MARANA TOWN COUNCIL
REGULAR COUNCIL MEETING
NOTICE AND AGENDA
11555 W. Civic Center Drive, Marana, Arizona 85653
Council Chambers, September 3, 2024, at or after 6:00 PM

Ed Honea, Mayor
Jon Post, Vice Mayor
Patti Comerford, Council Member
Jackie Craig, Council Member
Herb Kai, Council Member
John Officer, Council Member
Roxanne Ziegler, Council Member

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the Marana Town Council and to the general public that the Town Council will hold a meeting open to the public on September 3, 2024, at or after 6:00 PM located in the Council Chambers of the Marana Municipal Complex, 11555 W. Civic Center Drive, Marana, Arizona.

ACTION MAY BE TAKEN BY THE COUNCIL ON ANY ITEM LISTED ON THIS AGENDA. Revisions to the agenda can occur up to 24 hours prior to the meeting. Revised agenda items appear in *italics*.

As a courtesy to others, please turn off or put in silent mode all electronic devices.

Meeting Times

Welcome to this Marana Town Council meeting. Regular Council meetings are usually held the first and third Tuesday of each month at 6:00 PM at the Marana Municipal Complex, although the date or time may change and additional meetings may be called at other times and/or places. Contact the Town Clerk or watch for posted agendas for other meetings. This agenda may be revised up to 24 hours prior to the meeting. In such a case a new agenda will be posted in place of this agenda.

Speaking at Meetings

If you are interested in speaking to the Council during the Call to the Public or Public Hearings, you must fill out a speaker card (located in the lobby outside the Council Chambers) and deliver it to the Town Clerk prior to the convening of the meeting.

All persons attending the Council meeting, whether speaking to the Council or not, are expected to observe the Council rules, as well as the rules of politeness, propriety, decorum and good conduct. Any person interfering with the meeting in any way, or acting rudely or loudly will be removed from the meeting and will not be allowed to return.

Accessibility
To better serve the citizens of Marana and others attending our meetings, the Council Chambers are wheelchair and handicapped accessible. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the Town Clerk at (520) 382-1999. Requests should be made as early as possible to arrange the accommodation.

Agendas
Copies of the agenda are available the day of the meeting in the lobby outside the Council Chambers or online at www.maranaaz.gov under Agendas and Minutes. For questions about the Council meetings, special services or procedures, please contact the Town Clerk, at (520) 382-1999, Monday through Friday from 8:00 AM to 5:00 PM.

This Notice and Agenda Posted no later than 24 hours prior to the meeting, at the Marana Municipal Complex, 11555 W. Civic Center Drive, the Marana Operations Center, 5100 W. Ina Road, and at www.maranaaz.gov under Agendas and Minutes.

REGULAR COUNCIL MEETING

CALL TO ORDER AND ROLL CALL

PLEDGE OF ALLEGIANCE/INVOCATION/MOMENT OF SILENCE

APPROVAL OF AGENDA

CALL TO THE PUBLIC
At this time any member of the public is allowed to address the Town Council on any issue within the jurisdiction of the Town Council, except for items scheduled for a Public Hearing at this meeting. The speaker may have up to three minutes to speak. Any persons wishing to address the Council must complete a speaker card located outside the Council Chambers and deliver it to the Town Clerk prior to the commencement of the meeting. Individuals addressing a meeting at the Call to the Public will not be provided with electronic technology capabilities beyond the existing voice amplification and recording capabilities in the facilities. Pursuant to the Arizona Open Meeting Law, at the conclusion of Call to the Public, individual members of the Council may respond to criticism made by those who have addressed the Council, and may ask staff to review the matter, or may ask that the matter be placed on a future agenda.

PROCLAMATIONS

MAYOR AND COUNCIL REPORTS: SUMMARY OF CURRENT EVENTS

MANAGER'S REPORT: SUMMARY OF CURRENT EVENTS

PRESENTATIONS

CONSENT AGENDA

The Consent Agenda contains items requiring action by the Council which are generally routine items not requiring Council discussion. A single motion and affirmative vote will approve all items on the Consent Agenda, including any resolutions or ordinances. Prior to a motion to approve the Consent Agenda, any Council member may remove any item from the Consent Agenda and that item will be discussed and voted upon separately.

C1 Ordinance No. 2024.015: Relating to Administration; revising Marana Town Code Title 3 (Administration), chapter 3-1 (Officers and Employees), section 3-1-1 (Town officers) to clarify that the duties of a Town officer may be assigned to a Town employee serving in another position and that a Town officer may designate other Town employees to fulfill some of the Town officer's responsibilities; and designating an effective date (Jane Fairall)

C2 Ordinance No. 2024.016: Relating to Business Regulations; revising Marana Town Code Title 9 (Business Regulations), chapter 9-13 (Mobile Food Vendors), section 9-13-7 (Operational requirements) to clarify that the parking requirements provided in Section 9-13-7(G) apply only to mobile food vendors parking in the right-of-way; and designating an effective date (Jane Fairall)

C3 Ordinance No. 2024.017: Relating to Traffic and Highways; revising Marana Town Code Title 12 (Traffic and Highways), chapter 12-7 (Construction in Town Rights-of-Way), section 12-7-12 (Fees; late fees) to delete a provision requiring the Town Engineer to maintain a copy of the Town's fee schedule; and designating an effective date (Jane Fairall)

C4 Approval of Special Council Meeting Summary Minutes of August 13, 2024 and approval of Regular Council Meeting Summary Minutes of August 20, 2024 (David L. Udall)

LIQUOR LICENSES

BOARDS, COMMISSIONS AND COMMITTEES

COUNCIL ACTION

A1 Resolution No. 2024-082: Relating to Development; approving and authorizing the Mayor to execute the First Amendment to Payson Farms Development Agreement (Jane Fairall)

A2 Resolution No. 2024-083: Relating to Transportation; approving and adopting the Marana Transportation Master Plan (Fausto Burruel)

ITEMS FOR DISCUSSION / POSSIBLE ACTION

D1 Relating to Development and Public Works; update, discussion, and possible direction regarding public and private projects and development applications on the Town's Marana Current and Proposed Projects internet site (Jason Angell)

EXECUTIVE SESSIONS

Pursuant to A.R.S. § 38-431.03, the Town Council may vote to go into executive session, which will not be open to the public, to discuss certain matters.

E1 Executive Session pursuant to A.R.S. §38-431.03 (A), Council may ask for discussion or consideration, or consultation with designated Town representatives, or consultation for legal advice with the Town Attorney, concerning any matter listed on this agenda for any of the reasons listed in A.R.S. §38-431.03 (A).

FUTURE AGENDA ITEMS

Notwithstanding the Mayor's discretion regarding the items to be placed on the agenda, if three or more Council members request that an item be placed on the agenda, it must be placed on the agenda for the second regular Town Council meeting after the date of the request, pursuant to Marana Town Code Section 2-4-2(B).

ADJOURNMENT

Council-Regular Meeting **C1**

Meeting Date: 09/03/2024

To: Mayor and Council

From: Jane Fairall, Town Attorney

Date: September 3, 2024

Strategic Plan Focus Area:
Proactive Public Services

Strategic Plan Focus Area Additional Info:
Foster an open atmosphere that embraces change, creativity, innovation and calculated risk, and maintains the Town's high quality customer service.
GOAL: ELEVATE THE TOWN'S PUBLIC SERVICE QUALITY THROUGH EFFICIENT PROCEDURES.

Subject: Ordinance No. 2024.015: Relating to Administration; revising Marana Town Code Title 3 (Administration), chapter 3-1 (Officers and Employees), section 3-1-1 (Town officers) to clarify that the duties of a Town officer may be assigned to a Town employee serving in another position and that a Town officer may designate other Town employees to fulfill some of the Town officer's responsibilities; and designating an effective date (Jane Fairall)

Discussion:
A.R.S. § 9-237 provides that the officers of every town shall be a town clerk, town marshal, town engineer, and other officers deemed necessary by the council, who shall be appointed as provided by ordinance of the town. The Mayor and Council of the Town of Marana have created and defined the Town's officers as well as appointment procedures for the officers through adoption of Marana Town Code (MTC) Chapter 3-1 (Officers and Employees).

