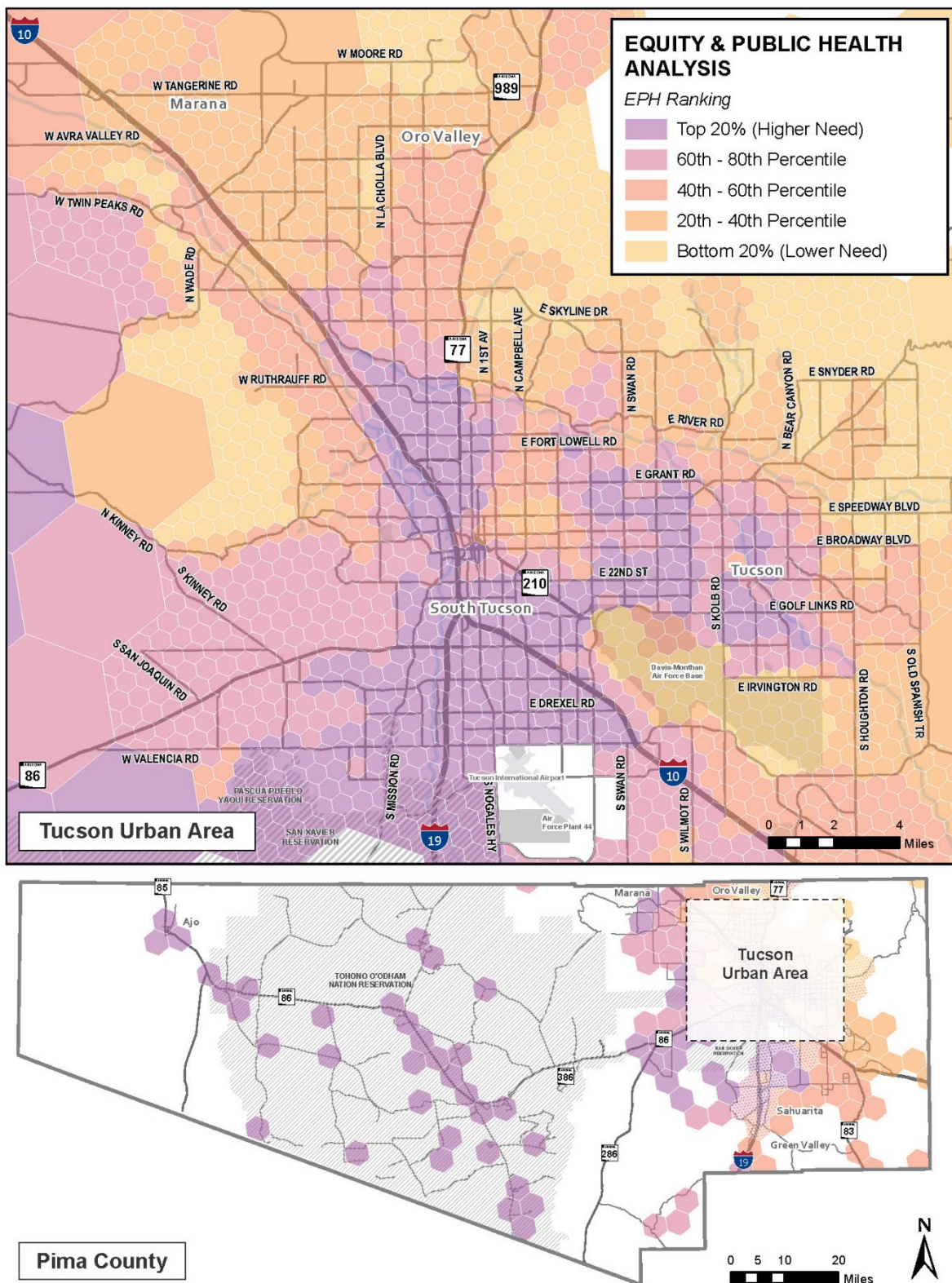


Figure 6. Equity and Public Health Analysis. Full map on ArcGIS Online.

Task 4.3 Regional Travel Pattern Analysis

Overview

Sustainable transportation is a key part of a climate strategy that involves improving air quality from transportation. Sustainable transportation includes public transit as well as active transportation modes: walking, biking, bike share, and scooter share. Active modes often fill first- and last-mile gaps for transit trips and on their own may provide more flexibility for short trips that are not well-served by transit, but for a variety of reasons, most of these trips are still made by motor vehicle. Alta conducted a regional travel pattern analysis to understand travel patterns throughout the county and estimate potential for increasing active travel. This section details the results of four analyses: active trip potential, origins and destinations, equity area travel, and traveler alignment and crossing demand.

Summary of Trip Characteristics

Alta examined the distribution of trip distances among different modes using modeled data from Replica Places (2024) for Pima County¹. In addition to providing a useful summary of travel characteristics, this data helps to confirm the assumptions used for active trip potential. Vehicle trips were assumed to have potential for conversion to active trips if their distance was within a typical trip distance range for an active mode.

As shown in **Figure 7**, over two thirds of bike trips (whether using a regular bike or e-bike) are less than three miles, while **Figure 8** shows that most walking trips are under one mile. Alta therefore used three miles as the cutoff for trips that could likely convert to either walking or biking.

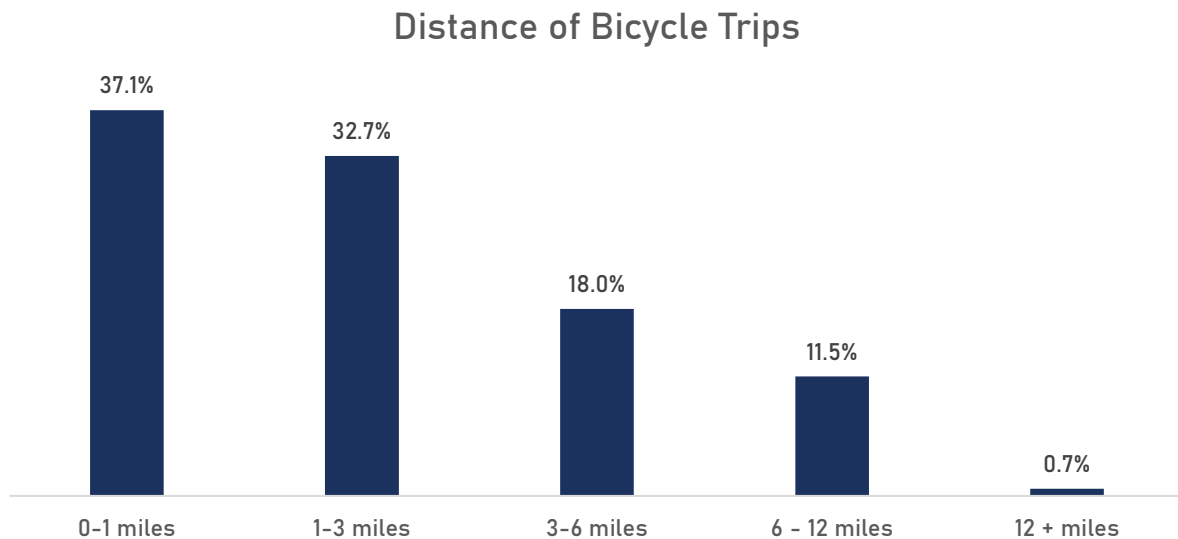


Figure 7: Trip Distances of Bike Trips in Pima County, AZ (Source: Replica Places, 2023)

¹ Replica Places is a data product provided by Sidewalk Labs spin-off Replica. Replica Places is an activity-based model developed off a combination of mobile, land use, census, and transaction data to generate census-block level OD estimates that can be used to estimate trip distances and understand common origins-destinations. Their data also provides estimates of mode split and trip purpose based on their synthetic populations that are created as part of their estimation process.

Distance of Pedestrian Trips

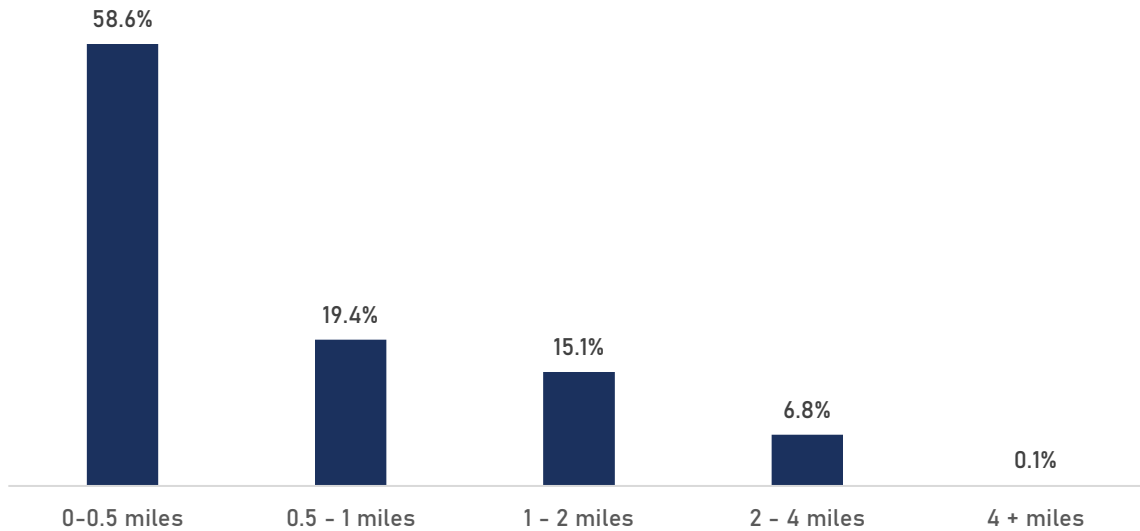


Figure 8: Trip Distances of Pedestrian Trips Intersecting Pima County (Source: Replica Places, 2023)

The distribution of motor vehicle trips in **Figure 9** shows a wide range of distances, as expected, but also highlights the large share of trips that have active trip potential. About 30% of trips are less than three miles.

Distance of Vehicle Trips

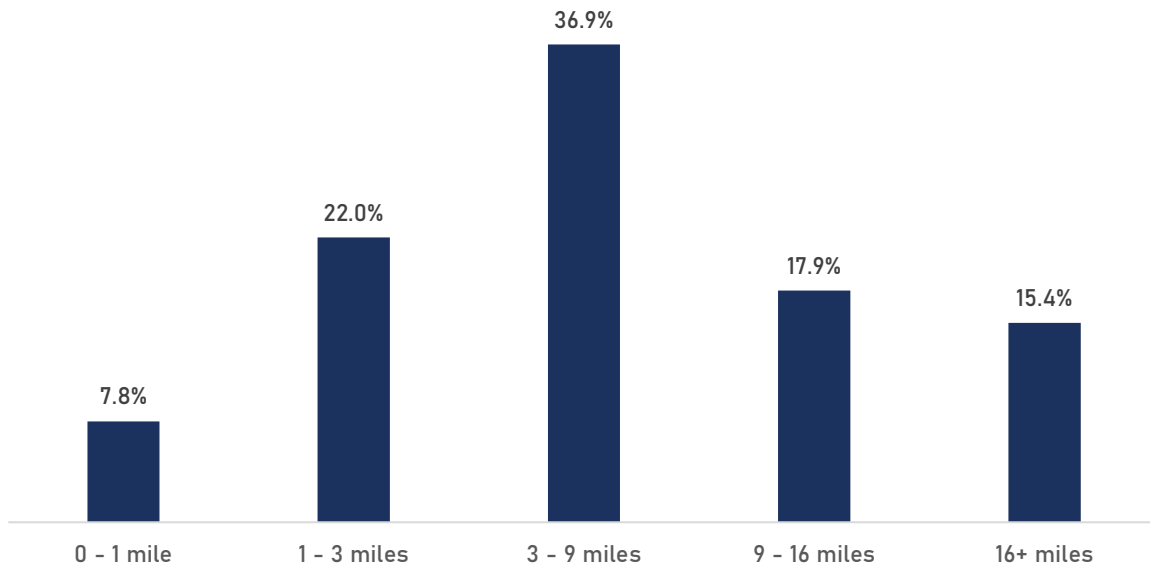


Figure 9: Trip Distances of Private Vehicle Trips Intersecting Pima County (Source: Replica Places, 2024)

Active Trip Potential

Purpose

The active trip potential analysis identifies areas of Pima County where people take a high number of short trips by motor vehicle. These areas have the strongest potential to see a reduction in vehicle trips if supportive infrastructure were available for people to choose active modes of travel for these short trips.

Understanding demand for active transportation can help Pima County identify areas where latent demand for active transportation may exist, and supportive infrastructure could encourage more people to convert motor vehicle trips to active trips. Where there is high active trip potential but low numbers of active trips, it may indicate unsupportive infrastructure or long distances from key destinations.

Results

Active Trip Potential Share

The active trip potential maps show areas where a large share of trips originating in that block group are under three miles. These trips are short enough to be taken by an active mode such as biking or walking. However, they are subject to the limitations described in the **Methodology** section. Potential biking and walking trips were mapped together for ease of viewing. More details can be viewed in the online map.

Figure 10 highlights areas where short vehicle trips represent a high share of all trips taken by vehicle in that block group. These tend to be in inner-ring urban and suburban areas where street grids are denser and local amenities and jobs are closer so that long trips are not as necessary, but land use patterns still encourage car travel even for short trips. The prominent areas here are the entire western portion of Pima County (centered on Ajo), Green Valley, the area north of the Tucson International Airport and to the east of Drexel Heights. In contrast, downtown Tucson has a lower rate of short vehicle trips because many short trips are already being made by active modes and are less convenient to make by car. Many rural areas of the county also have low active trip potential for another reason: There are fewer short trips made there because destinations are farther away.

When short vehicle trips are viewed as a *count*, rather than percentage of all vehicle trips in the block group, the spatial distribution changes. **Figure 11**, the analysis of overall active trip potential, presents a screenshot from [the ArcGIS Online web map](#) showing all motor vehicle trips under three miles beginning in each block group in the Greater Tucson Region area. The areas with the highest active trip potential include those surrounding the University of Arizona, Rincon High School, La Plaza Shoppes, Eastpoint Marketplace, Cherry Park, Tucson Mall, Foothills Mall, and Flowing Wells High School in Tucson, as well as Oro Valley. Many of these areas, including UA campus, Flowing Wells, and Oro Valley, also have high existing levels of active transportation trips. Western Pima County, visible on the web map, has moderate levels of active trip potential, as do Sahuarita and Marana. Additional active transportation infrastructure between destinations with high active trip potential could offer more opportunities to walk or bike rather than drive. These areas of The Greater Tucson Region would likely yield the biggest air quality benefits emissions by shifting mode choice.

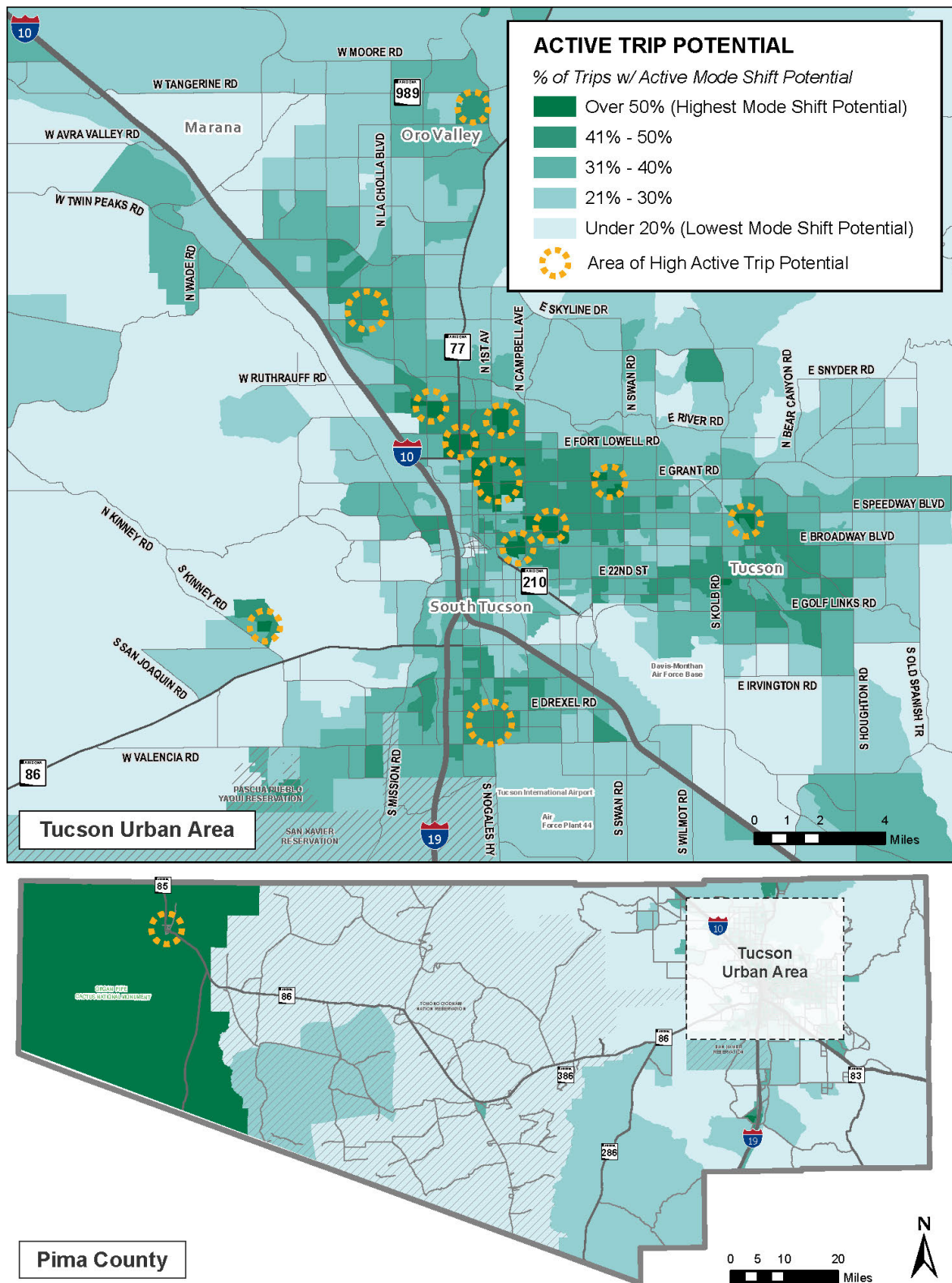


Figure 10: Vehicle Trips under Three Miles as a Share of All Vehicle Trips. Full map on [ArcGIS Online](#). (Source: Replica Places, 2023.)

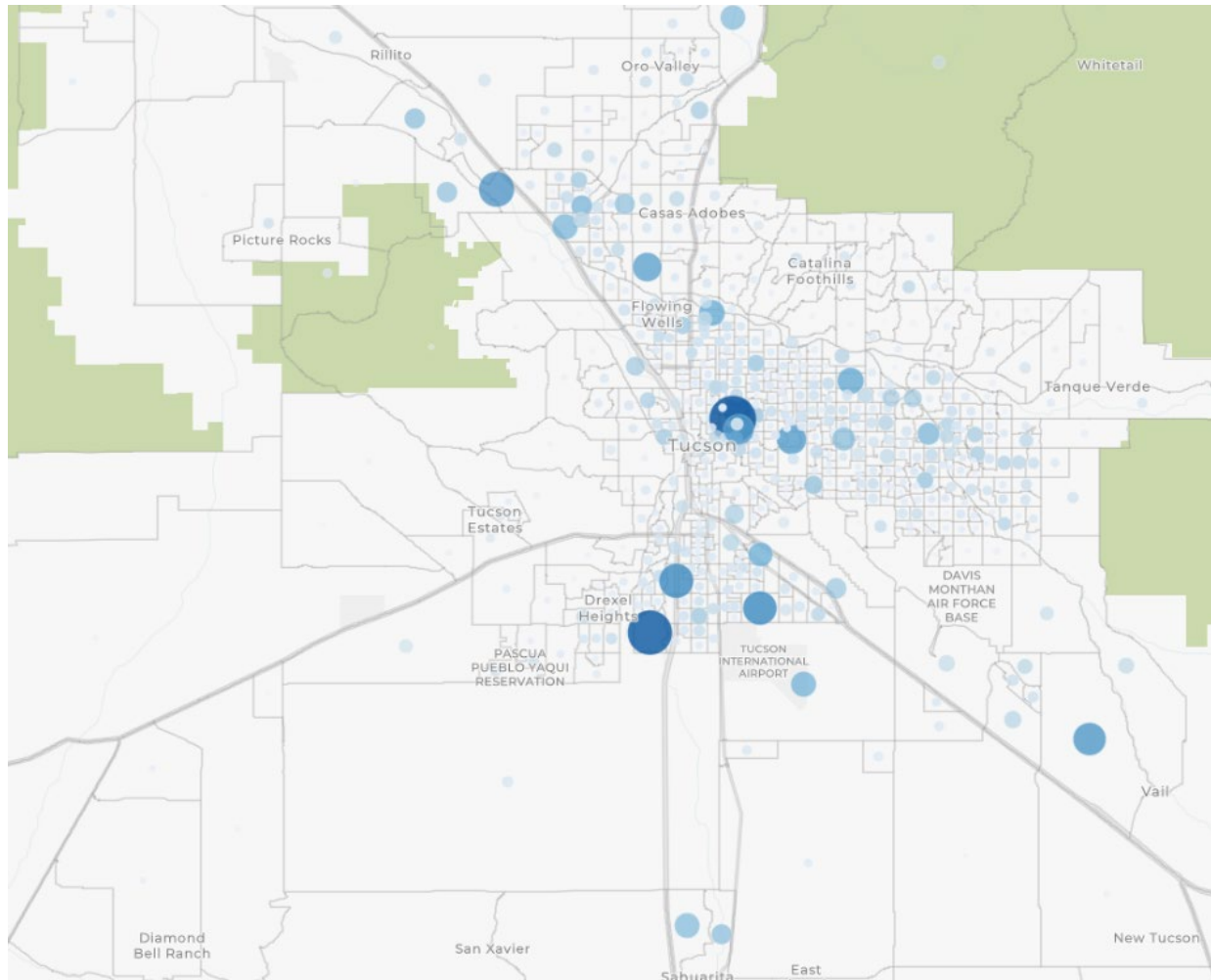


Figure 11: Overall Active Trip Potential: Daily Motor Vehicle Trips under Three Miles Ending in Each Block Group. Full map on [ArcGIS Online](#). (Source: Replica Places, 2024).

Origins and Destinations

Alta prepared maps showing origins and destinations of short vehicle trips. Origins and destinations are aggregated to the block group level, with points placed in the middle of the block group. An interactive map of these flows is [available here](#). Trips within the block group are represented as dots. **Figure 12 and Figure 13** show that many short vehicle trips occur along the east-west corridor of Speedway Drive and north-south to the east of North Freeway. The University of Arizona is a major hub in the region, which attracts many of the short vehicle trips.

Alta also mapped origins and destinations of existing bike and walk trips within or passing through Pima County. These trips show where active trips are already being made. **Figure 14** shows that hubs of pedestrian activity are distributed throughout the region. Many walking trips occur in and around University of Arizona, the Tucson Mall, the Santa Cruz River Park area, and Downtown Tucson. These trips reflect areas where people can access many destinations within a short distance. Most of these areas have adequate sidewalks that support and encourage walk trips. The Mountain View neighborhood of Tucson is also a hub for these trips.

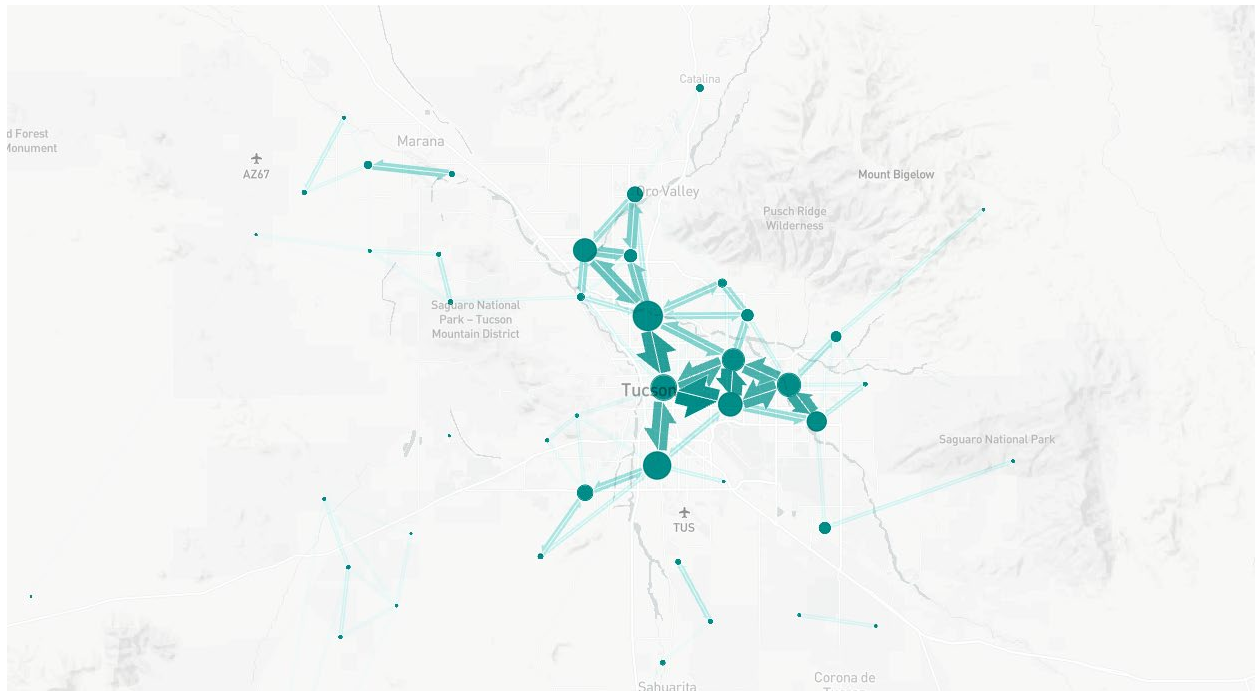


Figure 12. Origins-Destinations of Active Trip Potential: Vehicle Trips One to Three Miles for The Greater Tucson Region (Full map here)

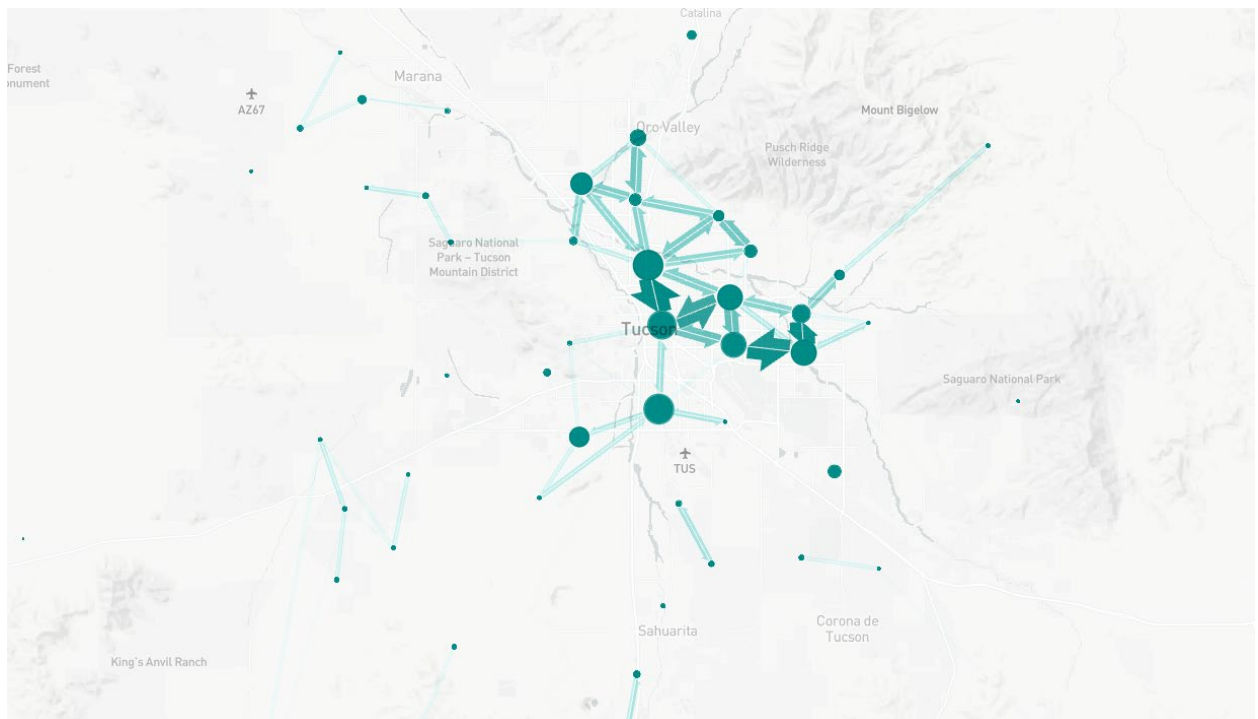


Figure 13. Origins-Destinations of Active Trip Potential: Vehicle Trips under One Mile for The Greater Tucson Region (Full map here).

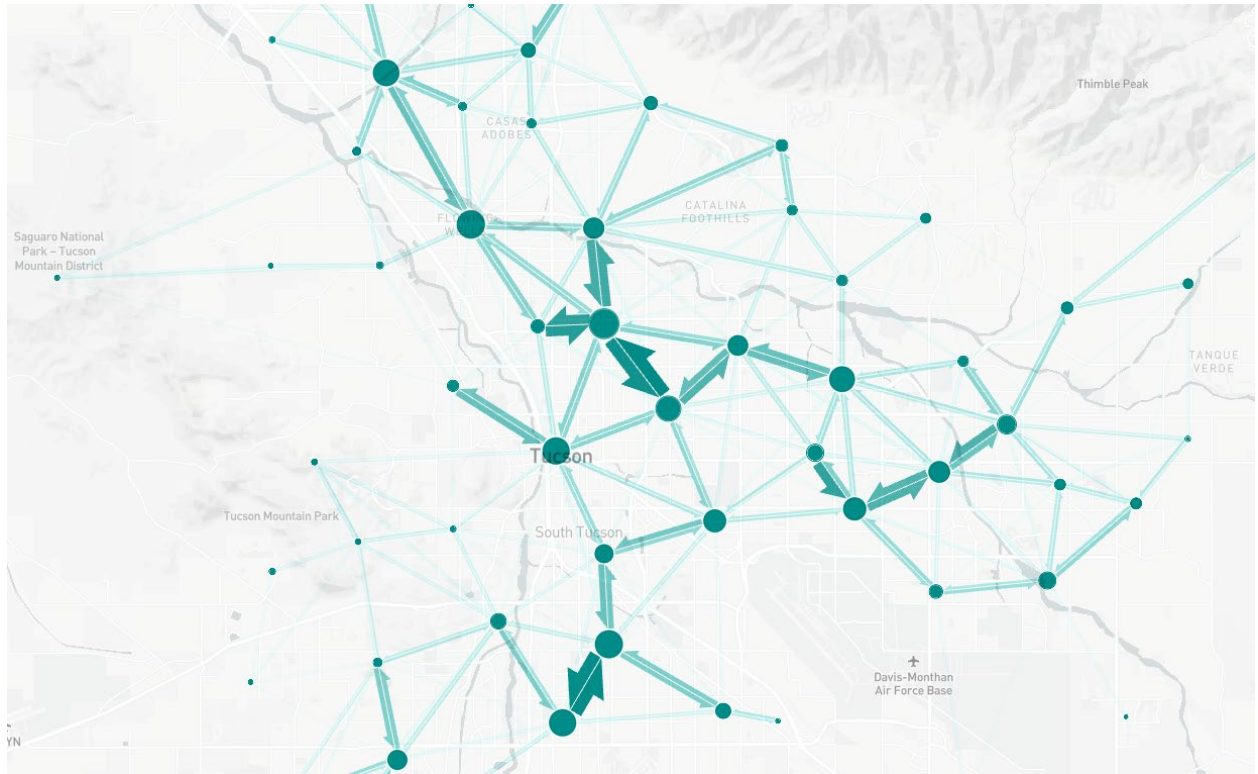


Figure 14. Origins and Destinations of Daily Walk Trips in The Greater Tucson Region, AZ (Full map here)

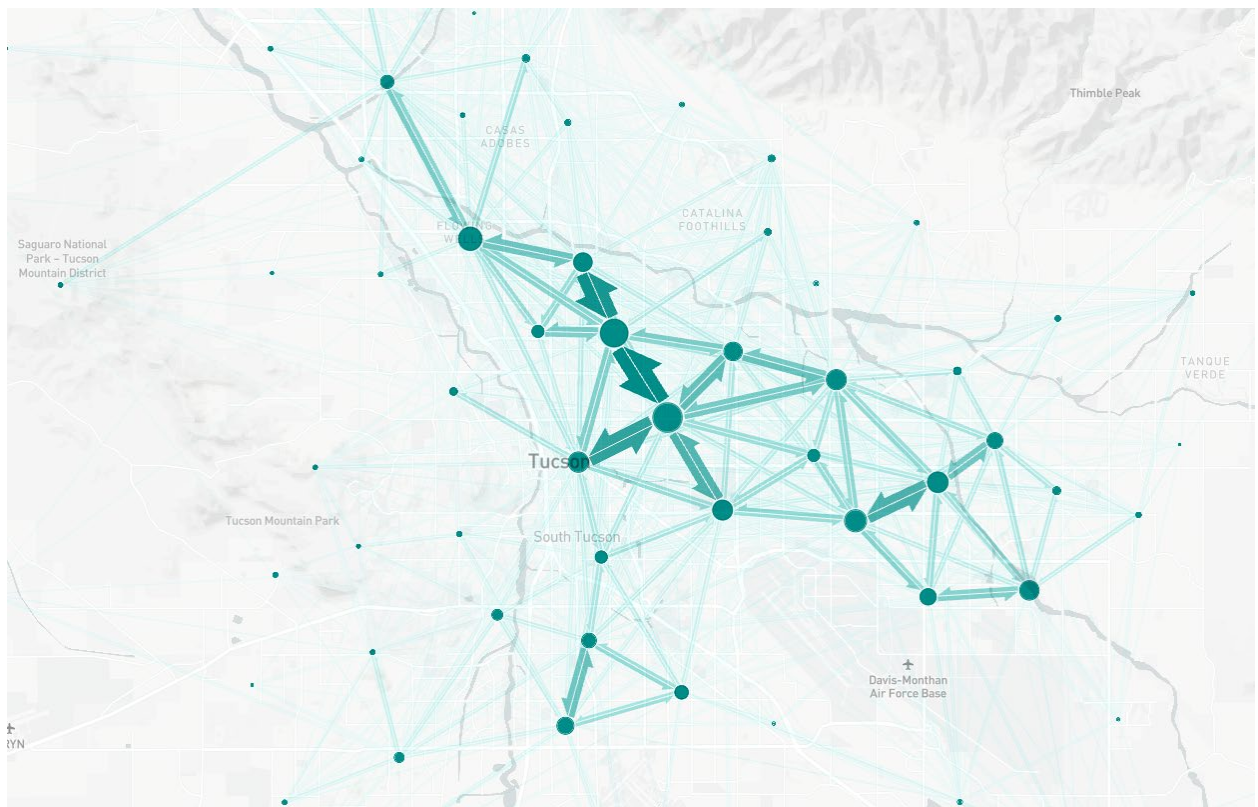


Figure 15. Origins and Destinations of Daily Bike Trips in The Greater Tucson Region, AZ (Full map here)

Equity Area Travel

Purpose

Equity analyses are an important step in ensuring that vulnerable populations' travel needs are prioritized, but they are limited because they only account for where those populations live, not where they need to go. To complete a trip, people need adequate infrastructure at every step of the way. To help fill this gap, Alta also conducted an analysis using a data-driven approach that identifies the trip origins and destinations of people who live in disadvantaged community tracts using modeled travel data from the Replica Places platform.

Results

Data on total trip counts (of all modes) by residents of these disadvantaged tracts was mapped in the ArcGIS Online web map and compared to trip counts by residents of non-disadvantaged tracts. **Figure 16 and Figure 17** show maps of each.

Figure 16 shows travel by residents of disadvantaged census tracts, which designate areas as high need. Though most of the top origins and destinations are in areas identified as high equity need, some exceptions stand out. Despite moderate equity scores, high numbers of trips by equity populations are being made around the vicinity of Tucson Mall, Foothills Mall, and the North Tucson Costco and surrounding warehouse stores. These areas likely serve as places of employment for people living in equity areas. Considering improvements in these areas is important for serving vulnerable populations, even if the areas themselves are not equity tracts. More details can be viewed in the online map.

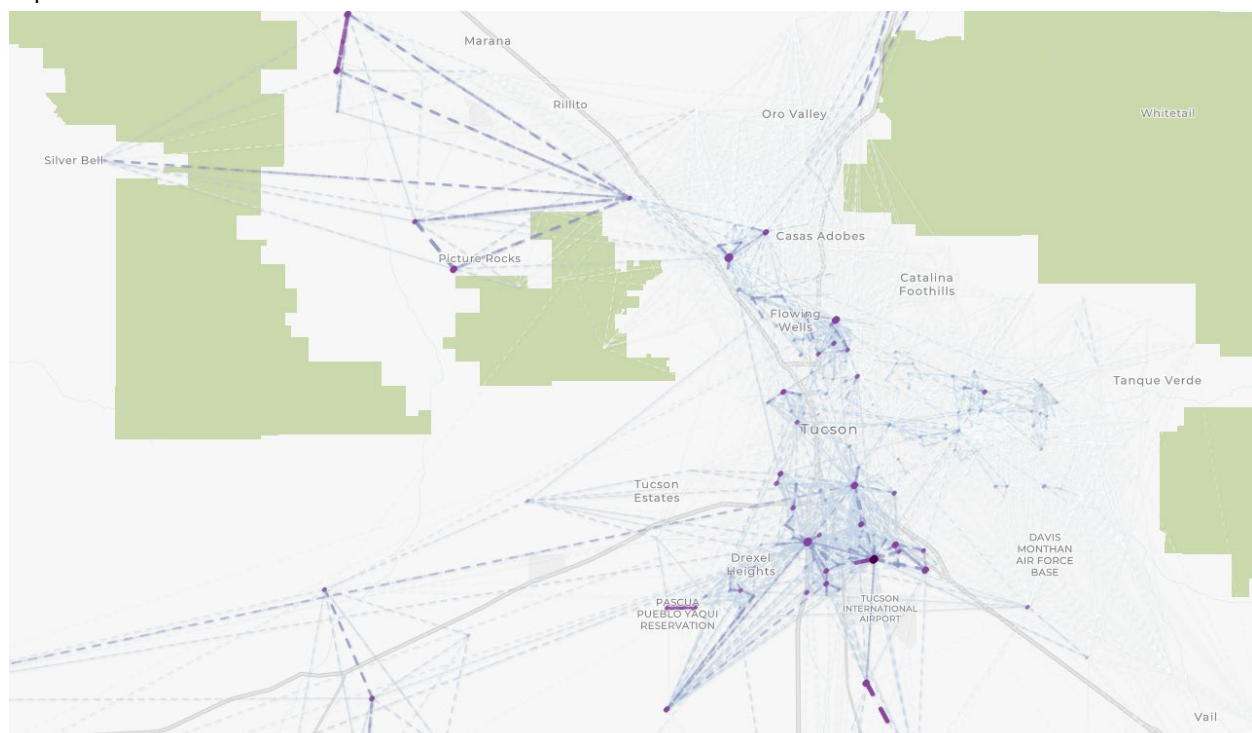


Figure 16. Total Daily Modeled Trip Counts by Equity Area Residents. Full map in ArcGIS Online. (Source: Replica Places, 2023)

In contrast, **Figure 17** shows that travel by non-equity residents has different patterns, with high travel around East Pima County, Oro Valley, and within Marana, as well as around the Sells and Artesa area, visible on the web map. More details can be viewed in the online map.

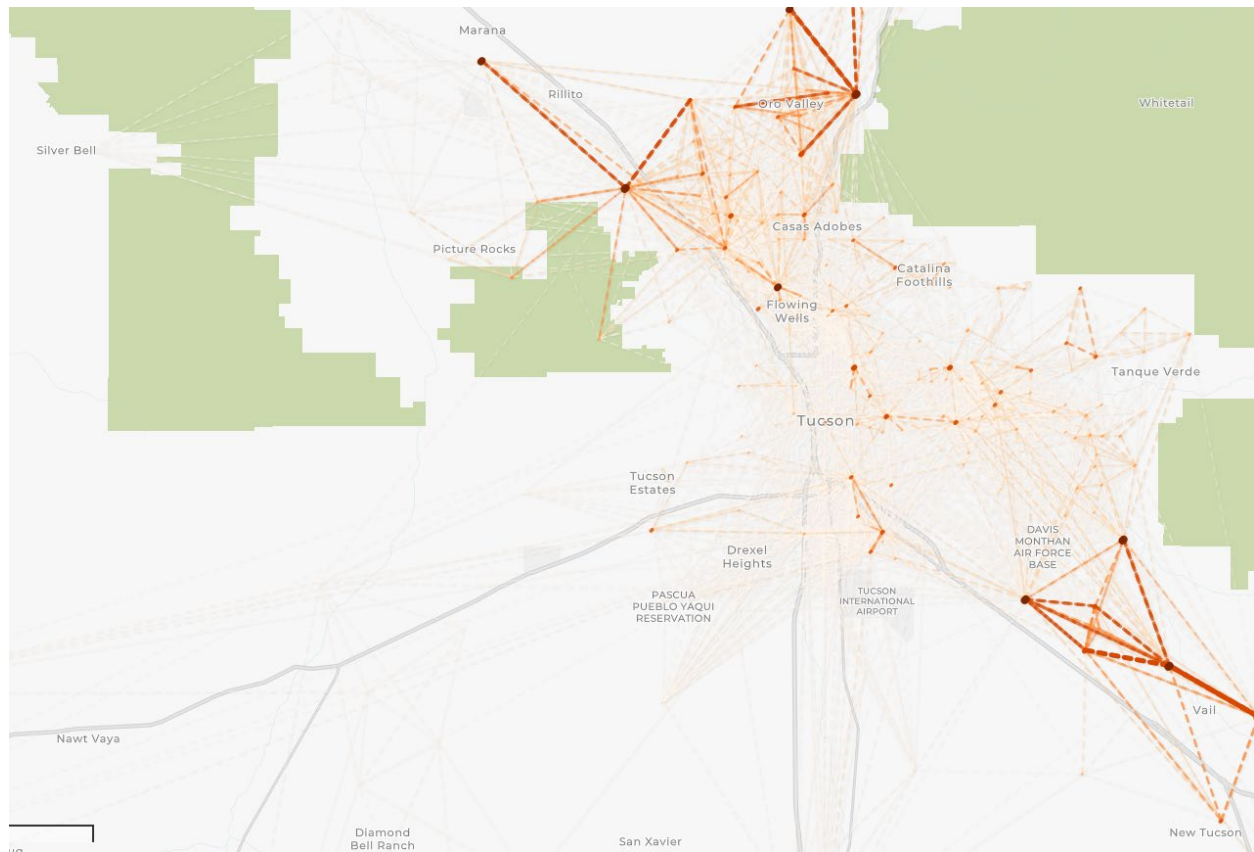


Figure 17. Total Daily Modeled Trip Counts by Non-Equity Area Residents. Full map in ArcGIS Online. (Source: Replica Places, 2023)

The interactive flow map can also be filtered based on if the trip-maker lives in a disadvantaged census tract or not.