The proposed ordinance, if approved, will add two new paragraphs to Section 3-1-1 of the code. Paragraph 3-1-1(C) will provide explicit authority for the Council or Town Manager to assign the responsibilities of a Town officer position to another Town employee or employees rather than filling the Town officer position with a full-time equivalent (FTE) employee, as long as the employee(s) fulfilling the responsibilities of

the Town officer position meets the minimum qualifications of the Town officer position. Paragraph 3-1-1(D) will provide explicit authority for a Town officer to designate other Town employees to undertake and carry out the powers and duties of the Town officer under the general supervision of the Town officer, again as long as the designated employee(s) meet the minimum qualifications to carry out the duties in question.

Staff Recommendation:

Staff recommends approval of the ordinance.

Suggested Motion:

I move to adopt Ordinance No. 2024.015, revising Marana Town Code Title 3 (Administration), chapter 3-1 (Officers and Employees), section 3-1-1 (Town officers) to clarify that the duties of a Town officer may be assigned to a Town employee serving in another position and that a Town officer may designate other Town employees to fulfill some of the Town officer's responsibilities; and designating an effective date.

Attachments

Ordinance No. 2024.015

MARANA ORDINANCE NO. 2024.015

RELATING TO ADMINISTRATION; REVISING MARANA TOWN CODE TITLE 3 (ADMINISTRATION), CHAPTER 3-1 (OFFICERS AND EMPLOYEES), SECTION 3-1-1 (TOWN OFFICERS) TO CLARIFY THAT THE DUTIES OF A TOWN OFFICER MAY BE ASSIGNED TO A TOWN EMPLOYEE SERVING IN ANOTHER POSITION AND THAT A TOWN OFFICER MAY DESIGNATE OTHER TOWN EMPLOYEES TO FULFILL SOME OF THE TOWN OFFICER'S RESPONSIBILITIES; AND DESIGNATING AN EFFECTIVE DATE

WHEREAS A.R.S. § 9-237 provides that the officers of every town shall be a town clerk, town marshal, town engineer, and other officers deemed necessary by the council, who shall be appointed as provided by ordinance of the town; and

WHEREAS the Mayor and Council of the Town of Marana have created and defined the Town's officers as well as appointment procedures for the officers through adoption of Marana Town Code (MTC) Chapter 3-1 (Officers and Employees); and

WHEREAS the Mayor and Council of the Town of Marana find that revising MTC Title 3 as set forth in this ordinance is in the best interests of the Town and its residents.

NOW THEREFORE BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE TOWN OF MARANA, as follows:

SECTION 1. Marana Town Code Title 3 (Administration), Chapter 3-1 (Officers and Employees), Section 3-1-1 (Town officers) is hereby amended as follows (with additions shown with double underlining):

3-1-1 Town officers

A. There are hereby created, in addition to the mayor and town council members, the following officers of the town. An officer is defined as an employee who holds an office of trust, command and authority, and who is part of a responsive management team that exists to carry out the goals and policies of the town.

1. Town manager
2. Deputy town manager
3. Assistant town managers
4. Town clerk
5. Town engineer
6. Town attorney

7. Department heads
8. General managers
9. Such other officers as from time to time may be provided for by ordinance or resolution

B. These officers shall be appointed from time to time as set forth in this code.

C. In some cases, the town council or town manager may assign the responsibilities of a town officer position to another town employee or employees rather than filling the town officer position with a full-time equivalent (FTE) employee. In these instances, the employee(s) fulfilling the responsibilities of the town officer position must meet the minimum qualifications of the town officer position.

D. At the discretion of a town officer, the powers and duties of the town officer may be undertaken and carried out by another employee or employees (by whatever rank or title they may be called) who meet the minimum qualifications, if any, to undertake and carry out the assigned powers and duties, and who shall have the same authority as the town officer, under the general supervision of the town officer.

SECTION 2. The various town officers and employees are authorized and directed to perform all acts necessary or desirable to give effect to this ordinance.

SECTION 3. All ordinances, resolutions, or motions and parts of ordinances, resolutions, or motions of the Council in conflict with the provisions of this ordinance are hereby repealed, effective as of the effective date of this ordinance.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, the decision shall not affect the validity of the remaining portions of this ordinance.

SECTION 5. This ordinance is effective on the 31st day after its adoption.

PASSED AND ADOPTED BY THE MAYOR AND COUNCIL OF THE TOWN OF MARANA, Arizona, this 3rd day of September 2024.

_____
Mayor Ed Honea

ATTEST:

_____
David L. Udall, Town Clerk

APPROVED AS TO FORM:

_____
Jane Fairall, Town Attorney

Council-Regular Meeting **C2**

Meeting Date: 09/03/2024

To: Mayor and Council

From: Jane Fairall, Town Attorney

Date: September 3, 2024

Strategic Plan Focus Area:
Not Applicable

Subject: Ordinance No. 2024.016: Relating to Business Regulations; revising Marana Town Code Title 9 (Business Regulations), chapter 9-13 (Mobile Food Vendors), section 9-13-7 (Operational requirements) to clarify that the parking requirements provided in Section 9-13-7(G) apply only to mobile food vendors parking in the right-of-way; and designating an effective date (Jane Fairall)

Discussion:

The Town Council is authorized by A.R.S. § 9-240 to authorize the issuance of licenses and to direct the manner of issuing licenses in the Town. On June 4, 2019, the Town Council adopted Ordinance No. 2019.012 which, among other items, added new Chapter 9-13 (Mobile Food Vendors) to the Marana Town Code (MTC). Chapter 9-13 was adopted to protect the health, safety, and welfare of the citizens of the Town by enacting reasonable regulations for mobile food vendors by requiring compliance with minimum standards for licensing, safety, and security.

MTC Section 9-13-7 includes operational requirements for mobile food vendors related to numerous topics, including fire safety and inspection, noise restrictions, security, and acceptable locations for mobile food vendors to operate, among other items. Paragraph G of Section 9-13-7 addresses parking and sets forth several requirements for mobile food vendors when parking within the Town right-of-way. Although Town staff believes paragraph G was always intended to apply only to parking in the right-of-way, the proposed ordinance, if approved, will add language that makes that intent clear.

Staff Recommendation:

Staff recommends approval of the ordinance.

Suggested Motion:

I move to adopt Ordinance No. 2024.016, revising Marana Town Code Title 9 (Business Regulations), chapter 9-13 (Mobile Food Vendors), section 9-13-7 (Operational requirements) to clarify that the parking requirements provided in Section 9-13-7(G) apply only to mobile food vendors parking in the right-of-way; and designating an effective date.

Attachments

Ordinance No. 2024.016

MARANA ORDINANCE NO. 2024.016

RELATING TO BUSINESS REGULATIONS; REVISING MARANA TOWN CODE TITLE 9 (BUSINESS REGULATIONS), CHAPTER 9-13 (MOBILE FOOD VENDORS), SECTION 9-13-7 (OPERATIONAL REQUIREMENTS) TO CLARIFY THAT THE PARKING REQUIREMENTS PROVIDED IN SECTION 9-13-7(G) APPLY ONLY TO MOBILE FOOD VENDORS PARKING IN THE RIGHT-OF-WAY; AND DESIGNATING AN EFFECTIVE DATE

WHEREAS the Town Council is authorized by A.R.S. § 9-240 to authorize the issuance of licenses and to direct the manner of issuing licenses in the Town; and

WHEREAS, on June 4, 2019, the Town Council adopted Ordinance No. 2019.012 which, among other items, added new Chapter 9-13 (Mobile Food Vendors) to the Marana Town Code; and

WHEREAS the Mayor and Council of the Town of Marana find that revising MTC Chapter 9-13 as set forth in this ordinance is in the best interests of the Town and its residents.

NOW THEREFORE BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE TOWN OF MARANA, as follows:

SECTION 1. Marana Town Code Title 9 (Business Regulations), chapter 9-13 (Mobile Food Vendors), section 9-13-7 (Operational requirements) is hereby amended as follows (with deletions shown with ~~strikethroughs~~ and additions shown with double underlining):

9-13-7 Operational requirements

[No revisions to paragraphs A through F]

G. Parking. When parking in the right-of-way, ~~A~~ a mobile food unit shall comply with this paragraph and any other applicable law ~~as it pertains to~~ governing parking in the right-of-way~~, unless parking is governed by a separate paragraph in this chapter~~.

1. A mobile food unit shall only park and operate in a legal parking space.
2. A mobile food unit, including any semi-permanent structure used or associated with the mobile food unit, may use no more than one legal parking space, unless the mobile food vendor has a separate agreement with the town to use additional legal parking spaces or parking spaces on town property other than right-of-way.

3. No mobile food unit exceeding 24 feet in length may park diagonally in a diagonal parking space or park in any manner that occupies more than one diagonal parking space.
4. No mobile food unit shall operate with the serving window facing street traffic.
5. A mobile food unit shall abide by all parking regulations, including posted time limits. If there are no other time restrictions on the use of a legal parking space, a mobile food unit shall not occupy a legal parking space for more than six hours in a 24-hour period. "Occupy" within this subparagraph means within 100 feet of the location in which the mobile food unit was initially parked.
6. A mobile food unit shall not occupy a legal parking space with insufficient parking capacity as prescribed by the land development code and applicable law. The behavior prohibited by this subparagraph includes occupying a legal parking space that reduces the number of available parking spaces surrounding the area which is required for the principal use or uses of the property associated with the parking spaces as set forth in A.R.S. title 9, chapter 4, article 7.2.
7. A mobile food vendor shall not claim or attempt to establish any exclusive right to park at a particular street location, unless the parking space is part of a permitted event.

[No revisions to paragraph H]

SECTION 2. The various town officers and employees are authorized and directed to perform all acts necessary or desirable to give effect to this ordinance.

SECTION 3. All ordinances, resolutions, or motions and parts of ordinances, resolutions, or motions of the Council in conflict with the provisions of this ordinance are hereby repealed, effective as of the effective date of this ordinance.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, the decision shall not affect the validity of the remaining portions of this ordinance.

SECTION 5. This ordinance is effective on the 31st day after its adoption.

PASSED AND ADOPTED BY THE MAYOR AND COUNCIL OF THE TOWN OF MARANA, Arizona, this 3rd day of September 2024.

_____
Mayor Ed Honea

ATTEST:

_____
David L. Udall, Town Clerk

APPROVED AS TO FORM:

_____
Jane Fairall, Town Attorney

Council-Regular Meeting **C3**

Meeting Date: 09/03/2024

To: Mayor and Council

From: Jane Fairall, Town Attorney

Date: September 3, 2024

Strategic Plan Focus Area:
Not Applicable

Subject: Ordinance No. 2024.017: Relating to Traffic and Highways; revising Marana Town Code Title 12 (Traffic and Highways), chapter 12-7 (Construction in Town Rights-of-Way), section 12-7-12 (Fees; late fees) to delete a provision requiring the Town Engineer to maintain a copy of the Town's fee schedule; and designating an effective date (Jane Fairall)

Discussion:

The Town Council is authorized by A.R.S. § 9-240(A) to control the finances of the Town and pursuant to that authorization, the Council has adopted a comprehensive fee schedule. The Town regularly updates and amends the comprehensive fee schedule, most recently on May 21, 2024, via Ordinance 2024.013. When the fee schedule is adopted and amended, the Council orders that a copy of the fee schedule is to remain on file with the Town Clerk.

The proposed ordinance, if adopted, will remove a provision in Title 12 of the Town Code that requires the Town Engineer to maintain a copy of the fee schedule as it is redundant and unnecessary.

Staff Recommendation:

Staff recommends approval of the ordinance.

Suggested Motion:

I move to adopt Ordinance No. 2024.017, revising Marana Town Code Title 12 (Traffic and Highways), chapter 12-7 (Construction in Town Rights-of-Way), section 12-7-12 (Fees; late fees) to delete a provision requiring the Town Engineer to maintain a copy of the Town's fee schedule; and designating an effective date.

Attachments

Ordinance No. 2024.017

MARANA ORDINANCE NO. 2024.017

RELATING TO TRAFFIC AND HIGHWAYS; REVISING MARANA TOWN CODE TITLE 12 (TRAFFIC AND HIGHWAYS), CHAPTER 12-7 (CONSTRUCTION IN TOWN RIGHTS-OF-WAY), SECTION 12-7-12 (FEES; LATE FEES) TO DELETE A PROVISION REQUIRING THE TOWN ENGINEER TO MAINTAIN A COPY OF THE TOWN'S FEE SCHEDULE; AND DESIGNATING AN EFFECTIVE DATE

WHEREAS the Town Council is authorized by A.R.S. § 9-240(A) to control the finances of the town; and

WHEREAS the Town Council, via Ordinance No. 2021.008, adopted an amended comprehensive fee schedule on May 18, 2021, which was made a public record by and attached as Exhibit A to Resolution No. 2021-071; and

WHEREAS from time to time the Town Council has adopted amendments to the comprehensive fee schedule, most recently on May 21, 2024, via Ordinance 2024.013; and

WHEREAS per Resolution 2024-050, also adopted on May 21, 2024, a copy of the fee schedule is ordered to remain on file with the Town Clerk; and

WHEREAS the Mayor and Council of the Town of Marana find that revising MTC Title 12 as set forth in this ordinance is in the best interests of the Town and its residents.

NOW THEREFORE BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE TOWN OF MARANA, as follows:

SECTION 1. Marana Town Code 12 (Traffic and Highways), chapter 12-7 (Construction in Town Rights-of-Way), section 12-7-12 (Fees; late fees) is hereby amended as follows (with deletions shown with ~~strikethroughs~~):

12-7-12 Fees; late fees

A. Right-of-way permit fees shall be set forth by a fee schedule approved by the council and amended from time to time. ~~A copy of the fee schedule is on file in the town engineer's office.~~

[No revisions to paragraphs B through D]

SECTION 2. The various town officers and employees are authorized and directed to perform all acts necessary or desirable to give effect to this ordinance.

SECTION 3. All ordinances, resolutions, or motions and parts of ordinances, resolutions, or motions of the Council in conflict with the provisions of this ordinance are hereby repealed, effective as of the effective date of this ordinance.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, the decision shall not affect the validity of the remaining portions of this ordinance.

SECTION 5. This ordinance is effective on the 31st day after its adoption.

PASSED AND ADOPTED BY THE MAYOR AND COUNCIL OF THE TOWN OF MARANA, Arizona, this 3rd day of September 2024.

_____
Mayor Ed Honea

ATTEST:

_____
David L. Udall, Town Clerk

APPROVED AS TO FORM:

_____
Jane Fairall, Town Attorney

Council-Regular Meeting **C4**

Meeting Date: 09/03/2024

To: Mayor and Council

From: David L. Udall, Town Clerk/Assistant Town Attorney

Date: September 3, 2024

Subject: Approval of Special Council Meeting Summary Minutes of August 13, 2024 and approval of Regular Council Meeting Summary Minutes of August 20, 2024 (David L. Udall)

Attachments

Special Council Meeting Summary Minutes, 08/13/2024

Regular Council Meeting Summary Minutes, 08/20/2024

MARANA TOWN COUNCIL
SPECIAL COUNCIL MEETING
11555 W. Civic Center Drive, Marana, Arizona 85653
Second Floor Conference Center, August 13, 2024, at or after 6:00 PM

Ed Honea, Mayor
Jon Post, Vice Mayor
Patti Comerford, Council Member
Jackie Craig, Council Member
Herb Kai, Council Member
John Officer, Council Member
Roxanne Ziegler, Council Member

SUMMARY MINUTES

CALL TO ORDER AND ROLL CALL

Mayor Honea called the meeting to order at 6:00 PM and directed the Town Clerk to call the roll. All Council Members were present, constituting a quorum.