Traveler Alignment and Crossing Demand

Purpose

The traveler alignment analysis applies the active trip potential data to the street network to infer which corridors have a high number of short vehicle trips (under three miles). The output map highlights corridors that likely have latent demand for active travel because many short trips are traveling along that roadway. What matters here are not the specific roadways identified, but that there is demand for an active transportation facility in the vicinity of the identified roadway and traveling in that same direction. While the analysis infers that vehicle trips tend to be along arterials where possible, if these trips shift to active modes, they do not need to be on that exact roadway. A bike lane or sidewalk on a parallel facility would serve those trips just as well.

Results

In **Figure 18**, the areas with high mode shift potential include many east-west corridors in downtown Tucson as well as both north-south and east-west corridors north of the airport.

The crossing demand analysis used the same tool to generate estimates of the demand for facilities that cross major roadways. This analysis counts the number of short vehicle trips that cross each section of arterial roadway, with the goal of highlighting where improved crossings may remove barriers to mode shift. This analysis does not consider where adequate crossings or crossing infrastructure already exist. In **Figure 19**, areas with high crossing potential include the areas north of the airport and the areas just to the north of Sears and Palo Verde parks. Flowing Wells also has high crossing potential east-west along the river. More details for both analyses can be viewed in the online map.

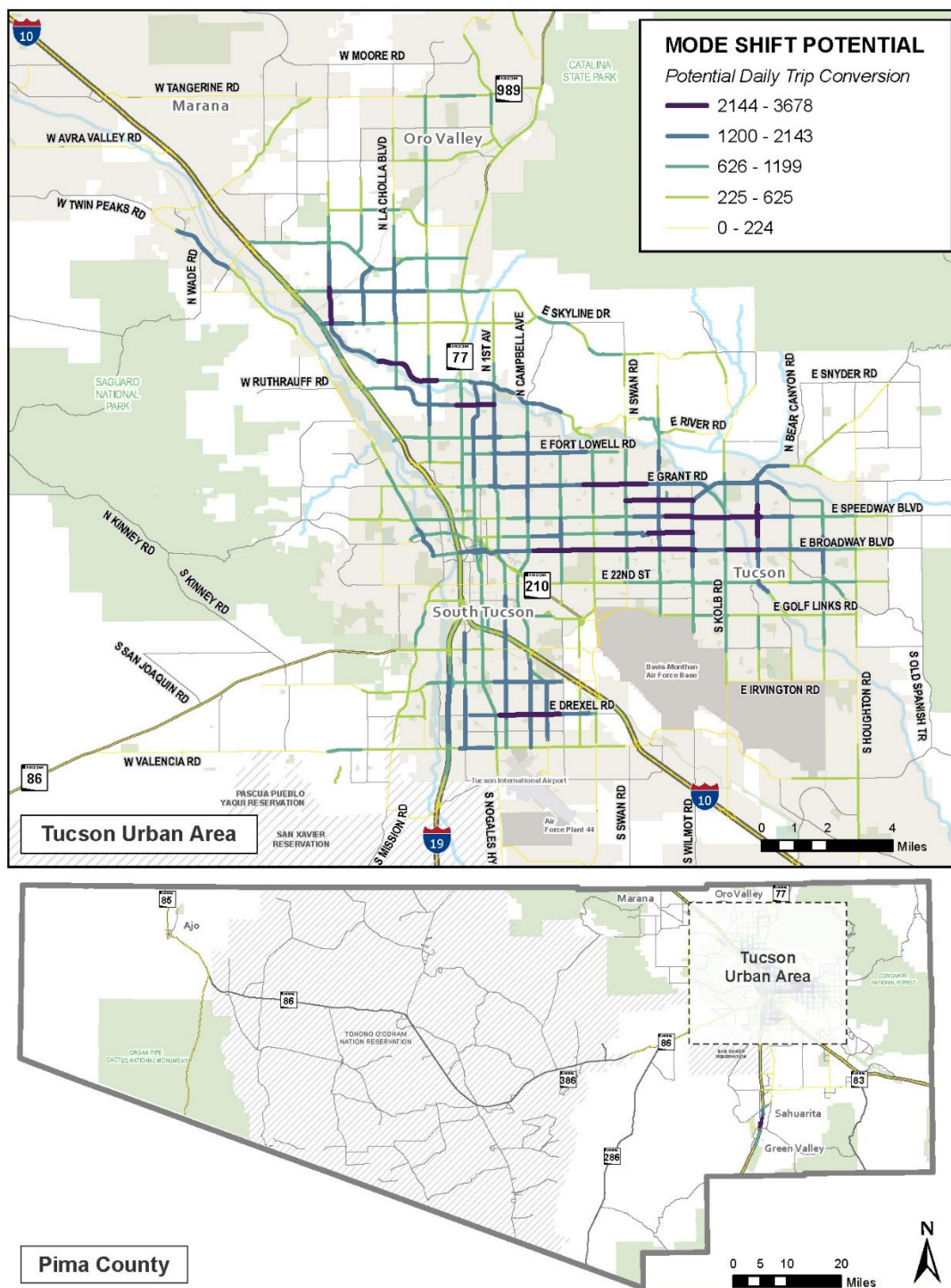


Figure 18. Mode Shift Potential for Corridors in Greater Tucson Region. Full map in ArcGIS Online.

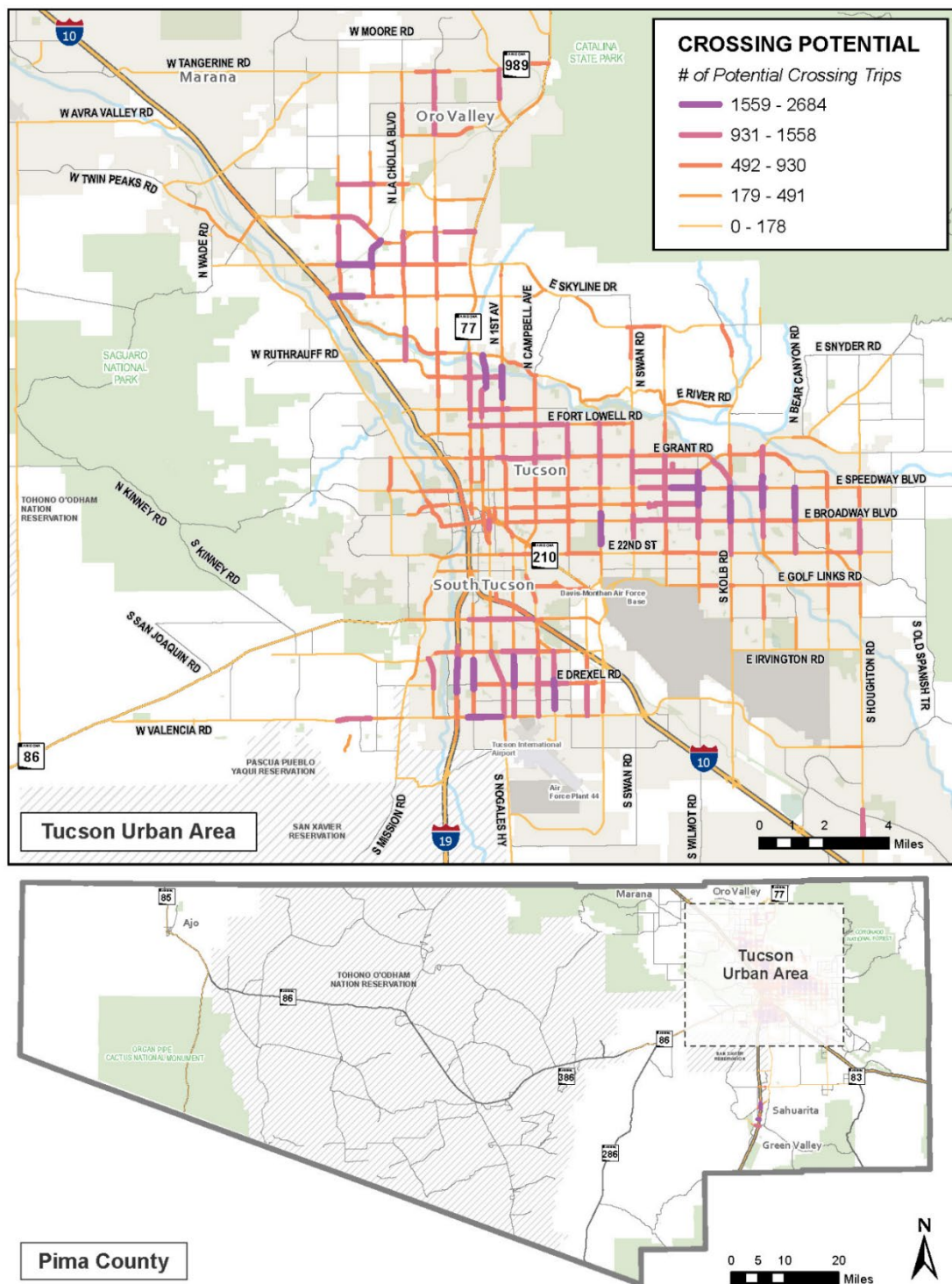


Figure 19. Crossing Potential for Corridors in Greater Tucson Region. Full map in ArcGIS Online

Task 4.4 Safety Analysis

Purpose

Alta's safety analysis examined the density of bicycle- and pedestrian-involved collisions, weighted by severity, at the road segment level throughout Pima County. The results highlight segments most in need of safety investments to prevent injuries and deaths of people walking and biking.

Results

Top 10 Collision Table

Table 1 displays the top 10 segments with the highest number of severity-weighted collisions. Methodology for calculating the collision severity index is described more in the Methodology section.

The table indicates that Speedway Boulevard and Grant Road are high-crash corridors that should be considered for collision mitigation, as both have multiple segments on the top 10 list. Furthermore, there seems to be some geographic spreading in the region of the top 10 segments, indicating that collisions are not limited to one part of the city but are seen throughout the region.

Table 1. Top 10 Centerline Segments by Normalized Weighted Collision Score

Rank	Street Name	To Street	From Street	Total Collisions	Sum of Crash Weights	Collision Severity Index (Normalized Weighted Collision Score)
1	W Valencia Rd	S Fiesta Ave	S 8th Ave	6	26	408
2	E 22nd St	S Herbert Ave	S 4th Ave	5	14	288
3	E Grant Rd	N Haskell Dr	N Alvernon Way	11	17.5	253
4	W Grant Rd	N Oracle Rd	Midblock east of N Oracle Rd	4	10.5	216
5	E Pima St	N Jerrie Blvd	N Catalina Ave	2	14	211
6	W Veterans Bl	S 7th Ave	S 6th Ave	8	16	205
7	E 6th St	N Herbert Ave	N 4th Ave	6	10	205
8	E Congress St	S Arizona Ave	N 5th Ave	3	9.5	195
9	W Speedway Bl	N Ash Ave	N Stone Ave	3	9.5	195
10	E Speedway Bl	N De Niza Ave	N Park Ave	7	9.5	195

Collision Severity Map

Alta mapped and symbolized the severity-weighted collisions. **Figure 20** shows the combined crash severity indices for bicycle and pedestrian crashes. The online map further breaks out the scoring by travel mode. The centerline segments that are red have the highest (top 10%) collision severity indices, with subsequent shades of orange and yellow showing moderate and lower severity collision indices. This collision severity index is a product of the total crash weight normalized by miles. As seen in **Figure 20**, high-risk corridors for people biking and walking are not limited to one area of the region but do cluster around arterials. More details can be viewed in the online map.

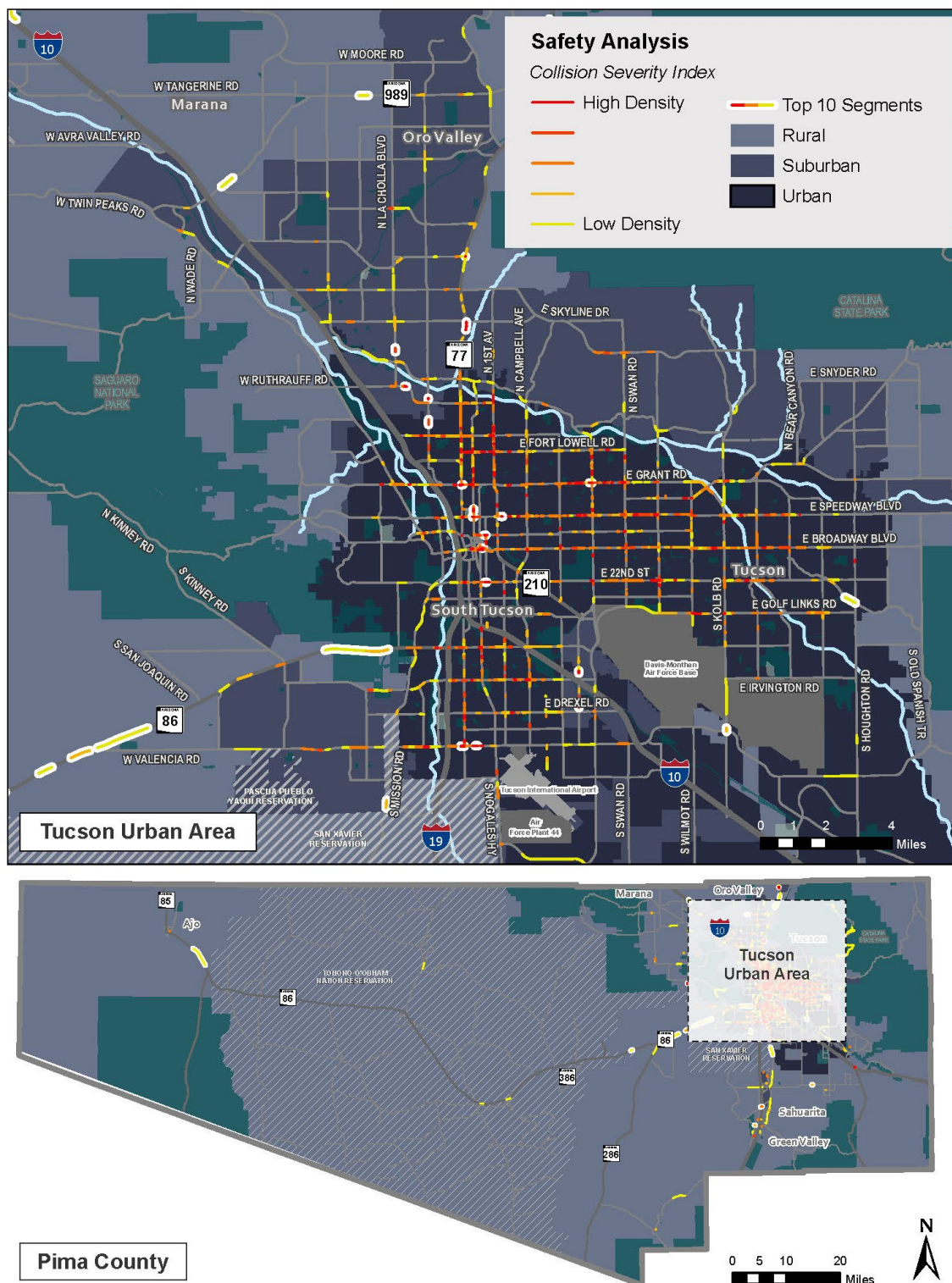


Figure 20. Bicycle and Pedestrian Collision Densities. Full map in ArcGIS Online.

Safety and Level of Traffic Stress

When comparing crash frequencies with LTS, several patterns emerge. On many arterials, high crash rates accompany roads with higher (more stressful) LTS scores. Grant Road is one such road, particularly near North Alvernon Way as well as North Oracle Road. Most of Grant Road has both a BLTS and PLTS score of 4, and relatively high crash rates as shown in **Figure 20**.

This pattern of high crash rates and high LTS scores on arterials is particularly evident in areas where few well-connected alternative routes exist. On streets such as East Broadway Boulevard, East Sixth Street, Irvington Road, Oracle Road, the West Ajo Highway, and First Avenue, high crash rates indicate that despite the high-stress environment, many people are still biking and walking there. There may be parallel streets with lower stress, but those roadways encounter frequent interruptions by highways, developments, or dead-end streets, making them infeasible routes for all but very short trips. In other instances, no low-stress parallel routes exist. The segment of Valencia Road between Viviana Road and the Nogales Highway is another safety hot spot with high LTS scores, and it serves as the only continuous east-west connector within more than a mile and a half. Connectivity is discussed more in the following section.

In contrast, there are other high-stress arterials with low crash rates; these tend to be arterials where lower-stress, parallel facilities exist nearby that are also well-connected and offer a reasonable alternative route. For example, East Sixth Street has a PLTS and BLTS score of 4, but crash severity indices are relatively low. East Fifth and East Seventh Streets on either side both have lower stress and are well-connected to the street grid, offering a safer and lower-stress option for many people walking and biking.

The opposite can be seen elsewhere. Congress Street and North Fourth Avenue in downtown Tucson have lower-stress conditions, but the safety analysis shows these are areas of repeated crashes. This is likely because the streetcar and busy commercial area bring higher volumes of people biking and walking here, leading to higher crash rates even if the risk to an individual is lower. In South Tucson, the LTS score on South 12th Avenue ranges between 1 and 4, but the crash severity index is consistently high. This is also a busy commercial corridor.

Task 4.5 Connectivity Analysis

Purpose

Alta's connectivity analysis compares how far someone can travel using the actual roadway network compared to traveling as the crow flies either by biking or walking. For any point of origin, it computes a ratio that compares the actual reachable area (travel shed) with the area that would be reachable if a circle were drawn around the point of origin, without regard to streets, buildings, or other obstacles. A higher ratio means a more connected network with more options. As in the safety analysis, the connectivity analysis sheds light on how many options people have for getting where they need to go, as well as how directly they can get there.

The connectivity ratio is actually computed in two different but complementary ways. The first considers only the actual distance in the 10-minute walkshed or 15 minute bikeshed on the actual street grid, without regard to traffic stress, and compares this to the as-the-crow-flies distance. The second metric considers the distance that can be traveled in what *feels like* 10 or 15 minutes based on traffic stress. The latter analysis treats higher-stress streets as if they take longer to traverse than lower-stress streets, because these streets do pose mental and sometimes physical barriers to travel, and people may go out of their way to avoid them. The result is that each point of origin computes a *stress-adjusted* and a *non-stress-adjusted* connectivity ratio for each mode. The methodology is described more in Methodology: **Task 4.5 Connectivity Analysis**.

These connectivity indices provide an understanding of the existing walksheds and bikesheds within a particular area. As freeways and other limited-access roadways often prohibit people walking and biking, they have not been included into the routable network for such users.

Results

Maps on the following pages display the connectivity analysis using hexagons shaded to show areas of higher and lower connectivity. More details for each analysis can be viewed in the online map.

Bicycle Connectivity

As shown in **Figure 21**, the bicycle connectivity ratios (not adjusted for traffic stress) in the metro area are highest in central Tucson, where there is a dense network of well-connected roadways that can be traveled by bike; some have bike facilities and some do not. Ratios here reach as high as 67%, meaning that a person biking for 15 minutes from that point could reach 67% of the area that would be possible with no constraints. The ratio is generally lower further out from central Tucson, meaning that the network is less connected and travel takes longer. In rural areas, there are a number of pockets with higher connectivity ratios, such as Picture Rocks. However, because of the sparse roadway network, many rural jurisdictions experience low connectivity ratios.

Figure 22 shows the same area but with a stress-adjusted connectivity ratio. This ratio accounts for how far someone could travel in what *feels like* a 15-minute bike ride, based on the LTS on the route. Higher-stress roadways feel like they take longer to travel on, and therefore effectively reduce the 15-minute travel shed. In comparing the two maps, stress-adjusted ratios are significantly lower, topping out at 59% but with many urban areas closer to 40%. This reflects the fact that the most well-connected roads have higher stress, while lower-stress roads are less connected. As noted in the BLTS analysis, many of the major study roadways are rated a BLTS 3 and BLTS 4, which in turn decreases general network connectivity when considering traffic stress.

In **Figure 23**, the (not stress-adjusted) bicycle connectivity of transit stops was measured, where more bicycle-connected transit stops (with ratios above 50%) are larger and shown in teal, while less bicycle-connected transit stops (with ratios below 50%) are larger and shown in red. Bus stations farther out from downtown Tucson experience less bicycle connectivity than those within the center of town, with particularly low scores in South Tucson, Oro Valley, near the airport, and in the Pascua Yaqui Reservation.

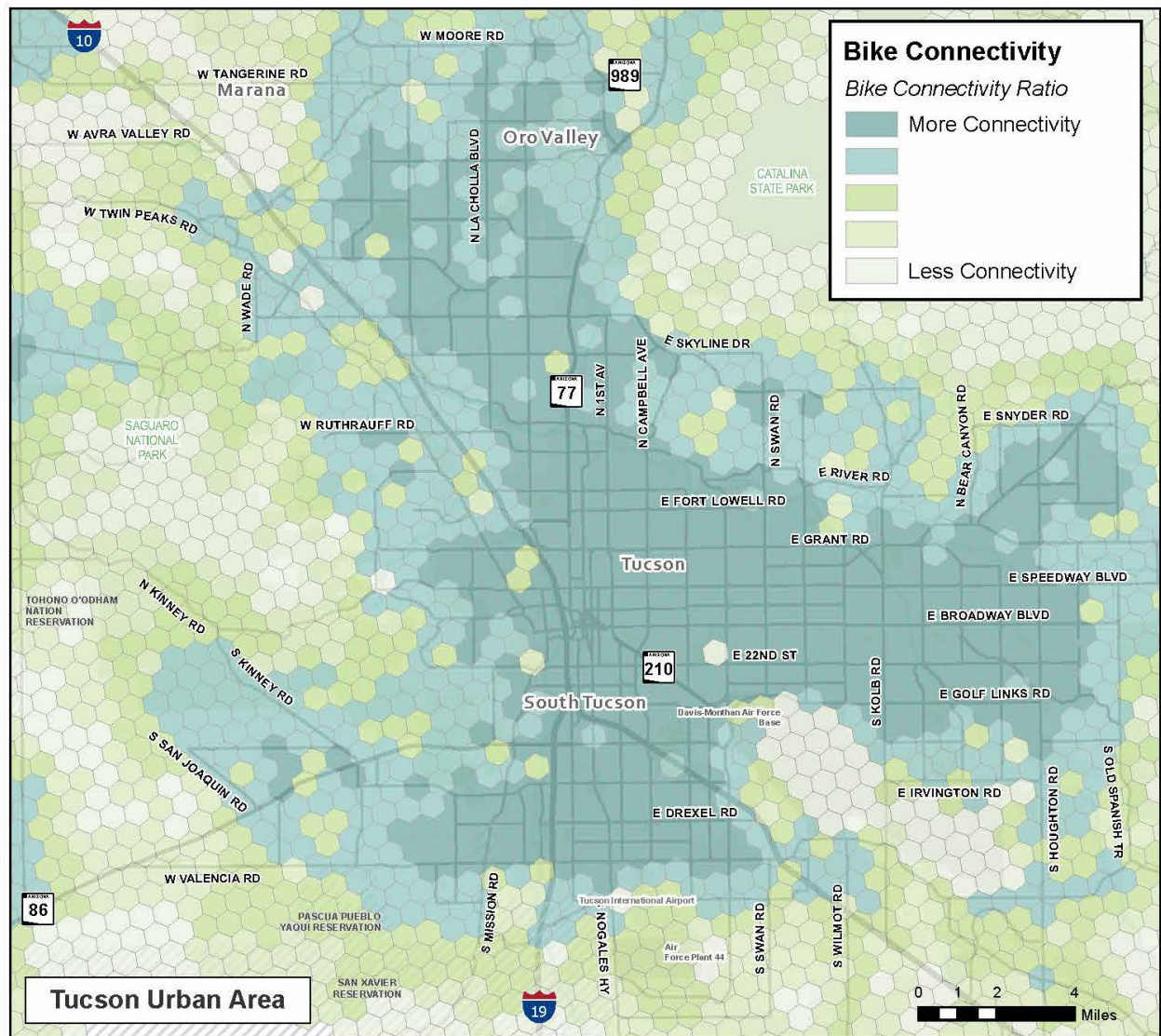


Figure 21. Biking Connectivity Ratio for Greater Tucson Region (Full Map on ArcGIS Online)

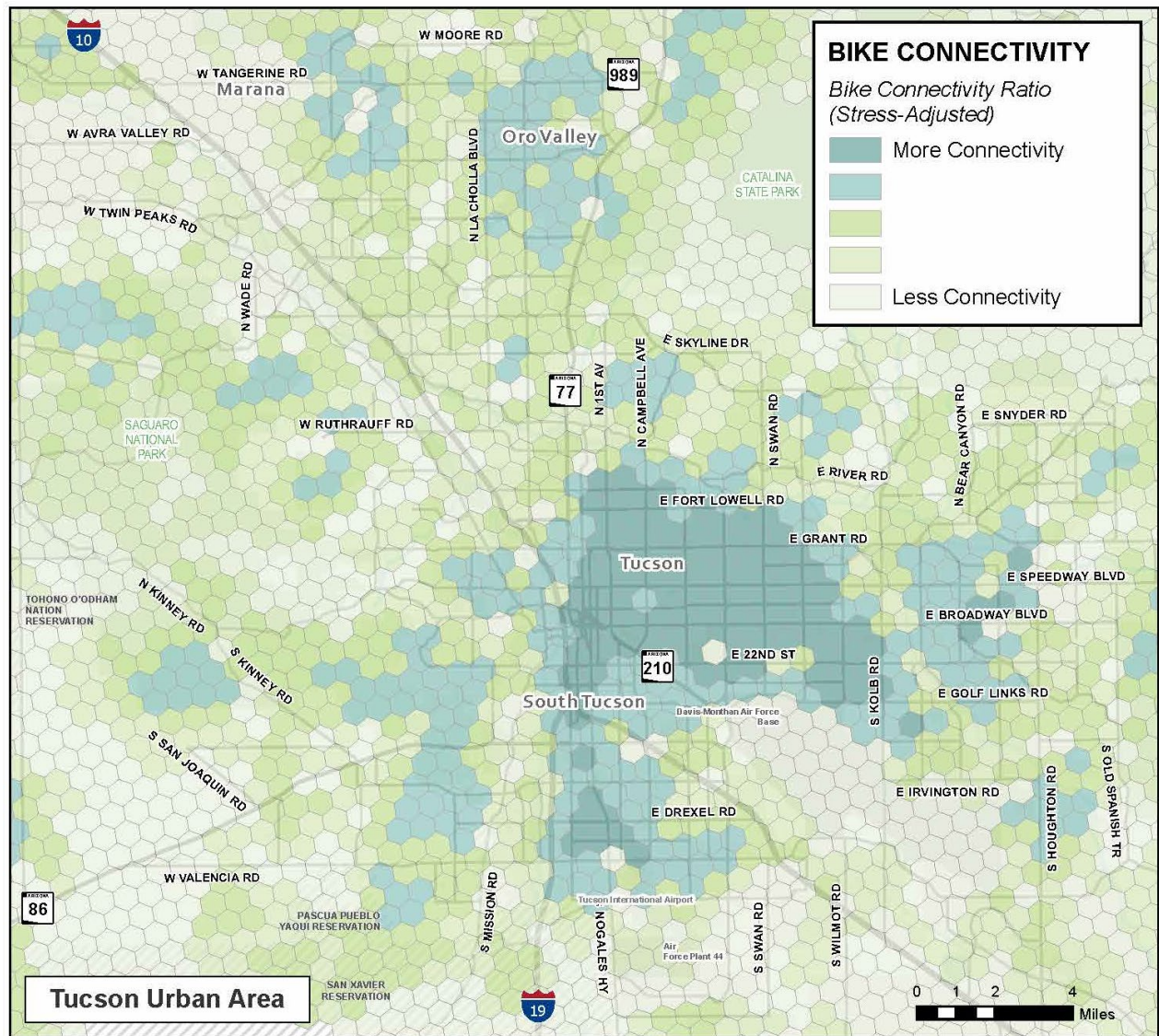


Figure 22. Stress-Adjusted Biking Connectivity Ratio for Greater Tucson Region (Full Map on ArcGIS Online)

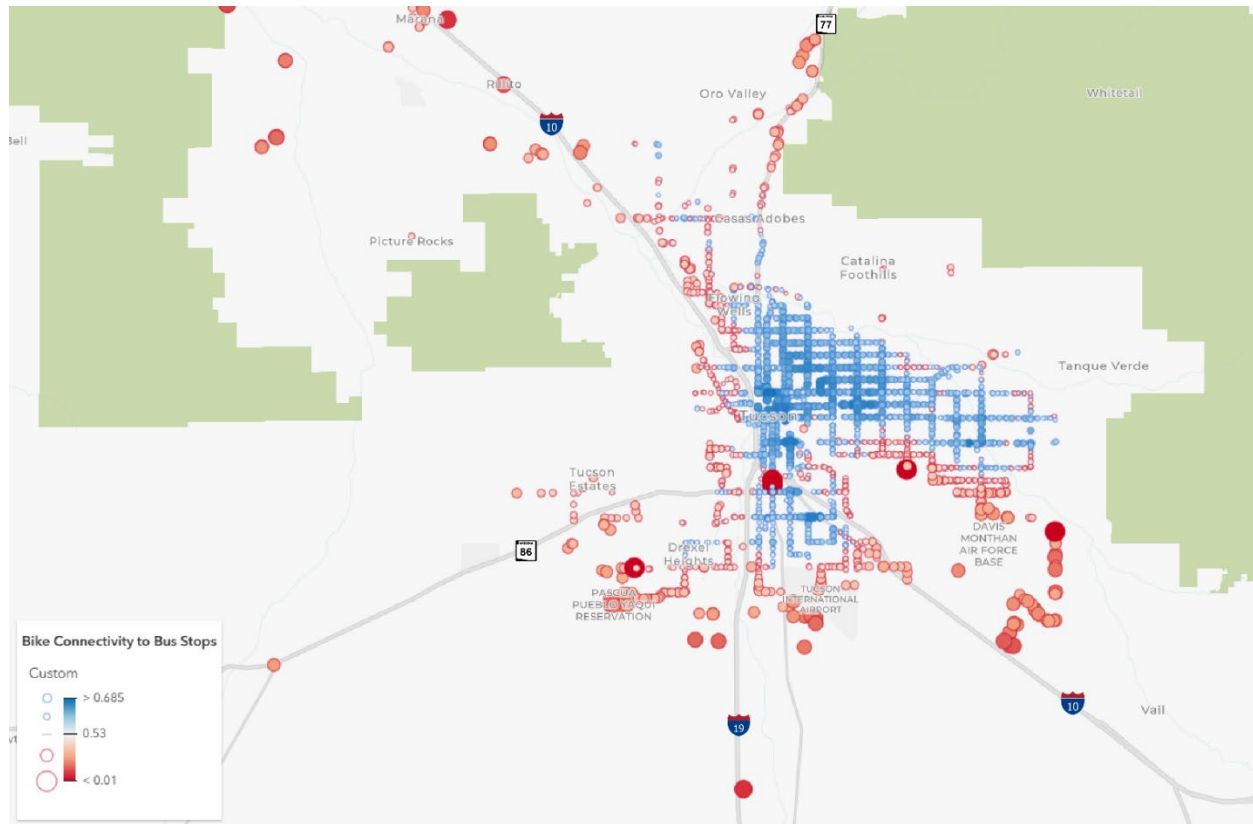


Figure 23. Biking Connectivity Ratio for Transit Stops in Greater Tucson Region (Full Map on ArcGIS Online)

Pedestrian Connectivity

As with bicycle connectivity, pedestrian connectivity ratios tend to be lower (i.e., less connected) in areas bifurcated by large roadways with limited crossing opportunities, such as I-10, which can be seen along the edge of the well-connected area in downtown Tucson in **Figure 24**. While bicycle connectivity tends to gradually decrease over an urban area, pedestrian connectivity is more sensitive to larger developments such as golf courses, which explains the more discrete and blocky transitions between areas. These obstacles can't be circumvented in a 10-minute walk, but someone on a 15-minute bike ride may still be able to get around them. These abrupt transitions in connectivity can be seen near the peripheral of highly connected urban corridors.

The stress-adjusted pedestrian connectivity ratio shows the impact of higher vehicle speeds and narrow sidewalks on arterial roads. These in turn represent major barriers for connectivity between low-stress areas at both urban and rural levels, as can be seen in **Figure 25**.

Figure 26 illustrates the pedestrian connectivity of transit stops, revealing similar patterns to the bicycle connectivity for transit stops. Transit stops with low connectivity may be candidates for improving first- and last-mile access to transit because they are not accessible to as many people as they could be. **Figure 27** illustrates the 10-minute walksheds of transit stops, both with and without accounting for stress. The difference highlights the area that could be added to the comfortable walkshed of transit stops if more comfortable facilities were available.

More details for all analyses can be viewed in the online map.

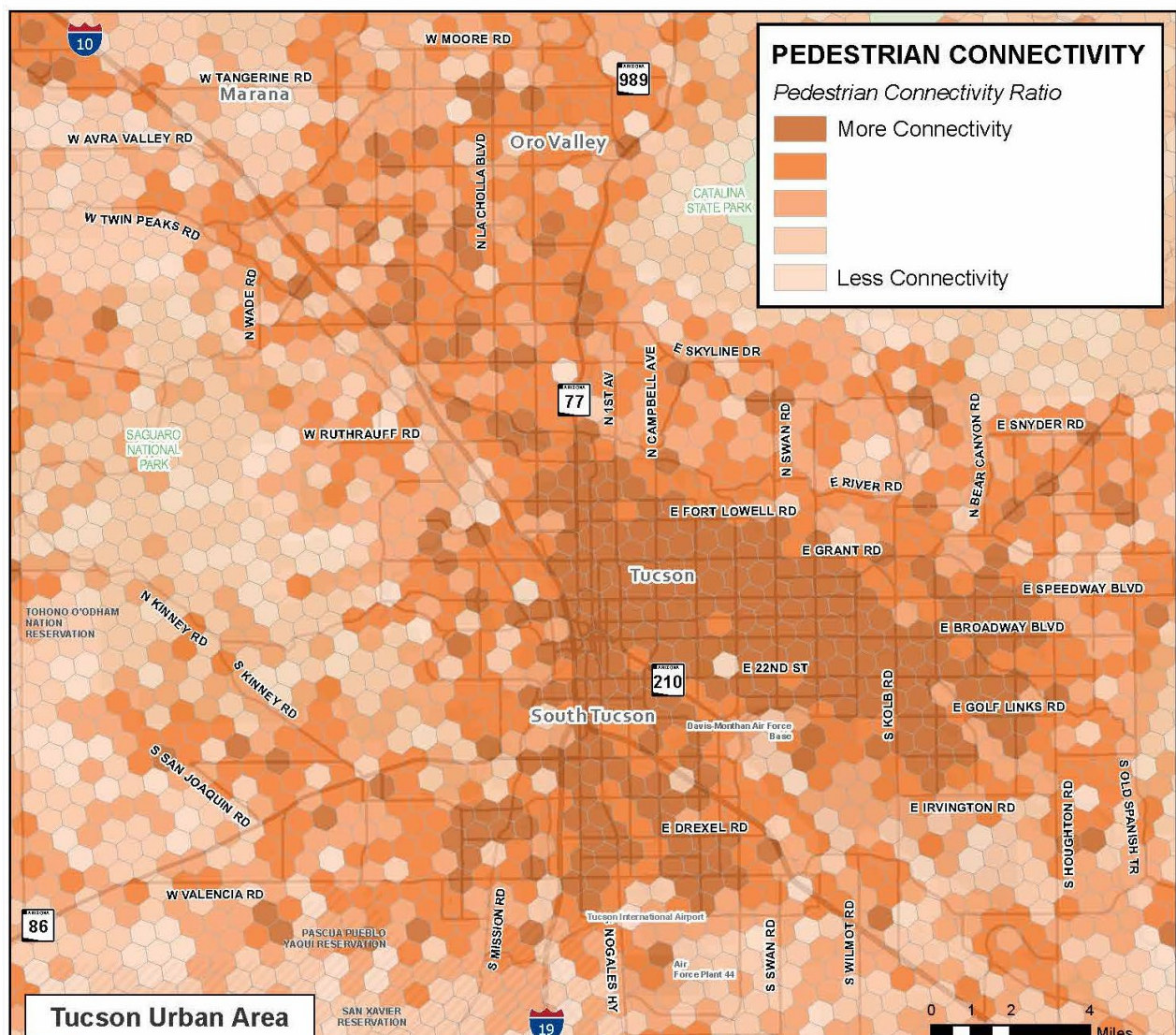


Figure 24. Pedestrian Connectivity Ratio for Greater Tucson Region (Full Map on ArcGIS Online)

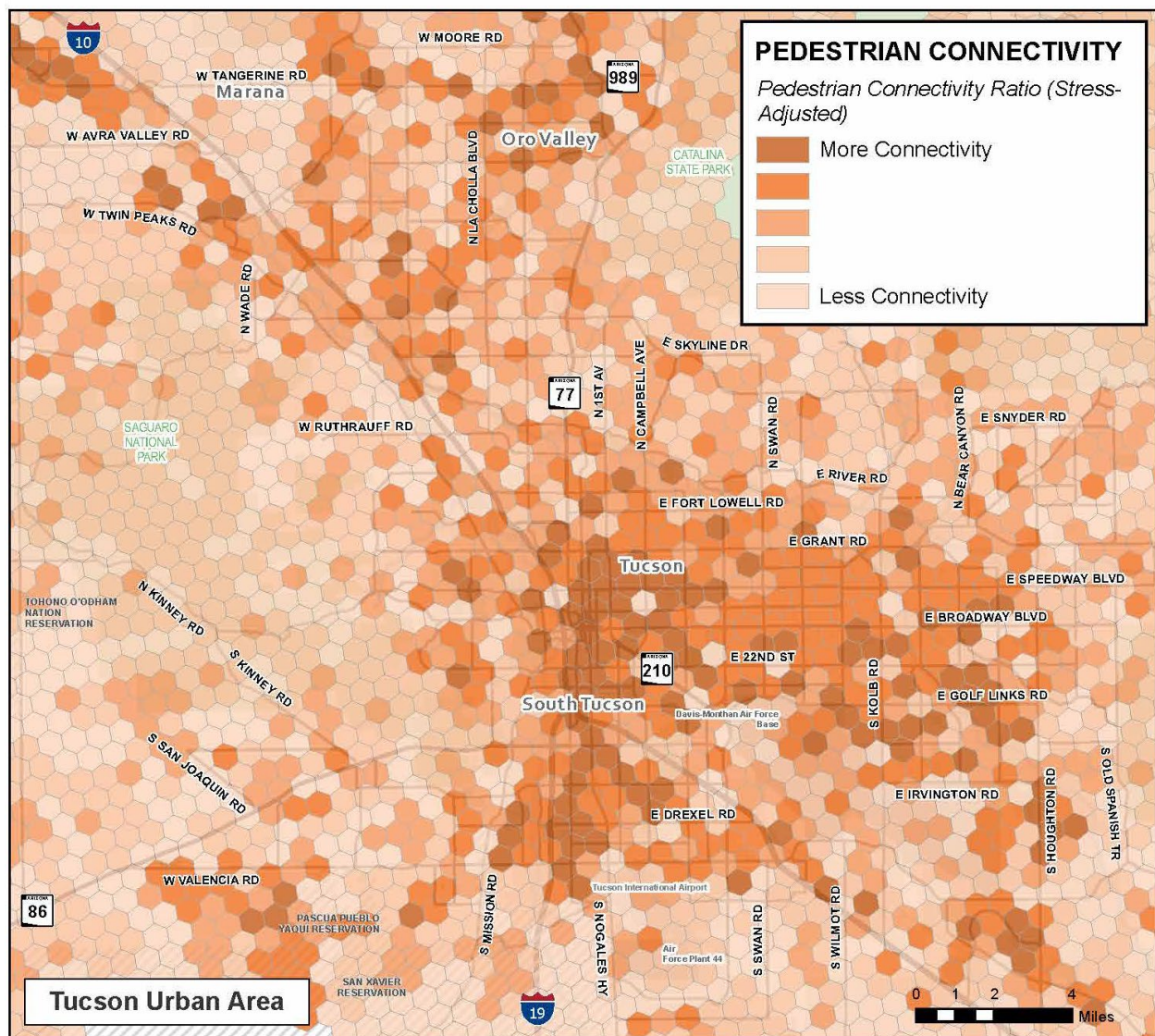


Figure 25. Stress-Adjusted Pedestrian Connectivity Ratio for Greater Tucson Region (Full Map on ArcGIS Online)

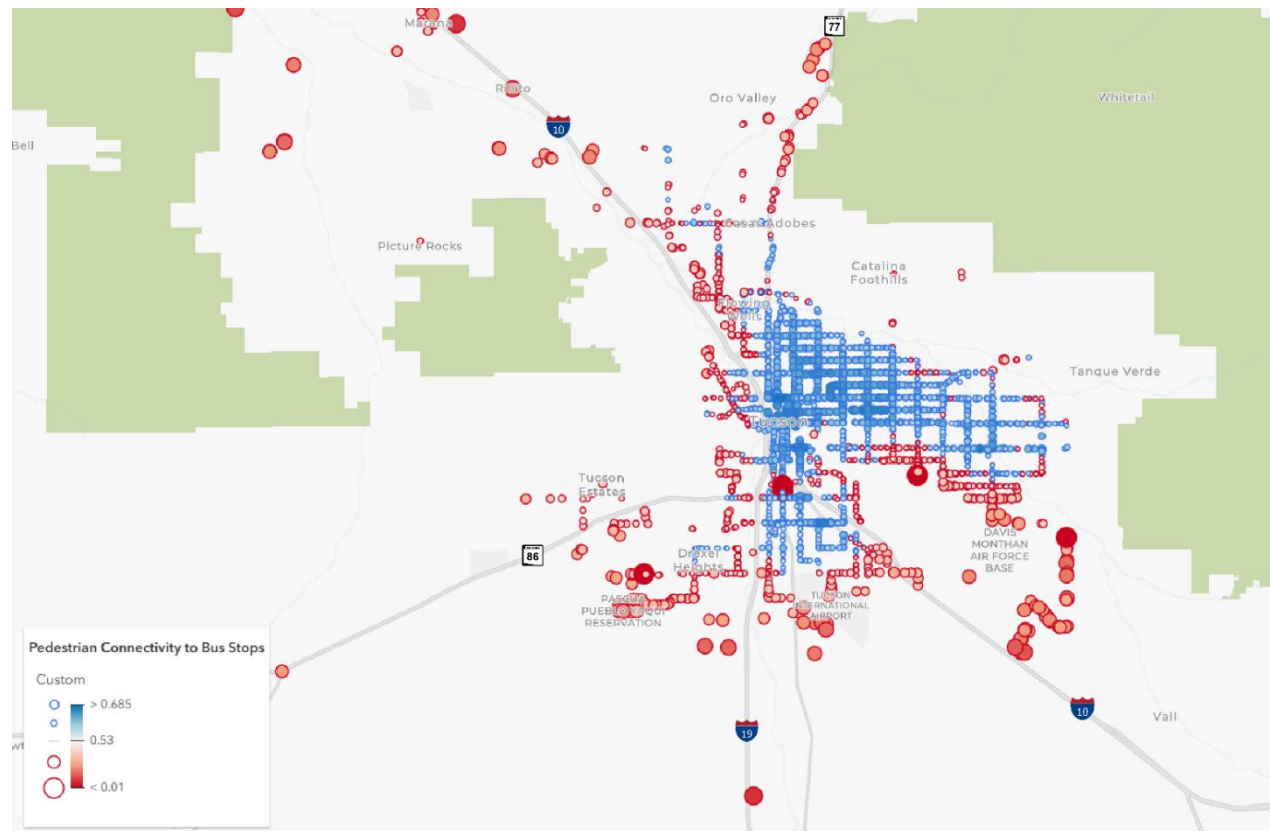


Figure 26. Pedestrian Connectivity Ratio for Transit Stops in Greater Tucson Region (Full Map on ArcGIS Online)

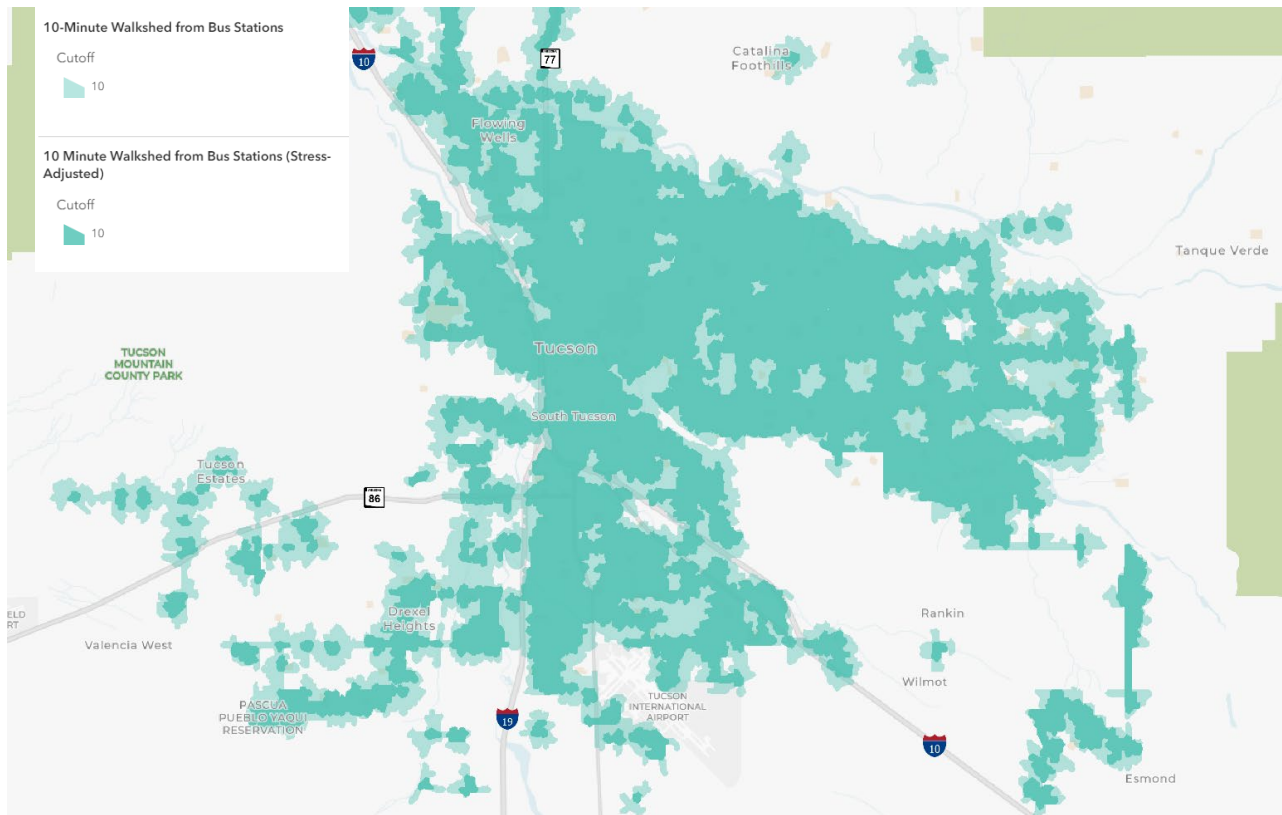


Figure 27. 10-Minute Walksheds from Transit Stops in Greater Tucson Region (Full Map on ArcGIS Online)

Methodology



Methodology

Task 4.1 Level of Traffic Stress Analysis

Pedestrian Level of Traffic Stress

Overview

Alta's PLTS analysis methodology is adapted from the Oregon Department of Transportation's *Analysis Procedures Manual* (2020) and is intended as a companion for BLTS. PLTS is determined by characteristics of a given roadway segment that affect a pedestrian's perception of safety and comfort including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes. PLTS scores classify road segments into one of four levels of traffic stress and, while similar to BLTS scores, PLTS considers the level of attention required in addition to the user experience:

- PLTS 1 represents roadways where pedestrians of all ages and abilities would feel comfortable walking and require little attention to traffic.
- PLTS 2 represents slightly less comfortable roadways that require more attention to traffic and are suitable for children over 10, teens, and adults.
- PLTS 3 represents moderately uncomfortable roadways, where most able-bodied adults would feel uncomfortable but safe.
- PLTS 4 represents high traffic stress and would be used only by able-bodied adults with limited route choices.