PLEDGE OF ALLEGIANCE/INVOCATION/MOMENT OF SILENCE: Led by **Mayor Honea.**

APPROVAL OF AGENDA

Council Member Ziegler moved to approve the agenda as presented. Council Member Craig seconded the motion. Motion passed, 7-0

COUNCIL ACTION

A1 **Resolution No. 2024-075:** Relating to Elections; declaring and adopting the results of the Town of Marana primary election held on July 30, 2024; certifying the facts requiring an automatic recount of the July 30, 2024 election to the Pima County Superior

Court; authorizing the filing of a petition in Pima County Superior Court for an order requiring the recount (David L. Udall and Jane Fairall)

Town Clerk / Assistant Town Attorney David Udall presented on this item. **Mr. Udall** said that under Arizona law, the Town is required to enter on the record the official canvass of the votes of the July 30, 2024 primary election. He said the official canvass was included in the agenda materials accompanying this item, along with a resolution declaring the election results as follows:

- For the office of Mayor **– Ed Honea**
- For the first of two offices of Council Member **– Patrick Cavanaugh**

Regarding the second Council Member office, because the margin of the votes cast between **Roxanne Ziegler** and **Melissa Zupi** was within one-half of one percent of the total number of votes cast for both candidates for that seat, Arizona law requires an automatic recount. **Mr. Udall** said that, if approved, the resolution accompanying this item will declare and adopt the results of the 2024 primary election, certify the facts requiring an automatic recount to the Pima County Superior Court, and authorize the Town's Legal Department to file a recount petition in Superior Court.

Vice Mayor Post moved to adopt Resolution No. 2024-075. Council Member Comerford seconded the motion. Motion passed, 7-0.

ITEMS FOR DISCUSSION/POSSIBLE ACTION

D1 Relating to Parks and Recreation; presentation, discussion and possible action regarding proposed fees for use of the Marana Community and Aquatic Center.

Town Manager Terry Rozema introduced this item and its presenters. He said Town staff has taken the feedback provided by the Council from various discussions and incorporated it into the fee proposals presented at this meeting. He said one of the considerations suggested was cost recovery, but he said as they looked at other jurisdictions, he asked staff to instead focus on what would be a reasonable cost to Town residents. He said cost recovery did not depend on the amount of the fee so much as the number of people that come to use the facility, and that the number of memberships mattered more for cost recovery as a result.

Parks and Recreation Director Jim Conroy, Deputy Parks and Recreation Director Wayne Barnett, and **Aquatics Superintendent Brandon Laue** then presented on this item. A copy of the presentation slides is on file with the Town Clerk's Office. The presentation included images of the facility and tables outlining the proposed fees, along

with tables comparing the proposed fees to other jurisdictions. For detailed information regarding the presentation of the proposed fees, please see the presentation slides. Clarifying questions were asked and answered during the presentation, and general discussion amongst the Council and staff ensued as follows:

- As the presenters reviewed the fee tables, they highlighted the following:
    - This facility is a unique facility.
    - Marana zip codes and immediately adjacent zip codes would qualify for the proposed residential rate.
    - The reason for the higher rental fee for all courts in the gymnasium was due to the fact that the entire gym would be unavailable to other residents during the rental time. Similar reasoning supported the proposed fee for renting out the whole pool.
    - The reasoning behind the higher after-hours rental fee is due to the need to have staff stay after hours for the event.
- **Council Member Comerford** asked what the minimum age was for a minor to enter the facility unaccompanied. **Mr. Barnett** said the minimum age was 13.
- **Council Member Kai** asked if the community room would have kitchen facilities. **Mr. Barnett** said there would be a small warming kitchen.
- **Council Member Comerford** asked if there are separate entrances for after-hours facilities so people don't need to come through the main entrance. **Mr. Barnett** said there are, but that they prefer people to come through the main entrance so staff can know who is coming in and out of the building.
- **Council Member Craig** asked if staff anticipated a lot of youth renting out the whole pool facility. **Mr. Laue** said the pool was a popular amenity, but that it was also seasonal. **Mr. Conroy** explained that the Town would need to be strategic and careful about balancing renting out the facility with protecting hours for use by all residents.
- **Council Member Comerford** asked about rentals to the local swim team. **Mr. Laue** said the aquatics facility could be partitioned so that the competition pool could be rented separately while the recreational pool remained open to the public (or was separately rented, and vice versa). **Council Member Comerford** asked if the swim team would be able to afford the cost if they had to rent out the pool for ten

to twelve hours per day. **Mr. Conroy** said that was another area that needed careful balancing.

- **Council Member Ziegler** complemented the presenters and said she was excited to see the proposed rates. She said staff has done an excellent job at keeping the rates low. She asked if there would be a veterans discount or other veteran benefits. She also recommended that members of MPOA and the Police Department be able to use the facility at no charge, and recommended that Town employees have a time in which they could go to the facility at no charge. **Mr. Rozema** said staff would look into a veterans benefit. He said that making the facility available to employees (individually, not including their families) for free was one of the considerations of staff and requested feedback from the Council on that.

    - **Council Member Ziegler** and **Council Member Craig** said they were in favor of individual employees (which would include the Police Department) getting in for free.

- **Mayor Honea** expressed concern with the possibility of private sector companies renting all three basketball courts for sports tournaments in which they would make a lot of money at the expense of the residents of the Town. **Mr. Conroy** said the Town has experience with dealing with those concerns with regard to the baseball fields and said it is something staff aggressively monitors.

- **Mayor Honea** said the Town should prioritize its own residents and those adjacent to Marana.

- **Council Member Comerford** said the Town used to do holiday parties and said employees could again have holiday parties in the community room. She also said the child watch was a good amenity because it allows single parents to enjoy the facility.

Mr. Rozema summarized the feedback from the Council and said he believed there was a consensus among the Council to move forward with the proposed fees, including free access for Town employees but not their families. He said staff would look into veteran benefits. There was a consensus among the Council.

EXECUTIVE SESSIONS

Pursuant to A.R.S. § 38-431.03, the Town Council may vote to go into executive session, which will not be open to the public, to discuss certain matters.

Mayor Honea asked for a motion to go into executive session.

Council Member Craig so moved. Council Member Kai seconded the motion. Motion passed, 7-0.

[An executive session was held on Item E2, beginning at 7:10 PM.]

E1 Executive Session pursuant to A.R.S. §38-431.03 (A), Council may ask for discussion or consideration, or consultation with designated Town representatives, or consultation for legal advice with the Town Attorney, concerning any matter listed on this agenda for any of the reasons listed in A.R.S. §38-431.03 (A).

E2 Executive session pursuant to A.R.S. § 38-431.03(A)(4) & (7) for discussion or consultation with the Town's attorneys and representatives in order to consider the Town's position and instruct its attorneys and representatives regarding the Town's position regarding ongoing negotiations and options related to the Master Development Lease Agreement between the Town and Pima Aviation for the lease of real property located at the Marana Regional Airport.

[The executive session concluded at 7:38 PM.]

FUTURE AGENDA ITEMS

Notwithstanding the Mayor's discretion regarding the items to be placed on the agenda, if three or more Council members request that an item be placed on the agenda, it must be placed on the agenda for the second regular Town Council meeting after the date of the request, pursuant to Marana Town Code Section 2-4-2(B).

Mayor Honea asked for future agenda items. There were no future agenda items.

ADJOURNMENT

Mayor Honea asked for a motion to adjourn.

*[Note **Council Members Comerford, Kai,** and **Ziegler** had not yet returned from executive session when the motion to adjourn was made. A quorum was still present.]*

Vice Mayor Post moved to adjourn the meeting. Council Member Craig seconded the motion. Motion passed, 4-0. The meeting was adjourned at 7:38 PM.

CERTIFICATION

I hereby certify that the forgoing are the true and correct minutes of the Marana Town Council Special Meeting held on August 13, 2024. I further certify that a quorum was present.

_____

David L. Udall, Town Clerk

DRAFT

MARANA TOWN COUNCIL
REGULAR COUNCIL MEETING
11555 W. Civic Center Drive, Marana, Arizona 85653
Council Chambers, August 20, 2024, at or after 6:00 PM

Ed Honea, Mayor
Jon Post, Vice Mayor
Patti Comerford, Council Member
Jackie Craig, Council Member
Herb Kai, Council Member
John Officer, Council Member
Roxanne Ziegler, Council Member

SUMMARY MINUTES

CALL TO ORDER AND ROLL CALL

PLEDGE OF ALLEGIANCE/INVOCATION/MOMENT OF SILENCE: Led by **Mayor Honea**.

APPROVAL OF AGENDA

Council Member Kai moved to approve the agenda as presented. Vice Mayor Post seconded the motion. Motion passed, 6-0.