The PLTS analysis identifies existing areas that are low stress for pedestrians, as well as the degree to which roadways must be improved to provide a comfortable experience for pedestrians of all ages and abilities. Additionally, scenario testing can determine how a roadway or route's level of stress may change with improvements. The analysis is optimized for use in urban areas specifically; while it can be used in rural conditions where pedestrian facilities exist, the methodology will yield a high PLTS score (greatest discomfort) where speed limits are higher.

Data Sources

For both Pedestrian and Bicycle Level of Traffic Stress, Alta primarily used a street centerline file prepared by prime consultant Kimley-Horn (KH) for this analysis, which contained roadway attributes such as speed limit, number of lanes, one-way operations, functional class, sidewalk width, presence of a centerline, presence of bike or pedestrian facilities and trails, and bike lane protected status. Kimley-Horn compiled this data from PAG member jurisdictions and performed data cleaning before handing it off to Alta. Together, Alta and KH determined that the sidewalk width data collected was not reliable, so Alta replaced this attribute with data obtained from Ecopia. Ecopia is a vendor of roadway attribute data obtained from aerial imagery using artificial intelligence methods.

Alta used a proprietary GIS tool to assign scores to segments based on this input data. The tool implements the Oregon DOT methodology for Pedestrian LTS described above (ODOT, 2020).

Analysis Steps

PLTS analysis is completed through an assessment of street segments using spatial data obtained from the client or derived from aerial imagery. Each segment of the roadway is evaluated based on its characteristics and four sub-scores are calculated; if conflicting sub-scores are present within a segment, the highest (most stressful) sub-score is used as the overall segment score. This process is demonstrated in **Figure 28**.

PLTS considers elements of the pedestrian environment both individually (e.g., buffer type), and in combinations that are known to influence each other (e.g., sidewalk width and pavement quality). The analysis uses the following overall guiding principles:

- The presence of a complete sidewalk serves as the foundation of the pedestrian network.

- As the sidewalk width increases and sidewalk condition improves, the level of stress of the pedestrian environment decreases.
- Buffering width is the total distance between the sidewalk and motor vehicle travel lanes, including parking lanes, bike lanes, and landscaping. As width increases, the amount of separation between pedestrians and motor vehicles increases, and the pedestrian environment becomes less stressful.
- Buffer type describes the quality of the buffer that separates the sidewalk from the travel lanes. The presence of a buffer itself provides both actual and perceived safety benefits for the pedestrian, thus decreasing the stress of the pedestrian environment. A buffer with vertical elements is especially effective at increasing the safety of the pedestrian. Landscaping serves to enhance the pedestrian's travel experience.

Scores for each element of the pedestrian environment are assigned to each segment of the sidewalk centerline, and the worst (highest scoring) of the elements is used. If two sidewalks are present on a street, the wider of the two sidewalks (creating a better score) is mapped to the centerline.

Figure 28 illustrates the overall PLTS scoring process. Notes on data inputs and assumptions are found in **Methodology: Task 4.1 Level of Traffic Stress Analysis**. Segment scores are assigned as shown in **Table 3** through **Table 6**.

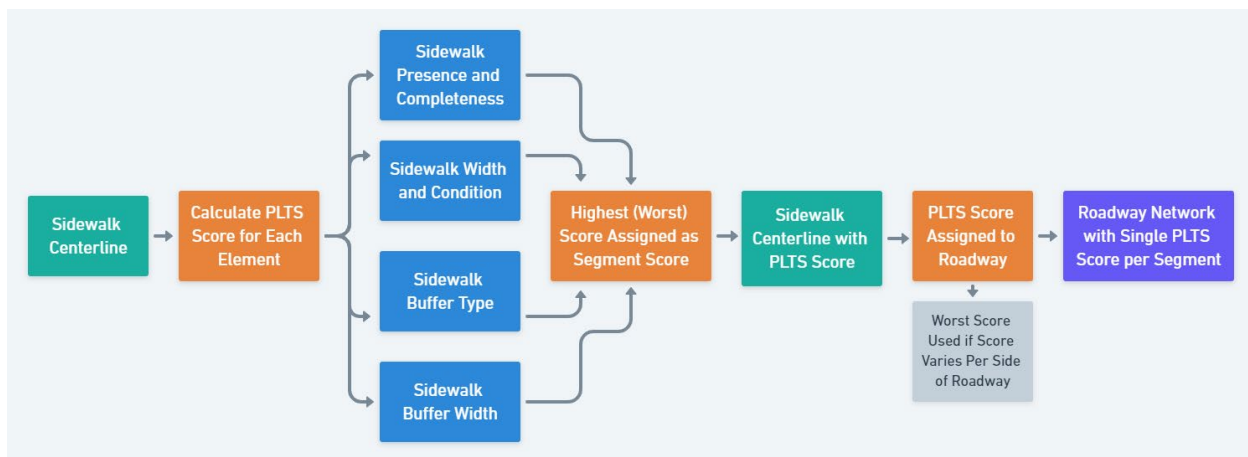


Figure 28. The Pedestrian Level of Traffic Stress Scoring Process

Table 2. Data Inputs and Assumptions

Pedestrian Element	Rationale	Data Inputs
Sidewalk Presence and Completeness (Table 3)	The presence and completeness of sidewalk facilities is the baseline for measurement. At a minimum, sidewalks should be present and complete on most roadways to facilitate pedestrian travel.	Based on Ecopia data and supplemented by data provided by Kimley-Horn.
Sidewalk Width and Condition (Table 4)	The width of the sidewalk can have an impact on the associated comfort level. Wider sidewalks provide greater comfort, especially on high-speed roadways.	Sidewalk widths are based on Ecopia data. A spot check of Ecopia data verified the accuracy of sidewalk widths. Sidewalks were assumed to be in good condition, lacking better data.
Sidewalk Buffer Type (Table 5)	The buffer type changes the pedestrian experience as it can offer a range of perceived and actual levels of protection. High-speed roadways are considered to be less comfortable, and a more substantial buffer increases pedestrian comfort.	Data not provided. It was assumed that if a sidewalk is present, there is a landscaped buffer.
Sidewalk Buffer Width (Table 6)	Total buffering width is the summation of the width of the landscaped buffer, width of parking, width of shoulder, width of curb and gutter, and width of the bike lane on the same side of the roadway as the pedestrian facility being evaluated.	Based on Ecopia data and supplemented by manual review within the study area. If a sidewalk is present, a 4-foot landscaping buffer is assumed. A standard width of 7 feet was assumed for all parking lanes based on a desktop review of aerial imagery.

Table 3 through **Table 6** specify the scoring criteria based on sidewalk presence, sidewalk width and condition, buffer type, and buffer width, in relation to the existing roadway condition (factors such as speed and number of lanes). The criteria are adapted from the Oregon Department of Transportation *Analysis Procedures Manual*. These tables are used in combination to assign an overall PLTS score; if multiple scores are present within a segment, the highest (most stressful) score is used as the overall segment score.

Table 3. Pedestrian Level of Traffic Stress Based on Sidewalk Presence and Completeness

Number of Travel Lanes	Posted or Prevailing Speed					
	≤ 25 mph		30–35 mph		≥ 40 mph	
	2 Lanes	> 2 Lanes	2 Lanes	> 2 Lanes	2 Lanes	>2 Lanes
Complete sidewalk on both sides ^{1,2}	LTS 1	LTS 1	LTS 1	LTS 1	LTS 1	LTS 1
Complete sidewalk on one side	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
No sidewalk ³	LTS 2	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4

1. This deviation from the Oregon Department of Transportation's Methodology enables more deference to buffer accommodations identified in Table 5 and Table 6 while scoring network completeness.
2. Partial sidewalk coverage on a block is not considered complete.
3. Residential (OpenStreetMap Highway class local) roadways without sidewalk default to LTS 2; roadways without sidewalk default to LTS 4

Table 4. Pedestrian Level of Traffic Stress Based on Sidewalk Width and Condition

Actual/Effective Width (feet) ^{1,2}	Sidewalk Condition ³			
	Good	Fair	Poor	Very Poor
< 4	LTS 4	LTS 4	LTS 4	LTS 4
≥ 4 to < 5	LTS 3	LTS 3	LTS 3	LTS 4
≥ 5	LTS 2	LTS 2	LTS 3	LTS 4
≥ 6	LTS 1	LTS 1	LTS 2	LTS 3
1. Effective width is the available/usable area for the pedestrian clear of obstructions. Effective width does not include areas occupied by storefronts or curbside features. 2. For analysis purposes, a standard width of 5 feet was assumed for all sidewalks. 3. Sidewalk condition is assumed to be good unless other information is available.				

Table 5: Pedestrian Level of Traffic Stress Based on Physical Buffer Type

Buffer Type ¹	Prevailing or Posted Speed			
	≤ 25 mph	30 mph	35 mph	≥ 40 mph
No Buffer (Curb Tight)	LTS 2 ²	LTS 3	LTS 3	LTS 4
Solid Surface	LTS 2 ²	LTS 2	LTS 2	LTS 2
Landscaped	LTS 1	LTS 2	LTS 2	LTS 2
Landscaped With Trees	LTS 1	LTS 1	LTS 1	LTS 2
Vertical	LTS 1	LTS 1	LTS 1	LTS 2
1. Combined buffer: if two or more of the buffer conditions apply, use the most appropriate (typically the lower-stress type). 2. If no centerline is present (residential street) or the street is traffic calmed (including sporadic vertical separation such as street furniture, street trees, lighting, planters, surface change, and so on), then the PLTS can be lowered by one PLTS level.				

Table 6: Pedestrian Level of Traffic Stress Based on Physical Buffer Width¹

Total Number of Travel Lanes (both directions) ²	Total Buffering Width (feet) ³				
	< 5	≥ 5 to < 10	≥ 10 to < 15	≥ 15 to < 25	≥ 25
≤ 2	LTS 2 ⁴	LTS 2	LTS 1	LTS 1	LTS 1
3	LTS 3 ⁴	LTS 2	LTS 2	LTS 1	LTS 1
4-5	LTS 4 ⁵	LTS 3	LTS 2	LTS 1	LTS 1
6 ≥	LTS 4 ⁵	LTS 4 ⁵	LTS 3	LTS 2	LTS 2
- Source: Based on Oregon Department of Transportation <i>Analysis Procedures Manual</i>, Table 14-23. - One-way facilities are assumed to have their lanes multiplied by 2 to represent exposure to lane crossing. - Total buffering width is the summation of the width of buffer, width of parking, width of shoulder, width of curb and gutter, and width of the bike lane on the same side of the roadway as the pedestrian facility being evaluated. - If no centerline is present (residential street) or the street is traffic calmed (including sporadic vertical separation such as street furniture, street trees, lighting, planters, surface change, and so on), then the PLTS can be lowered by one PLTS level. - Sections with a substantial physical barrier/tall railing between the travel lanes and the walkway (such as might be found on a bridge) can be lowered to PLTS 3.					

Bicycle Level of Traffic Stress

Overview

Alta's BLTS analysis methodology is adapted from the Mineta Transportation Institute Report 11-19: *Low-Stress Bicycling and Network Connectivity* (2012). BLTS is determined by characteristics of a given roadway segment that affect a bicyclist's perception of safety and comfort, including posted speed limit, number of travel lanes, and the presence and character of bike lanes. The combination of this criteria classifies a road segment into one of four levels of traffic stress:

- **BLTS 1** represents roadways where bicyclists of all ages and abilities would feel comfortable riding. These roadways are generally characterized by low volumes, low speeds, no more than two travel lanes, and traffic control measures at intersections. These roadways may have bicycle facilities; separated shared-use paths for bicycles also fall into this category.
- **BLTS 2** represents slightly less comfortable roadways, where most adults would feel comfortable riding.
- **BLTS 3** represents moderately uncomfortable roadways, where most experienced bicyclists would feel comfortable riding.
- **BLTS 4** represents high-stress roadways where only strong and fearless bicyclists would feel comfortable riding. These roadways are generally characterized by high volumes, high speeds, several travel lanes, and complex transitions approaching and crossing intersections.

The results of the BLTS analysis identify existing areas that are low stress for many bicyclists, as well as the degree to which roadways must be improved to provide a comfortable experience for riders of all ages and abilities. Additionally, scenario testing can be used to determine how a roadway or route's level of stress may change with improvements.

Data Sources

As with Pedestrian LTS, Alta used the street centerline file prepared by Kimley-Horn and its own tools to implement the Mineta Institute (2012) methodology for Bicycle LTS.

Analysis Steps

BLTS analysis is completed through an assessment of street segments using spatial data and aerial imagery. Each segment of the roadway is evaluated based on its characteristics; if multiple scores are present within a segment, the highest (most stressful) score is used as the overall segment score.

Figure 29 illustrates the overall BLTS scoring process. Notes on data inputs and assumptions are found in **Methodology: Task 4.1 Level of Traffic Stress Analysis**. Segment scores are assigned as shown in **Table 8** through **Table 10**.

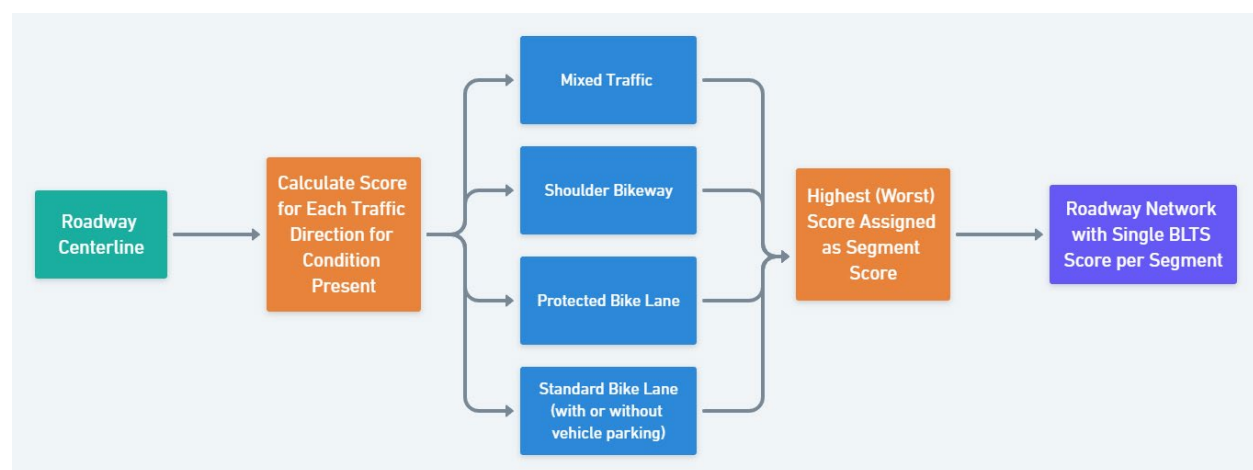


Figure 29. Bicycle Level of Traffic Stress Generalized Segment Scoring Process

Table 7. Data Inputs and Assumptions

Inputs	Notes	Assumptions
Bicycle facilities	Bicycle facilities have a positive impact on BLTS and are a primary input for developing a BLTS model. The width of facilities can have an impact on the associated comfort level. Wider facilities provide greater comfort, especially on high-speed roadways.	Data on bicycle facility width was provided by Kimley-Horn; Kimley-Horn aggregated this data from various local government sources. Where width data was not available (< 1% of cases), a 5-foot width was assumed for bike lanes and a 6-foot width was assumed for buffered bike lanes based on a desktop review of aerial imagery.
Speed limit	High-speed roadways are considered to be less comfortable for bicyclists, particularly in mixed traffic or with minimal separation from motor vehicles. Low-speed roadways are considered more comfortable.	Speed limit data was provided by Kimley-Horn.
Presence and width of on-street parking adjacent to bike lanes	On-street parking is particularly important for corridors on which bike lanes are present. BLTS is greater on bike lanes adjacent to parking than on bike lanes not adjacent to parking, due to the potential for “dooring” incidents.	A standard width of 7 feet was assumed for all parking lanes based on a desktop review of aerial imagery. Ecopia data on parking lane width was deemed unreliable because many buffered bike lanes were mistakenly taken for parking lanes, while on-street parking without painted lines was typically missed.
Number of lanes	The number of travel lanes corresponds with an increase in the roadway width, which affects bicyclists’ level of stress. Roadways with fewer lanes are generally less stressful for bicyclists.	Data on the number of lanes was provided by Kimley-Horn; Kimley-Horn aggregated this data from various local government sources.
Presence of trails and shared-use paths	Trails and Shared-Use Paths (Class I) facilities can be a vital component of a region’s active transportation network. Increased separation from motor vehicles can improve comfort and safety.	Class I facilities are scored as a BLTS 1. Trail and shared-use path data was provided by Kimley-Horn; Kimley-Horn aggregated this data from various local government sources.

Table 8 through **Table 10** specify the scoring criteria based on roadway configuration, speed, and bike lane/parking lane presence and width. The criteria are adapted from the original 2012 Mineta Institute report. These tables are used in combination to assign an overall BLTS score; if multiple scores are present within a segment, the highest (most stressful) score is used as the overall segment score. These tables are used in combination to create the segment, approach, and intersection scores described previously.

Table 8. Criteria for Bicycle Level of Traffic Stress in Mixed Traffic

Prevailing Speed or Speed Limit (mph)	Street Width		
	2–3 Lanes	4–5 Lanes	6+ Lanes
≤ 25	BLTS 1 or 2	BLTS 3	BLTS 4
30	BLTS 2 or 3 ¹	BLTS 4	BLTS 4
≥ 35	BLTS 4	BLTS 4	BLTS 4
1. Lower value is assigned to streets without marked centerlines or classified as residential with fewer than three lanes. Residential roadways are identified based on the Open Street Map “highway” tag.			

Table 9. Criteria for Bike Lanes Not Alongside a Parking Lane

	BLTS 1	BLTS 2	BLTS 3	BLTS 4
Street Width (Through Lanes Per Direction)	1	2	More than 2	(no effect)
Bike Lane Width	6 feet or more	5.5 feet or less	(no effect)	(no effect)
Speed Limit (MPH)	30 mph or less	(no effect)	35 mph	40 mph or more
Bike Lane Blockage ¹	Rare	(no effect)	Frequent	(no effect)
1. Bike lane blockage is part of Alta’s analysis methodology, but assumed to be rare by default.				

Table 10. Criteria for Bike Lanes Alongside a Parking Lane

	BLTS 1	BLTS 2	BLTS 3	BLTS 4
Street Width (Through Lanes Per Direction)	1	(no effect)	2 or more	(no effect)
Sum Of Bike Lane Width + Parking Lane Width	15 feet or more	14 or 14.5 feet	13.5 feet or less	(no effect)
Speed Limit (MPH)	25 mph or less	30 mph	35 mph	40 mph or more
Bike Lane Blockage ¹	Rare	(no effect)	Frequent	(no effect)
1. Bike lane blockage is part of Alta’s analysis methodology, but assumed to be rare by default.				

The tables above account for on-street bike lanes not separated from traffic. Protected bike lanes are automatically scored as LTS 1.

Task 4.2 Equity and Public Health Analysis

Overview

The analysis emphasizes populations that are likely to face mobility limitations or be impacted by the transportation system, including populations that are living on low incomes, lack personal vehicle access, face high pollution exposure, and are racial or ethnic minorities.

Data Sources

Figure 30 and **Table 11** show the selected variables used in this analysis and their weighting. Weights can be adjusted to allow for certain variables to have a greater impact on the final equity score than others.

Table 11: Selected Variables and Weights

Variable	Weight	Source	Definition
Low-Income Households	12.5%	American Community Survey (ACS) 2022 5-Year Estimates	Percentage of households with an income below 200% of the Federal Poverty Level.
People with Mobility Disabilities	12.5%	Centers for Disease Control and Prevention (CDC) PLACES, 2021	Percentage of adult population with reported hearing, vision, cognitive, mobility, self-care, or independent living disability.
Youth Population	12.5%	ACS 2022	Percentage of population under age 16. Youth populations cannot drive or can drive with limitations. They may also be more vulnerable when crossing the street or walking.
Coronary Heart Disease	12.5%	CDC PLACES, 2021	Prevalence of coronary heart disease among adults 18 years and over.
Limited Vehicle Access	12.5%	ACS 2022	Percentage of households with no vehicles at home.
Race and Ethnicity	12.5%	ACS 2022	Percentage of the population that is either a person of color and/or Hispanic. This includes any person who does not identify as non-Hispanic white.
Educational Attainment	12.5%	ACS 2022	Percentage of population with no high school diploma or equivalent or no education past high school.
Air Quality	12.5%	EJScreen	Levels of PM 2.5 air pollution.
Tribal Land	*	US Census	If census tract is located on tribal land, the entire score is inflated 20%. This is applied after the weights have been applied to other variables.

Equity Analysis

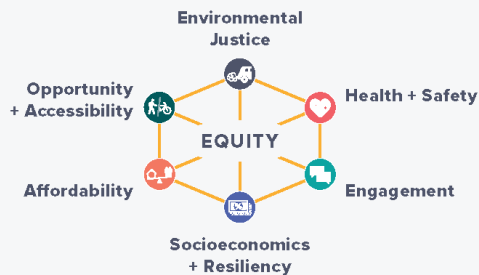
A Multi-Dimensional Index

Why focus on equity?

Transportation planning practice has a legacy of neglecting to question whether the benefits and burdens of transportation investments are distributed equitably. By focusing on equity, we can begin to address the disparities in our communities and ensure that the benefits of our investments reach everyone.

How do we measure equity?

There are many definitions of equity, and therefore many ways to measure it. At Alta, we've identified six dimensions of equity wherein health, socioeconomic, and environmental data can inform the transportation decision making process.



How is the index weighted?

Each of the variables is assigned a percentile rank relative to all the census block groups in the study area, and then multiplied by the weight assigned to it.

The final composite index.

The result is a map that identifies areas of high equity priority. While Alta provides a default analysis, clients are encouraged to add, subtract, and weight variables to align with what equity means for their communities. The quantitative equity analysis is intended to help facilitate, and not replace, deeper qualitative engagement with communities historically excluded from the planning process.

¹ Opportunity Atlas. ² Census Bureau's American Community Survey 5-Year Estimates. ³ Environmental Justice Screening and Mapping Tool. ⁴ Tree Equity Index. ⁵ Centers for Disease Control and Prevention.

How do we compile the index?

Eight variables relating different dimensions of equity are aggregated to hexagons and are then compiled into a composite index.

HIGH LOW

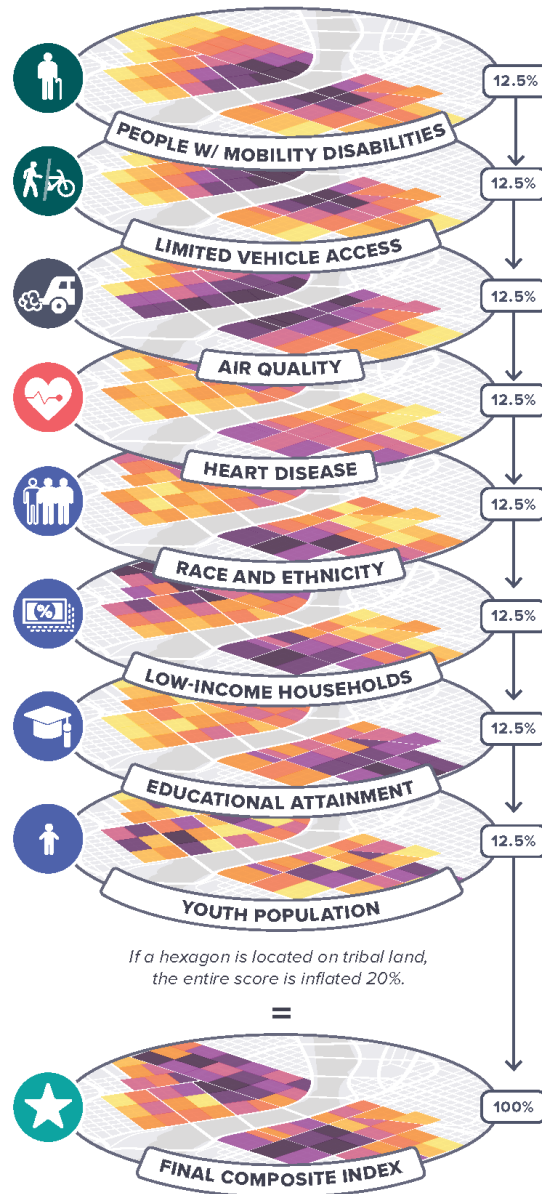


Figure 30. Equity Analysis Inputs

Analysis Steps

The data collected for this equity and public health analysis are primarily at the census tract level. The analysis consisted of the following steps:

- Data was joined to a hexagonal grid of the study area. This ensures that variables that are available at different geographies, such as 2010 and 2020 census tracts, can be analyzed accurately. Larger hexagons were used in rural areas to ensure greater accuracy because populations are lower. Hexagons with an estimated population of less than 50 people were not included in the analysis.²
- Each variable was converted into a percentile ranking based on how the census tract compares to all other tracts across the study area for that variable. This puts all variables on a common scale between 0 and 1.
- The percentile-ranked score for each census tract was multiplied by the selected weight to generate a weighted score. For example, if income is weighted 12.5% of the overall score, then a census tract that was in the 80th percentile for low-income population would get a weighted income score of $(.80 * .125) = 0.1$. Table 12 illustrates how the overall equity score was calculated for an example census tract.
- All weighted scores were added together to arrive at a composite equity score between 0 and 1 for each census tract. Higher scores will indicate census tracts with higher equity need based on the factors analyzed in **Table 11**.
- Any tract that is located on tribal land had its score multiplied by 1.2 to arrive at a final score.
- Scores were percentile-ranked and mapped in quintiles.

Table 12. Example Equity Score Calculation for a Hexagon

	A	B	C	D
Variable	Value	Percentile-ranked value	Variable Weight	Weighted score (B x C)
Low-income households	25%	60%	12.5%	.075
People with disabilities	10%	50%	12.5%	.0625
Youth and senior	8%	10%	12.5%	.0125
Coronary heart disease	12%	80%	12.5%	.10
Limited vehicle access	5%	30%	12.5%	.0375
Race and ethnicity	20%	50%	12.5%	.0625
Educational attainment	15%	30%	12.5%	.0375
Air quality	6.18 µg/m3	60%	12.5%	.075
Equity sub-score				0.4625
Tribal land	Yes	n/a	n/a	X 1.2
Composite equity score for each census tract (sum of column D)				0.555

² Replica Places (2024) was used to estimate which hexagons had populations of 50 or fewer people. Replica uses parcel data to disaggregate census block-group level estimates.

Task 4.3 Regional Travel Pattern Analysis

Overview

The regional travel pattern analysis uses activity-based model data to understand and make inferences about travel patterns throughout Pima County.

Data Sources

These analyses primarily use activity-based model outputs provided by Replica Places (2024) for Spring 2024. This service provides trip tables for a synthetic population representing Pima County residents and their travel. Equity areas were obtained from the disadvantaged communities dataset (USCEQ, 2024).

Active Trip Potential

Analysis Steps

Alta used Replica Places model data from Fall 2023 to understand active trip potential.

Figure 31 outlines active trip potential distances and summary zones. The data was filtered for trips that intersect Pima County, AZ, whether or not the trips started or ended in the study area. Data was aggregated and analyzed based on the block group level geometries and focused on the typical patterns observed during weekdays.

Alta used Replica data summarized by block group origin to understand the starting points of vehicle trips under three miles. Vehicle trips include private vehicle trips only, as those are the trips most targeted for conversion to active modes. Trips made by a passenger are excluded using built-in Replica filters, but the driver's trip would be counted, to avoid double-counting shared vehicle trips. These results were further filtered to trips under three miles to approximate trips that could be replaced by one of two active modes based on typical trip distances for those modes:

- Trips zero to one miles: potential walking or biking trips
- Trips one to three miles: potential bike trips

To create origin-destination lines, Alta used its interactive Alta Flow tool to plot lines between block group centroids and symbolize them based on the number of trips. Alta's maps provided in the body of this working paper show estimates of potential for active trips of either mode.

Limitations

Data Quality

The travel behavior data that forms the basis of this analysis is sourced from Replica Places. Replica rates its certainty as medium for bicycle and pedestrian trip counts by origin block group, because volumes are relatively low compared to vehicle trips. Vehicle trips are given high certainty because there is a larger sample size of these trips.

Additionally, walking or biking trips for a purely recreational purpose where the start and end point are the same location, such as walking the dog or going for a jog, are excluded from this analysis and from Replica Places. If a person makes a stop on their recreational trip, such as at a coffee shop, this would likely get counted as a trip to and from a coffee shop. Replica estimates that stops need to last about 15 minutes for the algorithm to register two separate trips.

Barriers to Active Trip Making

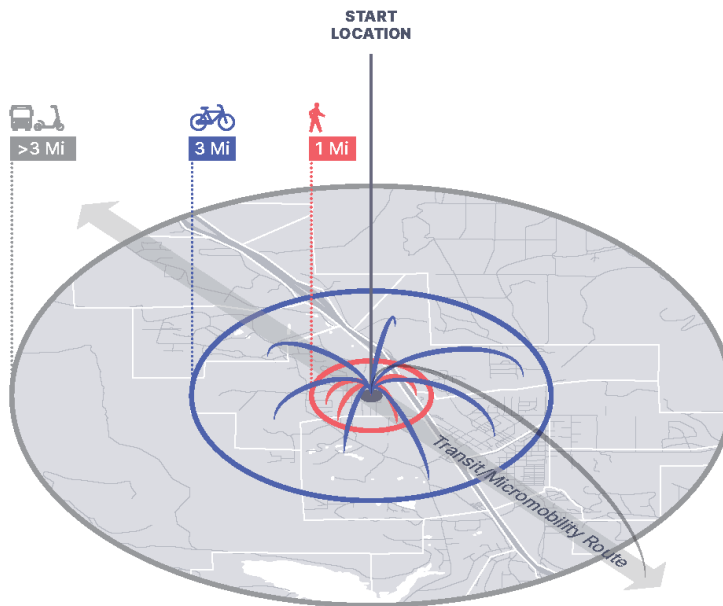
While short trips are indicators of trips that can potentially be met using active modes, it is unrealistic to expect that all short trips can be converted to active transportation. Even if supportive infrastructure is provided, there are a number of personal, structural, or trip-specific reasons why a trip would still be made by non-active modes, including:

- **Heavy loads.** In many cases, cargo bikes can support many types of grocery or shopping trips, but some heavy loads are often bulky or heavy enough to warrant the use of the vehicle. This is even more so for pedestrian trips.

- **Multiple passengers.** While some cargo bikes can accommodate small children, people carrying multiple passengers or who do not feel comfortable navigating a loaded cargo bike (which can make it more difficult to maintain balance) may still opt for a vehicle.
- **Trip chaining.** Some trips are chained in a way that make it difficult to envision using active transportation for the entire tour/trip. For example, if one leg of a trip that is part of a chain of trips is too long to consider using an active mode, the entire tour/trip may be better made using a vehicle. For example, a pedestrian typically walks half a mile to work on most days but on occasion needs to travel from work to a doctor's appointment that is two miles away. On these days, they might drive to work rather than walk.
- **Seasonal weather.** Active trips become more difficult to accomplish in some weather conditions. While walking and biking trips may still be viable in many instances, there may be sometimes where it is inadvisable, such as in heavy rain, a heat wave, or unhealthy air conditions.
- **Topography.** Hilly routes may discourage walking or biking unless a person has access to an electric bike or scooter.
- **Bike parking.** Lack of secure bike parking may discourage bike use for certain trips. However, this could be included in bicycle and pedestrian infrastructure improvements.
- **Formal occasions.** If someone needs to wear formal clothing for an event, including work, they may be less inclined to walk or ride a bike if they would need to shower or change clothes at their destination.
- **Structural barriers.** Some people experience structural barriers to active travel, regardless of the specific trip. These include the cost of purchasing a bike or e-bike, concerns about harassment from police or passerby, or worries about street crime.
- **Personal limitations.** Some members of the community may have an impairment that prevents them from comfortably walking or biking or may not know how to ride a bicycle.
- **Personal preference.** Some members of the community may elect to never bike or walk even if an all ages and ability network is provided in a community.

The active trip potential analysis relies on modeled data provided by Replica Places. Replica expresses confidence levels for this data based on the sample size of trips used in the model in terms of low, medium, and high certainty. When considering all vehicle trips, the confidence level for Pima County is high. When considering only short vehicle trips, or bicycle or pedestrian trips, Replica's confidence level is medium. This indicates a higher margin of error for trip count estimates when these filters are applied, but Alta has found that the general spatial patterns highlighted by the active trip potential analysis are reliable.

Active Trip Potential

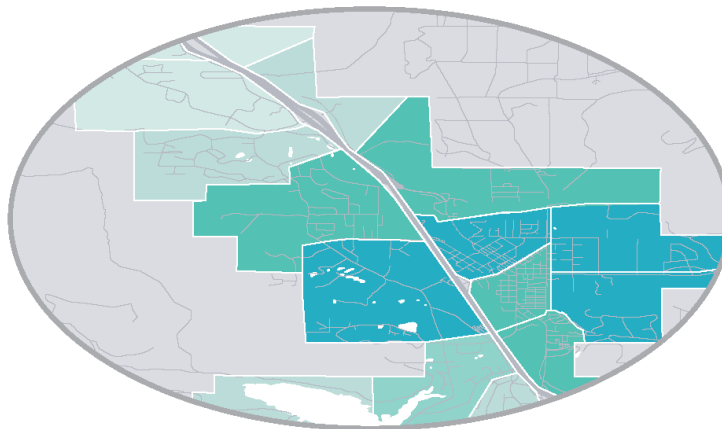
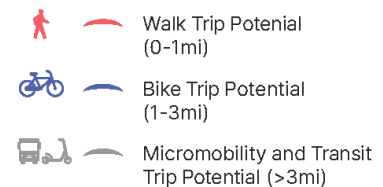


Active Trip Potential (ATP)

Identifies trips whose distances are short enough to be accommodated by walking or biking.

Our evaluation of ATP includes looking at the number of trips less than three miles.

Different modes are suitable for different trips based on the transportation options that support them.



ATP Zonal Summary

When we look all the activity occurring within a zone, we scrutinize both the estimated number of trips in the zone and their lengths. Locations with high rates of short trips are potential candidates for active transportation investments.

ATP TRIPS

% of Trips less than or equal to 3mi

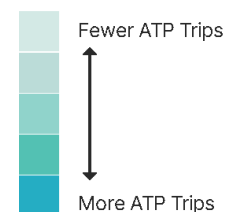


Figure 31. Active Trip Potential Explainer Illustrate the Concept behind Stratifying Trips by Trip Distance to Understand Whether They Could Be Met by Walking, Biking, or E-Biking

Equity Area Traveler Alignment

Analysis Steps

Modeled trips from Replica were disaggregated based on whether the trip was taken by someone who lives in a disadvantaged tract (the origin and destination of the trip itself were not relevant in this step). Commercial trips, which include freight transportation and delivery services, are not trip journeys made by residents, and there are no registered home locations for the drivers of these trips, so they were removed.

Undergraduate students were also removed from this analysis of trips. Removing undergraduate students can give a clearer picture of economic or social disparities. Students, especially those in full-time higher education, often have distinct financial and social circumstances that can skew equity analyses. For instance, students might have low or no income if they are not working or working only part-time due to their studies, leading to an inflated number of individuals appearing to be in lower income brackets. This situation can distort measures of income inequality, poverty rates, or other economic indicators, making it seem like there is greater inequality than exists in the general population. Additionally, students often rely on temporary or unconventional housing arrangements, such as dormitories or shared apartments, which could affect analyses related to housing stability or ownership rates. By excluding students from certain analyses, we can avoid these distortions and provide a more accurate assessment of equity issues among the non-student population, thereby informing more targeted and effective policy interventions.

Traveler Alignment

Analysis Steps

For the traveler alignment and crossing demand analysis, Alta evaluated how many people may shift from driving to walking or biking based on their proximity to various corridors in Pima County. **Figure 32** provides a high-level overview of the mode shift analysis methodology. Origin-destination (OD) data provided by Replica Places represented daily trips during fall 2023 as straight lines connecting the centroid of the origin block group to the centroid of the destination block group. A single OD line represents all trips within that origin and destination pair and shows general travel patterns spatially within the study area.

Next, OD lines are filtered based on the average distance of the trips taken between that OD pair. Trip distance is used as a proxy for identifying trips with the potential to be made by active modes, as documented in travel behavior research showing the relationship between active transportation mode shares and trip distances in the US.³

To approximate which trips may use the corridors, OD lines are evaluated relative to the corridor alignment for parallelism and proximity. Parallelism examines if the trips represented by the OD line are traveling roughly in the same direction as the project, and proximity considers OD lines that are geographically closer to the project. A highlighted road segment does not necessarily mean that active travel along that segment is possible or advisable today. Instead, it draws attention to demand for active travel along this corridor; whether there, on a parallel road, or on a not-yet-existing facility. For example, demand along an interstate may indicate a need for a separated bike or pedestrian path running parallel to that interstate.

Limitations

For the traveler alignment tool, many trips start and end in the same aggregation geography and thus are not represented by a line that may be evaluated for parallelism and proximity. They must be associated to projects in a different manner. Instead, they are proportionally allocated within a buffered distance of the project, which assumes that intrazonal trips are distributed evenly across the aggregation geography. In large, rural geographies, this assumption breaks down as trip generators and attractors are more clustered around human activity, which is not as evenly distributed as in denser urban or suburban settings.

³ Oak Ridge National Laboratory (ORNL). (n.d.). National household travel survey. Federal Highway Administration. <https://nhts.ornl.gov/>.

Relatedly, OD lines show trips starting and ending at the arbitrary centroid of the aggregation geography, but trips start and end at many points throughout the geography. Again, this may impact trip estimates in more rural areas because there is a higher chance that the actual trip origins and destinations are further from the centroid and thus less accurately represented by the OD line.

Furthermore, modal shift estimates are highly correlated with the segment length since longer segments have a higher probability of being closer to more OD lines. By adjusting the modal shift based on project length, we can better understand the relative impact of the facilities, rather than just looking at the raw sum of modal shift estimates for each facility. Both the totals and the estimates by project length are useful to compare.

Replica Places is an activity-based model developed from a combination of mobile, land use, census, and survey data to generate census-block level OD estimates that can be used to estimate trip distances and understand common origins and destinations. Their data also provides estimates of mode split and trip purpose based on their synthetic populations that are created as part of their estimation process.

HOW DO WE DETERMINE POTENTIAL FOR MODE SHIFT?

Read on to learn about the steps we take to identify the high mode shift potential corridors for active facilities.

- **CORRIDOR:**
The road or trail under study
- **TRIP:**
A journey to shift to active modes
- **NETWORK:**
Corridors to be analyzed

A



Start & End

FEWER TRIPS — — MORE TRIPS

When we go somewhere, we **start our trip at one location (such as our home) and end at another (such as the grocery store)**. Using start and end locations for many people's trips, we can understand travel patterns throughout the region. We use these travel patterns to identify which roads may be most suitable for an active facility.

B

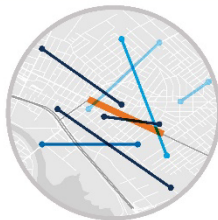


Proximity

FURTHER AWAY — — CLOSER IN

We want to know how many people are traveling **within a close proximity** of our corridor. Trips closer in to the study corridor can be given more influence on mode shift potential scores than those further away.

C

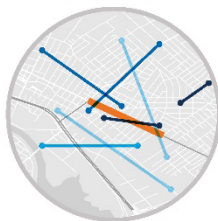


Parallelism

LESS PARALLEL — — MORE PARALLEL

We want to know how many people are traveling **in the same direction** as our corridor. For example, if our corridor runs north-south, we want to include trips where people are also traveling north-south.

D



Trip Distance

LESS SUITABLE DISTANCE — — MORE SUITABLE DISTANCE

We want to know if the distance people are traveling would be well-served by a bicycle or pedestrian facility. Typically, the distances considered will be less than 10 miles. Mode shift scores for walking and biking would be determined by their feasible travel distances respectively.

★

REPEAT A-D FOR EACH CORRIDOR IN THE NETWORK



The Result

LESS MODE SHIFT — — MORE MODE SHIFT

Finally, we **add it all up!** We include trips that are near the corridor, going in the same direction, and are the appropriate distance to get a total demand score for our corridor. When we analyze all corridors in our network, we can see which corridors have more mode shift potential. These corridors are better options for an active transportation facility.

Figure 32. Visual Explanation of the Analysis Methodology to Produce an Active Mode Shift Potential from OD Lines

Task 4.4 Safety Analysis

Data Sources:

For this task, the Alta team employed two spatial datasets:

- *PAG_Street_Network_Masterfile*. This centerline dataset includes all public street centerlines in Pima County and was provided by PAG.
- *Incident_Data: Collision Data*. This dataset from 2018 to 2022 contains all motor vehicle, bicycle, and pedestrian collision data in the Pima County region. This dataset in its original form is an Excel sheet with X-Y coordinate data, which was geocoded using ArcGIS Pro.

Analysis Steps

This section outlines the data cleanup processes and assumptions that were made to prepare collision and centerline data.

Centerline Data

Freeways and interstates were removed from the centerline dataset. Street segmentation from the original dataset was retained; in most cases, a street segment represented one block.

Collision Data

- Retained all collisions where the number of *TotalNonMotorists* were greater or equal to 1. This removed any collisions that did not involve a bicyclist or pedestrian.
- Removed all collisions on interstates.
- Recoded *InjurySeverity* numbers to text. Alta cross-referenced with definitions and crash numbers provided by the Tucson Police Department data:

5=Fatal, 4=Incapacitating, 3 = Non-incapacitating, 2= Possible Injury, 1= No Injury

- A collision weight was assigned to each collision based on its severity. The severity-based weighting scale was based on the ratio of the average cost to society from fatal and serious crashes compared to minor injury crashes.⁴
 - Fatal injury (K): 7
 - Incapacitating (A): 2.0
 - Non-incapacitating (B): 1.5
 - Possible injury (C): 1
 - No injury (O): 0.5
- Collisions were then snapped to the centerline layer.

Conflating Collision Data to Centerline Data

After cleaning both the centerline and collision data, the collision counts and total sums of collision weights for each segment were spatially joined to the centerline data. For example, a segment with one fatal injury and two incapacitating injuries would receive a collision weight sum of $7 + 2 + 2 = 11$ and a collision count of 3.

To account for differing lengths of the centerline dataset, the weighted collision score was then divided by the length in miles of the segment. For example, the same segment with a collision weight sum of 11, if it were 0.5 miles long, would have a collision severity index of $11/0.5 = 22$. This process is illustrated in **Figure 33**.

⁴ There are many calculations of average cost of severe and fatal crashes. The ratio shown here is based off the FHWA's *Crash Costs for Safety Analysis* (Harmon et al., 2018), table 17. The weights shown here are proportional to the average of the square root of costs to society of each crash type compared to the baseline of minor-injury crashes. Source: T. Harmon, G. Bahar, and F. Gross, *Crash Costs for Safety Analysis* (FHWA-SA-17-071), January 2018, <https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf>.

Centerlines under 0.2 miles were treated as 0.2 miles, which represents the mean centerline segment length in the region, so that small segments did not get overweighted in the normalization calculation. This process resulted in the finalized severity-weighted bicycle and pedestrian collision score.

Top-ranking segments were displayed in the web map by category: City of Tucson, suburban areas, and rural areas. In some cases, there was a multi-way tie among top-scoring segments; thus the number of segments included in each top-ranking layer varied based on the data.

Alta Civic Analytics Explainer

Severity Weighting

- Minor Injury
- Serious Injury
- Fatality

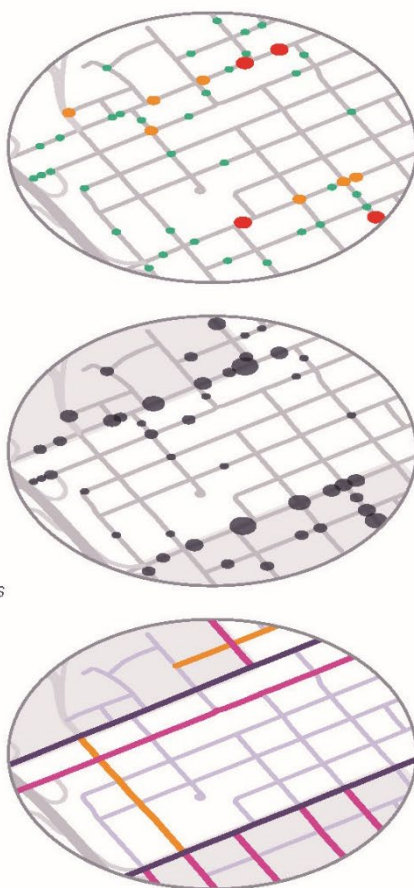
Aggregate Weighting

- Lowest
- Highest

Highly Vulnerable Areas

Severity Index

- Lowest
- Highest



Determining the High Injury Network

Severity Weighting

One goal of **collision analysis** is to identify an improvable subset of a community's streets that address the majority of collisions where a victim is Killed or Severely Injured (KSI). To achieve this, KSI collisions are assigned higher scores so they have more "weight" relative to collisions with less tragic outcomes.

Other Considerations

These scores can also be modified to include other considerations such as whether collisions involve vulnerable road users (bicyclists and pedestrians) or occur in socially vulnerable communities. These factors can be directly incorporated into the weights associated with each collision.

Severity Index

After weights are developed, they are associated to the network, aggregated, and normalized so that we can understand the relative intensities of collisions of concern.*

Figure 33. The Severity-Weighting Process

Task 4.5 Connectivity Analysis

Data Sources

For this analysis, Alta built a network dataset using the centerline network obtained from PAG and network analysis tools in ArcGIS Pro. Transit stop points were obtained from Replica Places (2024). This street network had greater connectivity than the street centerline file provided by KH, which was used for the Level of Traffic Stress analysis. Alta manually reviewed connectivity of pedestrian paths in places like the University of Arizona campus and ensured that the dataset reflected real conditions.

Analysis Steps

For each mode, Alta calculates two metrics further illustrated in **Figure 34**: a raw ratio, as described above, and a stress-adjusted ratio. The stress-adjusted ratio considers LTS, as calculated by Alta, by calculating distance that a person can travel in what *feels like* 10 minutes walking or 15 minutes by bike, assuming that travel along higher-stress streets feels longer. Both metrics are calculated using a network analysis algorithm that considers travel along a street network. To approximate how traffic stress affects the perception of travel time, actual travel times are multiplied by the impedance factors as shown in **Table 13**.

Table 13. Impedance Assumptions

LTS Score	Travel Time Multiplier
1	1
2	1
3	1.7
4	1.7

Connectivity Ratio

Connectivity ratios help identify the degree of **connection** and **reach** in a network given a start location, mode, and travel time. This ratio is created by comparing reach using the network relative to a “perfect” scenario where the user could travel in a straight path in every direction.

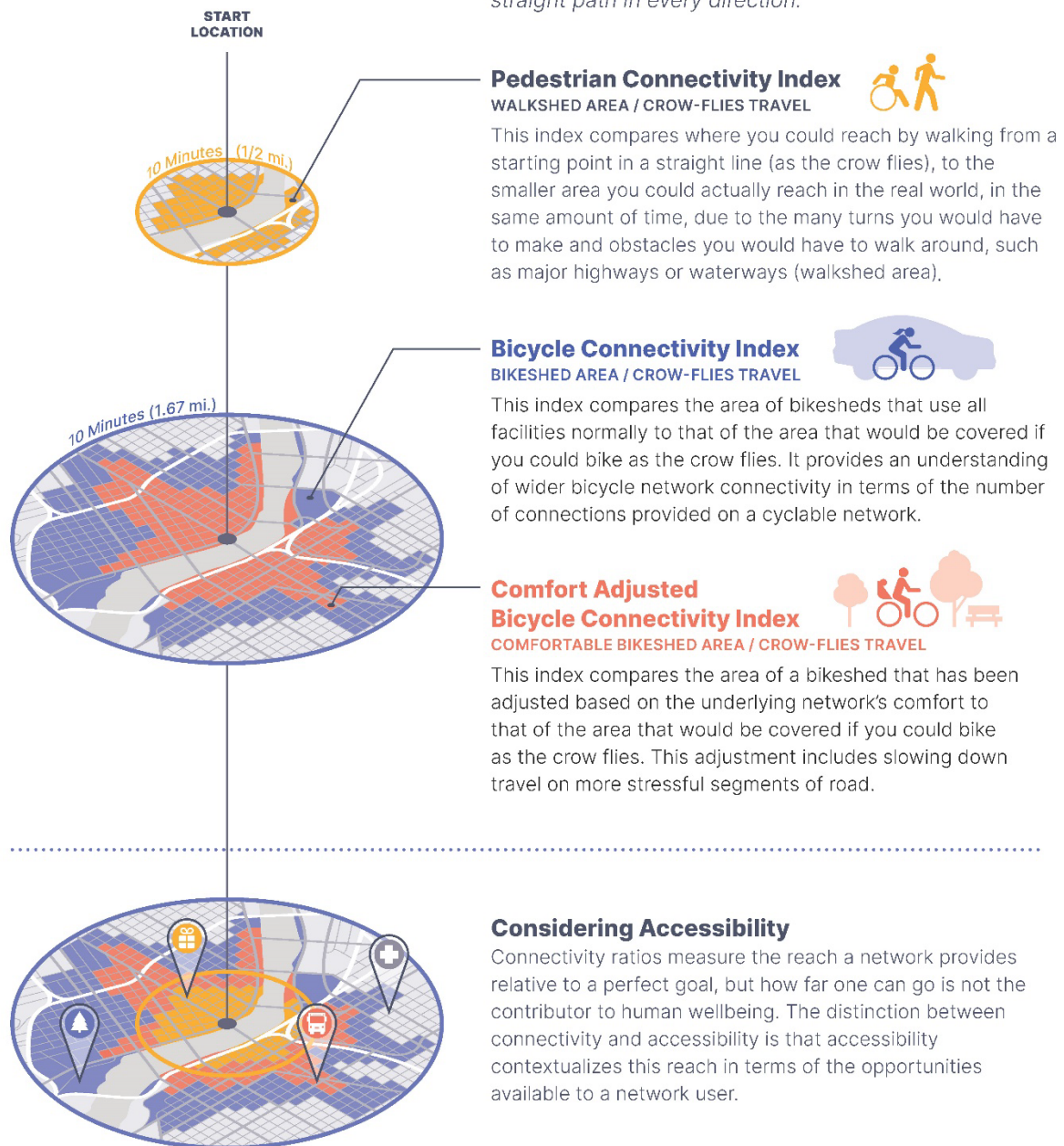


Figure 34. Connectivity Index Explainer

Conclusion

This working paper summarized results of various analyses regarding safety, equity, connectivity, and travel behavior. These analyses have shown that Pima County has several strengths in its active transportation system: a system of regional trails, low-speed local streets, and a robust sidewalk network. A common theme, however, was that stressful roads and lack of connectivity impede safety in many regions and discourage active travel.

The communities of Summit, Sahuarita, San Xavier, the Pascua Yaqui Reservation, and the Tohono O'odham Nation Reservation have equity scores in the top 20% and pedestrian stress-adjusted connectivity scores of 0.05 or less, indicating low connectivity. Lack of connectivity is caused by disconnected street grids and high-stress arterials that act as barriers. These communities are highlighted in **Figure 35** for reference.

Other areas have high potential for mode shift: the University of Arizona neighborhood, Elvira, Vail and Cortaro being the highlights. By improving facilities around these areas, Pima County residents will gain access to opportunities and have more options for sustainable travel.

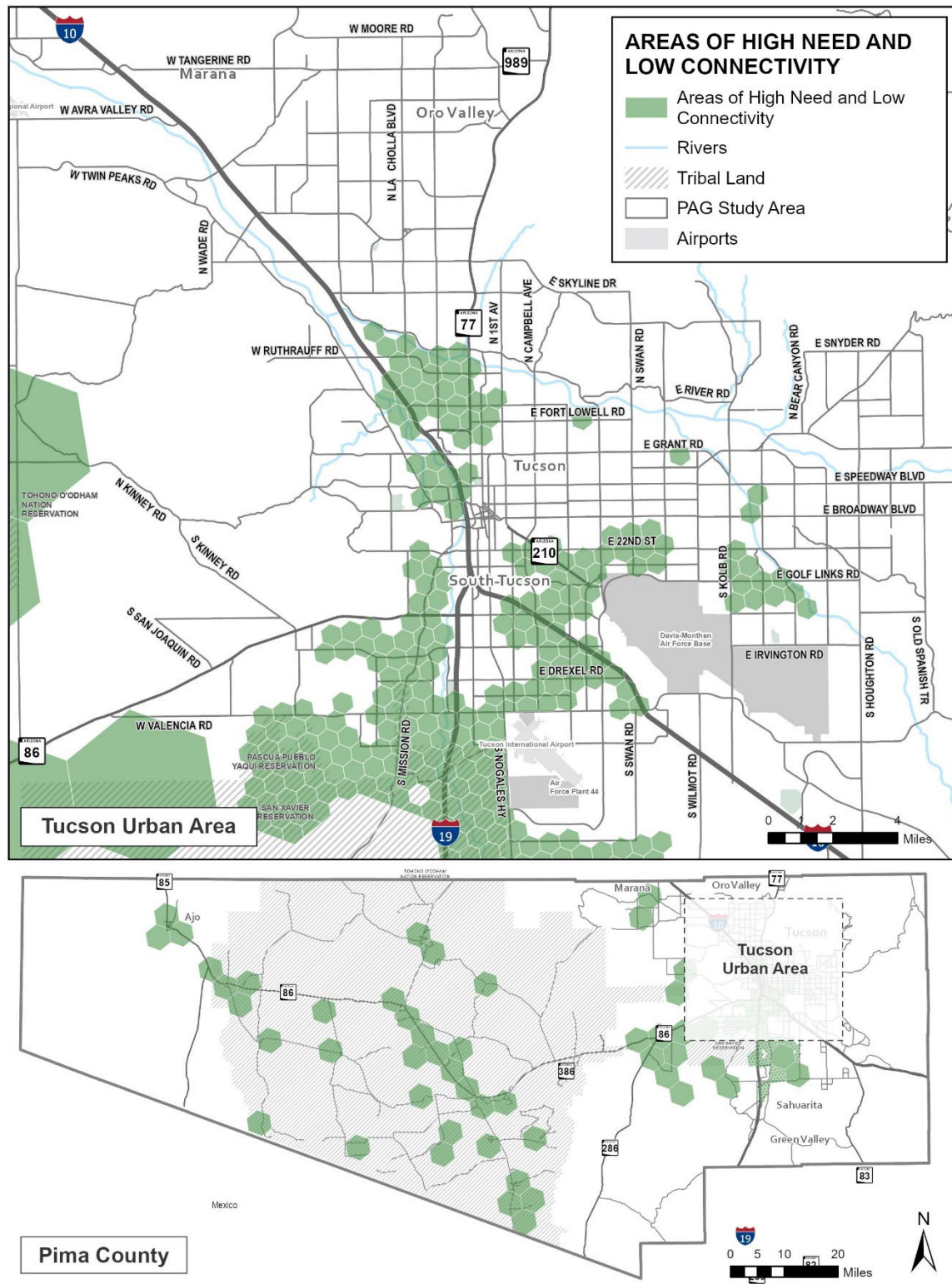


Figure 35. Areas with Top 20% of Equity Need and Pedestrian Connectivity Ratio under 0.05

References

- Mineta Institute. Mekuria M., Furth P., Nixon H. *Low-Stress Bicycling and Network Connectivity*. 2012. <https://transweb.sjsu.edu/research/Low-Stress-Bicycling-and-Network-Connectivity>.
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REGIONAL ACTIVE TRANSPORTATION PLAN

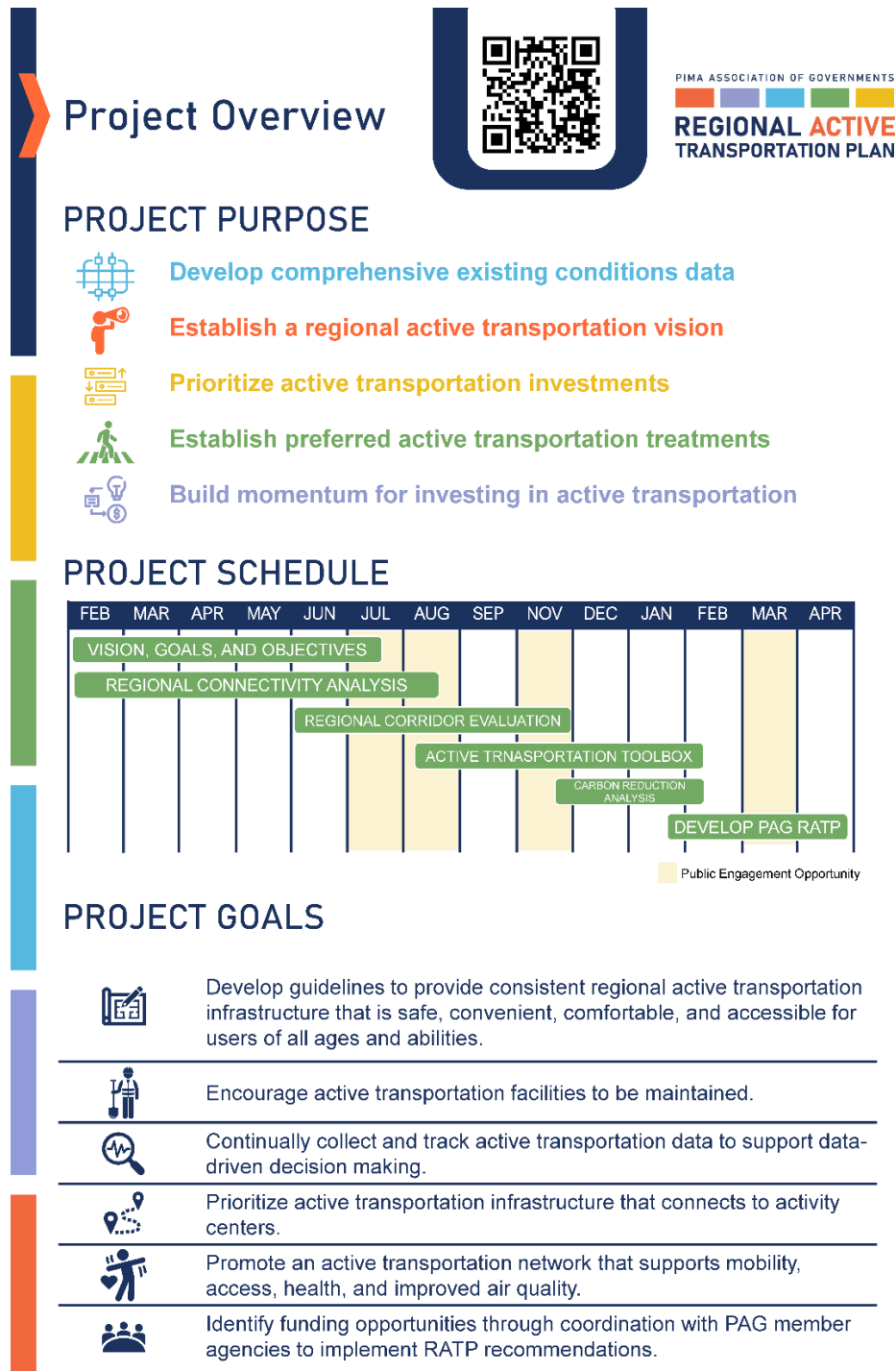


Appendix B. Public Engagement Materials

Round 1 In-Person Materials

The boards for round 1 in-person engagement events are shown in **Figure 39**. The boards reviewed the project purpose, schedule, and goals. There was also an interactive board mirroring the virtual engagement opportunity.

Figure 39. Public Engagement Round 1 Boards



Active Transportation Treatments



Potential active transportation treatments were identified for the PAG Region. Treatments are categorized by bicycle and crossing infrastructure treatments.

BICYCLE INFRASTRUCTURE TREATMENTS

Buffered Bike Lane



Buffered bike lanes are conventional bike lanes paired with a buffer that provides separation from vehicle travel lanes. This can include a painted buffer as well as temporary separators, such as flexible delineators.

Parking Protected Bike Lane



Parking protected bike lanes are conventional bike lanes with a parking lane and buffer that provides separation from vehicle travel lanes.

Physically Protected Bike Lane



Physically protected bike lanes are similar to buffered bike lanes but include a physical separation, such as a curb or barrier, to protect cyclists from vehicular traffic.

Shared Use Path



Shared use paths are off-street facilities on exclusive right-of-way that are used by both bicyclists and pedestrians.

CROSSING INFRASTRUCTURE TREATMENTS

Raised Crosswalk



A raised crosswalk is a pedestrian crossing at curb level to slow vehicles and make pedestrians more visible.

Two-Stage Crosswalk



A two-stage crosswalk allows pedestrians to cross one direction of traffic at a time and provides a refuge island in the roadway.

REPRESENTATIVE INTERSECTION RECONSTRUCTION



- Physically protected bike lanes
- Green paint in bike/vehicle conflict areas
- Enhanced crosswalks
- Raised crosswalk in right-turn ramp



- Shared use paths
- High-visibility crosswalks
- Raised medians
- Channelized right-turn lanes

Where can we improve?

PIMA ASSOCIATION OF GOVERNMENTS

**REGIONAL ACTIVE
TRANSPORTATION PLAN**

Use the pins to tell us where you have experienced issues or where the network is done well on the active transportation network in the PAG Region.

- **RED PIN:** Safety Hazard
- **YELLOW PIN:** Barrier to Walking/Biking
- **ORANGE PIN:** Crossing/Intersection Issue
- **GREEN PIN:** Important Destination
- **PINK PIN:** Good Bike Facility
- **PURPLE PIN:** Good Pedestrian Facility
- **BLUE PIN:** Other

Please use the comment cards to identify segment locations with:

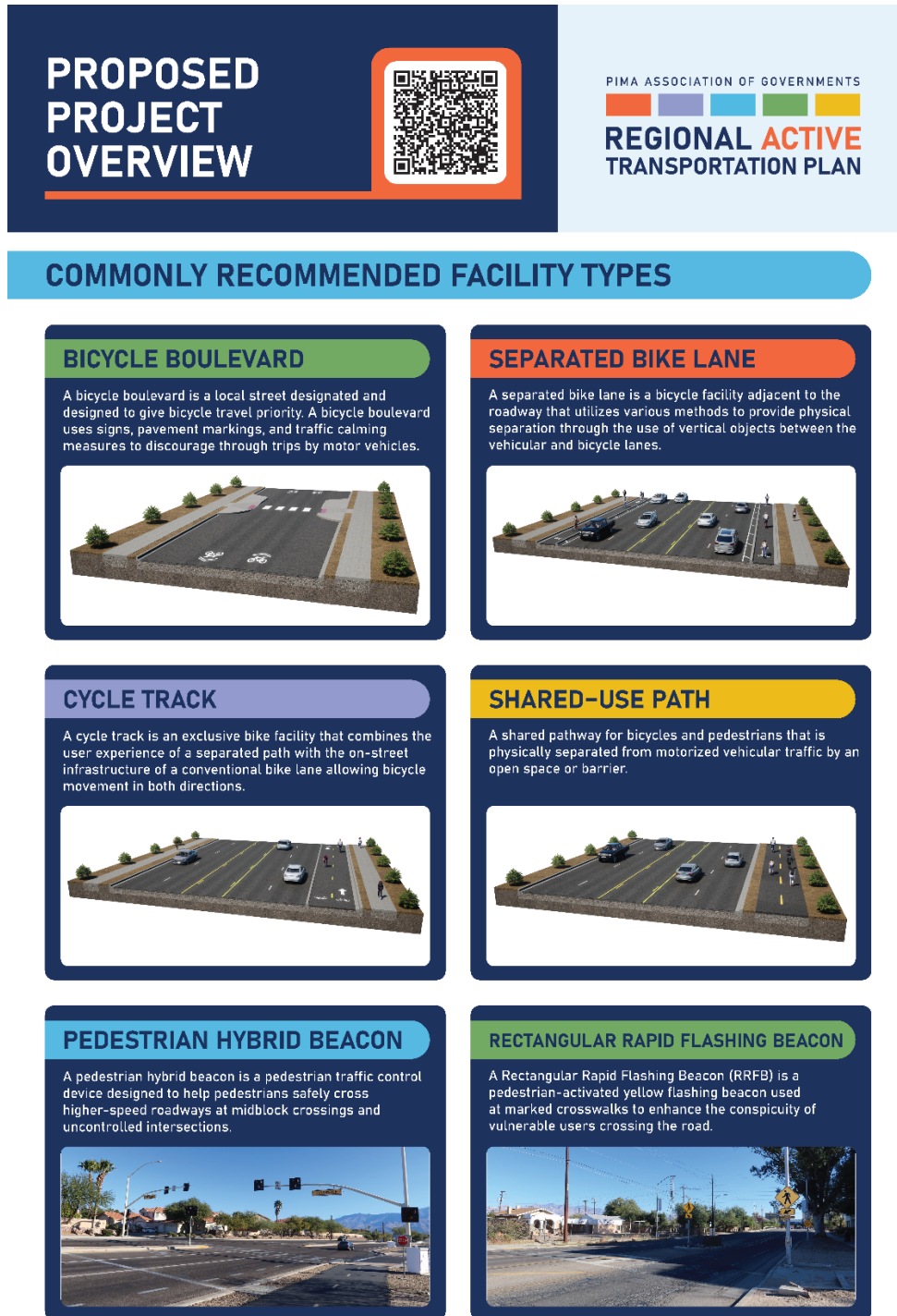
- Suggested Bike Connections
- Suggested Sidewalk Connections
- Suggested Trail Connections

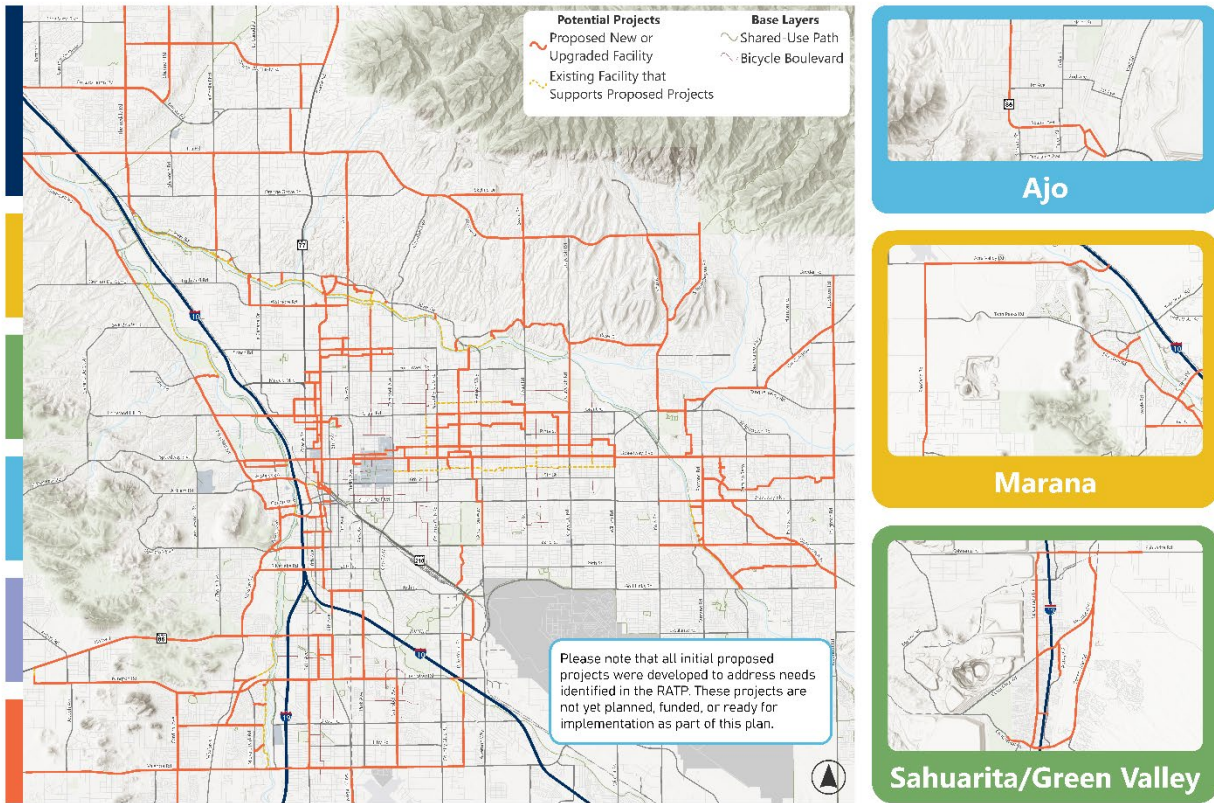


Round 2 In-Person Materials

The board used at the in-person events for round 2 of public engagement is shown in **Figure 40**. The board displayed the draft project linework to initiate discussion between project staff and the public and direct attendees to the virtual web map.

Figure 40. Public Engagement Round 2 Boards





Public Engagement Advertising

The following advertisement methods were used for rounds 1 and 2 of public engagement for the RATP.

Project Website

A project website, located at <https://pagregion.com/active>, was created for the RATP. The website content includes a project overview, project updates, and includes links to engagement tools used throughout the study. The website is also home to documentation developed as part of the study process, including deliverables and Technical Working Group presentations. The website also allows members of the public to sign up for updates on the project. **Figure 41** shows the project website.

Figure 41. Project Website



Social Media and Press Release

Project information was also shared through local platforms, including social media accounts and newsletters. The project team worked with stakeholders to identify opportunities to post to agency and group Facebook page, Instagram, and newsletters. **Figure 42** shows the social media advertisement posted by FUGA during round 1 of public engagement. **Figure 43** shows the press release provided to stakeholders.

Figure 42. FUGA Social Media Post

Figure 43. Press Release



For immediate release
Contact: Sheila Storm, (520) 405-1181

Active transportation plan for greater Tucson region in development

Pima Association of Governments (PAG), the greater Tucson region's federally required metropolitan planning organization, is developing a Regional Active Transportation Plan to define a long-term vision, establish priorities and evaluation tools for bicycle and pedestrian improvements, and identify high-priority improvements across the region.

The active transportation plan will help inform PAG's long-term planning efforts related to pedestrians, cyclists, and other non-motorized users forms of travel by:

- establishing a regional active transportation vision
- prioritizing future investments
- establishing preferred active transportation treatments

Additionally, the plan will set the region up for success in improving non-motorized safety planning and reducing carbon and greenhouse gas emissions. Following an analysis of travel patterns, the active transportation plan will identify where investing in bicycle and pedestrian facility improvements will provide maximum benefit to the region's residents.

The public and stakeholder engagement process will seek input from diverse communities across the greater Tucson region to inform plan development and identify consensus on active transportation priorities for regional or local planning.

To view project information, public input opportunities, study area maps, and project documents once available, visit the plan website at <https://pagregion.com/active/> where the public can sign up to receive updates or be informed of ways to provide input.

Pima Association of Governments is an association of local, state and tribal governments with a mission to build consensus among its members and the public on regional planning for transportation, watershed and air quality, and economic vitality. PAG's staff gather and analyze data, provide accurate information, and coordinate an open and cooperative planning process to promote good decision-making for the region. Please visit [PAGregion.com](https://pagregion.com) for more information or facebook.com/PAGregion.

1 E Broadway Blvd., Suite 401 | Tucson, AZ 85701 | (520) 792-1093 | [PAGregion.com](https://pagregion.com) | info@PAGregion.com

Project Flyer

A project flyer was developed for dispersal at in-person engagement events. The flyer included an overview of the project, a link to the project website, and information on the in-person and virtual engagement opportunities. Flyers were available in both English and Spanish. **Figure 44** and **Figure 45** show the project flyers for each round of engagement.

Figure 44. Round 1 Project Flyer




PIMA ASSOCIATION OF GOVERNMENTS
REGIONAL ACTIVE TRANSPORTATION PLAN

Pima Association of Governments (PAG), the greater Tucson region's metropolitan planning organization, is developing a Regional Active Transportation Plan (RATP) to help inform PAG's long-term planning. The active transportation plan will define a long-term vision, establish priorities and evaluation tools for bicycle and pedestrian improvements, and implement the improvements across the region.

The RATP covers Pima County including all cities, towns and tribal areas, and the RATP will develop context-appropriate recommendations for all areas of the county, from rural areas to central Tucson.

The RATP will aid regional and local active transportation planning by:

- Establishing a regional active transportation vision statement, supporting goals, and measurable objectives to reflect how the region wants to evolve its active transportation networks and the tools to measure progress toward its goals.
- Prioritizing future investments through an analysis of regionally significant corridors that will identify where investing in bicycle and pedestrian facility improvements will provide maximum benefit to the region's residents and the environment.
- Establishing preferred active transportation treatments and an active transportation toolbox of locally preferred bicycle and pedestrian projects to create consistent networks across jurisdictional boundaries.
- Building momentum for investing in active transportation through engagement with the public, targeted stakeholders, and elected officials throughout, to ensure that publicly supported investments are recommended.

Get involved!

Public involvement is vital to this project and we want to hear about your experiences using the existing transportation system and get your ideas for potential future improvements.

Join us at these In-Person Events to share your feedback and provide input:

- ★ **Reid Park, Summer Road Race**
July 25 • 5:30 p.m.
Country Club and 22nd St., SW Corner, Tucson, AZ
- ★ **Meet Me at Maynards**
August 12 • 4:00 p.m.
311 E. Congress Rd., Tucson, AZ
- ★ **Breeze in the Trees Sk**
August 17 • 7:00 a.m.
1625 E. Sahuarita Rd., Sahuarita, AZ
- ★ **FUGA, Bicicleta del Sur**
August 30 • 6:00 p.m.
101 W. Irvington Rd., Tucson, AZ

These visions and outcomes will help build excitement for improving active transportation across Pima County!

Scan the QR Code to learn more and provide your comments!

PROJECT WEBSITE: <https://pagregion.com/active/>
INTERACTIVE FEEDBACK MAP: <https://app.publiccoordinate.com/4/projects/pagratp/map>



Figure 45. Round 2 Project Flyer




PIMA ASSOCIATION OF GOVERNMENTS
REGIONAL ACTIVE TRANSPORTATION PLAN

Pima Association of Governments (PAG), the greater Tucson region's metropolitan planning organization, is developing a Regional Active Transportation Plan (RATP) to help inform PAG's long-term planning.

The RATP covers Pima County including all cities, towns and tribal areas. The RATP aims to develop context-appropriate recommendations for all areas of the county, from rural areas to central Tucson.

The RATP will aid regional and local active transportation planning by:

- Establishing a regional active transportation vision statement, supporting goals, and measurable objectives to reflect how the region wants to evolve its active transportation networks and the tools to measure progress toward its goals.
- Prioritizing future investments through an analysis of regionally significant corridors that will identify where investing in bicycle and pedestrian facility improvements will provide benefits to the region's residents and the environment.
- Establishing preferred active transportation treatments and an active transportation toolbox of common bicycle and pedestrian projects to create consistent networks across jurisdictional boundaries.
- Building momentum for investing in active transportation through engagement with the public, targeted stakeholders, and elected officials throughout, to ensure that publicly supported investments are recommended.

What is Active Transportation?

Active transportation refers to any form of human-powered transportation, such as walking, biking, or using a wheelchair. It encourages physical activity and promotes a healthier lifestyle while reducing traffic congestions and environmental impact. Active transportation emphasizes the development of safe, accessible, and connected pathways to make it easier for people to travel without relying on motor vehicle.

Get involved!

Explore the initial recommended projects for our regional network! Simply click on a segment to view the proposed components. Tell us which projects stand out to you or which areas matter most to you by up or down voting potential project segments. You can also leave comments to share additional thoughts or suggestions. **Provide your input by July 31, 2025.**

Please note that all initial proposed projects were developed to address needs identified in the RATP. These projects are not yet planned, funded, or ready for implementation as part of this plan.



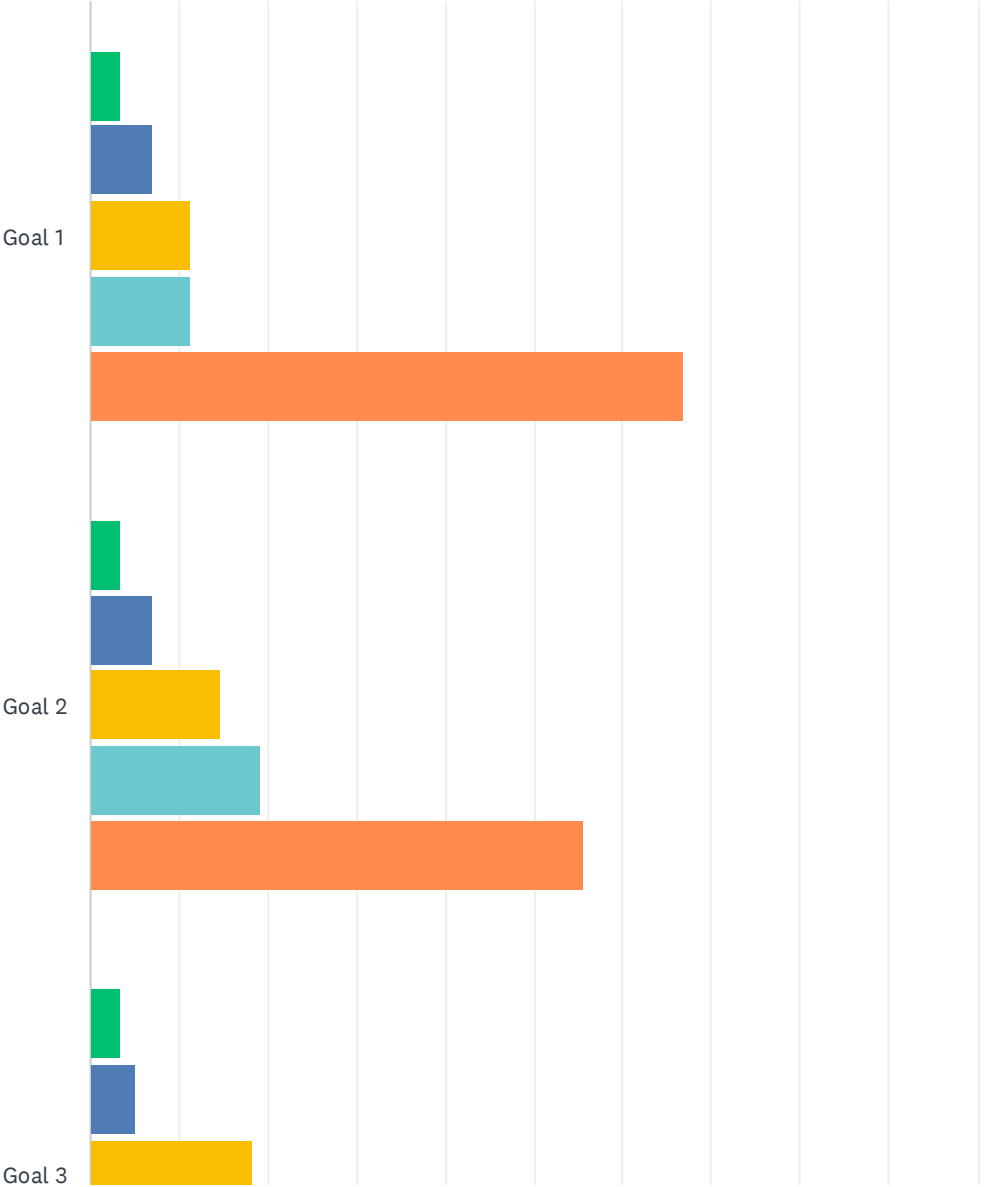
SCAN THE QR CODE TO VIEW THE INTERACTIVE MAP!