CALL TO THE PUBLIC

Mr. David Morales addressed the Council. He requested that the Council consider working to change the pronunciation of the Town's name to the correct Spanish pronunciation. He also requested that Sandario Road be spelled the way it should be spelled in Spanish – San Dario.

PROCLAMATIONS

PR1 Proclamation Recognizing Drowning Impact Prevention Month (David L. Udall)

Town Clerk / Assistant Town Attorney David Udall read the proclamation as **Mayor Honea** presented it to its recipients.

PR2 Proclamation Recognizing Child Support Awareness Month (David L. Udall)

Mr. Udall read the proclamation as **Mayor Honea** presented it to its recipient.

MAYOR AND COUNCIL REPORTS: SUMMARY OF CURRENT EVENTS

Council Member Comerford commented on the severe storm that occurred on July 14, 2024 and said it ripped off several of the tiles on her roof. She requested that the Town look into increased regulation and inspections related to more secure roofing practices.

Mayor Honea commented on the following events he attended recently: a VFW community event, a Marana Chamber of Commerce luncheon where **Chief of Police Jeffrey Pridgett** spoke, a Western Area Army Training Site event at Pinal Airpark, and a fundraising event for flights back to Washington D.C. for veterans. He also said **Mr. Paul Marsh**, who helped found the Arizona Memorial Cemetery in Marana, recently passed away.

MANAGER'S REPORT: SUMMARY OF CURRENT EVENTS

Town Manager Terry Rozema said there were 60 single-family residential permits issued for the Month of August so far. He said last August, there were a total of 91 permits issued. He provided an update on the Community Center and Aquatics Facility construction, mentioned the splash pad at Heritage River Park was closed, and reminded the Council that **Representative Juan Ciscomani** was visiting one of the Town's water treatment facilities.

PRESENTATIONS

CONSENT AGENDA

C1 Resolution No. 2024-076: Relating to Development; approving the final block plat for Mandarina Blocks 14-20 generally located north of Tangerine Road and east of Interstate 10 within portions of Section 36, Township 11 South and Range 11 East and Section 31, Township 11 South and Range 12 East (Scott Radden)

C2 Resolution No. 2024-077: Relating to Development; approving a final plat for Moonlight Canyon at Saguaro Ranch Phase 2, Lots 2 and 3 located approximately one mile north of the north terminus of Thornydale Road within a portion of Section 20, Township 11 South and Range 13 East (Brian D. Varney)

C3 Resolution No. 2024-078: Relating to Development; approving a final plat for Tavira at Twin Peaks Phase 1, Lots 1-45, Block 1 (Future Residential), and Common Areas "A" (Private Streets, Drainage, Public Utilities, Access, and Maintenance) and "B" (Natural Undisturbed Open Space, Drainage, Landscape, Public Utilities, and Public Trail) located east of Camino de Manana approximately 1/8th mile south of the Desert Falcon Lane alignment within a portion of Section 12, Township 12 South, Range 12 East (Brian D. Varney)

C4 Resolution No. 2024-079: Relating to Marana Regional Airport; approving and authorizing the Mayor to sign the Fourth Amendment to the Master Development Lease Agreement for the lease of real property located at the Marana Regional Airport, 11700 West Avra Valley Road (David L. Udall)

C5 Resolution No. 2024-080: Relating to Public Works; approving and authorizing the Mayor to sign a Utility Relocation Reimbursement Agreement with Tucson Electric Power Company for the relocation of certain TEP facilities as part of the Tangerine Road widening phase 2A road project (George Cardieri)

C6 Relating to Procurement; approving a change order to the contract with Psomas, Inc. in the amount of $282,242.50 for the Tangerine Road Widening Phase 2A Project (ST098); authorizing the transfer of appropriations if necessary for the change order; and authorizing the Town Manager or designee to execute the necessary documents to effectuate the change order (Fausto Burruel)

C7 Approval of Regular Council Meeting Summary Minutes of August 6, 2024 (David L. Udall)

Vice Mayor Post moved to approve the consent agenda. Council Member Kai seconded the motion. Motion passed, 6-0.

LIQUOR LICENSES

BOARDS, COMMISSIONS AND COMMITTEES

COUNCIL ACTION

A1 Resolution No. 2024-081: Relating to Community Facility Districts; Consideration and possible adoption of a resolution approving and authorizing the execution and delivery of a district development, financing participation and intergovernmental agreement (Mandarina Community Facilities District) (Yiannis Kalaitzidis)

Finance Director Yiannis Kalaitzidis presented on this item. Detailed presentation slides, including summary points of the community facilities district proposal, tables, images, and maps, are on file with the Town Clerk's Office. For more information regarding the presentation please see the presentation slides. Clarifying questions were asked and answered during the presentation, and general discussion occurred as follows:

- **Mr. Kalaitzidis** highlighted that the item before the Council involved the approval of a community facilities district (CFD) agreement for the proposed Mandarina Community Facilities District, and that the actual formation of the district would be brought before Council at a later date.

- **Vice Mayor Post** asked why Mandarina was suddenly wanting a CFD. He said it was the first time he had heard of it. **Mr. Kalaitzidis** said his understanding was that Mandarina has always wanted a CFD.

- **Vice Mayor Post** asked why the Town was considering a $3.80 tax rate for the CFD instead of the standard $2.50. He said the Council established a higher rate for extraordinary infrastructure expenses like full-build interchanges, which are not involved here. **Mr. Kalaitzidis** said the higher rates were appropriate for regional projects like the drainage completed by Mandarina. **Vice Mayor Post** said there were protected facilities agreements in place to reimburse the developer for the regional infrastructure and said this would cause double dipping for reimbursement. **Mr. Kalaitzidis** said the development agreement prohibits double dipping. **Vice Mayor Post** said he didn't remember discussions regarding setting the rate such that it would guarantee Mandarina to get all of its money back. **Mr. Kalaitzidis** said there is never a guarantee the developer's full reimbursement will be recouped, and **Vice Mayor Post** commented this is what the CFD would do.

- **Deputy Town Manager Erik Montague** said the Mandarina CFD has been contemplated for some period of time, even going back to the Mandarina settlement agreement. He said Town staff believes that the agreement before the Council conforms to the Council's direction that a CFD rate higher than $2.50 is appropriate in cases where extraordinary infrastructure is involved. He said part of the reason for coming before Council at this time was to receive feedback related to significant deal points.

- **Mayor Honea** said issuing a CFD was not a guarantee. He said other jurisdictions do not have CFDs, and that he was accountable to the voters and taxpayers of the community. He said he would be a no vote if the rate was set at $3.80 and said he was disappointed it was brought before Council at that rate. He said this directly impacts housing payments for members of the community and said he wished he had had a heads-up on this item earlier than tonight. **Vice Mayor Post** said he would also be a no vote if the rate was set at $3.80 and said he did not think the infrastructure involved justified extraordinary costs.

- **Council Member Kai** said when people shop for homes, they will look at whether there is a CFD tax and that many people do not want to face that.

- **Council Member Craig** asked (1) if the creation of the CFD would impact the Town's ability to borrow money and (2) what the worst-case scenario would be if a recession hit, and the developer walked away and did not help during that time. **Mr. Kalaitzidis** said (1) a CFD is a separate legal entity and that there should be little to no impact on the Town and (2) that, in a worst-case scenario, the CFD would raise the tax levy on residents. **Council Member Kai** expressed concern with CFDs during periods of recession.

- **Council Member Comerford** said there was nothing in the deal requiring Mandarina to help pay for the needed Tangerine interchange improvements and said a lot of homes will be going in at the development. **Mr. Kalaitzidis** said his understanding was that the CFD would not be participating in the Tangerine interchange improvements, but that the development would contribute to it by way of impact fee payments.

Mr. Karl Huish, owner of Mandarina Holdings, addressed the Council. He highlighted two extraordinary infrastructure improvements Mandarina installed that he said he never had to do in his development career: (1) the regional drainage channels that lifted 350 acres out of the flood plain and (2) the offsite water and wastewater infrastructure that had to be installed underneath Interstate 10. He said one of the tunnels was required to be hand-dug under the interstate. He said the reason there had not been development on the east side of Interstate 10 was because of the high costs of the required infrastructure and that Mandarina made future development possible in that area because Mandarina paid those costs. He also highlighted that inflation has caused the costs of installing infrastructure to be much higher than when the last CFD was established at a rate of $2.50.