<https://tinyurl.com/4ukjvxh4>

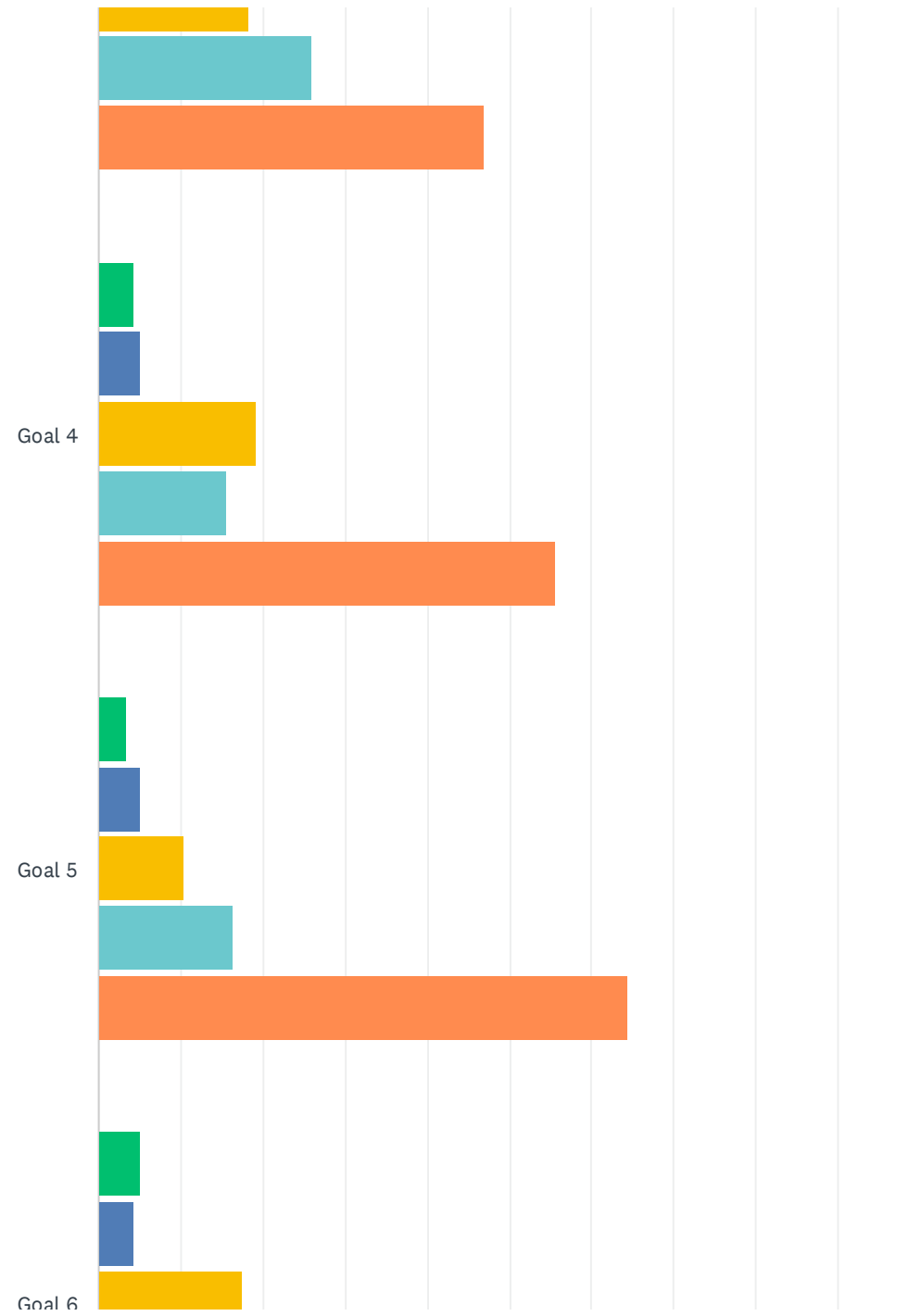
PROJECT WEBSITE:
<https://pagregion.com/active/>

Q1 How many stars do you give each of the PAG RATP Goals? (5 stars = I like this goal a lot, 1 = I do not like this goal)

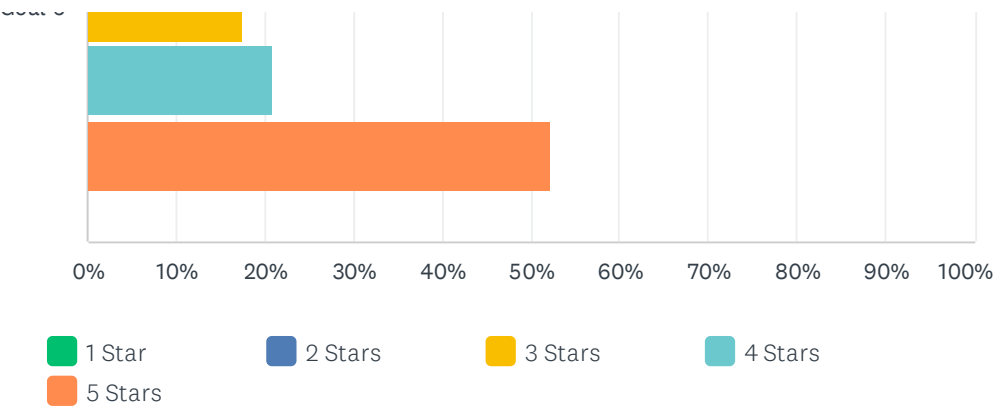
Answered: 115 Skipped: 0



PAG Regional Active Transportation Plan Visioning Survey



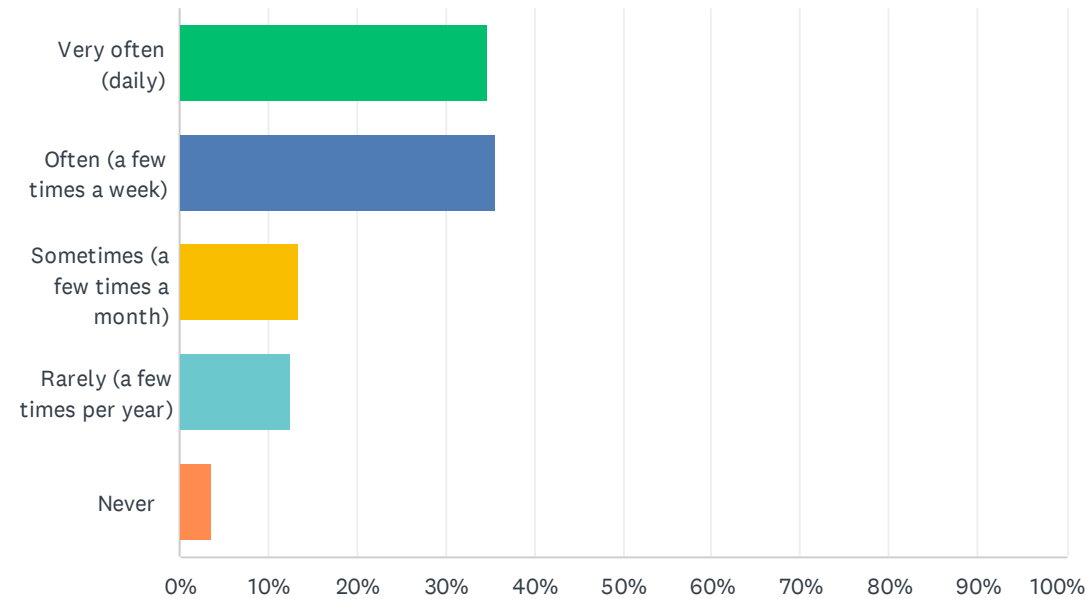
PAG Regional Active Transportation Plan Visioning Survey



	1 STAR	2 STARS	3 STARS	4 STARS	5 STARS	TOTAL
Goal 1	3.48% 4	6.96% 8	11.30% 13	11.30% 13	66.96% 77	115
Goal 2	3.48% 4	6.96% 8	14.78% 17	19.13% 22	55.65% 64	115
Goal 3	3.48% 4	5.22% 6	18.26% 21	26.09% 30	46.96% 54	115
Goal 4	4.35% 5	5.22% 6	19.13% 22	15.65% 18	55.65% 64	115
Goal 5	3.48% 4	5.22% 6	10.43% 12	16.52% 19	64.35% 74	115
Goal 6	5.22% 6	4.35% 5	17.39% 20	20.87% 24	52.17% 60	115

Q2 How often do you use the regional active transportation network (sidewalks, pathways, bike lanes, etc.)?

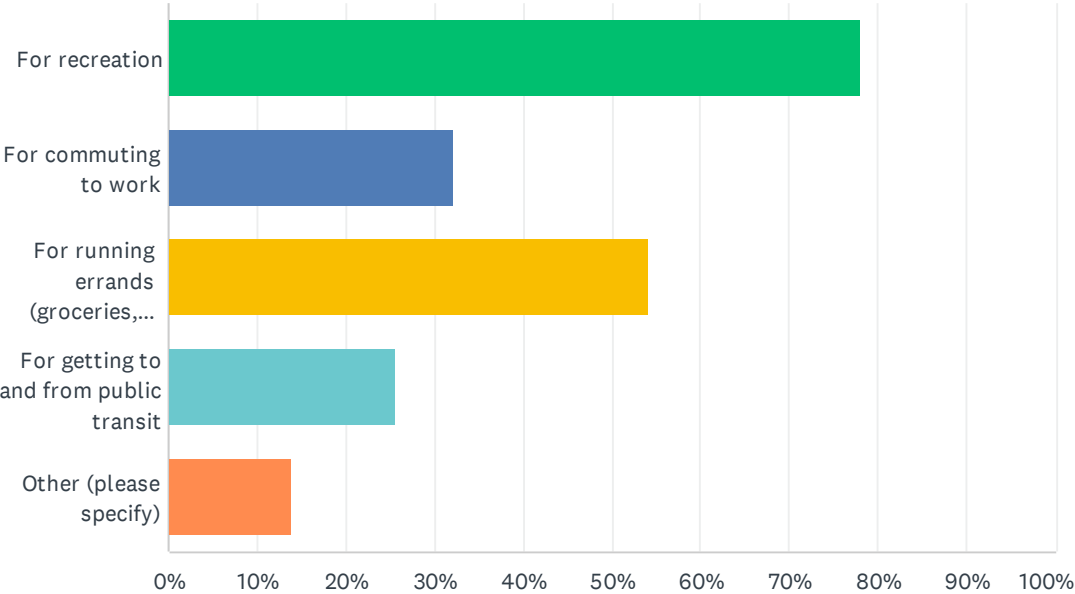
Answered: 112 Skipped: 3



ANSWER CHOICES	RESPONSES	
Very often (daily)	34.82%	39
Often (a few times a week)	35.71%	40
Sometimes (a few times a month)	13.39%	15
Rarely (a few times per year)	12.50%	14
Never	3.57%	4
TOTAL		112

Q3 How do you use the regional active transportation network? (Select all that apply)

Answered: 109 Skipped: 6



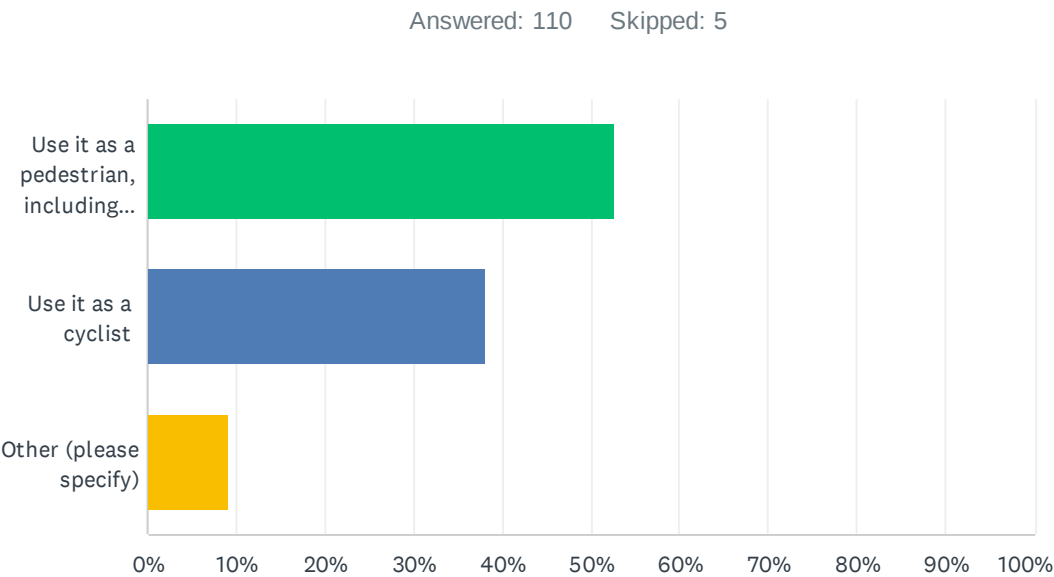
ANSWER CHOICES		RESPONSES	
For recreation		77.98%	85
For commuting to work		32.11%	35
For running errands (groceries, appointments, etc.)		54.13%	59
For getting to and from public transit		25.69%	28
Other (please specify)		13.76%	15
Total Respondents: 109			

#	OTHER (PLEASE SPECIFY)	DATE
---	------------------------	------

PAG Regional Active Transportation Plan Visioning Survey

1	social engagements	11/22/2024 5:03 PM
2	Downtown corridor	11/12/2024 3:26 PM
3	For getting to and from: neighbors houses, places of business, post office box, etc.	10/29/2024 8:24 AM
4	Recreational bicycling	10/28/2024 2:36 PM
5	med appts	10/28/2024 1:49 PM
6	Getting to classes and events	10/28/2024 1:46 PM
7	Worthless..like the m,iles of concrete sidewalks lining Oracle that are rarely used	10/25/2024 4:33 PM
8	I don't use bike lanes, pathways and very rarely a sidewalk. The above choices for ranking your goals need more explanation.	10/25/2024 10:32 AM
9	Don't use	10/24/2024 11:06 AM
10	For fitness (but wanted to list separately from recreation because there are a lot of races or other sport events that can utlize the network)	10/22/2024 3:36 PM
11	when my car is not working or being repaired - I do nbot feel saf anymore waiting for a bus or riding the bus.	10/22/2024 3:24 PM
12	78 years old use it more in the future. Just keep dial a ride	10/22/2024 11:42 AM
13	Going out to dinner, games, bars, music, etc.	10/22/2024 11:37 AM
14	Sometimes exercise isn't recreation. I use the streetcar to get to walking paths for exercise.	10/22/2024 11:26 AM
15	Maintain and improve health	10/22/2024 11:11 AM

Q4 When you use the regional active transportation network, do you primarily:



ANSWER CHOICES		RESPONSES	
Use it as a pedestrian, including mobility assist device users		52.73%	58
Use it as a cyclist		38.18%	42
Other (please specify)		9.09%	10
TOTAL			110

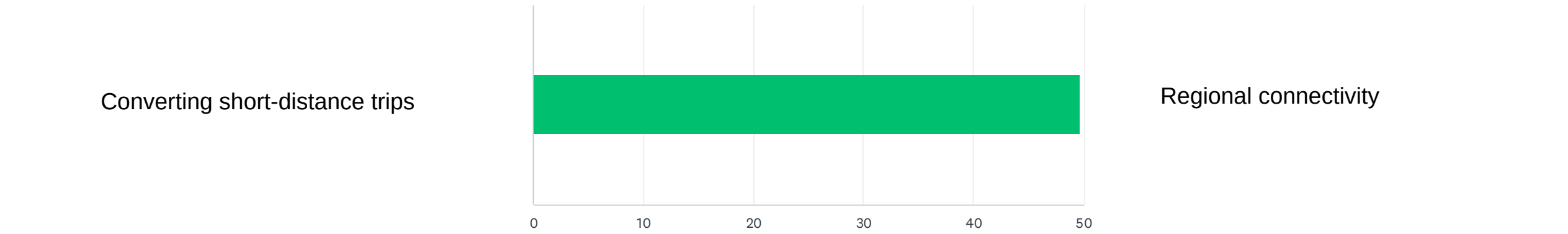
#	OTHER (PLEASE SPECIFY)	DATE
1	???	10/30/2024 8:51 AM
2	Driver	10/29/2024 3:36 PM
3	Auto	10/28/2024 1:46 PM
4	Again, mostly worthless	10/25/2024 4:33 PM
5	Running	10/25/2024 3:43 PM

PAG Regional Active Transportation Plan Visioning Survey

6	I don't use it; I use only streets for driving on.	10/25/2024 10:32 AM
7	don't use	10/24/2024 11:06 AM
8	I have ridden paratransit over 30 years.	10/22/2024 4:53 PM
9	Bus	10/22/2024 3:24 PM
10	Driving	10/22/2024 11:26 AM

Q5 Should we focus on...

Answered: 97 Skipped: 18



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	50	4,820	97
Total Respondents: 97			

#		DATE
1	75	1/15/2025 3:16 PM
2	79	12/24/2024 12:14 PM
3	50	12/9/2024 5:23 PM
4	9	12/5/2024 2:15 PM
5	27	11/26/2024 12:52 PM
6	27	11/22/2024 5:04 PM
7	100	11/14/2024 4:49 PM
8	67	11/12/2024 3:29 PM
9	18	11/7/2024 10:46 PM

PAG Regional Active Transportation Plan Visioning Survey

10	0	11/6/2024 9:33 PM
11	51	11/6/2024 8:30 AM
12	50	11/3/2024 2:12 PM
13	82	11/2/2024 9:18 AM
14	100	10/30/2024 11:40 AM
15	88	10/30/2024 8:52 AM
16	51	10/30/2024 7:22 AM
17	17	10/30/2024 12:12 AM
18	77	10/29/2024 5:28 PM
19	40	10/29/2024 3:37 PM
20	100	10/29/2024 12:04 PM
21	53	10/29/2024 10:29 AM
22	39	10/29/2024 9:52 AM
23	16	10/29/2024 9:32 AM
24	14	10/29/2024 8:52 AM
25	12	10/29/2024 8:26 AM
26	4	10/29/2024 7:32 AM
27	50	10/29/2024 6:27 AM
28	18	10/28/2024 9:30 PM
29	99	10/28/2024 7:49 PM
30	71	10/28/2024 3:19 PM
31	49	10/28/2024 2:38 PM
32	18	10/28/2024 2:31 PM
33	12	10/28/2024 2:08 PM
34	90	10/28/2024 1:59 PM
35	59	10/28/2024 1:50 PM
36	32	10/28/2024 1:50 PM

PAG Regional Active Transportation Plan Visioning Survey

37	53	10/28/2024 1:47 PM
38	97	10/28/2024 10:59 AM
39	72	10/28/2024 9:03 AM
40	14	10/27/2024 10:59 AM
41	5	10/25/2024 6:58 PM
42	0	10/25/2024 4:34 PM
43	76	10/25/2024 3:43 PM
44	0	10/25/2024 12:56 PM
45	92	10/25/2024 11:51 AM
46	4	10/25/2024 11:20 AM
47	24	10/25/2024 11:19 AM
48	26	10/25/2024 11:19 AM
49	28	10/25/2024 11:10 AM
50	95	10/25/2024 11:08 AM
51	37	10/24/2024 5:51 PM
52	62	10/24/2024 3:58 PM
53	43	10/24/2024 2:42 PM
54	81	10/24/2024 11:07 AM
55	41	10/24/2024 8:25 AM
56	26	10/23/2024 3:30 PM
57	49	10/23/2024 9:20 AM
58	16	10/23/2024 7:29 AM
59	85	10/22/2024 10:42 PM
60	9	10/22/2024 9:52 PM
61	62	10/22/2024 4:55 PM
62	62	10/22/2024 4:13 PM
63	86	10/22/2024 3:37 PM

PAG Regional Active Transportation Plan Visioning Survey

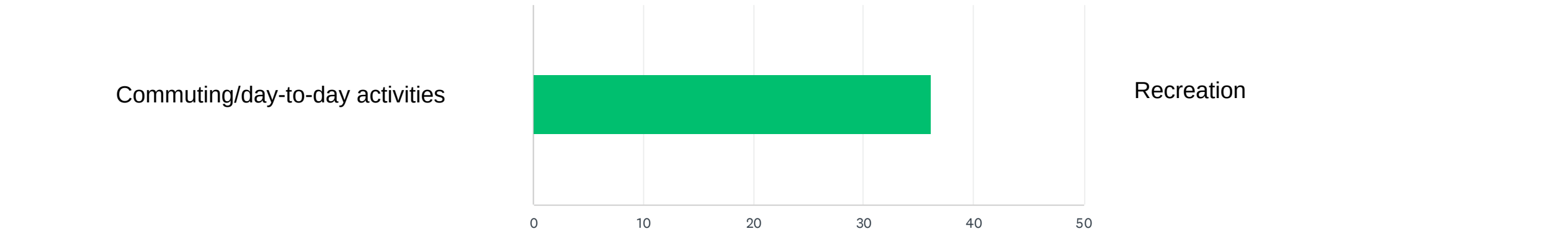
64	73	10/22/2024 3:25 PM
65	32	10/22/2024 3:10 PM
66	97	10/22/2024 1:16 PM
67	75	10/22/2024 1:15 PM
68	21	10/22/2024 1:09 PM
69	46	10/22/2024 1:06 PM
70	16	10/22/2024 12:49 PM
71	66	10/22/2024 11:56 AM
72	3	10/22/2024 11:45 AM
73	35	10/22/2024 11:43 AM
74	3	10/22/2024 11:43 AM
75	80	10/22/2024 11:40 AM
76	31	10/22/2024 11:37 AM
77	84	10/22/2024 11:34 AM
78	99	10/22/2024 11:33 AM
79	79	10/22/2024 11:28 AM
80	0	10/22/2024 11:28 AM
81	100	10/22/2024 11:28 AM
82	100	10/22/2024 11:28 AM
83	73	10/22/2024 11:20 AM
84	41	10/22/2024 11:19 AM
85	4	10/22/2024 11:18 AM
86	87	10/22/2024 11:16 AM
87	31	10/22/2024 11:15 AM
88	38	10/22/2024 11:14 AM
89	30	10/22/2024 11:13 AM
90	93	10/22/2024 11:13 AM

PAG Regional Active Transportation Plan Visioning Survey

91	82	10/22/2024 11:11 AM
92	83	10/22/2024 11:11 AM
93	68	10/22/2024 11:11 AM
94	53	10/10/2024 2:23 PM
95	32	10/10/2024 1:45 PM
96	49	10/9/2024 4:28 PM
97	27	10/9/2024 9:04 AM

Q6 Should we focus on...

Answered: 91 Skipped: 24



ANSWER CHOICES		AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
		36	3,286	91
Total Respondents: 91				
#				DATE
1	34			1/15/2025 3:16 PM
2	27			12/24/2024 12:14 PM
3	21			12/9/2024 5:23 PM
4	0			12/5/2024 2:15 PM
5	34			11/22/2024 5:04 PM
6	0			11/14/2024 4:49 PM
7	36			11/12/2024 3:29 PM
8	75			11/7/2024 10:46 PM
9	0			11/6/2024 9:33 PM

PAG Regional Active Transportation Plan Visioning Survey

10	57	11/6/2024 8:30 AM
11	50	11/3/2024 2:12 PM
12	77	11/2/2024 9:18 AM
13	90	10/31/2024 12:51 PM
14	0	10/30/2024 11:40 AM
15	82	10/30/2024 8:52 AM
16	19	10/30/2024 12:12 AM
17	15	10/29/2024 5:28 PM
18	59	10/29/2024 3:37 PM
19	28	10/29/2024 12:04 PM
20	0	10/29/2024 10:29 AM
21	40	10/29/2024 9:52 AM
22	30	10/29/2024 9:32 AM
23	85	10/29/2024 8:52 AM
24	49	10/29/2024 8:26 AM
25	1	10/29/2024 7:32 AM
26	50	10/29/2024 6:27 AM
27	15	10/28/2024 9:30 PM
28	20	10/28/2024 3:38 PM
29	63	10/28/2024 3:19 PM
30	32	10/28/2024 2:38 PM
31	32	10/28/2024 2:31 PM
32	18	10/28/2024 2:08 PM
33	19	10/28/2024 1:59 PM
34	54	10/28/2024 1:50 PM
35	34	10/28/2024 1:50 PM
36	50	10/28/2024 1:47 PM

PAG Regional Active Transportation Plan Visioning Survey

37	0	10/28/2024 10:59 AM
38	15	10/27/2024 10:59 AM
39	0	10/25/2024 6:58 PM
40	0	10/25/2024 4:34 PM
41	0	10/25/2024 3:43 PM
42	6	10/25/2024 11:51 AM
43	0	10/25/2024 11:20 AM
44	22	10/25/2024 11:19 AM
45	78	10/25/2024 11:19 AM
46	28	10/25/2024 11:10 AM
47	100	10/25/2024 11:08 AM
48	47	10/25/2024 8:59 AM
49	40	10/24/2024 5:51 PM
50	35	10/24/2024 3:58 PM
51	44	10/24/2024 2:42 PM
52	73	10/24/2024 11:07 AM
53	38	10/24/2024 8:25 AM
54	33	10/23/2024 3:30 PM
55	23	10/23/2024 9:20 AM
56	18	10/23/2024 7:29 AM
57	84	10/22/2024 10:42 PM
58	5	10/22/2024 9:52 PM
59	39	10/22/2024 5:30 PM
60	76	10/22/2024 4:13 PM
61	52	10/22/2024 3:37 PM
62	28	10/22/2024 3:25 PM
63	100	10/22/2024 1:16 PM

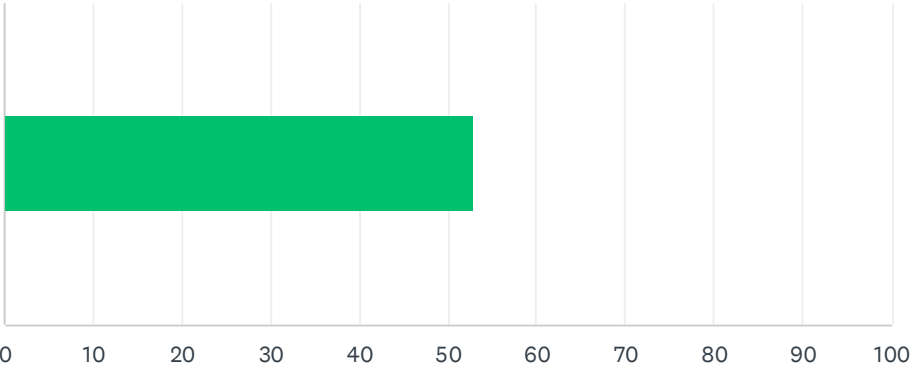
PAG Regional Active Transportation Plan Visioning Survey

64	7	10/22/2024 1:15 PM
65	52	10/22/2024 1:09 PM
66	74	10/22/2024 1:06 PM
67	15	10/22/2024 12:49 PM
68	74	10/22/2024 11:56 AM
69	53	10/22/2024 11:45 AM
70	38	10/22/2024 11:43 AM
71	25	10/22/2024 11:43 AM
72	20	10/22/2024 11:40 AM
73	12	10/22/2024 11:34 AM
74	65	10/22/2024 11:33 AM
75	8	10/22/2024 11:28 AM
76	0	10/22/2024 11:28 AM
77	0	10/22/2024 11:28 AM
78	48	10/22/2024 11:28 AM
79	73	10/22/2024 11:20 AM
80	73	10/22/2024 11:19 AM
81	0	10/22/2024 11:18 AM
82	30	10/22/2024 11:15 AM
83	14	10/22/2024 11:14 AM
84	24	10/22/2024 11:14 AM
85	50	10/22/2024 11:13 AM
86	15	10/22/2024 11:11 AM
87	16	10/22/2024 11:11 AM
88	49	10/22/2024 11:11 AM
89	45	10/10/2024 2:23 PM
90	76	10/9/2024 4:28 PM

Q7 Should we focus on...

Answered: 92 Skipped: 23

More mileage of standard infrastructure



Less mileage, but higher comfort infrastructure (such as separated multi-use paths)

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	53	4,869	92
Total Respondents: 92			

#		DATE
1	64	1/15/2025 3:16 PM
2	60	12/24/2024 12:14 PM
3	8	12/9/2024 5:23 PM
4	83	12/5/2024 2:15 PM
5	100	11/26/2024 12:52 PM
6	35	11/22/2024 5:04 PM
7	0	11/14/2024 4:49 PM
8	68	11/12/2024 3:29 PM
9	75	11/7/2024 10:46 PM

PAG Regional Active Transportation Plan Visioning Survey

10	15	11/6/2024 9:33 PM
11	50	11/6/2024 8:30 AM
12	2	11/3/2024 2:12 PM
13	69	11/2/2024 9:18 AM
14	100	10/30/2024 11:40 AM
15	1	10/30/2024 8:52 AM
16	51	10/29/2024 5:28 PM
17	65	10/29/2024 3:59 PM
18	36	10/29/2024 3:37 PM
19	18	10/29/2024 12:04 PM
20	2	10/29/2024 10:29 AM
21	85	10/29/2024 9:52 AM
22	100	10/29/2024 9:32 AM
23	100	10/29/2024 8:52 AM
24	98	10/29/2024 8:26 AM
25	21	10/29/2024 7:32 AM
26	0	10/29/2024 6:27 AM
27	2	10/28/2024 7:49 PM
28	56	10/28/2024 3:38 PM
29	86	10/28/2024 3:19 PM
30	27	10/28/2024 2:38 PM
31	85	10/28/2024 1:59 PM
32	36	10/28/2024 1:50 PM
33	71	10/28/2024 1:50 PM
34	50	10/28/2024 1:47 PM
35	100	10/28/2024 10:59 AM
36	64	10/28/2024 9:03 AM

PAG Regional Active Transportation Plan Visioning Survey

37	80	10/27/2024 10:59 AM
38	53	10/25/2024 6:58 PM
39	0	10/25/2024 4:34 PM
40	100	10/25/2024 3:43 PM
41	75	10/25/2024 12:56 PM
42	83	10/25/2024 11:51 AM
43	0	10/25/2024 11:20 AM
44	65	10/25/2024 11:19 AM
45	83	10/25/2024 11:19 AM
46	32	10/25/2024 11:10 AM
47	0	10/25/2024 11:08 AM
48	54	10/25/2024 8:59 AM
49	14	10/24/2024 5:51 PM
50	28	10/24/2024 3:58 PM
51	88	10/24/2024 2:42 PM
52	74	10/24/2024 11:07 AM
53	71	10/24/2024 8:25 AM
54	100	10/23/2024 3:30 PM
55	87	10/23/2024 9:20 AM
56	100	10/22/2024 10:42 PM
57	0	10/22/2024 9:52 PM
58	32	10/22/2024 5:30 PM
59	100	10/22/2024 4:13 PM
60	24	10/22/2024 3:37 PM
61	29	10/22/2024 3:10 PM
62	0	10/22/2024 1:16 PM
63	59	10/22/2024 1:15 PM

PAG Regional Active Transportation Plan Visioning Survey

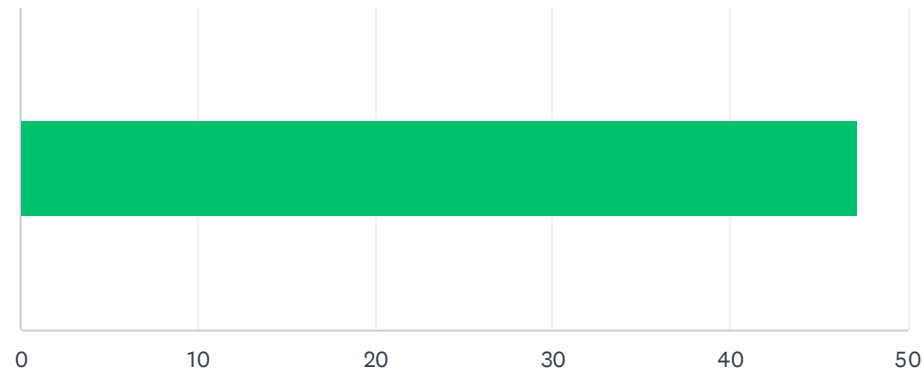
64	92	10/22/2024 1:09 PM
65	63	10/22/2024 1:06 PM
66	100	10/22/2024 12:49 PM
67	100	10/22/2024 11:56 AM
68	81	10/22/2024 11:45 AM
69	56	10/22/2024 11:43 AM
70	0	10/22/2024 11:43 AM
71	88	10/22/2024 11:40 AM
72	78	10/22/2024 11:37 AM
73	85	10/22/2024 11:34 AM
74	82	10/22/2024 11:33 AM
75	4	10/22/2024 11:28 AM
76	0	10/22/2024 11:28 AM
77	0	10/22/2024 11:28 AM
78	34	10/22/2024 11:28 AM
79	50	10/22/2024 11:20 AM
80	0	10/22/2024 11:18 AM
81	94	10/22/2024 11:16 AM
82	33	10/22/2024 11:15 AM
83	73	10/22/2024 11:14 AM
84	19	10/22/2024 11:14 AM
85	69	10/22/2024 11:13 AM
86	75	10/22/2024 11:13 AM
87	15	10/22/2024 11:11 AM
88	0	10/22/2024 11:11 AM
89	50	10/22/2024 11:11 AM
90	54	10/10/2024 2:23 PM

91	70	10/9/2024 4:28 PM
92	90	10/9/2024 9:04 AM

Q8 Should we focus on...

Answered: 89 Skipped: 26

More direct route on high traffic roads



Less direct route on calmer roads

ANSWER CHOICES		AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
		47	4,200	89
Total Respondents: 89				

#		DATE
1	30	1/15/2025 3:16 PM
2	61	12/24/2024 12:14 PM
3	51	12/9/2024 5:23 PM
4	34	12/5/2024 2:15 PM
5	29	11/26/2024 12:52 PM
6	35	11/22/2024 5:04 PM
7	25	11/12/2024 3:29 PM
8	32	11/7/2024 10:46 PM
9	48	11/6/2024 9:33 PM

PAG Regional Active Transportation Plan Visioning Survey

10	50	11/6/2024 8:30 AM
11	0	11/3/2024 2:12 PM
12	39	10/31/2024 12:51 PM
13	0	10/30/2024 11:40 AM
14	53	10/30/2024 8:52 AM
15	74	10/30/2024 12:12 AM
16	47	10/29/2024 5:28 PM
17	95	10/29/2024 3:59 PM
18	35	10/29/2024 3:37 PM
19	2	10/29/2024 12:04 PM
20	100	10/29/2024 10:29 AM
21	100	10/29/2024 9:52 AM
22	23	10/29/2024 9:32 AM
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30	30	10/28/2024 2:38 PM
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PAG Regional Active Transportation Plan Visioning Survey

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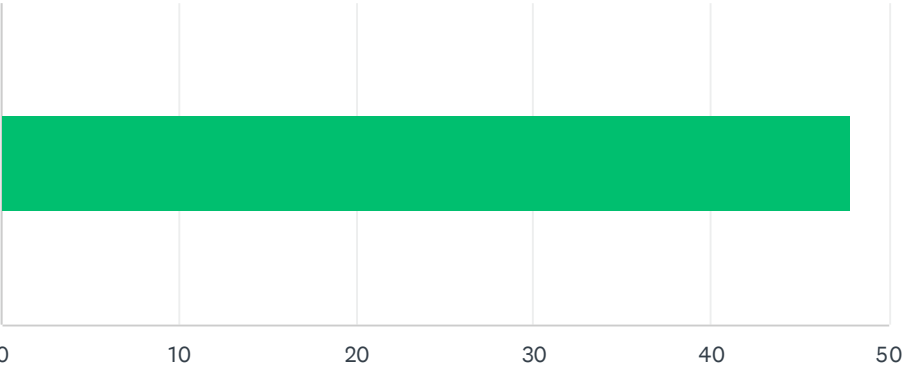
PAG Regional Active Transportation Plan Visioning Survey

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89	50	10/9/2024 9:04 AM

Q9 Should we focus on...

Answered: 90 Skipped: 25

Upgrading existing infrastructure
for comfort



Adding new facility mileage

ANSWER CHOICES		AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
		48	4,311	90
Total Respondents: 90				

#		DATE
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2	62	12/24/2024 12:14 PM
3	11	12/9/2024 5:23 PM
4	64	12/5/2024 2:15 PM
5	78	11/26/2024 12:52 PM
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PAG Regional Active Transportation Plan Visioning Survey

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PAG Regional Active Transportation Plan Visioning Survey

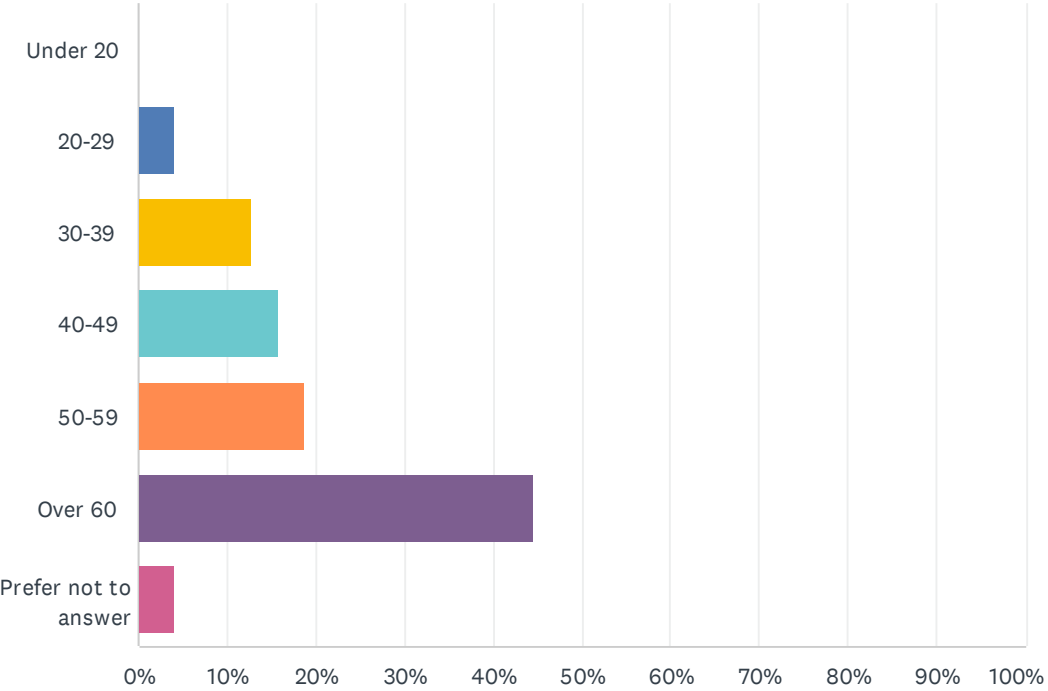
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48	0	10/25/2024 11:08 AM
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PAG Regional Active Transportation Plan Visioning Survey

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67	28	10/22/2024 1:09 PM
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87	51	10/22/2024 11:11 AM
88	54	10/10/2024 2:23 PM
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90	25	10/9/2024 9:04 AM

Q10 What is your age range?

Answered: 101 Skipped: 14

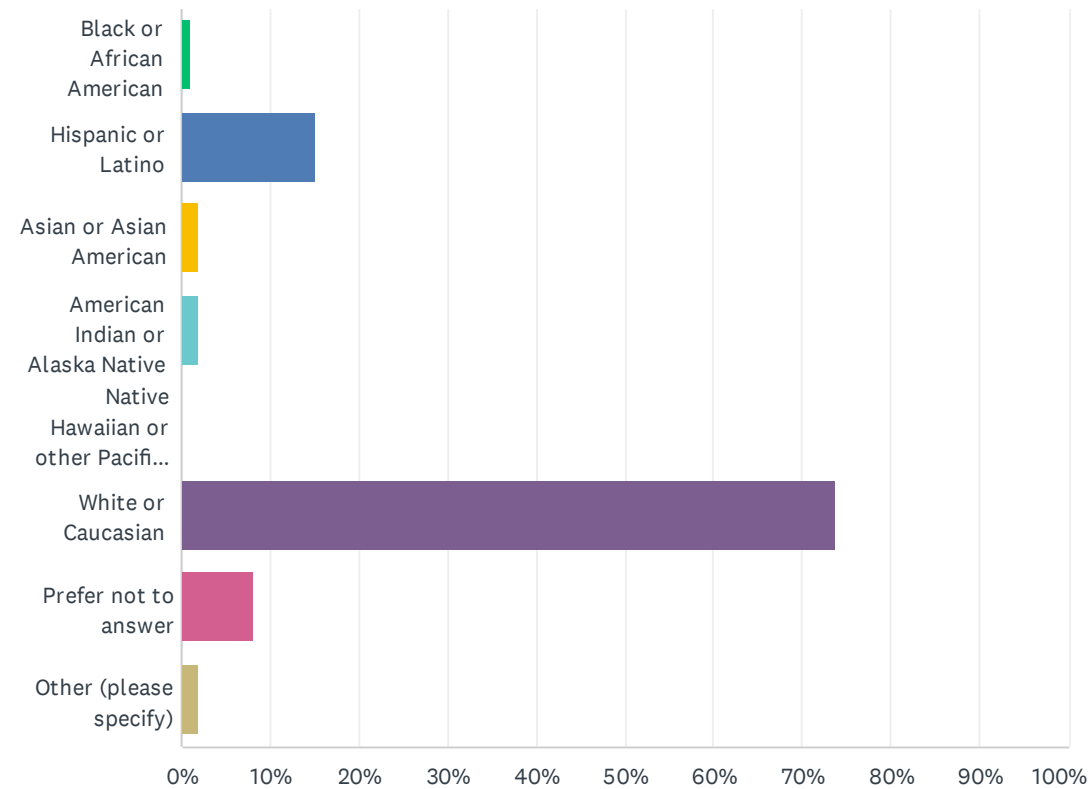


PAG Regional Active Transportation Plan Visioning Survey

ANSWER CHOICES	RESPONSES	
Under 20	0.00%	0
20-29	3.96%	4
30-39	12.87%	13
40-49	15.84%	16
50-59	18.81%	19
Over 60	44.55%	45
Prefer not to answer	3.96%	4
TOTAL		101

Q11 Please describe your ethnicity. (Check all that apply)

Answered: 99 Skipped: 16



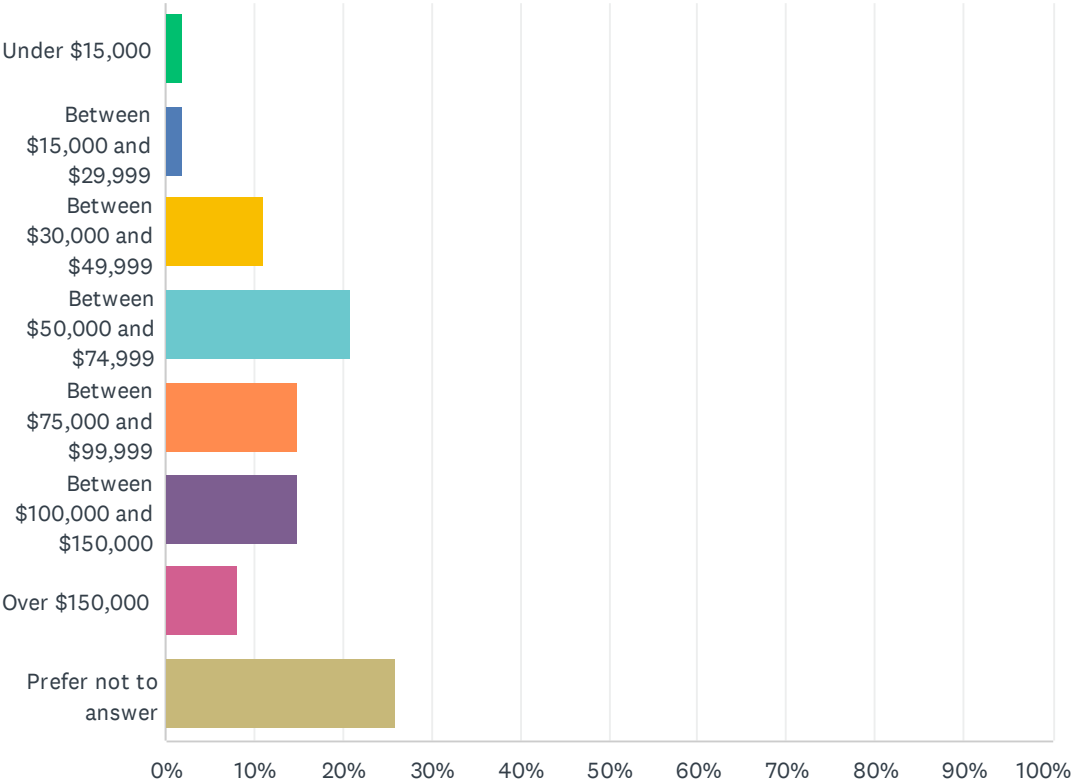
PAG Regional Active Transportation Plan Visioning Survey

ANSWER CHOICES	RESPONSES	
Black or African American	1.01%	1
Hispanic or Latino	15.15%	15
Asian or Asian American	2.02%	2
American Indian or Alaska Native	2.02%	2
Native Hawaiian or other Pacific Islander	0.00%	0
White or Caucasian	73.74%	73
Prefer not to answer	8.08%	8
Other (please specify)	2.02%	2
Total Respondents: 99		

#	OTHER (PLEASE SPECIFY)	DATE
1	Irish-American	10/25/2024 11:21 AM
2	American citizen	10/22/2024 11:30 AM

Q12 Please select your annual income range.