Mayor Honea indicated the Council would not take any action on this item. **Mr. Paul Gales of GreenbergTraurig**, outside counsel for the Town on this item, addressed the Council and answered questions regarding the Council's procedural options.

Vice Mayor Post moved to adopt Resolution No. 2024-081, as amended to set a tax rate of $2.50 plus $0.30 maintenance. Council Member Craig seconded the motion as so amended. Mayor Honea asked Mr. Udall to poll the council on the motion. Mayor Honea voted Nay, Vice Mayor Post voted Aye, Council Member Craig voted Aye, Council Member Comerford voted Aye, Council Member Kai voted Nay, and Council Member Officer voted Aye. Motion passed, 4-2.

ITEMS FOR DISCUSSION / POSSIBLE ACTION

EXECUTIVE SESSIONS

Pursuant to A.R.S. § 38-431.03, the Town Council may vote to go into executive session, which will not be open to the public, to discuss certain matters.

E1 Executive Session pursuant to A.R.S. §38-431.03 (A), Council may ask for discussion or consideration, or consultation with designated Town representatives, or consultation for legal advice with the Town Attorney, concerning any matter listed on this agenda for any of the reasons listed in A.R.S. §38-431.03 (A).

FUTURE AGENDA ITEMS

Notwithstanding the Mayor's discretion regarding the items to be placed on the agenda, if three or more Council members request that an item be placed on the agenda, it must be placed on the agenda for the second regular Town Council meeting after the date of the request, pursuant to Marana Town Code Section 2-4-2(B).

Mayor Honea asked for future agenda items. There were no future agenda items.

ADJOURNMENT

Mayor Honea asked for a motion to adjourn the meeting.

Vice Mayor Post moved to adjourn the meeting. Motion passed, 6-0. Meeting adjourned at 7:05 PM.

CERTIFICATION

I hereby certify that the foregoing are the true and correct minutes of the regular Town Council meeting held on August 20, 2024. I further certify that a quorum was present.

_____

David L. Udall, Town Clerk

DRAFT

Council-Regular Meeting **A1**

Meeting Date: 09/03/2024

To: Mayor and Council

From: Jane Fairall, Town Attorney

Date: September 3, 2024

Strategic Plan Focus Area:
Not Applicable

Subject: Resolution No. 2024-082: Relating to Development; approving and authorizing the Mayor to execute the First Amendment to Payson Farms Development Agreement (Jane Fairall)

Discussion:

On January 4, 2005, the Town Council adopted Ordinance No. 2004.23 rezoning approximately 107 acres of land generally located southeast of North Sanders Road and south of West Barnett Road from "A" Small Lot Zone to "R-6" Residential. Also on January 4, 2005, the Town Council adopted Resolution No. 2004-168, approving a Development Agreement between the Town and Payson Farms, Inc. and Tri Marana Development Management and Consulting LLC governing development of the property rezoned by Ordinance No. 2004.23, then known as Payson Farms (the "Original DA").

On October 5, 2021, the Town Council adopted Ordinance No. 2021.021, modifying certain conditions of Ordinance No. 2004.23, including removing a rezoning condition from the 2004 ordinance that required larger lot sizes than is required by standard R-6 zoning. Ordinance No. 2021.021 also made other revisions to the conditions of rezoning to conform to current Town policies and standard conditions.

The property is now known as Remington Ranch and is being developed by American Homes for Rent. Town staff and the developer have negotiated a first amendment to the Original DA, to reflect and memorialize changes that have occurred in the intervening 19.5 years since the Original DA was approved, as well as the changed conditions set forth in Ordinance No. 2021.021. The following summarizes the

provisions of the proposed first amendment:

- Deletes outdated provisions in the Original DA regarding water, wastewater, and non-potable water, and instead requires compliance with the 2021 ordinance conditions regarding these topics.
- For onsite private recreational requirements, the Original DA refers to the Town's old 185 square feet per residential unit standard. The amendment requires the developer to comply with the new, higher standards in Marana Town Code (MTC) Section 17-5-3.B.12 for recreational requirements, which will require 300 square feet per unit.
- For CMID canal undergrounding, the provision in the Original DA is deleted, and instead the developer must comply with current MTC Sections 17-5-3.B.17 and 17-6-4 requiring undergrounding and enclosure of all irrigation channels and ditches within the property or adjacent thereto within perimeter easements or the nearest half of a street or alley right-of-way.
- Adds a new paragraph memorializing that the property must pay the Rancho Marana Water Main protected facility fee applicable to the development.
- Extends the DA for 10 more years from now. The original DA would expire in January 2025.

In addition to all of the above, the Original DA required the developer to construct and dedicate to the Town that portion of the Barnett Channel Linear Park located on the property, providing that the lands and improvements would be deeded to the Town after construction and acceptance by the Town. Because the Original DA predates the Town's adoption of Parks development impact fees, this paragraph of the Original DA also required the developer to contribute $1,000 per residential unit to be used by the Town for regional park purposes. This first amendment to the Original DA memorializes that the property (9 acres) for the Barnett Channel Linear Park has already been dedicated to the Town, via the recording of the original Payson Farms plat in 2006, and eliminates the $1,000 fee because the development is now required to pay the Parks impact fee of $2,529 per equivalent dwelling unit (EDU). Additionally, rather than requiring construction of a trail, the first amendment requires the developer to grade the bottom and slopes of the Barnett Channel adjacent to the property and to stabilize the channel to prevent future erosion.

Any provision of the Original DA not addressed in the first amendment, will remain in full force and effect.

In addition to the proposed first amendment, Town staff has also attached Ordinance No. 2004.23, the Original DA, and Ordinance No. 2021.021 to this agenda item for the Council's convenience.

Staff Recommendation:

Staff recommends approval of the first amendment to the Payson Farms Development Agreement.

Suggested Motion:

I move to adopt Resolution No. 2024-082, approving and authorizing the Mayor to execute the First Amendment to Payson Farms Development Agreement.

Attachments

Resolution No. 2024-082
Exhibit A First Amendment
Ordinance No. 2004.23
Ordinance 2021.021
Original DA

MARANA RESOLUTION NO. 2024-082

RELATING TO DEVELOPMENT; APPROVING AND AUTHORIZING THE MAYOR TO EXECUTE THE FIRST AMENDMENT TO PAYSON FARMS DEVELOPMENT AGREEMENT

WHEREAS AMH Development, LLC and AMH Remington Ranch Development TRS, LLC, (collectively, the "Developer") are the current master developers of the Remington Ranch development project, formerly known as Payson Farms, located generally southeast of North Sanders Road and south of West Barnett Road; and

WHEREAS the Town and the Developer's predecessors in interest entered into the Payson Farms Development Agreement recorded in the office of the Pima County Recorder on January 14, 2005 at Sequence 20050101016 (the "Original DA"); and

WHEREAS the Town and the Developer have negotiated an amendment to the Original DA to address changed circumstances related to the development; and

WHEREAS the Mayor and Council find that entering into the First Amendment to the Payson Farms Development Agreement is in the best interest of the Town.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE TOWN OF MARANA, ARIZONA, that the First Amendment to the Payson Farms Development Agreement between the Town of Marana and the Developer attached to and incorporated by this reference in this resolution as Exhibit A is hereby approved, the Mayor is hereby authorized and directed to sign it for and on behalf of the Town of Marana, and the Town's Manager and staff are hereby directed and authorized to undertake all other and further tasks required or beneficial to carry out its terms, obligations, and objectives.

PASSED AND ADOPTED by the Mayor and Council of the Town of Marana, Arizona, this 3rd day of September 2024.

_____
Mayor Ed Honea

ATTEST:

_____
David L. Udall, Town Clerk

APPROVED AS TO FORM:

_____
Jane Fairall, Town Attorney

FIRST AMENDMENT TO PAYSON FARMS DEVELOPMENT AGREEMENT

Town of Marana, Arizona

THIS FIRST AMENDMENT TO PAYSON FARMS DEVELOPMENT AGREEMENT (this "First Amendment") is made and entered into by and between the TOWN OF MARANA (the "Town"), an Arizona municipal corporation; AMH DEVELOPMENT, LLC ("AMH Development"), a Delaware limited liability company; AMH REMINGTON RANCH DEVELOPMENT TRS, LLC, a Delaware limited liability company ("AMH Remington Ranch"); and STEWART TITLE & TRUST OF TUCSON, an Arizona corporation, as Trustee under trust numbers 3781 and 3782, and not in its corporate capacity (the "Trust"). AMH Development and AMH Remington Ranch are collectively referred to as the "Developer." The Town, the Developer, and the Trust are sometimes collectively referred to as the "Parties," any of which is sometimes individually referred to as a "Party."

RECITALS

A. On January 4, 2005, the Town Council adopted Ordinance No. 2004.23 rezoning approximately 107 acres of land generally located southeast of North Sanders Road and south of West Barnett Road in Section 28 Township 11 South, Range 11 East from "A" Small Lot Zone to "R-6" Residential. Ordinance No. 2004.23 was recorded in the Pima County Recorder's office on January 14, 2005 at Sequence 20050101017.

B. Also on January 4, 2005, the Town Council adopted Resolution No. 2004-168, approving a Development Agreement between the Town and PAYSON FARMS, INC. and TRI MARANA DEVELOPMENT MANAGEMENT AND CONSULTING LLC governing development of the property rezoned by Ordinance No. 2004.23, then known as Payson Farms (the "Original DA"). The Original DA was recorded in the Pima County Recorder's office on January 14, 2005 at Sequence 20050101016.

C. The Payson Farms Lots 1 through 367, Common Areas "A" & "B" Final Plat (the "Payson Farms Plat") was recorded in the Pima County Recorder's office on March 31, 2006, in Book 61 of Maps and Plats, Page 7.

D. The Payson Farms Plat dedicated approximately nine acres of property to the Town for the Barnett Channel Linear Park.

E. Various public water facilities, including water facilities with capacity to serve the Property (the "Rancho Marana Water Main") were constructed pursuant to an "Agreement for Construction of Potable and Non-Potable Water Facilities and Provision of Water Utility Service" between Monterey Homes Arizona, Inc. and U S Home Corporation and the Town, recorded in the office of the Pima County Recorder on June 10, 2005 at

Docket 12571, Page 2724, which was amended and extended pursuant to a "First Amendment to Agreement for Construction of Water Facilities and Provision of Water Utility Service" between Meritage Homes Arizona, Inc. and the Town, recorded in the office of the Pima County Recorder on May 11, 2020 at Sequence 20201320065.

F. On May 5, 2020, the Town Council adopted Resolution No. 2020-038, Section 3 of which adopted the Rancho Marana Water Main protected facility charge in the amount of $759.09 per lot for the then-proposed 367-lot Payson Farms subdivision, payable when the building permit is issued for the home on the lot. Section 3 further provided that if Payson Farms was resubdivided, the protected facility charge would be recalculated based on the total Rancho Marana Water Main costs attributable to Payson Farms (i.e., $278,584.14) divided by the number of lots in the resubdivision.

G. On October 5, 2021, the Town Council adopted Ordinance No. 2021.021, modifying certain conditions of Ordinance No. 2004.23 for the approximately 97.4 acres of property subject to the Payson Farms Plat still privately owned. Ordinance No. 2021.021 was recorded in the Pima County Recorder's office on October 8, 2021 at Sequence 20212810085.

H. Section 1, condition 13 of Ordinance No. 2021.021 provides that the maximum number of single-family detached residential lots within the Property shall not exceed 435.

I. The Final Plat for Remington Ranch, Lots 1-131 and Common Areas "A" through "J" and Blocks 1-3, being a resubdivision of the property subject to the Payson Farms Plat, excluding the approximately nine acres previously dedicated to the Town as described in recital D above, was recorded in the Pima County Recorder's office on May 19, 2023, at Sequence 20231390214 (the "Remington Ranch Plat").

J. The property that is the subject of this First Amendment is the approximately 97.4 acres described and depicted in Exhibit "A" attached to Ordinance No. 2021.021 (the "Property").

K. The Developer is the developer of the Property.

L. Title to the lots and blocks in the Property beneficially owned by the Developer is held by the Trust.

M. The Developer is the successor in interest to PAYSON FARMS, INC. and TRI MARANA DEVELOPMENT MANAGEMENT AND CONSULTING LLC under the Original DA.

N. The Original DA included numerous provisions regarding on-site infrastructure and project impact obligations that have materially changed since 2005.

O. The Parties acknowledge and agree that this First Amendment is a "development agreement" within the meaning of, and entered into pursuant to, the terms of A.R.S. § 9-500.05, in order to facilitate the development of the Property.

P. The Parties desire to amend the Original DA to memorialize their agreement concerning the issues addressed in this First Amendment.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing recitals, which the Parties acknowledge are accurate and which are incorporated into this First Amendment as though fully restated here, and the mutual covenants set forth in this First Amendment, the Parties hereby agree as follows:

1. *Water utilities.* Paragraph 2.2 of the Original DA is hereby deleted and replaced with the following:

2.2. Water Utilities. The Developer shall comply with the requirements set forth in Section 1, condition 5 and condition 9 of Ordinance No. 2021.021 regarding onsite and offsite water facilities needed to serve the Property.

2. *Wastewater*. Paragraph 2.3 of the Original DA is hereby deleted and replaced with the following:

2.3. Wastewater. The Developer shall comply with the requirements set forth in Section 1, condition 7 of Ordinance No. 2021.021 regarding onsite and offsite wastewater facilities needed to serve the Property.

3. *Onsite private recreational facilities.* Paragraph 2.4 of the Original DA is hereby deleted and replaced with the following:

2.4. Onsite Private Recreational Facilities. The Developer shall comply with the subdivision recreational area requirements of Marana Town Code Section 17-5-3.B.12 regarding onsite private recreational facilities required to serve the Property.

4. *Regional public park/trail system.* Paragraph 2.7 of the Original DA is hereby deleted and replaced with the following:

2.7. Regional Public Park/Trail System. The Developer dedicated approximately nine acres of property to the Town for the Barnett Channel Linear Park via the Payson Farms Plat recorded in the Pima County Recorder's office on March 31, 2006, in Book 61 of Maps and Plats, Page 7. The Developer shall grade the bottom and slopes of the Barnett Channel located adjacent to the Property. The work shall include filling and compacting the areas of the channel slope that have eroded from on-site drainage from predevelopment conditions. The bottom of the channel shall be graded to remove the sediments that have collected in the bottom from the erosion of the side slopes adjacent to the Property. The graded condition of the channel shall be uniform in appearance and blend with the proposed grading of the Property. The disturbed channel shall be stabilized per Town standards to prevent future erosion of the channel from the drainage discharged and collected in the channel from the Property. The Developer shall comply with the subdivision recreational area requirements of Marana Town Code Section 17-5-3.B.12 regarding onsite private recreational facilities required to serve the Property.

5. *Non-potable system*. Paragraph 2.9 of the Original DA is hereby deleted and replaced with the following:

2.9. Non-Potable System. The Developer shall comply with the requirements set forth in Section 1, condition 6 of Ordinance No. 2021.021 regarding installation of a non-potable system needed to serve the Property.

6. *Cortaro-Marana Irrigation District (CMID)*. Paragraph 2.10 of the Original DA is hereby deleted and replaced with the following:

2.10. Cortaro-Marana Irrigation District (CMID). The Developer shall comply with the requirements of Marana Town Code Sections 17-5-3.B.17 and 17-6-4 regarding the undergrounding and enclosure of all irrigation channels and ditches within the Property or adjacent thereto within perimeter easements or the nearest half of a street or alley right-of-way.

7. *Rancho Marana Water Main protected facility charge.* The Developer shall pay the Rancho Marana Water Main protected facility charge in the amount of $640.43 per lot, which is the Rancho Marana Water Main costs attributable to Payson Farms ($278,584.14) divided by the maximum number of lots permitted by Ordinance No. 2021.021 (435). The charge is payable when the building permit is issued for the home on the lot. Pursuant to the Remington Ranch Plat, the Developer subdivided the Property into 131 lots and three large blocks with the intent to further subdivide the Property a block at a time. The Parties will know the final lot count for the Property when the final plat for the last block of Remington Ranch to be subdivided is recorded. If the final lot count is less than 435 total lots, the protected facility charge will be recalculated at the time of recordation of the final plat for the last block of Remington Ranch to be subdivided.