Answered: 100 Skipped: 15

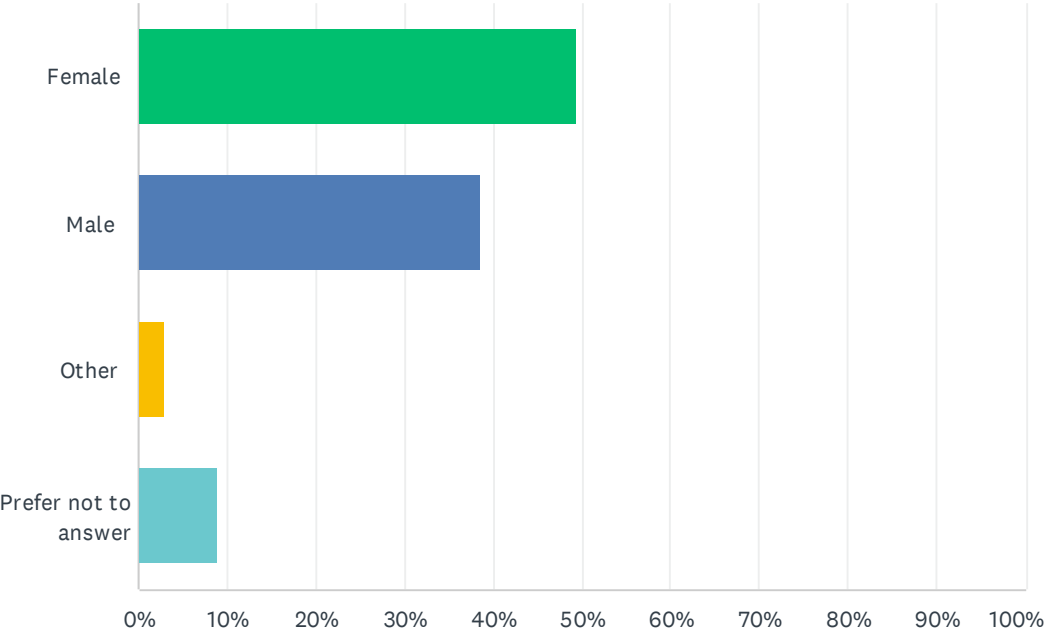


PAG Regional Active Transportation Plan Visioning Survey

ANSWER CHOICES	RESPONSES	
Under \$15,000	2.00%	2
Between \$15,000 and \$29,999	2.00%	2
Between \$30,000 and \$49,999	11.00%	11
Between \$50,000 and \$74,999	21.00%	21
Between \$75,000 and \$99,999	15.00%	15
Between \$100,000 and \$150,000	15.00%	15
Over \$150,000	8.00%	8
Prefer not to answer	26.00%	26
TOTAL		100

Q13 What is your gender?

Answered: 101 Skipped: 14



ANSWER CHOICES	RESPONSES	
Female	49.50%	50
Male	38.61%	39
Other	2.97%	3
Prefer not to answer	8.91%	9
TOTAL		101



Appendix C. Round 2 Public Comments and Project Refinements

Project ID	Geographic Area	Name	Description	Comment from Public	Project Revision Based on Public Comment
1	Far South	Continental Rd Active Transportation Improvements	Install shared-use path on west side of Continental Rd from Abrego Dr to Nogales Hwy, install shared-use path bridge at bridge east of Abrego Dr	No No No	N/a
1	Far South	Continental Rd Active Transportation Improvements	Install shared-use path on west side of Continental Rd from Abrego Dr to Nogales Hwy, install shared-use path bridge at bridge east of Abrego Dr	Please fix the klinkity-klinkity-klinkity road rather than bike lanes	N/a
5	Far South	Abrego Dr Shared-Use Path	Install shared-used path on the east side of Abrego Dr from north of Paseo de Golf to Duval Mine Rd/Nogales Hwy.	I like the changes for La Canada in Green Valley. However since I live in the Village of Green valley subdivision on teh west side of the highway which is accessed by San Ignacio and since thee is no traffic light I would be stressed to have to cross La Canada to access the east side walkway. This is a dangerous crossing to make for pedestrians and bicyclists. If teh sidewalk is maintained on the west side then the traffic lights can be accessed but according to the photo I saw there will not be a sidewalk maintained on the west side of La Canada. thank you	<i>Crossing improvements were added on La Cañada for Project 2.</i>
5	Far South	Abrego Dr Shared-Use Path	Install shared-used path on the east side of Abrego Dr from north of Paseo de Golf to Duval Mine Rd/Nogales Hwy.	Already sufficient bike lanes - please no widening	The shared-use path is a separated facility and would not require widening of the roadway.
10	Far South	Pima Mine Rd Shoulder Widening	Widen shoulder on both sides of Pima Mine Rd to 7'. Extend shared-use path on the north side of Pima Mine Rd from Rancho Sahuarita Blvd to Nogales Hwy. Improve crossing at Pima Mine Rd and Nogales Hwy.	There are almost no safe routes to cross Aviation Pkwy by foot or bicycle, thereby cutting off southside communities from places like Reid Park and the UofA. Additional railroad crossings south of 22nd would really help bridge the community and provide access to places like schools and the post office.	<i>The area this comment is referencing appears to be near Aviation Parkway and Kino Parkway. This area is not part of the Preferred High-Priority Network, but connection enhancements to cross the railroad are a part of Project 93 and 137.</i>
18	Southwest	Valencia Rd Separated Bike Lanes	Install separated bike lanes on Valencia Rd from Casino Del Sol to Midvale Park Rd.	Protected bike lanes are essential on high volume high velocity Valencia Road.	N/a
18	Southwest	Valencia Rd Separated Bike Lanes	Install separated bike lanes on Valencia Rd from Casino Del Sol to Midvale Park Rd.	With so many homes being built west of Camino del Sol, the separated bike lanes should extend as far as Ajo Hwy at Ryan Field, with bicycle detection at the Valencia Road/Ajo Hwy intersection.	<i>This area is not part of the High-Priority Network</i>
18	Southwest	Valencia Rd Separated Bike Lanes	Install separated bike lanes on Valencia Rd from Casino Del Sol to Midvale Park Rd.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
19	Southwest	Cardinal Ave Active Transportation Improvements	Install sidewalk and 6' paved shoulder on both sides of Cardinal Ave.	This a vital active transportation corridor to allow safe access from neighborhoods to shopping and services.	N/a
21	Southwest	Valencia Rd Active Transportation Improvements	Upgrade sidewalk/bike lane on north side of Valencia with shared-use path and buffer. Widen and add buffer to sidewalk on south side of Valencia.	Negotiating the I-19/Valencia Road interchange on a bicycle is currently a nearly suicidal endeavor. This must be fixed.	N/a
35	Southwest	Midvale Park Trail Connectivity Enhancements	Add shared-use path on north side of Drexel Rd from Midvale Park Dr east to path. Add paved connection on Bufkin Dr from Midvale Park to path. Add wayfinding at Midvale Park Rd/Bufkin Dr and Midvale Park Rd/Drexel Rd. Install shared-use path connection from Midvale Park Rd to the Loop along Newcastle Ct. Finish trail connection at Bagpipe Dr. Add wayfinding signage for the Loop at Midvale Park/Newcastle and River Run/Bagpipe intersections.	There is poor connectivity to The Loop for the entirety of the fast growing Valencia West area. Anything that can be done to help with this is much needed.	N/a
36	Southwest	Drexel Rd Shared-Use Path	Add shared-use path to the south side of Drexel Rd from Cardinal Ave to Midvale Park Rd.	Access to The Loop from Valencia West is poor and this project helps address this issue.	N/a
46	South	Palo Verde Rd Shared-Use Path	Add shared-use path to the north side of Irvington Rd from the Loop (just west of Outlet Center Dr) to Palo Verde Rd. Add shared-use path on both sides of Palo Verde Rd from The Loop to south of Mossman Rd. Add HAWK south of Mossman Rd. Add shared-use path on east side of Palo Verde Rd from south of Mossman Rd to Valencia Rd.	Here again, improving the roadway which is a main road to TIA is more important than the improvements listed. It's currently one of the worst roadways in the city and one of the first ones incoming visitors use.	N/a
46	South	Palo Verde Rd Shared-Use Path	Add shared-use path to the north side of Irvington Rd from the Loop (just west of Outlet Center Dr) to Palo Verde Rd. Add shared-use path on both sides of Palo Verde Rd from The Loop to south of Mossman Rd. Add HAWK south of Mossman Rd. Add shared-use path on east side of Palo Verde Rd from south of Mossman Rd to Valencia Rd.	Agree that it's not a great roadway, but there are many people working at the businesses along Valencia who ride their bikes to work and this would improve the connection from the Loop to those business parks. Many tech companies are over there off Valencia (Universal Avionics, Komatsu, etc.)	N/a
49	Southwest	Mission Rd Wash Shared-Use Path	Install shared-use path along wash east of Mission Rd from Irvington Rd to Drexel Rd. Add marked crosswalks at Drexel Rd and Irvington Rd.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
49	Southwest	Mission Rd Wash Shared-Use Path	Install shared-use path along wash east of Mission Rd from Irvington Rd to Drexel Rd. Add marked crosswalks at Drexel Rd and Irvington Rd.	Install a shared use path on the west side too	N/a
50	Southwest	Irvington Rd Shared-Use Path	Widen shoulder to continue buffered bike lanes on Sunset Blvd from Ajo Way to Irvington Rd. Add marked crosswalks on north and east legs. Shared-use path on both sides of Irvington Rd from Sunset Blvd to 12th Ave with connection to The Loop. Add marked crossing at Winston Reynolds-Manzanita Park with shared-use path connection to the park. Reduce median width to accommodate needed buffer for shared-use path facilities.	This is a good start. Would be better to extend the buffered bke lane at least as far west as Camino Verde.	<i>Project 77 on Ajo Highway was extended to Camino Verde. Irvington Road's western extent is Sunset Boulevard.</i>
50	Southwest	Irvington Rd Shared-Use Path	Widen shoulder to continue buffered bike lanes on Sunset Blvd from Ajo Way to Irvington Rd. Add marked crosswalks on north and east legs. Shared-use path on both sides of Irvington Rd from Sunset Blvd to 12th Ave with connection to The Loop. Add marked crossing at Winston Reynolds-Manzanita Park with shared-use path connection to the park. Reduce median width to accommodate needed buffer for shared-use path facilities.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
50	Southwest	Irvington Rd Shared-Use Path	Widen shoulder to continue buffered bike lanes on Sunset Blvd from Ajo Way to Irvington Rd. Add marked crosswalks on north and east legs. Shared-use path on both sides of Irvington Rd from Sunset Blvd to 12th Ave with connection to The Loop. Add marked crossing at Winston Reynolds-Manzanita Park with shared-use path connection to the park. Reduce median width to accommodate needed buffer for shared-use path facilities.	This helps create safe connectivity for areas west of the Tucson Mountains with the Loop.	N/a
77	Southwest	Ajo Way Shared-Use Path	Add shared-use path to both sides of Ajo Way from Irvington Rd to Kostka Ave. Add shared-use path to the north side of Ajo Way from Kostka Ave to 12th Ave. Add Pedestrian Hybrid Beacon at Ajo Way/Kostka Ave. Add marked crosswalks to all legs of Ajo Way and Kinney Rd.	Bike lanes in both directions need to be added to Ajo from La Cholla to/from Mission and to Loop entrance before I10 overpass	<i>The existing recommendation of adding shared-use paths provide a separated bicycle facility along the desired extents.</i>

Project ID	Geographic Area	Name	Description	Comment from Public	Project Revision Based on Public Comment
77	Southwest	Ajo Way Shared-Use Path	Add shared-use path to both sides of Ajo Way from Irvington Rd to Kostka Ave. Add shared-use path to the north side of Ajo Way from Kostka Ave to 12th Ave. Add Pedestrian Hybrid Beacon at Ajo Way/Kostka Ave. Add marked crosswalks to all legs of Ajo Way and Kinney Rd.	This should continue west along Ajo Hwy to at least Camino Verde, plus modification of the signal at Ajo Hwy and Camino Verde to safely detect and accomodate bicycles. Currently it is not safe to cross Ajo Hwy at Camino Verde in either direction.	<i>Project 77 on Ajo Highway was extended to Camino Verde.</i>
77	Southwest	Ajo Way Shared-Use Path	Add shared-use path to both sides of Ajo Way from Irvington Rd to Kostka Ave. Add shared-use path to the north side of Ajo Way from Kostka Ave to 12th Ave. Add Pedestrian Hybrid Beacon at Ajo Way/Kostka Ave. Add marked crosswalks to all legs of Ajo Way and Kinney Rd.	This project is desirable because of the speed and volume of the traffic on Ajo Way. Even though Ajo Way has wider paved rideable shoulders west of the junction with La Cholla, a paved multi-use trail would be safer. I would know because on a bike ride with my wife in February 2023 she was struck by a truck going 50 mph when it crossed the fog line and rumble strip and hit her on the paved shoulder.	N/a
89	Urban Core	Palo Verde Rd Shared-Use Path Extension	Install shared-use path on east side of Palo Verde Rd from Irvignton Rd to Ajo Way.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
93	Urban Core	Dodge Blvd Active Transportation Improvements	Install 7' bike lane and 6' sidewalk on west side of Dodge Blvd from Ajo Way to 36th St and on Lincoln St from Palo Verde Rd to Ajo Way.	Install a bike lane on the east side too if not already there. Bicyclists like to ride on both sides of the road too.	<i>This project was revised to focus separated facilities on Palo Verde Road.</i>
93	Urban Core	Dodge Blvd Active Transportation Improvements	Install 7' bike lane and 6' sidewalk on west side of Dodge Blvd from Ajo Way to 36th St and on Lincoln St from Palo Verde Rd to Ajo Way.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
93	Urban Core	Dodge Blvd Active Transportation Improvements	Install 7' bike lane and 6' sidewalk on west side of Dodge Blvd from Ajo Way to 36th St and on Lincoln St from Palo Verde Rd to Ajo Way.	Much better route than Palo Verde - Only concern is truck traffic on Dodge .	<i>This project was revised to focus separated facilities on Palo Verde Road.</i>
119	East	Houghton Rd Shared-Use Path Extension	Install shared-use path on east side of Houghton Rd from Golf Links Rd to Via Alta Mia	While adding shared use pathway is important, far more important is creating (finishing) a four lane roadway south from 22nd street to Irvington. The shared use pathways can be part of this improvement	N/a
119	East	Houghton Rd Shared-Use Path Extension	Install shared-use path on east side of Houghton Rd from Golf Links Rd to Via Alta Mia	The shared use path is just as important as the roadway.	N/a
119	East	Houghton Rd Shared-Use Path Extension	Install shared-use path on east side of Houghton Rd from Golf Links Rd to Via Alta Mia	Plant trees along the shared use path for shade.	N/a
137	Urban Core	Palo Verde Ave/Layton Pl Bicycle Boulevard Upgrades and shared-use path Connection	Install and upgrade to 6' sidewalks and shared lane markings on both sides of Palo Verde Ave from 22nd St to dead end (South of Hemlock Stravenue), pave trail connecting Palo Verde Ave to Layton Pl, Install 6' sidewalks and shared lane markings on Layton Pl from dead end/new trail connection to Aviation Pkwy access trail, pave access trail. Install traffic circle at Palo Verde Ave and Sylvane St and at Palo Verde Ave and 28th St.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
137	Urban Core	Palo Verde Ave/Layton Pl Bicycle Boulevard Upgrades and shared-use path Connection	Install and upgrade to 6' sidewalks and shared lane markings on both sides of Palo Verde Ave from 22nd St to dead end (South of Hemlock Stravenue), pave trail connecting Palo Verde Ave to Layton Pl, Install 6' sidewalks and shared lane markings on Layton Pl from dead end/new trail connection to Aviation Pkwy access trail, pave access trail. Install traffic circle at Palo Verde Ave and Sylvane St and at Palo Verde Ave and 28th St.	This is a nice corridor from the Aviation bike path (great for fast riding) to get to Reid Park! Currently, I take Country Club and that is a little rough.	N/a
141	East	22nd St Shared-Use Path	Install shared-use path on north side and widen sidewalk to 6' on south side of 22nd St from Kolb Rd to Old Spanish Trl. Install pedestrian hybrid beacon west of Brush Canyon Dr	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
142	East	Pantano Rd Loop Enhancements	Widen sidewalk to 6' on both sides of Pantano Rd from Broadway Blvd to Golf Links Rd, install wayfinding signage for The Loop at the Loop parking lot and at Broadway Blvd, add paved trail connection to Pantano Rd at Sarnoff Rd, install Pedestrian Hybrid Beacon at Sarnoff Rd, widen paved trail connection at 29th St to 12', install Pedestrian Hybrid Beacon at 29th St, add wayfinding signage and widen trail connection to 12' just north of Golf Links Rd, install paved trail connection on Kenyon Dr, pave existing trail connection, install paved trail connection on Pantano Pkwy, install Pedestrian Hybrid Beacon at Pantano Pkwy	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
148	East	Old Spanish Trl Shared-Use Path Upgrades	Install shared-use path on east side and install 6' sidewalk on west side of Old Spanish Trl from Houghton Rd to Broadway Blvd, install Pedestrian Hybrid Beacon at Desert Vista Dr, install marked crosswalk at Gollob Rd, install two-stage turn box at 22nd St	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
167	Urban Core	Congress St Active Transportation Improvements	Install shared-use path on south side and widen sidewalk to 6' on north side of Congress St from Silverbell Rd to the Loop, install shared-use path on south side of Cushing St from I-10 Frontage Rd to Stone Ave, extend cycle track on east side of Stone Ave from Ochoa St to Cushing St	Totally needs to be updated to separate bikers and cars. Very dangerous for pedestrians through here.	N/a
178	East	Broadway Blvd Shared-Use Path	Install shared-use path on north side and widen sidewalk to 6' on south side of Broadway Blvd from Kolb Rd to Old Spanish Trl, widen sidewalk to 6' on both sides of Broadway Blvd from Old Spanish Trl and Camino Seco, implement access management, install Pedestrian Hybrid Beacon at Maguire Ave	Many bilers travel east on Broadway past Caino Seco towards Sagar Monument East. The bike (shared) lane ends just west of Tanque Verde Loop road. Adding a bike lane eastward to Freeman Road would be a real boon to biking and hiking safety.	<i>Improvements were made on Old Spanish Trail (Project 148) to accommodate users headed to and from the park entrance.</i>
186	East	Vicksburg St/5th St Bicycle Boulevard Upgrades	Install shared lane markings and 6' sidewalk on both sides of Vicksburg St/5th St from Sarnoff Dr to Harrison Rd, Harrison Rd to Bonanza Ave, Bonansa Ave frp, 5th St to Lorian St, Lorian St from Bonansa Ave to Constitution Dr, Constitution Dr from Lorian Dr to 5th St, 5th St from Constitution Dr to Houghton Rd, install Pedestrian Hybrid Beacon at Houghton Rd/5th St, install traffic circle at 7th St/Dawn Ave, install traffic circle at Gollob Rd/7th St.	Consider HAWK light at Vicksburg and Camino Seco.	<i>The recommendation for a HAWK at this location has been added.</i>
214	Southwest	Saint Mary's Ave Active Transportation Improvements	Upgrade facilities on the north side with a shared-use path and widen sidewalk with buffer on the south of Saint Mary's Ave from Silverbell Rd to Granada Ave.	Corridor feels really unsafe with weaving traffic and narrow sholders. Glad this project is listed to be upgraded.	N/a
222	Southwest	Speedway Blvd Active Transportation Improvements	Widen sidewalk on north side and upgrade sidewalk on south side of Speedway Blvd with a shared-use path from Silverbell to Rio Dr. Add shared use path connection from Rio Dr marked crossing to new Ontario Dr bike boulevard. Widen sidewalks on both sides of Speedway Blvd from Rio Dr to Riverside Dr. Add Pedestrian Hybrid Beacon at Speedway Blvd/Riverside Dr. Add shared-use path to north side of Speedway Blvd from Riverside Dr to Main Ave. upgrade sidewalk and bike lane on north side of Speedway Blvd with shared-use path from Main Ave to Euclid Ave. Widen sidewalk and add buffer on the south side of Speedway Blvd from Main Ave to Euclid Ave. Improve active crossing at 4th Ave.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a

Project ID	Geographic Area	Name	Description	Comment from Public	Project Revision Based on Public Comment
223	Urban Core	Stone Ave Active Transportation Improvements	Upgrade 9th and 10th Avenue from Speedway Blvd to 6th St to bicycle boulevards. Add marked crosswalk on 6th St at 9th Ave. Add wayfinding for bike boulevard on 9th/10th Ave. upgrade sidewalk and bike lane on west side of Stone Ave with a shared-use path from Drachman St to 6th St. Widen sidewalk and add buffer on east side of Stone from Drachman St to 6th St. Improve active crossing on west leg of Speedway Blvd/Stone Ave intersection.	Creating a bike blvd on loca streets NEEDS input and acceptance from the residents who use these streets for getting in and out of their residences. Imposing these kinds of changes without buy-in from those most impacted is not in the best interests of our residents.	N/a
223	Urban Core	Stone Ave Active Transportation Improvements	Upgrade 9th and 10th Avenue from Speedway Blvd to 6th St to bicycle boulevards. Add marked crosswalk on 6th St at 9th Ave. Add wayfinding for bike boulevard on 9th/10th Ave. upgrade sidewalk and bike lane on west side of Stone Ave with a shared-use path from Drachman St to 6th St. Widen sidewalk and add buffer on east side of Stone from Drachman St to 6th St. Improve active crossing on west leg of Speedway Blvd/Stone Ave intersection.	A low flow street to reach from downtown to PCC Downtown campus is definitely nice. Stone currently doesn't have any shoulder, so riding this stretch is tough.	N/a
228	Urban Core	Speedway Blvd Active Transportation Improvements	Upgrade sidewalk and bike facilities on the east side of Euclid Ave with cycle track from Helen St to 1st St. Add wayfinding signage. Create a bicycle boulevard on 1st St from Euclid Ave to Park Ave. Add a pedestrian hybrid beacon to Euclid Ave at 1st St. Add bicycle boulevard on Helen St from Euclid Ave to Warren Ave to connect existing shared-use path on Warren Ave. Extend shared-use path on Mabel St from Warren Ave to Campbell Ave. Widen sidewalk and add buffer to both sides of Speedway Blvd from Euclid Ave to Campbell Ave.	Please consider adding a curb cut at Santa Rita and Helen. As it is someone trying to cross from the southside of Helen towards Santa Rita, heading north, has to "jaywalk" if in a wheelchair to get to the ramp - to get back up on the sidewalk - often navigating oncoming traffic.	<i>The recommended bicycle boulevard upgrades at this location would provide enhancements to the streetscape, including improved sidewalk and ramp facilities.</i>
228	Urban Core	Speedway Blvd Active Transportation Improvements	Upgrade sidewalk and bike facilities on the east side of Euclid Ave with cycle track from Helen St to 1st St. Add wayfinding signage. Create a bicycle boulevard on 1st St from Euclid Ave to Park Ave. Add a pedestrian hybrid beacon to Euclid Ave at 1st St. Add bicycle boulevard on Helen St from Euclid Ave to Warren Ave to connect existing shared-use path on Warren Ave. Extend shared-use path on Mabel St from Warren Ave to Campbell Ave. Widen sidewalk and add buffer to both sides of Speedway Blvd from Euclid Ave to Campbell Ave.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
231	Urban Core	Speedway Blvd Active Transportation Connectivity Improvements	Widen sidewalk and add buffer in place of existing bike lanes on Speedway Blvd from Campbell Ave to Alvernon Way. Add bicycle boulevard on Plummer Ave from Drachman St to Speedway Blvd, on Drachman St/Fairmont St from Campbell Ave to Alvernon Way, and on Wilson Ave from Speedway Blvd to 3rd St to connect to existing bicycle boulevards . Add wayfinding signage. Add pedestrian hybrid beacon on Country Club Rd at Fairmont St.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
231	Urban Core	Speedway Blvd Active Transportation Connectivity Improvements	Widen sidewalk and add buffer in place of existing bike lanes on Speedway Blvd from Campbell Ave to Alvernon Way. Add bicycle boulevard on Plummer Ave from Drachman St to Speedway Blvd, on Drachman St/Fairmont St from Campbell Ave to Alvernon Way, and on Wilson Ave from Speedway Blvd to 3rd St to connect to existing bicycle boulevards . Add wayfinding signage. Add pedestrian hybrid beacon on Country Club Rd at Fairmont St.	With the number of users in the University area, this should be a higher priority project. Also applaud getting bike lanes off of heavily travelled streets like Speedway and Grant and especially Country Club which is so narrow from Prince to Ried PARK	N/a
234	Urban Core	Dodge Blvd Bicycle Boulevard Upgrades	Install 6' sidewalk on both sides of Dodge Blvd from 5th St to Speedway Blvd, add shared lane markings along the corridor. Install 6' sidewalk on both sides of Palo Verde Ave from Grant Rd to Fort Lowell Rd, add shared lane markings along the corridor, install sidewalk and shared lane markings on Bellevue St from Palo Verde Ave to Dodge Blvd, install sidewalk and shared lane markings on Dodge Blvd from Bellevue St to Speedway Blvd.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
241	Urban Core	Speedway Blvd Active Transportation Connectivity Improvements	Add pedestrian hybrid beacon on Fairmount St at Alvernon Way, Swan Rd, and Craycroft St and on Speedway Blvd at Sahuara Ave. Widen sidewalks and add buffers to both sides of Speedway Blvd from Alvernon Way to Wilmot Rd. Add bicycle boulevard on Fairmont St from Alvernon Way to Wilmot Rd.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
241	Urban Core	Speedway Blvd Active Transportation Connectivity Improvements	Add pedestrian hybrid beacon on Fairmount St at Alvernon Way, Swan Rd, and Craycroft St and on Speedway Blvd at Sahuara Ave. Widen sidewalks and add buffers to both sides of Speedway Blvd from Alvernon Way to Wilmot Rd. Add bicycle boulevard on Fairmont St from Alvernon Way to Wilmot Rd.	Hawk light on Speedway Blvd at Sahuara Ave. - long overdue!	N/a
266	Urban Core	Stone Ave Active Transportation Connectivity Improvements	Upgrade sidewalk and bike lanes on the north side of Drachman St with shared-use path from 10th Ave to Stone Ave. Add wayfinding signage at Stone Ave/Drachman St intersection for new bicycle boulevard on existing bike route on 9th Ave. Widen sidewalk and add buffer on both sides of Stone Ave from Grant to Drachman St. Add pedestrian hybrid beacon on Stone Ave at Lester St.	Stone Ave is one of the best N-S routes into the downtown. If you are proposing to reduce the auto travel lanes then I am opposed to this project. Increase the ROW if you want to accommodate more users of alternative modes.	N/a
276	Urban Core	Country Club Rd Active Transportation Connectivity Improvements	Reduce vehicle lane widths and widen sidewalks and add buffer on both sides of Country Club Rd from Grant Rd to Speedway Blvd. Add a raised crosswalk across Country Club Rd at Adams St. Add wayfinding signage at Drachman St and Waverly St for bicycle boulevard on Treat Ave.	I've lived close to Country Club on Waverly for 19 years and there have been numerous car accidents during that time. I would be so happy to have bike lanes, crosswalks, sidewalks and hopefully a turn lane. Anything to make Country Club safe for all the folks who use it. Especially the kids that walk to school.	N/a
276	Urban Core	Country Club Rd Active Transportation Connectivity Improvements	Reduce vehicle lane widths and widen sidewalks and add buffer on both sides of Country Club Rd from Grant Rd to Speedway Blvd. Add a raised crosswalk across Country Club Rd at Adams St. Add wayfinding signage at Drachman St and Waverly St for bicycle boulevard on Treat Ave.	Sidewalks and reduced vehicle lanes (I assume this means two travel lanes and a turn lane?) is BADLY needed on this stretch of road. I have lived at the corner of Waverly and Country Club for 19 years and have witnessed several vehicular crashes and have been personally involved in two. Many cars have been rear-ended attempting a left turn from the travel lane, speeding vehicles have crashed into electrical poles (three times that I know of), two neighbors' block walls have been destroyed by single and multi-car crashes, and a two-vehicle crash sent an SUV into the front wall of our house. And the lack of sidewalks! School children walk through weeds and trash and rutted out dirt and gravel on their way to or from Blenman ES or Doolen MS. I have seen families walking with small children while navigating strollers through gravel rights-of-way inches from speeding traffic; the lack of proper infrastructure between Grant and Speedway is totally inexcusable. Top priority project.	N/a

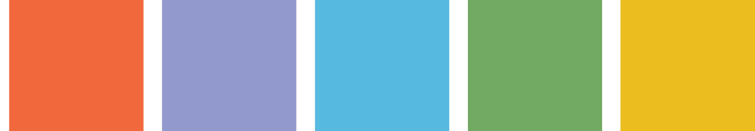
Project ID	Geographic Area	Name	Description	Comment from Public	Project Revision Based on Public Comment
276	Urban Core	Country Club Rd Active Transportation Connectivity Improvements	Reduce vehicle lane widths and widen sidewalks and add buffer on both sides of Country Club Rd from Grant Rd to Speedway Blvd. Add a raised crosswalk across Country Club Rd at Adams St. Add wayfinding signage at Drachman St and Waverly St for bicycle boulevard on Treat Ave.	I have lived just off of Country Club on Waverly for over 20 years. I think making Country Club similar to Pima or Tucson Blvd. in regards to one lane each way with a left turn lane and bike lanes would be fantastic. I can't tell you the number of accidents I have seen near our home because of the narrow lanes and car speeds. It is also very dangerous to be a pedestrian making your way down the non-existent sidewalks. We see kids walking to Blenman or Doolen all the time with no buffer or sidewalk from the cars. Our kids went to Doolen and while we only live about 5 blocks from the school, we never felt it was safe for them to walk because of this. I also think pedestrian/bike crossings at Waverly and Adams would be amazing. So many of us ride bikes and walk in the neighborhood and crossing Country Club is very dangerous. This work couldn't come soon enough as far as I am concerned.	N/a
276	Urban Core	Country Club Rd Active Transportation Connectivity Improvements	Reduce vehicle lane widths and widen sidewalks and add buffer on both sides of Country Club Rd from Grant Rd to Speedway Blvd. Add a raised crosswalk across Country Club Rd at Adams St. Add wayfinding signage at Drachman St and Waverly St for bicycle boulevard on Treat Ave.	Currently it is dangerous to make left turns off of Country Club because the lack of a middle turn lane leads to poor visibility, so other vehicles get stuck waiting behind those making left turns. It is also difficult to make right turns onto Country Club because of the lack of buffer lanes. Additionally, it is difficult to cross the road with 4 lanes of traffic, especially as a pedestrian or cyclist. The lack of sidewalks and buffer lanes along Country Club make it very dangerous to walk along, which is especially inconvenient and dangerous when walking to the bus stop on the northwest corner of Elm and Country Club. These proposed changes to this road would alleviate all of these issues, thus making the road safer for cars, pedestrians, and cyclists! Having Country Club be a friendlier street to pedestrians and cyclists would also make the surrounding properties more appealing. I am very in favor of these proposed changes.	N/a
277	Urban Core	Grant Rd Active Transportation Connectivity Improvements	Upgrade bike lanes with widened sidewalk and buffer on both sides of Grant Rd from Country Club Rd to Swan Rd. Add wayfinding signage for existing bicycle boulevard on Flower St and new bicycle boulevard on Seneca St. Add pedestrian hybrid beacon on Alvernon Way at Justin Ln/Seneca St. Add bicycle boulevard on Bell Ave from Seneca St to Linden St and on Linden St from Bell Ave to Swan Rd and on San Carlos Pl from Flower St to Swan Rd.	More safe ped/bike crossings at Country Club and Alvernon are definitely needed. I cannot wait for the Waverly Seneca Bike Boulevard.	N/a
302	Urban Core	Stone Ave Active Transportation Connectivity Improvements	Upgrade sidewalk and bike lane on the west side of Stone Ave with a shared-use path from River Rd to Blacklidge Dr. Widen sidewalk and buffer on the east side of Stone Ave from River Rd to Blacklidge Dr. Add wayfinding signage for new bicycle boulevard on existing bike route on Castro Ave. Widen sidewalk and add buffer on both sides of Stone Ave from Blacklidge Dr to Grant Rd. Install raised crosswalk on the south leg of Stone Ave/Yavapai Rd intersection. upgrade the sidewalk and bike lane on the north side of Wetmore Rd with a shared-use path from Oracle Rd to Stone Ave. Widen sidewalk and buffer on the south side of Wetmore Rd from Oracle Rd to Stone Ave. Improve sidewalk connection from Wetmore Rd to Tucson Mall. Add pedestrian hybrid beacon on Stone Ave at Pastime Rd.	This would be awesome!	N/a
302	Urban Core	Stone Ave Active Transportation Connectivity Improvements	Upgrade sidewalk and bike lane on the west side of Stone Ave with a shared-use path from River Rd to Blacklidge Dr. Widen sidewalk and buffer on the east side of Stone Ave from River Rd to Blacklidge Dr. Add wayfinding signage for new bicycle boulevard on existing bike route on Castro Ave. Widen sidewalk and add buffer on both sides of Stone Ave from Blacklidge Dr to Grant Rd. Install raised crosswalk on the south leg of Stone Ave/Yavapai Rd intersection. upgrade the sidewalk and bike lane on the north side of Wetmore Rd with a shared-use path from Oracle Rd to Stone Ave. Widen sidewalk and buffer on the south side of Wetmore Rd from Oracle Rd to Stone Ave. Improve sidewalk connection from Wetmore Rd to Tucson Mall. Add pedestrian hybrid beacon on Stone Ave at Pastime Rd.	Stone sees a lot of pedestrians at all hours of the day. Definitely useful to have improved infrastructure.	N/a
309	Urban Core	Palo Verde Ave Bicycle Boulevard Upgrades	Install 6' sidewalk on both sides of Palo Verde Ave from Grant Rd to Fort Lowell Rd, add shared lane markings along the corridor.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
319	Urban Core	Prince Rd Active Transportation Connectivity Improvements	Widen sidewalks and buffers on both sides of Prince Rd from Stone Ave to Campbell Ave. Add wayfinding signage for bicycle boulevards on Yavapai Rd, Pastime Rd, and Graybill Dr/Greenlee Rd. Add pedestrian hybrid beacon on Prince Rd at Los Altos Ave. Extend and improve bicycle boulevard on Greenlee Rd. Add shared-use path from Greenlee Rd to Campbell Ave. Add pedestrian hybrid beacon on Campbell Ave at Greenlee Rd.	Please put Prince Rd. from Campbell to the Rillito at a higher priority. The Loop is now accessible from the end of Prince Rd. There is no bike path along Prince as well as no side walks. This is a residential area and needs quieting and pedestrian amenities.	<i>Project 319 has been extended east to connect to The Loop, with added connections recommended to the north via Tucson Blvd and Cactus Blvd.</i>
319	Urban Core	Prince Rd Active Transportation Connectivity Improvements	Widen sidewalks and buffers on both sides of Prince Rd from Stone Ave to Campbell Ave. Add wayfinding signage for bicycle boulevards on Yavapai Rd, Pastime Rd, and Graybill Dr/Greenlee Rd. Add pedestrian hybrid beacon on Prince Rd at Los Altos Ave. Extend and improve bicycle boulevard on Greenlee Rd. Add shared-use path from Greenlee Rd to Campbell Ave. Add pedestrian hybrid beacon on Campbell Ave at Greenlee Rd.	Huckleberry Loop is now complete on south side of the Rillito from Dodge Blvd to Prince Rd. However the intersection of Prince Rd. and Country Club doesn't accommodate bikers. A natural connection for bikers would be connecting the Loop exit at Prince to the Cactus Blvd/Treat north/south intersection bike path.	<i>Project 319 has been extended east to connect to The Loop, with added connections recommended to the north via Tucson Blvd and Cactus Blvd.</i>
319	Urban Core	Prince Rd Active Transportation Connectivity Improvements	Widen sidewalks and buffers on both sides of Prince Rd from Stone Ave to Campbell Ave. Add wayfinding signage for bicycle boulevards on Yavapai Rd, Pastime Rd, and Graybill Dr/Greenlee Rd. Add pedestrian hybrid beacon on Prince Rd at Los Altos Ave. Extend and improve bicycle boulevard on Greenlee Rd. Add shared-use path from Greenlee Rd to Campbell Ave. Add pedestrian hybrid beacon on Campbell Ave at Greenlee Rd.	Seems to me that you need to provide pedestrian amenities from Campbell east to Country Club WHERE THERE ARE NONE and NEVER HAVE BEEN. NADA. GOOSE EGGS. ZERO. Get it? There are no sidewalks, bus shelters, walkways, paths, Christmas Wash carveouts, blike lanes, you name it, for anyone of any social class, ethnicity, gender, zip code. NONE. We need your attention, please! Forgive me for going on like this.	<i>Project 319 has been extended east to connect to The Loop, with added connections recommended to the north via Tucson Blvd and Cactus Blvd.</i>
319	Urban Core	Prince Rd Active Transportation Connectivity Improvements	Widen sidewalks and buffers on both sides of Prince Rd from Stone Ave to Campbell Ave. Add wayfinding signage for bicycle boulevards on Yavapai Rd, Pastime Rd, and Graybill Dr/Greenlee Rd. Add pedestrian hybrid beacon on Prince Rd at Los Altos Ave. Extend and improve bicycle boulevard on Greenlee Rd. Add shared-use path from Greenlee Rd to Campbell Ave. Add pedestrian hybrid beacon on Campbell Ave at Greenlee Rd.	Seems to me that you need to provide pedestrian amenities from Campbell east to Country Club WHERE THERE ARE NONE and NEVER HAVE BEEN. NADA. GOOSE EGGS. ZERO. Get it? There are no sidewalks, bus shelters, walkways, paths, Christmas Wash carveouts, blike lanes, you name it, for anyone of any social class, ethnicity, gender, zip code. NONE. We need your attention, please! Forgive me for going on like this.	<i>Project 319 has been extended east to connect to The Loop, with added connections recommended to the north via Tucson Blvd and Cactus Blvd.</i>

Project ID	Geographic Area	Name	Description	Comment from Public	Project Revision Based on Public Comment
319	Urban Core	Prince Rd Active Transportation Connectivity Improvements	Widen sidewalks and buffers on both sides of Prince Rd from Stone Ave to Campbell Ave. Add wayfinding signage for bicycle boulevards on Yavapai Rd, Pastime Rd, and Graybill Dr/Greenlee Rd. Add pedestrian hybrid beacon on Prince Rd at Los Altos Ave. Extend and improve bicycle boulevard on Greenlee Rd. Add shared-use path from Greenlee Rd to Campbell Ave. Add pedestrian hybrid beacon on Campbell Ave at Greenlee Rd.	Segment 319 Prince Road from Campbell to Stone should not be a higher priority than the segment of Prince from the Rillito to Campbell. This segment does not have connected sidewalks and only one bus shelter. It is a long overdue improvement project to provide pedestrian, bicycle, and bus amenities. It is no longer part of an earlier plan to connect to a River Road freeway and should be improved before the enhancements proposed to segment 319 from Campbell to Stone.	<i>The projects themselves have not been prioritized against one another. Project 319 has been extended east to connect to The Loop, with added connections recommended to the north via Tucson Blvd and Cactus Blvd.</i>
319	Urban Core	Prince Rd Active Transportation Connectivity Improvements	Widen sidewalks and buffers on both sides of Prince Rd from Stone Ave to Campbell Ave. Add wayfinding signage for bicycle boulevards on Yavapai Rd, Pastime Rd, and Graybill Dr/Greenlee Rd. Add pedestrian hybrid beacon on Prince Rd at Los Altos Ave. Extend and improve bicycle boulevard on Greenlee Rd. Add shared-use path from Greenlee Rd to Campbell Ave. Add pedestrian hybrid beacon on Campbell Ave at Greenlee Rd.	As a bicyclist I would prefre more improvement on Prince Road between Campbell and Country Club, It would also be important to have a better safer walkway.Many people walk to Rio Vista Natural Resource Park from surriunding areas or go to the Safeway Plaza on Prince and Campbell. walk way	<i>Project 319 has been extended east to connect to The Loop, with added connections recommended to the north via Tucson Blvd and Cactus Blvd.</i>
322	North	Sabino Canyon Rd Shared-Use Path	Install shared-use path on both sides of Sabino Canyon Rd from Tanque Verde Rd to River Rd, install shared-use path and buffer on both side of bridge over Rillito River	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
325	North	River Rd Shared-Use Path	Install shared-use path on north side and widen/install 6' sidewalk on south side of River Rd from Swan Rd to Sabino Canyon Rd, install shared-use path bridge	A shared use path should be installed on the south side too.	<i>Shared-use path facilities have been added to the recommendations on River Rd from Calle Rosario to Sabino Canyon Rd.</i>
325	North	River Rd Shared-Use Path	Install shared-use path on north side and widen/install 6' sidewalk on south side of River Rd from Swan Rd to Sabino Canyon Rd, install shared-use path bridge	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
327	North	Catalina Hwy Shared-Use Path	Install shared-use path on both sides of Catalina Hwy from Tanque Verde Rd to Houghton Rd, install Pedestrian Hybrid Beacon north of Casitas Catalina	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
331	North	River Road Loop Connection	Install Pedestrian Hybrid Beacon at George Mehl Family Foothills Park, install paved trail connection in park to connect to the Loop, pave existing trail on Alvernon Way from The Loop to Dodge Blvd. Install wayfinding signage on Cambell Avenue at Loop entrance, install wayfinding signage in St. Phillips Plaza, install wayfinding signage at existing trail connection, install wayfinding signage at Loop entrance near Catalina Foothills Estates, upgrade existing sidewalk at Brandi Fenton Memorial Park to shared-use path from the Loop to River Rd. Install wayfinding signage on Cambell Avenue at Loop entrance, install wayfinding signage in St. Phillips Plaza, install wayfinding signage at existing trail connection, install wayfinding signage at Loop entrance near Catalina Foothills Estates, upgrade existing sidewalk at Brandi Fenton Memorial Park to shared-use path from the Loop to River Rd. Install wayfinding signage and install paved trail connection from the Loop to River Rd at the Post Office, install wayfinding signage at the Loop entrance on Stone Ave, install wayfinding signage at the Loop connection and Campbell Rd. Install wayfinding signage at Loop connections on Stone Ave and 1st Ave, Install paved shared-use path on drainage path from the Loop to River Rd and 1st Ave, install 6' sidewalk on south side of River Rd from Stone Ave to new shared-use path.	The Loop in this area needs better security, especially on the south side of the path from Trader Joes to Tucson Mall. I have felt unsafe riding due to a lot of unhoused people in this area. Also, build the loop on the south side of the river.	N/a
331	North	River Road Loop Connection	Install Pedestrian Hybrid Beacon at George Mehl Family Foothills Park, install paved trail connection in park to connect to the Loop, pave existing trail on Alvernon Way from The Loop to Dodge Blvd. Install wayfinding signage on Cambell Avenue at Loop entrance, install wayfinding signage in St. Phillips Plaza, install wayfinding signage at existing trail connection, install wayfinding signage at Loop entrance near Catalina Foothills Estates, upgrade existing sidewalk at Brandi Fenton Memorial Park to shared-use path from the Loop to River Rd. Install wayfinding signage on Cambell Avenue at Loop entrance, install wayfinding signage in St. Phillips Plaza, install wayfinding signage at existing trail connection, install wayfinding signage at Loop entrance near Catalina Foothills Estates, upgrade existing sidewalk at Brandi Fenton Memorial Park to shared-use path from the Loop to River Rd. Install wayfinding signage and install paved trail connection from the Loop to River Rd at the Post Office, install wayfinding signage at the Loop entrance on Stone Ave, install wayfinding signage at the Loop connection and Campbell Rd. Install wayfinding signage at Loop connections on Stone Ave and 1st Ave, Install paved shared-use path on drainage path from the Loop to River Rd and 1st Ave, install 6' sidewalk on south side of River Rd from Stone Ave to new shared-use path.	Loop in this area needs better security (homeless sleeping in the middle of the path, enforce no motorized bikes, graffiti abatement).	N/a
339	North	Mountain Ave Loop Connection	Install separated bike lane and 6' sidewalk on both sides of Mountain Ave from Fort Lowell Rd to Limberlost Dr, pave new shared-use path on east side of Limberlost Dr, connect to the Loop Bridge	Do not under any circumstances widen Mountain Ave. Leave it alone. It functions quite well as it is. Who is pushing for separated bike paths? It is dangerous when there is not enough ROW to accommodate passing.	N/a
339	North	Mountain Ave Loop Connection	Install separated bike lane and 6' sidewalk on both sides of Mountain Ave from Fort Lowell Rd to Limberlost Dr, pave new shared-use path on east side of Limberlost Dr, connect to the Loop Bridge	Do not promote until you talk to the residents who live near and use Mountain Ave to travel.	N/a
339	North	Mountain Ave Loop Connection	Install separated bike lane and 6' sidewalk on both sides of Mountain Ave from Fort Lowell Rd to Limberlost Dr, pave new shared-use path on east side of Limberlost Dr, connect to the Loop Bridge	Stop imposing your designs on those who are most impacted by your ideas. This needs scrutiny by those who need to use Mountain for access into and out of their residences. You did a horrid job of the Safe Routes to School path on Limberlost (and took over 6 yrs to complete) - why should we trust Transporation to do any better this time around? NO Traffic signal at Limberlost and Campbell Ave.	N/a
341	West	Silverbell Rd Shared-Use Path Connectivity Enhancements	Add shared-use path to the east side of Silverbell Rd from Burlwood Way to Grant Rd. Install shared-use path on the south side of Goret Rd in place of the existing sidewalk and bike lane from Silverbell Rd to the Loop. Add wayfinding signage at Silverbell Rd/Goret Rd intersection. Add a marked crosswalk at El Camino Del Cerro and the Loop.	just stay on the loop	N/a

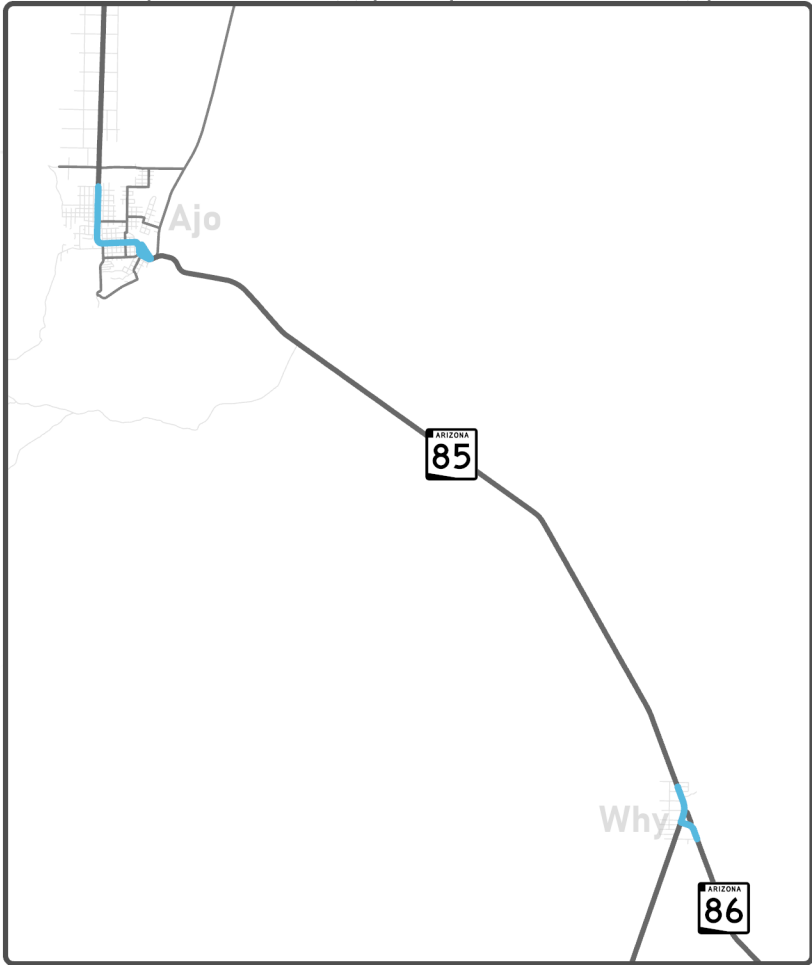
Project ID	Geographic Area	Name	Description	Comment from Public	Project Revision Based on Public Comment
353	Northwest	The Loop Wayfinding Signage Enhancements	Install wayfinding signage and pave loop connections at the community park, Flowing Wells Rd., and trail on Edgewater Dr., install pedestrian hybrid beacon at Ocean Ave, install paved trail along utility corridor leading to community, install pedestrian hybrid beacon across Oracle Rd. and add a trail connection to neighborhood. Install wayfinding signage at La Cholla Rd., install signage and pave trail to medical offices, install signage and pave trail at 5320 N La Cholla Blvd. parking lot, install signage and pave trail to River Rd. just south of Waterleaf Dr., install signage and pave trail to The Loop parking lot, install signage at Flowing Wells Rd., install pedestrian hybrid beacon at River Fringe Rd. Install wayfinding signage at La Cholla Blvd., Circle K parking lot, east of Camino De la Tierra, install pedestrian hybrid beacon on Camino De La Tierra, install signage and pavement improvements east of Camino De la Tierra, install shared-use path on west side of River Rd. from Orange Grove Rd. to The Loop parking lot.	I like it	N/a
353	Northwest	The Loop Wayfinding Signage Enhancements	Install wayfinding signage and pave loop connections at the community park, Flowing Wells Rd., and trail on Edgewater Dr., install pedestrian hybrid beacon at Ocean Ave, install paved trail along utility corridor leading to community, install pedestrian hybrid beacon across Oracle Rd. and add a trail connection to neighborhood. Install wayfinding signage at La Cholla Rd., install signage and pave trail to medical offices, install signage and pave trail at 5320 N La Cholla Blvd. parking lot, install signage and pave trail to River Rd. just south of Waterleaf Dr., install signage and pave trail to The Loop parking lot, install signage at Flowing Wells Rd., install pedestrian hybrid beacon at River Fringe Rd. Install wayfinding signage at La Cholla Blvd., Circle K parking lot, east of Camino De la Tierra, install pedestrian hybrid beacon on Camino De La Tierra, install signage and pavement improvements east of Camino De la Tierra, install shared-use path on west side of River Rd. from Orange Grove Rd. to The Loop parking lot.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
353	Northwest	The Loop Wayfinding Signage Enhancements	Install wayfinding signage and pave loop connections at the community park, Flowing Wells Rd., and trail on Edgewater Dr., install pedestrian hybrid beacon at Ocean Ave, install paved trail along utility corridor leading to community, install pedestrian hybrid beacon across Oracle Rd. and add a trail connection to neighborhood. Install wayfinding signage at La Cholla Rd., install signage and pave trail to medical offices, install signage and pave trail at 5320 N La Cholla Blvd. parking lot, install signage and pave trail to River Rd. just south of Waterleaf Dr., install signage and pave trail to The Loop parking lot, install signage at Flowing Wells Rd., install pedestrian hybrid beacon at River Fringe Rd. Install wayfinding signage at La Cholla Blvd., Circle K parking lot, east of Camino De la Tierra, install pedestrian hybrid beacon on Camino De La Tierra, install signage and pavement improvements east of Camino De la Tierra, install shared-use path on west side of River Rd. from Orange Grove Rd. to The Loop parking lot.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
369	North	1st Ave Active Transportation Improvements	Install shared-use path on the west side and widen sidewalk to 6' on east side of 1st Ave from Rillito Park to Ina Rd	Do not increase number of auto travel lanes or reduce speed limit.	N/a
369	North	1st Ave Active Transportation Improvements	Install shared-use path on the west side and widen sidewalk to 6' on east side of 1st Ave from Rillito Park to Ina Rd	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
382	Northwest	Thornydale Rd Shared-Use Path	Install shared-use path on east side of Thornydale Rd from Orange Grove to Overton Rd, install shared-use path bridge over the Loop, pave connection to the Loop. Pave trail on west side of Thornydale Rd from Cortaro Farms Rd to Overton Rd, and install marked crosswalk at trail entrance. Install paved shoulder on both sides of Thornydale Rd from Pecos Way to Tangerine Rd, install shared-use path on the east side of Thornydale Rd from Overton Rd to Pecos Way. Add shared-use path connections on the south side of Hardy Dr from Thornydale Dr to the Tortolita Middle School Access and into Arthur Pack Regional Park near Freer Dr. Add pedestrian hybrid beacons at Argo St, Sumter St, and Arthur Pack Regional Park. Improve the crossing at Hardy Dr/Thornydale Dr.	Thorneydale should be widened first from Cortarro to West Pecos Way. Mountain view School cause lots of congestion in this area	N/a
382	Northwest	Thornydale Rd Shared-Use Path	Install shared-use path on east side of Thornydale Rd from Orange Grove to Overton Rd, install shared-use path bridge over the Loop, pave connection to the Loop. Pave trail on west side of Thornydale Rd from Cortaro Farms Rd to Overton Rd, and install marked crosswalk at trail entrance. Install paved shoulder on both sides of Thornydale Rd from Pecos Way to Tangerine Rd, install shared-use path on the east side of Thornydale Rd from Overton Rd to Pecos Way. Add shared-use path connections on the south side of Hardy Dr from Thornydale Dr to the Tortolita Middle School Access and into Arthur Pack Regional Park near Freer Dr. Add pedestrian hybrid beacons at Argo St, Sumter St, and Arthur Pack Regional Park. Improve the crossing at Hardy Dr/Thornydale Dr.	WOuld love to see this happen!! Very usnsafe for users currently and I see people walking/running throughout there all the time.	N/a
382	Northwest	Thornydale Rd Shared-Use Path	Install shared-use path on east side of Thornydale Rd from Orange Grove to Overton Rd, install shared-use path bridge over the Loop, pave connection to the Loop. Pave trail on west side of Thornydale Rd from Cortaro Farms Rd to Overton Rd, and install marked crosswalk at trail entrance. Install paved shoulder on both sides of Thornydale Rd from Pecos Way to Tangerine Rd, install shared-use path on the east side of Thornydale Rd from Overton Rd to Pecos Way. Add shared-use path connections on the south side of Hardy Dr from Thornydale Dr to the Tortolita Middle School Access and into Arthur Pack Regional Park near Freer Dr. Add pedestrian hybrid beacons at Argo St, Sumter St, and Arthur Pack Regional Park. Improve the crossing at Hardy Dr/Thornydale Dr.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a

Project ID	Geographic Area	Name	Description	Comment from Public	Project Revision Based on Public Comment
382	Northwest	Thornydale Rd Shared-Use Path	Install shared-use path on east side of Thornydale Rd from Orange Grove to Overton Rd, install shared-use path bridge over the Loop, pave connection to the Loop. Pave trail on west side of Thornydale Rd from Cortaro Farms Rd to Overton Rd, and install marked crosswalk at trail entrance. Install paved shoulder on both sides of Thornydale Rd from Pecos Way to Tangerine Rd, install shared-use path on the east side of Thornydale Rd from Overton Rd to Pecos Way. Add shared-use path connections on the south side of Hardy Dr from Thornydale Dr to the Tortolita Middle School Access and into Arthur Pack Regional Park near Freer Dr. Add pedestrian hybrid beacons at Argo St, Sumter St, and Arthur Pack Regional Park. Improve the crossing at Hardy Dr/Thornydale Dr.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
382	Northwest	Thornydale Rd Shared-Use Path	Install shared-use path on east side of Thornydale Rd from Orange Grove to Overton Rd, install shared-use path bridge over the Loop, pave connection to the Loop. Pave trail on west side of Thornydale Rd from Cortaro Farms Rd to Overton Rd, and install marked crosswalk at trail entrance. Install paved shoulder on both sides of Thornydale Rd from Pecos Way to Tangerine Rd, install shared-use path on the east side of Thornydale Rd from Overton Rd to Pecos Way. Add shared-use path connections on the south side of Hardy Dr from Thornydale Dr to the Tortolita Middle School Access and into Arthur Pack Regional Park near Freer Dr. Add pedestrian hybrid beacons at Argo St, Sumter St, and Arthur Pack Regional Park. Improve the crossing at Hardy Dr/Thornydale Dr.	This would be very beneficial for the school annd park access	N/a
404	Northwest	Cortaro Farms Rd Active Transportation Improvements	Install 8' separated bike lane and widen sidewalk to 6' on south side and install shared-use path on the north side of Cortaro Farms Rd from I-10 to Shannon Rd. Replace existing sidewalk with shared-use path to the south side of Cortaro Rd from Silverbell Rd to I-10 Frontage Rd. Widen sidewalk and buffer on north side of Cortaro Rd from Silverbell Rd to I-10 Frontage Rd.	Why not extend the shared use path to the south leg of Shannon Road? That would provide somewhat comfortable access all the way to The Loop instead of stopping short and putting cyclists back on the road in a high-speed area.	<i>The shared-use path recommendation for this project has been extended to Shannon Rd.</i>
404	Northwest	Cortaro Farms Rd Active Transportation Improvements	Install 8' separated bike lane and widen sidewalk to 6' on south side and install shared-use path on the north side of Cortaro Farms Rd from I-10 to Shannon Rd. Replace existing sidewalk with shared-use path to the south side of Cortaro Rd from Silverbell Rd to I-10 Frontage Rd. Widen sidewalk and buffer on north side of Cortaro Rd from Silverbell Rd to I-10 Frontage Rd.	Why does the shared use path switch sides of the road? Cyclists will have to cross Cortaro at the Frontage Road, which does not seem like a good option.	N/a
404	Northwest	Cortaro Farms Rd Active Transportation Improvements	Install 8' separated bike lane and widen sidewalk to 6' on south side and install shared-use path on the north side of Cortaro Farms Rd from I-10 to Shannon Rd. Replace existing sidewalk with shared-use path to the south side of Cortaro Rd from Silverbell Rd to I-10 Frontage Rd. Widen sidewalk and buffer on north side of Cortaro Rd from Silverbell Rd to I-10 Frontage Rd.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
409	Northwest	Overton Rd Active Transportation Improvements	Install a 8' separated bike lane and 6' sidewalk on north side and install shared-use path on south side of Overton Rd from Thornydale Rd to La Canada Dr. Install separated bike lane and 6' sidewalk on north side and install shared-use path on south side of Hardy Rd from La Canada Dr to Oracle Rd	Assume CDO crossing will close bike path just like road when flooded. Detour around using existing CDO path to La Cholla detour.	N/a
409	Northwest	Overton Rd Active Transportation Improvements	Install a 8' separated bike lane and 6' sidewalk on north side and install shared-use path on south side of Overton Rd from Thornydale Rd to La Canada Dr. Install separated bike lane and 6' sidewalk on north side and install shared-use path on south side of Hardy Rd from La Canada Dr to Oracle Rd	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
415	Northwest	Shannon Rd Shared-Use Path	Install shared-use path on the west side of Shannon Rd from Cortaro Farms Rd to Big Star Trl.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
415	Northwest	Shannon Rd Shared-Use Path	Install shared-use path on the west side of Shannon Rd from Cortaro Farms Rd to Big Star Trl.	Install a shared use path on the east side too	N/a
415	Northwest	Shannon Rd Shared-Use Path	Install shared-use path on the west side of Shannon Rd from Cortaro Farms Rd to Big Star Trl.	Hope to keep Shannon as a two lane road. A bike path on a not too busy path is pleasant to ride along.	N/a
429	Northwest	Oracle Rd Shared-Use Path	Install shared-use path on the east side of Oracle Rd from Hardy Rd to 1st Ave, install Pedestrian Hybrid Beacon at Horizon Cir, install Pedestrian Hybrid Beacon at Rock Ridge Apartment complex. Extend shared-use path on south side of 1st Ave from Canyon Del Oro River Park bridge to Oracle Rd, install shared-use path bridge at Canyon Del Oro River Park bridge	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
429	Northwest	Oracle Rd Shared-Use Path	Install shared-use path on the east side of Oracle Rd from Hardy Rd to 1st Ave, install Pedestrian Hybrid Beacon at Horizon Cir, install Pedestrian Hybrid Beacon at Rock Ridge Apartment complex. Extend shared-use path on south side of 1st Ave from Canyon Del Oro River Park bridge to Oracle Rd, install shared-use path bridge at Canyon Del Oro River Park bridge	Since Oracle is ADOT property, the opportunity was lost to create the shared use path during the road resurfacing project of 2024. At least this isn't forgotten in one of the major thoroughfares that parallels Sun Shuttle 401.	N/a

Project ID	Geographic Area	Name	Description	Comment from Public	Project Revision Based on Public Comment
430	West	Sandario Rd Shoulder Widening	Add paved shoulder of at least 6.5' to both sides of Sandario Rd from Avra Valley Rd to Rudasill Rd	Verbal description states paved shoulders on Sandario Road south from Avra Valley Road to Rudasill Road. Map shows paved shoulders extending south to only Picture Rocks Road. Paved shoulders should be installed the full length of Sandario Road from Avra Valley Road to Ajo Way/AZ 86. This will allow safe bike/ped connection from low traffic volume and speed roads that connect with and feed Sandario (higher traffic volume and speeds). Enables bike/ped traffic from many neighborhoods and communities along Sandario to more safely access stores and services. This will also encourage bicycle tourism via Kinney through Saguaro National Park Tucson Mountain District.	<i>The extent of the Sandario Rd Preferred Network Segment ends at Picture Rocks Rd and project recommendations were extended to Rudasill Rd based on guidance from local staff. The project linework has been updated to reflect this. Extents of Sandario Rd further south are not part of the Preferred High-Priority Network.</i>
430	West	Sandario Rd Shoulder Widening	Add paved shoulder of at least 6.5' to both sides of Sandario Rd from Avra Valley Rd to Rudasill Rd	This should really extend all the way south to Ajo Hwy to allow good access to Saguaro National Park West and Tucson Mountain Park. Not sure how far south this goes, the description says Rudasill but the map only shows Picture Rocks.	<i>The extent of the Sandario Rd Preferred Network Segment ends at Picture Rocks Rd and project recommendations were extended to Rudasill Rd based on guidance from local staff. The project linework has been updated to reflect this. Extents of Sandario Rd further south are not part of the Preferred High-Priority Network.</i>
430	West	Sandario Rd Shoulder Widening	Add paved shoulder of at least 6.5' to both sides of Sandario Rd from Avra Valley Rd to Rudasill Rd	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a
431	West	Avra Valley Rd Shoulder Widening	Add paved shoulder of at least 7' to both sides of Avra Valley Rd from Sandario Rd to I-10.	Plant more trees in this area for shade, especially to encourage use in the summer months.	N/a



Appendix D. Recommended Regional Active Transportation Network Projects



Geographic Area Project Recommendations

Urban Core

Northwest

North

East

Southwest

South

Far South

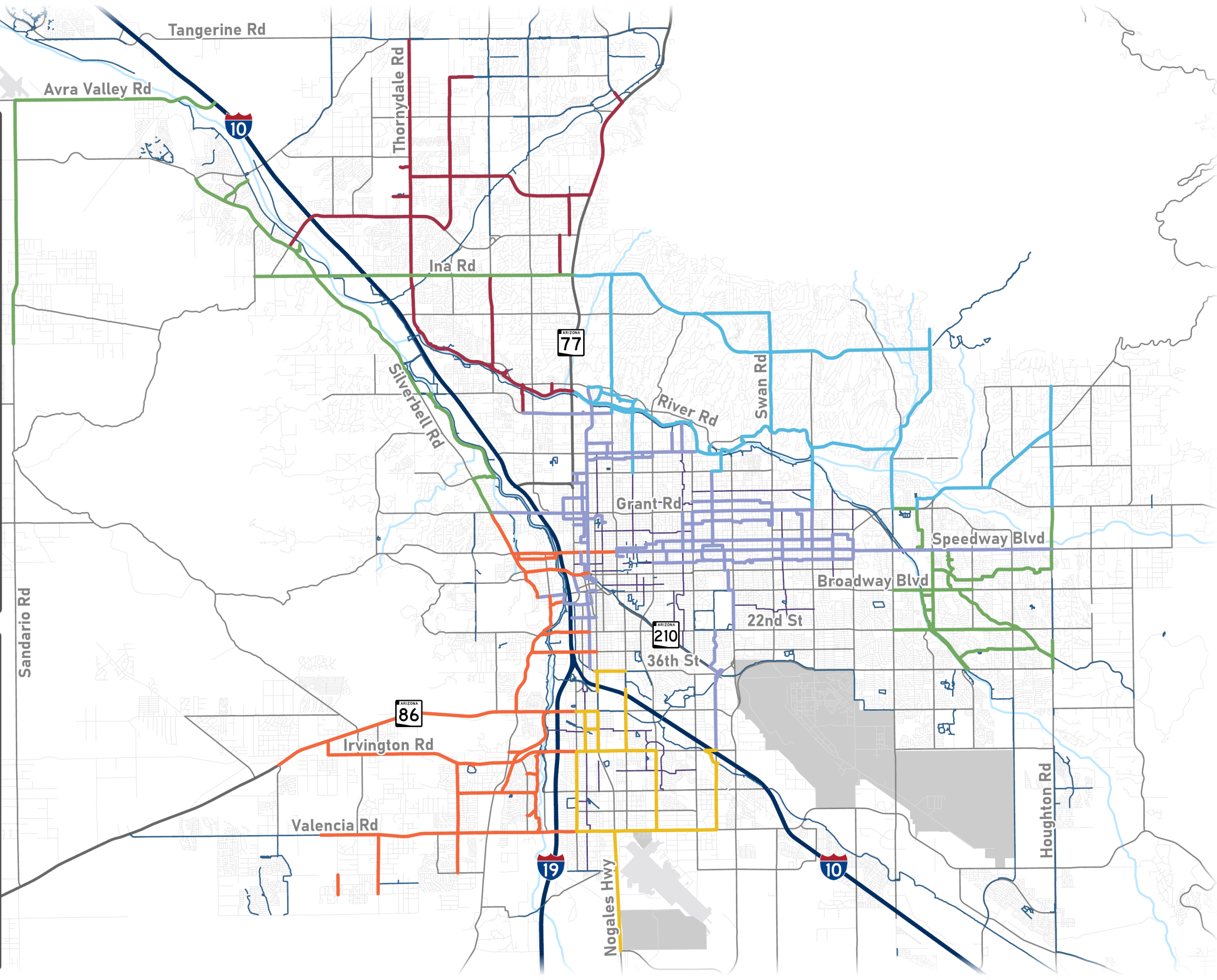
West

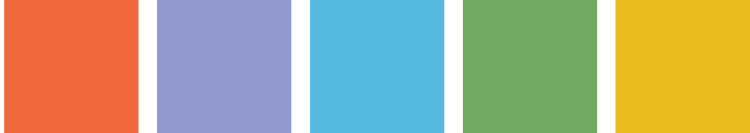
Far West

Existing Facilities

Shared-Use Path

Bicycle Boulevard





Appendix E. Planning-Level Project Costs

Segment ID	Name	Road	From	To	Geographic Area	Description	Type	Lead Agency	Improvement Length	Cost
1	Continental Rd. Active Transportation Improvements	Continental Rd	Green Valley Performing Arts and Learning Center	Nogales Hwy	Far South	Install shared-use path on west side of Continental Rd. from Abrego Dr. to Nogales Hwy., install shared-use path bridge at bridge east of Abrego Dr.	Shared-Use Path	Pima County; Sahuarita	7.56	\$ 19,200,000
2	La Cañada Dr. Shared-Use Path	La Cañada Dr.	Sahuarita Rd.	Continental Rd.	Far South	Upgrade sidewalk on east side of La Cañada Dr. with shared-use path from Sahuarita Rd. to Continental Rd. Shared-use path bridge needed at Duval Rd., south of Nopal, south of 555 N. La Cañada, south of Apero Dr., and north of Vista Hermosa Dr. Install pedestrian refuge island with marked crosswalk, lighting, and reflectors on La Cañada between Via Alamos and San Ignacio.	Shared-Use Path	Pima County; Sahuarita	7.31	\$ 12,000,000
3	Esperanza Blvd. Separated Bike Lanes	Esperanza Blvd.	La Cañada Dr.	Abrego Dr.	Far South	Upgrade existing bike lanes to separated bike lanes on Esperanza Blvd. from La Cañada Dr. to Abrego Dr. Potential for access management applied to both sides of Esperanza Blvd.	Separated Bike Lane	Pima County	0.39	\$ 1,200,000
4	Duval Mine Rd./Nogales Hwy. Separated Bike Lanes	Duval Mine Rd./Nogales Hwy.	La Cañada Dr.	Sahuarita Rd.	Far South	Upgrade existing bike lanes to separated bike lanes on Duval Mine Rd./Nogales Hwy. from La Cañada Dr. to Sahuarita Rd.	Separated Bike Lane	Sahuarita	4.99	\$ 15,000,000
5	Abrego Dr. Shared-Use Path	Abrego Dr.	Nogales Hwy.	Paseo de Golf	Far South	Install shared-used path on the east side of Abrego Dr. from north of Paseo de Golf to Duval Mine Rd./Nogales Hwy.	Shared-Use Path	Pima County; Sahuarita	1.26	\$ 1,400,000
6	Sahuarita Rd. Active Transportation Improvements	Sahuarita Rd.	La Cañada Dr.	Nogales Hwy.	Far South	Install shared-use path on south side of Sahuarita Rd. from La Cañada Dr. to southbound ramps. Realign vehicle lanes slightly north from southbound ramps to northbound ramps and install shared-use path on the south side of the roadway. Continue shared-use path to Rancho Sahuarita Blvd. Install separated bike lanes on Sahuarita Blvd. from Rancho Sahuarita Rd. to Nogales Hwy.	Multiple	Sahuarita	1.93	\$ 5,400,000
8	Sahuarita Rd. Separated Bike Lanes	Sahuarita Rd.	Nogales Hwy.	Sahuarita Acres Rd.	Far South	Install separated bike lanes on Sahuarita Rd. from Nogales Hwy. to Sahuarita Acres Rd.	Separated Bike Lane	Sahuarita	1.94	\$ 5,800,000
10	Pima Mine Rd. Shoulder Widening	Pima Mine Rd.	I-19	Nogales Hwy.	Far South	Widen shoulder on both sides of Pima Mine Rd. to 7'. Extend shared-use path on the north side of Pima Mine Rd. from Rancho Sahuarita Blvd. to Nogales Hwy. Improve crossing at Pima Mine Rd. and Nogales Hwy.	Multiple	Sahuarita	1.48	\$ 1,600,000
11	Nogales Highway Shoulder Widening	Nogales Hwy.	Pima Mine Rd.	400' South of Pima Mine Rd.	Far South	Widen shoulder to 7' on both sides of Nogales Highway from Pima Mine Rd. to 400' south of Pima Mine Rd.	Paved Shoulder	Sahuarita	0.08	\$ 100,000
18	Valencia Rd. Separated Bike Lanes	Valencia Rd.	Casino Del Sol	Midvale Park Rd.	Southwest	Install separated bike lanes on Valencia Rd. from Casino Del Sol to Midvale Park Rd.	Separated Bike Lane	Pima County; Tucson; San Xavier Indian Reservation	5.21	\$ 15,600,000
19	Cardinal Ave. Active Transportation Improvements	Cardinal Ave.	Irvington Rd.	Los Reales Rd.	Southwest	Install sidewalk and 6' paved shoulder on the west side and install shared-use path on the east side of Cardinal Ave.	Multiple	Pima County	2.77	\$ 5,800,000
21	Valencia Rd. Active Transportation Improvements	Valencia Rd.	Midvale Park Rd.	12th Ave.	Southwest	Upgrade sidewalk/bike lane on north side of Valencia with shared-use path and buffer. Widen and add buffer to sidewalk on south side of Valencia.	Multiple	Tucson	1.24	\$ 2,100,000
22	Valencia Rd. Active Transportation Improvements	Valencia Rd.	12th Ave.	Nogales Hwy.	South	Upgrade sidewalk/bike lane on north side of Valencia with shared-use path and buffer from 12th Ave. to Fiesta Ave. Widen sidewalks and add buffer on both sides of Valencia from Fiesta Ave. to Nogales Hwy.	Multiple	Tucson	0.95	\$ 1,100,000
23	Nogales Highway Shared-Use Path	Nogales Hwy.	Valencia Rd.	Aerospace Pkwy	South	Install shared-use path on both sides of Nogales Hwy. from Valencia Rd. to Aerospace Pkwy.	Shared-Use Path	Pima County; Tucson	3.02	\$ 6,600,000
24	Valencia Rd. Shared-Use Path	Valencia Rd.	Nogales Hwy.	Tucson Blvd.	South	Upgrade sidewalk/bike lanes with shared-use paths on both sides of Valencia Rd. from Nogales Hwy. to Tucson Blvd.	Shared-Use Path	Tucson	1.58	\$ 3,500,000
28	Valencia Rd. Active Transportation Improvements	Valencia Rd.	Tucson Blvd.	Palo Verde Rd.	South	Upgrade sidewalk/bike lane on south side of Valencia with shared-use path from Tucson Blvd. to Palo Verde Rd. Remove entire westbound bicycle lane and widen sidewalk on north side from Tucson Blvd. to HAWK at Hemisphere Ln.	Multiple	Tucson	0.99	\$ 2,200,000
35	Midvale Park Trail Connectivity Enhancements	Midvale Park Path	Irvington Rd.	Valencia Rd.	Southwest	Add shared-use path on north side of Drexel Rd. from Midvale Park Dr. east to path. Add paved connection on Bufkin Dr. from Midvale Park to path. Add wayfinding at Midvale Park Rd./Bufkin Dr. and Midvale Park Rd./Drexel Rd. Install shared-use path connection from Midvale Park Rd. to The Loop along Newcastle Ct. Finish trail connection at Bagpipe Dr. Add wayfinding signage for The Loop at Midvale Park/Newcastle and River Run/Bagpipe intersections.	Shared-Use Path	Tucson	0.76	\$ 800,000
36	Drexel Rd. Shared-Use Path	Drexel Rd.	Cardinal Ave.	Midvale Park Rd.	Southwest	Add shared-use path to the south side of Drexel Rd. from Cardinal Ave. to Midvale Park Rd.	Shared-Use Path	Pima County; Tucson	1.75	\$ 1,900,000
42	Campbell Ave. Shared-Use Path	Campbell Ave.	Irvington Rd.	Valencia Rd.	South	Add shared-use path on both sides of Campbell Ave. from Irvington Rd. to Valencia Rd. Add raised crosswalk near Calle Gran Desierto Dr.	Multiple	Tucson	2.02	\$ 4,500,000
46	Palo Verde Rd. Shared-Use Path	Palo Verde Rd.	Irvington Rd.	Valencia Rd.	South	Add shared-use path to the north side of Irvington Rd. from The Loop (just west of Outlet Center Dr.) to Palo Verde Rd. Add shared-use path on both sides of Palo Verde Rd. from The Loop to south of Mossman Rd. Add pedestrian hybrid beacon south of Mossman Rd. Add shared-use path on east side of Palo Verde Rd. from south of Mossman Rd. to Valencia Rd.	Multiple	Pima County; Tucson	1.90	\$ 3,800,000
49	Mission Rd. Wash Shared-Use Path	Mission Rd. Wash	Irvington Rd.	Drexel Rd.	Southwest	Install shared-use path along wash east of Mission Rd. from Irvington Rd. to Drexel Rd. Add marked crosswalks at Drexel Rd. and Irvington Rd.	Multiple	Tucson	0.82	\$ 900,000
50	Irvington Rd. Shared-Use Path	Irvington Rd.	Ajo Way	12th Ave.	Southwest	Widen shoulder to continue buffered bike lanes on Sunset Blvd. from Ajo Way to Irvington Rd. Add marked crosswalks on north and east legs. Shared-use path on both sides of Irvington Rd. from Sunset Blvd. to 12th Ave. with connection to The Loop. Add marked crossing at Winston Reynolds-Manzanita Park with shared-use path connection to the park. Reduce median width to accommodate needed buffer for shared-use path facilities.	Shared-Use Path	Pima County; Tucson	6.65	\$ 14,000,000
53	12th Ave. Complete Street	12th Ave.	Irvington Rd.	Valencia Rd.	South	Upgrade sidewalk to shared-use path on west side of 12th Ave. from Irvington Rd. to Valencia Rd. with connection to Mission Manor Park. Widen sidewalk on east side of 12th Ave. from Irvington Rd. to Valencia Rd. Add buffered bike lane to east side of 12th Ave. from Drexel Rd. to Valencia Rd.	Multiple	Tucson	2.02	\$ 3,500,000
55	Irvington Rd. Shared-Use Path	Irvington Rd.	12th Ave.	Campbell Ave.	South	Add shared-use path to both sides of Irvington Rd. from 12th Ave. to Campbell Ave. Add pedestrian hybrid beacon crossing at 1st Ave.	Shared-Use Path	Tucson	2.00	\$ 4,900,000
77	Ajo Way Shared-Use Path	Ajo Way	Camino Verde	12th Ave.	Southwest	Add shared-use path on the north side of Ajo Hwy. from Camino Verde to Sunset Blvd. Add shared-use path to both sides of Ajo Way from Sunset Blvd. to Kostka Ave. Add shared-use path to the north side of Ajo Way from Kostka Ave. to 12th Ave. Add pedestrian refuge island, marked crosswalk, lighting, and reflectors on west leg of Ajo Hwy./Camino Verde intersection. Add pedestrian hybrid beacon at Ajo Way/Kostka Ave. Add marked crosswalks to all legs of Ajo Way and Kinney Rd.	Multiple	ADOT	7.76	\$ 15,300,000
79	Irvington Pl. Shared-Use Path Connection	Irvington Pl	Mission Rd.	The Loop	Southwest	Add shared-use path along both sides of Irvington Pl. from Mission Rd. to The Loop with wayfinding signage at Mission Rd./Irvington Pl. Add shared-use path along Mission Rd. Wash from The Loop to Irvington Rd.	Shared-Use Path	Tucson	0.84	\$ 1,800,000
83	Ajo Way Active Transportation Improvements	Ajo Way	12th Ave.	6th Ave.	South	Add shared use path to the north side of Ajo Way and widen sidewalk and add a buffer to the south side of Ajo Way from 12th Ave. to 6th Ave.	Multiple	Tucson	0.55	\$ 900,000
84	6th Ave. Active Transportation Improvements	6th Ave.	Ajo Way	Irvington Rd.	South	Replace bike lanes with buffer for sidewalk on 6th Ave. from Ajo Way to Irvington Rd. Add additional wayfinding for bike boulevards on Pennsylvania Dr. and 8th Ave. Upgrade bike boulevards to standard as needed.	Multiple	Tucson	2.33	\$ 1,100,000

Segment ID	Name	Road	From	To	Geographic Area	Description	Type	Lead Agency	Improvement Length	Cost
85	Park Ave. Active Transportation Improvements	Park Ave.	I-10 Westbound Ramps	Irvington Rd.	South	Upgrade sidewalk on the east side of Park Ave. with shared-use path from existing shared-use path to I-10 westbound ramps. upgrade sidewalk on the west side of Park Ave. with shared-use path from I-10 westbound ramps to Irvington. Upgrade crossing on the north leg of Park Ave./I-10 westbound ramps intersection. Widen sidewalk and improve buffer on the east side Park Ave. from Ajo Way to Irvington Rd.	Multiple	Tucson	1.54	\$ 2,300,000
89	Palo Verde Rd. Shared-Use Path Extension	Palo Verde Rd.	Irvington Rd.	Ajo Way	Urban Core	Install shared-use path on east side of Palo Verde Rd. from Irvington Rd. to Ajo Way.	Shared-Use Path	Pima County	1.02	\$ 1,100,000
93	Palo Verde Shared-Use Path	Palo Verde Rd.	Ajo Way	36th St	Urban Core	Extend shared-use path to on the west side of Palo Verde Rd. from 36th St. to Ajo Way. Add marked crosswalk on Palo Verde Rd. at 44th St. and Veterans St. Add marked crosswalks and crossing improvements at Ajo Way/Palo Verde Rd. intersection.	Multiple	Pima County	0.75	\$ 900,000
97	6th Ave. Shared-Use Path	6th Ave.	36th St	44th St	South	Upgrade sidewalk on the east side of 6th Ave. with shared-use path from 36th St. to 44th St. Extend existing shared-use path from El Paso & Southwestern Greenway on the south side of 36th St. from 6th Ave. to Park Ave.	Shared-Use Path	Tucson	1.28	\$ 1,400,000
112	29th St. Bicycle Boulevard Upgrades and Extension	29th St	Pantano Rd.	Harrison Rd.	East	Extension of existing bicycle boulevard on 29th St. from Pantano Road to Camino Seco, install shared lane markings 6' sidewalk on both sides of 29th St. from Pantano Rd. to Harrison Rd.	Bicycle Boulevard	Tucson	1.44	\$ 1,600,000
114	29th St. Bicycle Boulevard Upgrades	29th St	Harrison Rd.	Old Spanish Trl	East	Widen sidewalks to 6' on 29th St. from Harrison Rd. to Old Spanish Trl.	Bicycle Boulevard	Tucson	0.62	\$ 700,000
119	Houghton Rd. Shared-Use Path Extension	Houghton Rd.	Golf Links Rd.	Via Alta Mira	East	Install shared-use path on east side of Houghton Rd. from Golf Links Rd. to Via Alta Mia.	Shared-Use Path	Tucson	0.71	\$ 800,000
121	29th St. Active Transportation Improvements	29th St	Mission Rd.	6th Ave.	Southwest	Upgrade the sidewalk on the south side of 29th St. with a shared-use path and widen sidewalk on north side of 29th St.	Multiple	Tucson	1.64	\$ 2,700,000
122	Mission Rd. Active Transportation Improvements	Mission Rd.	Silverlake Rd.	Ajo Way	Southwest	Upgrade sidewalk on the west side of Mission Rd. with shared-use path from Silverlake Rd. to Ajo Way. Upgrade marked crosswalk at Veterans Pl. to pedestrian hybrid beacon. Widen sidewalk on the east side of Mission Rd. from Silverlake Rd. to Veterans Pl.	Multiple	Tucson	1.61	\$ 3,100,000
123	Mission Rd. Active Transportation Improvements	Mission Rd.	Congress St	29th St	Southwest	Upgrade sidewalk on the west side of Mission Rd. with shared-use path from Starr Pass Blvd. to 29th St. upgrade sidewalk and bike lane with shared-use path on the west side of Grande Ave. from Congress St. to Mission Rd. upgrade sidewalk and bike lane on the north side of Cushing St. with shared-use path from Spruce St. to The Loop (east of Linda Ave.). Add marked crosswalk on Grande Ave. at Spruce St. Add wayfinding signage for shared-use path connections.	Shared-Use Path	Tucson	2.03	\$ 2,200,000
128	Starr Pass Blvd. Active Transportation Improvements	Starr Pass Blvd.	Mission Rd.	8th Ave.	Southwest	Add marked crosswalk on the east leg of Starr Pass Blvd./Mission Rd. intersection. Upgrade facilities on both sides of Starr Pass Blvd. to shared-use paths from Santa Cruz Ln to pedestrian hybrid beacon west of Osborne Ave.	Multiple	Tucson	1.10	\$ 1,100,000
129	18th St. Bicycle Boulevard Upgrades	18th St.	I-10 Frontage Rd.	6th Ave.	Urban Core	Install 6' sidewalk and shared-lane markings on both sides of 18th St. from I-10 Frontage Rd. to 6th Ave., install bike box at 18th St/6th Ave. intersection.	Bicycle Boulevard	Tucson	0.61	\$ 700,000
130	8th Ave. Bicycle Boulevard Upgrades	8th Ave.	36th St	18th St	Urban Core	Install and upgrade 6' sidewalks and shared lane markings on both sides of 8th Ave. from 36th St. to 18th St., install marked crosswalk at The Loop and 8th Ave. Install traffic circles at 19th St., 21st St., and 20th St.	Bicycle Boulevard	Tucson	1.28	\$ 1,600,000
137	Palo Verde Ave./Layton Pl. Bicycle Boulevard Upgrades and Shared-Use Path Connection	Palo Verde Ave.	22nd Ave.	Aviation Pkwy	Urban Core	Install and upgrade to 6' sidewalks and shared lane markings on both sides of Palo Verde Ave. from 22nd St. to dead end (South of Hemlock Stravenue), pave trail connecting Palo Verde Ave. to Layton Pl, Install 6' sidewalks and shared lane markings on Layton Pl. from dead end/new trail connection to Aviation Pkwy access trail. Install traffic circle at Palo Verde Ave. and Sylvane St. and at Palo Verde Ave. and 28th St.	Bicycle Boulevard	Pima County; Tucson	1.02	\$ 1,200,000
141	22nd St. Shared-Use Path	22nd St	Kolb Rd.	Old Spanish Trl	East	Install shared-use path on north side and widen sidewalk to 6' on south side of 22nd St. from Kolb Rd. to Old Spanish Trl. Install pedestrian hybrid beacon west of Brush Canyon Dr.	Multiple	Tucson	3.19	\$ 5,800,000
142	Pantano Rd. Loop Enhancements	Pantano Rd.	Golf Links Rd.	Broadway Blvd.	East	Widen sidewalk to 6' on both sides of Pantano Rd. from Broadway Blvd. to Golf Links Rd., install wayfinding signage for The Loop at The Loop parking lot and at Broadway Blvd., add paved trail connection to Pantano Rd. at Sarnoff Rd., install pedestrian hybrid beacon at Sarnoff Rd., widen paved trail connection at 29th St. to 12', install pedestrian hybrid beacon at 29th St., add wayfinding signage and widen trail connection to 12' just north of Golf Links Rd., install paved trail connection on Kenyon Dr., pave existing trail connection, install paved trail connection on Pantano Pkwy, install pedestrian hybrid beacon at Pantano Pkwy.	Multiple	Tucson	3.03	\$ 5,300,000
148	Old Spanish Trl Shared-Use Path Upgrades	Old Spanish Trl	Houghton Rd.	Broadway Blvd.	East	Install or upgrade shared-use path on east side and install 6' sidewalk on west side of Old Spanish Trl from Houghton Rd. to Broadway Blvd., install pedestrian hybrid beacon at Desert Vista Dr., install marked crosswalk at Gollob Rd., install two-stage turn box at 22nd St.	Shared-Use Path	Tucson	3.04	\$ 5,600,000
160	8th Ave. Bicycle Boulevard Upgrades	8th Ave.	18th St	Broadway Blvd.	Urban Core	Widen or install sidewalk to 6' on both sides of 8th Ave. from 18th St. to Cushing St. and add shared lane markings, install buffered bike lane on Church Ave. from Cushing St. to Broadway Blvd.	Multiple	Tucson	0.63	\$ 400,000
167	Congress St. Active Transportation Improvements	Congress St.	Silverbell Rd.	Stone Ave.	Urban Core	Install shared-use path on south side and widen sidewalk to 6' on north side of Congress St. from Silverbell Rd. to The Loop, install shared-use path on south side of Cushing St. from I-10 Frontage Rd. to Stone Ave., extend cycle track on east side of Stone Ave. from Ochoa St. to Cushing St.	Multiple	Tucson	1.61	\$ 1,400,000
171	Congress St. Separated Bike Lanes	Congress St.	Stone Ave.	6th Ave.	Urban Core	Remove on-street parking on the north side of Congress St. and add a single westbound separated bike lane.	Separated Bike Lane	Tucson	0.16	\$ 200,000
172	6th Ave. Cycle Track	6th Ave.	Congress St	Broadway Blvd.	Urban Core	Remove on-street parking on the east side of 6th Ave. and add a cycle track.	Cycle Track	Tucson	0.06	\$ 100,000
174	Alvernon Way Active Transportation Improvements	Alvernon Way	Broadway Blvd.	22nd St	Urban Core	Upgrade sidewalk on the north side of Broadway Blvd. with shared-use path from Camino Del Norte Dr. to Alvernon Way. Upgrade crossing on west leg of Broadway Blvd./Alvernon Way intersection. Upgrade shared-use path and buffer and remove bike lane on the west side of Alvernon Way from Broadway Blvd. to 22nd St. Widen sidewalk and buffer and install separated bike lane on the east side of Alvernon Way from Broadway Blvd. to 22nd St. Add pedestrian hybrid beacon on Alvernon Way at Paseo Dorado.	Multiple	Tucson	1.12	\$ 2,300,000
178	Broadway Blvd. Shared-Use Path	Broadway Blvd.	Kolb Rd.	Camino Seco	East	Install shared-use path on north side and widen sidewalk to 6' on south side of Broadway Blvd. from Kolb Rd. to Old Spanish Trl, widen sidewalk to 6' on both sides of Broadway Blvd. from Old Spanish Trl and Camino Seco, implement access management, install pedestrian hybrid beacon at Maguire Ave.	Multiple	Tucson	1.99	\$ 3,700,000
186	Vicksburg St/5th St. Bicycle Boulevard Upgrades	Vicksburg St	Sarnoff Dr.	Houghton Rd.	East	Install shared lane markings and 6' sidewalk on both sides of Vicksburg St/5th St. from Sarnoff Dr. to Harrison Rd., Harrison Rd. to Bonanza Ave., Bonanza Ave. from 5th St. to Lorian St., Lorian St. from Bonanza Ave. to Constitution Dr., Constitution Dr. from Lorian Dr. to 5th St., 5th St. from Constitution Dr. to Houghton Rd., install pedestrian hybrid beacon at Houghton Rd./5th St. and at Vicksburg St/Camino Seco, install traffic circle at 7th St/Dawn Ave., install traffic circle at Gollob Rd./7th St.	Multiple	Tucson	2.98	\$ 4,500,000
197	Granada Ave. Active Transportation Improvements	Granda Ave.	Saint Mary's Rd.	Congress St	Urban Core	Upgrade sidewalk and bike lane on west side of Granada Ave. with a shared-use path from Saint Mary's Rd. to Congress St. Widen sidewalk and buffer on east side of Granada Ave. from Saint Mary's to Congress St.	Multiple	Tucson	0.45	\$ 800,000

Segment ID	Name	Road	From	To	Geographic Area	Description	Type	Lead Agency	Improvement Length	Cost
204	Stone Ave. Bicycle Connectivity Enhancements	Toole Ave.	Church Ave.	6th Ave.	Urban Core	Upgrade sidewalk on north side of Franklin St. with a cycle track from Church Ave. to Stone Ave. Improve crossing of north and east legs of Stone Ave./Franklin St. intersection. Continue cycle track on the north side of Toole Ave. from Stone Ave. to 6th Ave.	Multiple	Tucson	0.83	\$ 2,100,000
206	Silverbell Rd. Active Transportation Improvements	Silverbell Rd.	Saint Mary's Rd.	Congress St	Southwest	Extend buffered bike lanes from marked crosswalk at Safeway north to Saint Mary's Rd. Widen sidewalk on east side of Silverbell Rd. from Saint Mary's Rd. to Congress St.	Multiple	Tucson	0.76	\$ 400,000
211	El Camino Del Norte Bicycle Boulevard	El Camino Del Norte	Broadway Blvd.	5th St	Urban Core	Install 6' sidewalks on both sides of El Camino Del Norte and shared lane markings on El Camino Del Norte from Boardway Blvd. to 5th St., install traffic circle at Calle Fernando, install marked crosswalk east of Dodge Blvd. on 5th St., install PBH east of El Camino Del Norte on Broadway Blvd.	Bicycle Boulevard	Tucson	0.50	\$ 1,100,000
214	Saint Mary's Rd. Active Transportation Improvements	Saint Mary's Rd.	Silverbell Rd.	Granada Ave.	Southwest	Upgrade facilities on the north side with a shared-use path and widen sidewalk with buffer on the south of Saint Mary's Rd. from Silverbell Rd. to Granada Ave.	Multiple	Tucson	1.26	\$ 2,100,000
219	Silverbell Rd. Active Transportation Improvements	Silverbell Rd.	Speedway Blvd.	Saint Mary's Rd.	Southwest	Upgrade facilities on the west side with a shared-use path and widen sidewalk with buffer on the east side of Silverbell Rd. from Speedway Blvd. to Saint Mary's Rd.	Multiple	Tucson	0.56	\$ 900,000
222	Speedway Blvd. Active Transportation Improvements	Speedway Blvd.	Silverbell Rd.	Euclid Ave.	Southwest	Widen sidewalk on north side and upgrade sidewalk on south side of Speedway Blvd. with a shared-use path from Silverbell to Rio Dr. Add shared use path connection from Rio Dr. marked crossing to new Ontario Dr. bike boulevard. Widen sidewalks on both sides of Speedway Blvd. from Rio Dr. to Riverside Dr. Add pedestrian hybrid beacon at Speedway Blvd./Riverside Dr. Add shared-use path to north side of Speedway Blvd. from Riverside Dr. to Main Ave. upgrade sidewalk and bike lane on north side of Speedway Blvd. with shared-use path from Main Ave. to Euclid Ave. Widen sidewalk and add buffer on the south side of Speedway Blvd. from Main Ave. to Euclid Ave. Improve crossing at 4th Ave.	Multiple	Tucson	2.80	\$ 4,200,000
223	Stone Ave. Active Transportation Improvements	St.one Ave.	Drachman St	6th St	Urban Core	Upgrade 9th and 10th Ave.nue from Speedway Blvd. to 6th St. to bicycle boulevards. Add marked crosswalk on 6th St. at 9th Ave. Add wayfinding for bike boulevard on 9th/10th Ave. upgrade sidewalk and bike lane on west side of Stone Ave. with a shared-use path from Drachman St. to 6th St. Widen sidewalk and add buffer on east side of Stone from Drachman St. to 6th St. Improve crossing on west leg of Speedway Blvd./Stone Ave. intersection.	Multiple	Tucson	1.40	\$ 1,300,000
228	Speedway Blvd. Active Transportation Improvements	Speedway Blvd.	Euclid Ave.	Campbell Ave.	Urban Core	Upgrade sidewalk and bike facilities on the east side of Euclid Ave. with cycle track from Helen St. to 1st St. Add wayfinding signage. Create a bicycle boulevard on 1st St. from Euclid Ave. to Park Ave. Add a pedestrian hybrid beacon to Euclid Ave. at 1st St. Add bicycle boulevard on Helen St. from Euclid Ave. to Warren Ave. to connect existing shared-use path on Warren Ave. Extend shared-use path on Mabel St. from Warren Ave. to Campbell Ave. Widen sidewalk and add buffer to both sides of Speedway Blvd. from Euclid Ave. to Campbell Ave.	Multiple	Tucson	2.18	\$ 2,400,000
231	Speedway Blvd. Active Transportation Connectivity Improvements	Speedway Blvd.	Campbell Ave.	Alvernon Way	Urban Core	Widen sidewalk and add buffer in place of existing bike lanes on Speedway Blvd. from Campbell Ave. to Alvernon Way. Add bicycle boulevard on Plumer Ave. from Drachman St. to Speedway Blvd., on Drachman St/Fairmount St. from Campbell Ave. to Alvernon Way, on Palo Verde Blvd., Bellevue St., and Howard Blvd. between Fairmount St. and Speedway Blvd., on Camino Miramonte from Speedway Blvd. to 3rd St., and on Wilson Ave. from Speedway Blvd. to 3rd St. to connect to existing bicycle boulevards. Add wayfinding signage. Add pedestrian hybrid beacon on Country Club Rd. at Fairmount St.	Multiple	Tucson	5.39	\$ 2,800,000
234	Palo Verde Blvd./Dodge Blvd. Bicycle Boulevard Upgrades	Palo Verde Blvd.	Grant Rd.	5th St	Urban Core	Install 6' sidewalk on both sides of Dodge Blvd. from 5th St. to Speedway Blvd., add shared lane markings along the corridor. Install 6' sidewalk on both sides of Palo Verde Ave. from Grant Rd. to Fort Lowell Rd., add shared lane markings along the corridor, install sidewalk and shared lane markings on Bellevue St. from Palo Verde Ave. to Dodge Blvd., install sidewalk and shared lane markings on Dodge Blvd. from Bellevue St. to Speedway Blvd.	Bicycle Boulevard	Tucson	1.74	\$ 2,100,000
236	Speedway Blvd. Active Transportation Connectivity Improvements	Speedway Blvd.	Wilmot Rd.	Houghton Rd.	Urban Core	Upgrade sidewalk and bike lane on the south side of Speedway Blvd. with a shared-use path from Wilmot Rd. to Houghton Rd. Widen sidewalk and add buffer on the north side of Speedway Blvd. from Wilmot Rd. to Camino Seco. Upgrade sidewalk on the east side of Wilmot Rd. with shared-use path from Fairmount St. to Rosewood St. Improve crossing across Wilmot Rd. at Fairmount St. Install pedestrian hybrid beacon at Button Willow Rd.	Multiple	Tucson	5.60	\$ 8,200,000
238	Pantano Rd. Sidewalk Enhancements	Pantano Rd.	Broadway Blvd.	Speedway Blvd.	East	Widen sidewalk to 6' on both sides of Pantano Rd. from Broadway Blvd. to Speedway Blvd., Upgrade 5th St. bike boulevard from Pantano Rd. to new trail to add shared lane markings and widen sidewalk to 6' on both sides of 5th St., install traffic circle at Kent Dr. and 5th St.	Multiple	Tucson	1.45	\$ 1,700,000
240	New Trail West of Sarnoff Dr.	West of Sarnoff Dr.	Broadway Blvd.	Speedway Blvd.	East	Install shared-use path in drainage corridor west of Sarnoff Dr., install paved trail connection north of Gettysburg Pl. on Sarnoff Dr., install paved trail connection to 5th St., install paved connection to north of Balfour Dr. on Sarnoff Dr., install paved connection to Kent Dr. and Sarnoff Rd. west of Joseph W Magee Middle School.	Shared-Use Path	Tucson	1.36	\$ 1,500,000
241	Speedway Blvd. Active Transportation Connectivity Improvements	Speedway Blvd.	Alvernon Way	Wilmot Rd.	Urban Core	Add pedestrian hybrid beacon on Fairmount St. at Alvernon Way, Swan Rd., and Craycroft St. and on Speedway Blvd. at Sahuara Ave. Widen sidewalks and add buffers to both sides of Speedway Blvd. from Alvernon Way to Wilmot Rd. Add bicycle boulevard on Fairmount St. from Alvernon Way to Wilmot Rd.	Multiple	Tucson	6.32	\$ 4,000,000
249	Houghton Rd. Shared-Use Path Extension	Houghton Rd.	5th St	Tanque Verde Rd.	East	Extend shared-use path on the east side of Houghton Rd. from 5th St. to Tanque Verde Rd.	Shared-Use Path	Pima County, Tucson	1.57	\$ 1,700,000
259	Craycroft Rd. Active Transportation Connectivity Enhancements	Craycroft Rd.	Grant Rd.	Speedway Blvd.	Urban Core	Upgrade bike lanes with widened sidewalk and buffer on both sides of Craycroft Rd. from Grant Rd. to Speedway Blvd. Add wayfinding signage for new bicycle boulevard on Beverly St. from Grant Rd. to Speedway Blvd. Add pedestrian hybrid beacon with pedestrian refuge island on Grant Rd. at Wyatt Dr.	Multiple	Tucson	2.11	\$ 1,700,000
266	Stone Ave. Active Transportation Connectivity Improvements	St.one Ave.	Grant Rd.	Drachman St	Urban Core	Upgrade sidewalk and bike lanes on the north side of Drachman St. with shared-use path from 10th Ave. to Stone Ave. Add wayfinding signage at Stone Ave./Drachman St. intersection for new bicycle boulevard on existing bike route on 9th Ave. Widen sidewalk and add buffer on both sides of Stone Ave. from Grant to Drachman St. Add pedestrian hybrid beacon on Stone Ave. at Lester St.	Multiple	Tucson	0.93	\$ 1,600,000
267	Grant Rd. Active Transportation Connectivity Improvements	Grant Rd.	Oracle Rd.	Stone Ave.	Urban Core	Upgrade bike lanes with widened sidewalk and buffer on both sides of Grant Rd. from Oracle Rd. to Stone Ave. Add wayfinding signage for new bicycle boulevards on existing bike route on Kelson St. and Ventura St/Seneca St. Add pedestrian hybrid beacon on Stone Ave. at Rillito St. Add bike boulevard on Rillito St. from 9th Ave. to 6th Ave.	Multiple	Tucson	1.14	\$ 900,000
269	Silverbell Rd. Active Transportation Improvements	Silverbell Rd.	Grant Rd.	Speedway Blvd.	Southwest	Add buffered bike lanes and widen sidewalks on both sides of Silverbell Rd. from Grant Rd. to Speedway Blvd.	Multiple	Tucson	1.17	\$ 1,500,000

Segment ID	Name	Road	From	To	Geographic Area	Description	Type	Lead Agency	Improvement Length	Cost
270	Grant Rd. Active Transportation Connectivity Improvements	Grant Rd.	Silverbell Rd.	Oracle Rd.	Urban Core	Upgrade sidewalk and bike lane on the north side of Grant Rd. with shared-use path from Silverbell Rd. to 15th Ave. Add pedestrian hybrid beacon on Grant Rd. at The Loop and QT. Add wayfinding signage for new bike boulevards on existing bike routes on Kelso St. and Rillito St. Add bike boulevard on Rillito St. from 15th Ave. to 9th Ave. Add pedestrian hybrid beacon on Oracle Rd. at Rillito St. Widen sidewalks and add buffers on both sides of Grant Rd. from 15th Ave. to Oracle Rd.	Multiple	Tucson	0.77	\$ 4,000,000
276	Country Club Rd. Active Transportation Connectivity Improvements	Country Club Rd.	Grant Rd.	Speedway Blvd.	Urban Core	Reduce vehicle lane widths and widen sidewalks and add buffer on both sides of Country Club Rd. from Grant Rd. to Speedway Blvd. Add a raised crosswalk across Country Club Rd. at Adams St. Add wayfinding signage at Drachman St. and Waverly St. for bicycle boulevard on Treat Ave.	Multiple	Tucson	1.24	\$ 1,200,000
277	Grant Rd. Active Transportation Connectivity Improvements	Grant Rd.	Country Club	Swan Rd.	Urban Core	Upgrade bike lanes with widened sidewalk and buffer on both sides of Grant Rd. from Country Club Rd. to Swan Rd. Add wayfinding signage for existing bicycle boulevard on Flower St. and new bicycle boulevard on Seneca St. Add pedestrian hybrid beacon on Alvernon Way at Justin Ln/Seneca St. Add bicycle boulevard on Bell Ave. from Seneca St. to Linden St. and on Linden St. from Bell Ave. to Swan Rd. and on San Carlos Pl. from Flower St. to Swan Rd.	Multiple	Tucson	4.83	\$ 2,800,000
281	Grant Rd. Active Transportation Connectivity Improvements	Grant Rd.	Swan Rd.	Craycroft Rd.	Urban Core	Upgrade sidewalk on the east side of Swan Rd. with shared-use path from San Carlos Pl. to Linden St. Add wayfinding signage for bicycle boulevard on Seneca St. Add pedestrian hybrid beacon on Swan Rd. at San Carlos Pl. and at Linden St. upgrade sidewalk on the north side of Grant Rd. with shared-use path from Swan Rd. to Craycroft Rd. Widen sidewalk and buffer on the south side of Grant Rd. from Swan Rd. to Craycroft Rd.	Multiple	Tucson	1.58	\$ 3,300,000
287	Grady Ave./Camino Pio Decimo Bicycle Boulevard Upgrades	Grady Ave./Camino Pio Decimo	Speedway Blvd.	Tanque Verde Rd.	East	Widen sidewalk to 6' and install shared lane markings on Grady Rd. from Speedway to Pima St., Pima St. from Grady Rd. to Camino Pio Decimo, Camino Pio Decimo from Pima St. to Tanque Verde Rd., install pedestrian hybrid beacon on Speedway Blvd. at Grady Rd.	Bicycle Boulevard	Tucson	1.28	\$ 1,900,000
290	Udall Park Shared-Use Path	Tanque Verde Rd.	Sabino Canyon Rd.	Camino Pio Decimo	East	Install shared-use path on the south side of Tanque Verde Rd. from Sabino Canyon Rd. to Camino Pio Decimo.	Shared-Use Path	Tucson	0.62	\$ 700,000
294	Tanque Verde Active Transportation Improvements	Tanque Verde Rd.	Camino Pio Decimo	Catalina Hwy.	North	Install bicycle boulevard on Dos Hombres from Tanque Verde Rd. to Desert Arbors St. and on Desert Arbors St. with shared lane markings and 6' sidewalk on both sides, install trail between Desert Arbors St. and Camino Perdido from west of Ave. Empalme connecting to Tanque Verde Rd. west of the Tanque Verde Creek bridge, install path entrances west of Tanque Verde Rd. and east underneath the bridge, install 6' sidewalk and separated bike lane on both sides of Tanque Verde from the Tanque Verde Creek bridge to Catalina Hwy.	Multiple	Tucson	2.18	\$ 6,600,000
300	SR 86 Shared-Use Path	SR 86	Sahuaro St	Ball Rd.	Far West	Install a shared-use path on the west side of SR 86 from SR 85 to Ball Rd. Install marked crosswalk at SR 85 and SR 86. Install a shared-use path on the west side of SR 85 from SR 86 to Sahuaro St.	Shared-Use Path	ADOT	0.82	\$ 900,000
301	Fort Lowell Rd. Active Transportation Improvements	Fort Lowell Rd.	Oracle Rd.	Stone Ave.	Urban Core	Add sidewalks and buffer to both sides of Fort Lowell Rd. from Oracle Rd. to Stone Ave. Add wayfinding signage for new bicycle boulevards on existing bike routes on Blacklidge Dr. and Balboa Ave.	Multiple	Tucson	0.35	\$ 400,000
302	Stone Ave. Active Transportation Connectivity Improvements	St.one Ave.	River Rd.	Grant Rd.	Urban Core	Upgrade sidewalk and bike lane on the west side of Stone Ave. with a shared-use path from River Rd. to Blacklidge Dr. Widen sidewalk and buffer on the east side of Stone Ave. from River Rd. to Blacklidge Dr. Add wayfinding signage for new bicycle boulevard on existing bike route on Castro Ave. Widen sidewalk and add buffer on both sides of Stone Ave. from Blacklidge Dr. to Grant Rd. Install raised crosswalk on the south leg of Stone Ave./Yavapai Rd. intersection. upgrade the sidewalk and bike lane on the north side of Wetmore Rd. with a shared-use path from Oracle Rd. to Stone Ave. Widen sidewalk and buffer on the south side of Wetmore Rd. from Oracle Rd. to Stone Ave. Improve sidewalk connection from Wetmore Rd. to Tucson Mall. Add pedestrian hybrid beacon on Stone Ave. at Pastime Rd.	Multiple	Tucson	1.12	\$ 6,400,000
309	Palo Verde Ave. Bicycle Boulevard Upgrades	Palo Verde Ave.	Grant Rd.	Fort Lowell Rd.	Urban Core	Install 6' sidewalk on both sides of Palo Verde Ave. from Grant Rd. to Fort Lowell Rd., add shared lane markings along the corridor.	Bicycle Boulevard	Tucson	1.00	\$ 1,100,000
319	Prince Rd. Active Transportation Connectivity Improvements	Prince Rd.	Stone Ave.	Country Club Rd.	Urban Core	Widen sidewalks and buffers on both sides of Prince Rd. from Stone Ave. to Campbell Ave. Add wayfinding signage for new bicycle boulevards on existing bike routes on Yavapai Rd., Pastime Rd., and Graybill Dr./Greenlee Rd., as well as at Tucson Blvd., Cactus Blvd., and Country Club Rd. Add pedestrian hybrid beacon on Prince Rd. at Los Altos Ave. Extend and improve bicycle boulevard on Greenlee Rd. Add shared-use path from Greenlee Rd. to Campbell Ave. Add pedestrian hybrid beacon on Campbell Ave. at Greenlee Rd. Install shared-use path on the east side of Campbell Ave. from Greenlee Rd. to Prince Rd. Upgrade crossings on south and east leg of Prince/Campbell intersection. Install shared-use path on the north side of Prince Rd. from Campbell Ave. to Country Club Rd./Loop entrance at Rillito River. Upgrade crossings on north and east leg of Prince/Country Club intersection. Add shared-use path connection on Cactus Blvd. from Prince Rd. to shared-use path connection north of Star Park Dr. and on Tucson Blvd. from Prince Rd. to shared-use path connection north of Roger Rd.	Multiple	Tucson	4.32	\$ 5,100,000
322	Sabino Canyon Rd. Shared-Use Path	Sabino Canyon Rd.	Tanque Verde Rd.	River Rd.	North	Install shared-use path on both sides of Sabino Canyon Rd. from Tanque Verde Rd. to River Rd., install shared-use path and buffer on both side of bridge over Rillito River.	Shared-Use Path	Pima County	1.52	\$ 10,800,000
323	Craycroft Rd. Active Transportation Improvements	Craycroft Rd.	Grant Rd.	River Rd.	North	Install and widen sidewalk to 6' and install separated bike lanes on both sides of Craycroft Rd. from Grant Rd. to northern Loop connection, install sidewalk bridge over Rillito River, install shared-use path on west side of Craycroft Rd. from northern Loop connection to River Rd., install pedestrian hybrid beacon at northern loop connection on Craycroft Rd.	Multiple	Tucson	1.57	\$ 9,000,000
324	Dodge Blvd. Active Transportation Improvements	Dodge Blvd.	Alvernon Way	Fort Lowell Rd.	North	Install raised crosswalk on Dodge Blvd. at The Loop. upgrade both bike lanes and sidewalk on Dodge Blvd. with shared-use path on the east side of Dodge Blvd. from The Loop crossing to Fort Lowell Rd. upgrade buffered bike lane and sidewalk on the south side of Fort Lowell Rd. with shared-use path from Palo Verde Ave. to Dodge Blvd.	Multiple	Pima County; Tucson	0.73	\$ 800,000
325	River Rd. Shared-Use Path	River Rd.	Swan Rd.	Sabino Canyon Rd.	North	Install shared-use path on north side of River Rd. from Swan Rd. to Sabino Canyon Rd., install shared-use path bridge east of Flagstaff Pl. Widen/install 6' sidewalk on south side of River Rd. from Swan Rd. to Calle Rosario. Install shared-use path on the south side of River Rd. from Calle Rosario to Sabino Canyon Rd. and install a marked crosswalk with lighting on River Rd. at Calle Rosario.	Multiple	Pima County	3.53	\$ 8,600,000
327	Catalina Hwy. Shared-Use Path	Catalina Hwy.	Tanque Verde Rd.	Houghton Rd.	North	Install shared-use path on both sides of Catalina Hwy. from Tanque Verde Rd. to Houghton Rd., install pedestrian hybrid beacon north of Casitas Catalina.	Shared-Use Path	Pima County; Tucson	2.14	\$ 5,200,000
328	Houghton Rd. Shoulder Improvements	Houghton Rd.	Tanque Verde Rd.	Snyder Rd.	North	Install 6.5 ft paved shoulder on Houghton Rd. from Tanque Verde Rd. to Snyder Rd.	Paved Shoulder	Pima County; Tucson	3.03	\$ 2,800,000
330	Sabino Canyon Rd. Shared-Use Path	Sabino Canyon Rd.	River Rd.	Kolb Rd.	North	Install shared-use path on east side of Sabino Canyon Rd. from River Rd. to Sabino Canyon Rd., install marked crosswalk at Old Sabino Canyon Rd.	Shared-Use Path	Pima County	0.61	\$ 700,000

Segment ID	Name	Road	From	To	Geographic Area	Description	Type	Lead Agency	Improvement Length	Cost
331	River Road Loop Connection	River Rd.	Oracle Rd.	Swan Rd.	North	Install pedestrian hybrid beacon at George Mehl Family Foothills Park, install paved trail connection in park to connect to The Loop, pave existing trail on Alvernon Way from The Loop to Dodge Blvd. Install wayfinding signage on Campbell Ave at Loop entrance, install wayfinding signage in St. Phillips Plaza, install wayfinding signage at existing trail connection, install wayfinding signage at Loop entrance near Catalina Foothills Estates, upgrade existing sidewalk at Brandi Fenton Memorial Park to shared-use path from The Loop to River Rd. Install wayfinding signage and install paved trail connection from The Loop to River Rd. at the Post Office, install wayfinding signage at The Loop entrance at Rillito Regional Park, install wayfinding signage at The Loop entrance on Stone Ave., install wayfinding signage at The Loop connection and Campbell Rd. Install wayfinding signage at Loop connections on Stone Ave. and 1st Ave., Install paved shared-use path on drainage path from The Loop to River Rd. and 1st Ave., install 6' sidewalk on south side of River Rd. from Stone Ave. to new shared-use path.	Shared-Use Path	Pima County, Tucson	3.44	\$ 4,300,000
336	Wetmore Rd. Active Transportation Improvements	Wetmore Rd.	Flowing Wells Rd.	Oracle Rd.	Urban Core	Upgrade the sidewalk and bike lane on the north side of Wetmore Rd. with a shared-use path from Flowing Wells Rd. to Oracle Rd. Widen sidewalk and buffer on the south side of Wetmore Rd. from Flowing Wells Rd. to Oracle Rd.	Multiple	Pima County, Tucson	1.24	\$ 2,100,000
337	Wetmore Rd. Active Transportation Improvements	Wetmore Rd.	Stone Ave.	1st Ave.	Urban Core	Upgrade sidewalk and bike lane on the west side of 1st Ave. with shared-use path from The Loop (north) to Wetmore Rd. Widen the sidewalk and buffer on the east side of 1st Ave. from The Loop to Wetmore Rd. upgrade the sidewalk and bike lane on the north side of Wetmore Rd. with a shared-use path from Stone Ave. to 1st Ave. Widen sidewalk and buffer on the south side of Wetmore Rd. from Stone Ave. to 1st Ave.	Multiple	Tucson	0.70	\$ 1,100,000
339	Mountain Ave. Loop Connection	Mountain Ave.	Fort Lowell Rd.	River Rd.	North	Install separated bike lane and 6' sidewalk on both sides of Mountain Ave. from Fort Lowell Rd. to Limberlost Dr., pave new shared-use path on east side of Limberlost Dr., connect to The Loop bridge.	Shared-Use Path	Tucson	1.39	\$ 5,500,000
341	Silverbell Rd. Shared-Use Path Connectivity Enhancements	Silverbell Rd.	Goret Rd.	The Loop	West	Add shared-use path to the east side of Silverbell Rd. from Burlwood Way to Grant Rd. Install shared use path on the south side of Goret Rd. in place of the existing sidewalk and bike lane from Silverbell Rd. to The Loop. Add wayfinding signage at Silverbell Rd./Goret Rd. intersection. Add a marked crosswalk at El Camino Del Cerro and The Loop.	Multiple	Tucson	1.53	\$ 1,700,000
344	Pomona Ave. Reconstruction	Pomona Ave.	Ruthrauff Rd.	The Loop	Northwest	Reconstruct roadway and install bike lane and sidewalk on Pomona Ave. from Ruthrauff Rd. to The Loop (south), install pedestrian bridge over Rillito River to connect northern and southern portions of The Loop.	Multiple	Pima County, Tucson	0.68	\$ 8,100,000
347	Sabino Canyon Rd. Shared-Use Path	Sabino Canyon Rd.	Kolb Rd.	Rudasill Rd.	North	Install shared-use path on both sides of Sabino Canyon Rd. from Kolb Rd. to Rudasill Rd., install marked crosswalk north of Ocotillo Dr. and Sunrise Dr.	Shared-Use Path	Pima County	2.78	\$ 6,100,000
353	The Loop Wayfinding Signage Enhancements	The Loop	Orange Grove Rd.	Oracle Rd.	Northwest	Install wayfinding signage and pave loop connections at the community park, Flowing Wells Rd., and trail on Edgewater Dr., install pedestrian hybrid beacon at Ocean Ave, install paved trail along utility corridor leading to community, install pedestrian hybrid beacon across Oracle Rd. and add a trail connection to neighborhood. Install wayfinding signage at La Cholla Rd., install signage and pave trail to medical offices, install signage and pave trail at 5320 N La Cholla Blvd. parking lot, install signage and pave trail to River Rd. just south of Waterleaf Dr., install signage and pave trail to The Loop parking lot, install signage at Flowing Wells Rd., install pedestrian hybrid beacon at River Fringe Rd. Install wayfinding signage at La Cholla Blvd., Circle K parking lot, east of Camino De la Tierra, install pedestrian hybrid beacon on Camino De La Tierra, install signage and pavement improvements east of Camino De la Tierra, install shared-use path on west side of River Rd. from Orange Grove Rd. to The Loop parking lot.	Multiple	Pima County, Tucson	0.92	\$ 3,000,000
356	Swan Rd. Shared-Use Path	Swan Rd.	River Rd.	Skyline Dr.	North	Install shared-use path on the west side and install or widen sidewalk to 6' on the east side of Swan Rd. from River Rd. to Skyline Dr.	Shared-Use Path	Pima County	3.00	\$ 5,000,000
357	Ina Rd. Shared-Use Path	Ina Rd.	Oracle Rd.	Sabino Canyon Rd.	North	Install shared-use path on the north side and 6' sidewalk on south side of Ina Rd./Skyline Dr./Sunrise Dr. from Oracle Rd. to Craycroft Rd. Install shared-use path on both sides of Sunrise Dr. from Craycroft Rd. to Sabino Canyon Rd. Install shared-use path on the north side and 6' sidewalk on the south side of Skyline Dr. from Sunrise Dr./Skyline Dr. to Swan Rd. Improve crossings on Skyline Dr. at Campbell Ave. and on Sunrise Dr. at Campo Abierto with wayfinding signage at Sunrise Dr./Skyline Dr. intersection. Install pedestrian hybrid beacon on Sunrise Dr. at Camino Arenosa. Install marked crosswalk on Sunrise Dr. at Via Umbrosa.	Multiple	Pima County	11.68	\$ 22,200,000
367	La Cholla Blvd. Shared-Use Path	La Cholla Blvd.	River Rd.	Ina Rd.	Northwest	Install shared-use path on both sides of La Cholla Blvd. from River Rd. to Ina Rd.	Shared-Use Path	Pima County	2.21	\$ 4,900,000
369	1st Ave. Active Transportation Improvements	1st Ave.	South of River Rd.	Ina Rd.	North	Install shared-use path on the west side and widen sidewalk to 6' on east side of 1st Ave. from Rillito Park to Ina Rd.	Multiple	Pima County	3.04	\$ 5,100,000
376	Ina Rd. Shared-Use Path	Ina Rd.	Wade Rd.	Oracle Rd.	West	Add shared-use path to both sides of Ina Rd. from Wade Rd. to Oracle Rd. Install shared-use path bridge connecting The Loop. Upgrade bike lanes and sidewalks on I-10 overpass and bridge over wash (east of Meredith Blvd.) to shared-use paths.	Shared-Use Path	Pima County, Marana	8.00	\$ 31,400,000
377	Silverbell Rd. Shared-Use Path	Silverbell Rd.	Twin Peaks Rd.	El Camino Del Cerro	West	Add shared-use path to the east side of Silverbell Rd. from El Camino Del Cerro to Ina Rd. Add/upgrade a shared-use path to the east side and widen sidewalk, buffer, and shoulder on west side of Silverbell Rd. from Ina Rd. to Twin Peaks Rd. Add shared-use path on south side of Mamie Kai Dr. from Silverbell Rd. to The Loop through Crossroads District Park. Add shared-use path connection from Silverbell to The Loop west of Coachline Blvd.	Shared-Use Path	Pima County, Marana	9.22	\$ 14,900,000
382	Thornydale Rd. Shared-Use Path	Thornydale Rd.	Orange Grove Rd.	Tangerine Rd.	Northwest	Install shared-use path on east side of Thornydale Rd. from Orange Grove to Overton Rd., install shared-use path bridge over The Loop, pave connection to The Loop. Pave trail on west side of Thornydale Rd. from Cortaro Farms Rd. to Overton Rd., and install marked crosswalk at trail entrance. Install paved shoulder on both sides of Thornydale Rd. from Pecos Way to Tangerine Rd., install shared-use path on the east side of Thornydale Rd. from Overton Rd. to Pecos Way. Add shared-use path connections on the south side of Hardy Dr. from Thornydale Dr. to the Tortolita Middle School Access and into Arthur Pack Regional Park near Freer Dr. Add pedestrian hybrid beacons at Argo St., Sumter St., and Arthur Pack Regional Park. Improve the crossing at Hardy Dr./Thornydale Dr.	Shared-Use Path	Pima County, Tucson	7.67	\$ 17,200,000
400	Paseo Del Norte Active Transportation Improvements	Paseo Del Norte	Ina Rd.	Magee Rd.	Northwest	Install 6' sidewalk and buffered bike lanes on both sides of Paseo Del Norte from Ina Rd. to Magee Rd.	Multiple	Pima County	1.00	\$ 1,300,000
404	Cortaro Farms Rd. Active Transportation Improvements	Cortaro Farms Rd.	Silverbell Rd.	Shannon Rd.	Northwest	Install 8' separated bike lane and widen sidewalk to 6' on south side and install shared-use path on the north side of Cortaro Farms Rd. from I-10 to Shannon Rd. Upgrade existing sidewalk with shared-use path to the north side of Cortaro Rd. from Silverbell Rd. to I-10 Frontage Rd. Widen sidewalk and buffer on south side of Cortaro Rd. from Silverbell Rd. to I-10 Frontage Rd. Upgrade crossings at Cortaro/I-10 interchange.	Multiple	Pima County, Marana	4.41	\$ 12,600,000
408	Northern Ave. Active Transportation Improvements	Northern Ave.	Magee Rd.	Hardy Rd.	Northwest	Install separated bike lane and 6' sidewalk on Northern Ave. from Magee Rd. to Hardy Rd.	Multiple	Oro Valley	1.01	\$ 4,100,000

Segment ID	Name	Road	From	To	Geographic Area	Description	Type	Lead Agency	Improvement Length	Cost
409	Overton Rd. Active Transportation Improvements	Overton Rd.	Thornydale Rd.	Oracle Rd.	Northwest	Install a 8' separated bike lane and 6' sidewalk on north side and install shared-use path on south side of Overton Rd. from Thornydale Rd. to La Cañada Dr. Install separated bike lane and 6' sidewalk on north side and install shared-use path on south side of Hardy Rd. from La Cañada Dr. to Oracle Rd.	Multiple	Pima County	4.77	\$ 15,000,000
413	Taladro St. Active Transportation Improvements	Taladro St	Rocalla Ave.	Elota Ave.	Far West	Widen sidewalks and add a buffer on both sides of Taladro St. from Lomita Ave. to Pajaro St. Add shared-use path on Plaza St. from Pajaro St. to Taladro St.	Multiple	ADOT; Pima County	0.53	\$ 200,000
415	Shannon Rd. Shared-Use Path	Shannon Rd.	Cortaro Farms Rd.	Big Star Trl	Northwest	Install shared-use path on the west side of Shannon Rd. from Cortaro Farms Rd. to Big Star Trl.	Shared-Use Path	Pima County	4.47	\$ 4,900,000
421	Yermo Ave. Active Transportation Improvements	Yermo Ave.	North St	Rocalla Ave.	Far West	Add a shared-use path on the east side of Yermo Ave. from Malacate St. to Pajaro St. Add a pedestrian hybrid beacon across Yermo Ave. at Pajaro St. intersection. upgrade the sidewalk on the north side of Solana Ave. with a shared-use path. Add shared-use path to the east side of 2nd Ave. from North St. to Sahuaro St. Add pedestrian hybrid beacon across 2nd Ave. at 4th St. and marked crossing at North St.	Multiple	ADOT	1.30	\$ 2,400,000
429	Oracle Rd. Shared-Use Path	Oracle Rd.	Hardy Rd.	1st Ave.	Northwest	Install shared-use path on the east side of Oracle Rd. from Hardy Rd. to 1st Ave., install pedestrian hybrid beacon at Horizon Cir, install pedestrian hybrid beacon at Rock Ridge Apartment complex. Extend shared-use path on south side of 1st Ave. from Canyon Del Oro River Park bridge to Oracle Rd., install shared-use path bridge at Canyon Del Oro River Park bridge.	Shared-Use Path	ADOT; Oro Valley	2.88	\$ 15,500,000
430	Sandario Rd. Shoulder Widening	Sandario Rd.	Avra Valley Rd.	Rudasill Rd.	West	Add paved shoulder of at least 6.5' to both sides of Sandario Rd. from Avra Valley Rd. to Rudasill Rd.	Paved Shoulder	Pima County; Marana	6.15	\$ 5,600,000
431	Avra Valley Rd. Shoulder Widening	Avra Valley Rd.	Sandario Rd.	I-10	West	Add paved shoulder of at least 7' to both sides of Avra Valley Rd. from Sandario Rd. to I-10.	Paved Shoulder	Pima County; Marana	5.19	\$ 5,100,000
501	Pasqua Yaqui Tribe Priority Project 1	Camino De Oeste	Valencia Rd.	Calle Torim	Southwest	Fill sidewalk gaps on west side and install shared-use path on the east side of Camino De Oeste from Valencia Rd. to Calle Torim. Add marked crosswalks at Jeffery Rd.	Multiple	Pima County; Pasqua Yaqui Tribe	1.49	\$ 2,500,000
502	Pasqua Yaqui Tribe Priority Project 2	Ignacio M Baumea	Los Reales Rd.	Calle Torim	Southwest	Install/upgrade to shared-use path on the west side of Ignacio M Baumea from Los Reales Rd. to Calle Torim. Add marked crosswalk at Calle Tetakusim and Los Reales Rd.	Multiple	Pima County; Pasqua Yaqui Tribe	0.50	\$ 600,000

REGIONAL ACTIVE TRANSPORTATION PLAN