8. *Development impact fees*. Nothing in this First Amendment shall be construed as a waiver or reduction of development impact fees properly adopted by the Town pursuant to A.R.S. § 9-463.05 and applicable to the Property. All development within the Property shall be responsible to pay all applicable development impact fees existing as of the time of building permit application.

9. *Extension of Term*. This First Amendment shall become effective upon its execution by all the Parties and the effective date of the resolution or action of the Town Council approving this First Amendment (the "Effective Date"). Pursuant to paragraph 8.1 of the Original DA, the Parties hereby agree to extend the term of the Original DA such that, unless sooner terminated by the mutual consent of the Parties, the Term shall automatically terminate and shall thereafter be void for all purposes on the 10th anniversary of the Effective Date of this First Amendment. If the Parties determine that a longer period is necessary for any reason, the term of the Original DA as amended by this First Amendment may be extended by written agreement of the Parties.

10. *Development regulations*. The Property shall be governed by the rezoning conditions of Ordinance No. 2004.23, as amended by Ordinance No. 2021.021 and the Original DA, as amended by this First Amendment. The Marana Land Development Code, including the written rules, regulations, substantive procedures, and policies relating to development of land, adopted or approved by the Mayor and Council (collectively the "Marana Development Code") in effect on the Effective Date shall apply to the extent not

covered by Ordinance No. 2004.23, as amended by Ordinance No. 2021.021 or the Original DA, as amended by this First Amendment. The requirements of this paragraph are collectively referred to as the "Development Regulations."

11. *Recordation*. After this First Amendment has been executed by the Parties, the Town shall, as concurrently as reasonably possible, record this First Amendment in the office of the Pima County Recorder.

12. *Miscellaneous*.

a. The Recitals set forth above are true and correct and are incorporated herein by this reference.

b. Capitalized words and phrases in this First Amendment shall have the meanings set forth in the Original DA as modified by this First Amendment, and the terms of the Original DA shall continue in full force and effect except as expressly modified by this First Amendment.

c. This First Amendment may not be modified except in a writing signed by the Parties.

d. Time is of the essence of this First Amendment.

e. This First Amendment shall be governed by and interpreted in accordance with the laws of the State of Arizona, and any lawsuit to enforce any provision of this First Amendment or to obtain any remedy with respect to this First Amendment shall be brought in the Pima County Superior Court, and for this purpose the Parties expressly and irrevocably consent to the jurisdiction of the Pima County Superior Court.

f. If any Party fails to perform any of its obligations under this First Amendment or if a dispute arises concerning the meaning or interpretation of any provision of this First Amendment, the prevailing Party shall be entitled to its reasonable attorneys' fees and costs consistent with A.R.S. § 12-341.01.

g. This First Amendment may be executed in identical counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same instrument. In addition, this First Amendment may contain more than one counterpart of the signature pages and this First Amendment may be executed by the affixing of the signature pages, and all of such counterpart signature pages shall be read as though one, and they shall have the same force and effect as though all the signers had signed a single signature page.

h. This First Amendment shall be binding upon and inure to the benefit of the Parties and their respective successors in interest and assigns; provided, however, that (i) upon the conveyance of all of the Developer's holdings in the Property to a single grantee or multiple portions of the Developer's holdings to multiple grantees, the Developers shall automatically be released from any further obligation or liability under this First Amendment and this First Amendment shall thereafter bind the grantee or multiple grantees each for their respective holdings only; and (ii) in no event shall this

First Amendment be binding on or burden the property of a purchaser of a home on the Property.

i. This First Amendment is subject to A.R.S. § 38-511, which provides for cancellation of contracts in certain instances involving conflicts of interest.

IN WITNESS WHEREOF, the Parties have executed this First Amendment as of the last date set forth below their respective signatures.

THE "TOWN":

TOWN OF MARANA, an Arizona municipal corporation

By: _____
Ed Honea, Mayor

Date: _____

ATTEST:

_____
David L. Udall, Town Clerk

APPROVED AS TO FORM:

_____
Jane Fairall, Town Attorney

THE "DEVELOPER":

AMH DEVELOPMENT, LLC, a Delaware limited liability company

By: _____
Alexander Rihl
V.P. - Land Acquisition, Development Southwest

Date: _____

AMH REMINGTON RANCH DEVELOPMENT TRS, LLC, a Delaware limited liability company

By: _____
Alexander Rihl
V.P. - Land Acquisition, Development Southwest

Date: _____

The "TRUST":
STEWART TITLE & TRUST OF TUCSON, an Arizona corporation, as Trustee under trust numbers 3781 and 3782, and not in its corporate capacity

By: _____
Erik Zwerk
Trust Officer

Date: _____

STATE OF ARIZONA)
ss.
County of Maricopa)

The foregoing instrument was acknowledged before me this _____ day of _____, 2024, by Alexander Rihl, V.P. - Land Acquisition, Development Southwest of AMH DEVELOPMENT, LLC, a Delaware limited liability company, on its behalf.

(Seal)

_____
Notary Public

STATE OF ARIZONA)
ss.
County of Maricopa)

The foregoing instrument was acknowledged before me this _____ day of _____, 2024, by Alexander Rihl, V.P. - Land Acquisition, Development Southwest of AMH REMINGTON RANCH DEVELOPMENT TRS, LLC, a Delaware limited liability company, on its behalf.

(Seal)

_____
Notary Public

STATE OF ARIZONA)
ss.
County of Pima)

The foregoing instrument was acknowledged before me this _____ day of _____, 2024, by Erik Zwerk, Trust Officer of STEWART TITLE & TRUST OF TUCSON, an Arizona corporation, as Trustee under trust numbers 3781 and 3782, and not in its corporate capacity.

(Seal)

_____
Notary Public

F. ANN RODRIGUEZ, RECORDER
RECORDED BY: D_K
DEPUTY RECORDER
7864 PE1

SMARA
TOWN OF MARANA
ATTN: TOWN CLERK
13251 N LON ADAMS RD
MARANA AZ 85653

DOCKET: 12469
PAGE: 3489
NO. OF PAGES: 4
SEQUENCE: 20050101017
01/14/2005
ORDIN 15:25

MAIL

AMOUNT PAID $ 8.00

MARANA ORDINANCE NO. 2004.23

RELATING TO DEVELOPMENT; REZONING 107-ACRES OF LAND FROM "A" TO ZONE "R-6" ON PROPERTY LOCATED SOUTH OF BARNETT ROAD AND EAST OF SANDERS ROAD, COMMONLY KNOWN AS PAYSON FARMS.

WHEREAS, Tri-Marana Development is the owner of approximately 107 acres of land generally located at the southeast corner of Barnett Road and Sanders Road, within Section 28, Township 11 South, Range 11 East, as depicted on Exhibit "A", attached hereto and incorporated herein by this reference; and

WHEREAS, the Marana Planning Commission held a public hearing September 15, 2004 and voted 4-0 to recommend that the Town Council approve said rezoning, adopting the recommended staff conditions; and

WHEREAS, the Marana Town Council heard from representatives of the owner, staff and members of the public at the regular Town Council meeting held January 4, 2005 and has determined that the rezoning is in conformity with the General Plan and should be approved, subject to conditions.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the Town of Marana, Arizona, as follows:

Section 1. The zoning of approximately 107 acres generally located at the southeast corner of Barnett Road and Sanders Road, within Section 28, Township 11 South, Range 11 East is hereby changed from "A" (Small Lot Zone) to "R-6" (Single Family Residential/ 6000 sq. ft. minimum lot size).

Section 2. The purpose of this rezoning is to allow the creation of a residential neighborhood subject to the following conditions:

1. Compliance with all provisions of the Town's codes and ordinances as current at the time of any subsequent development, including, but not limited to, requirements for public improvements.
2. This rezoning is valid for five years from the date of Town Council approval; if the developer fails to have a final subdivision plat recorded prior to the five years' the Town may initiate the necessary action to revert the property to the original zoning, upon action by the Town Council.
3. The applicant shall construct a temporary secondary access via Barnett Road or Sanders Road (pending completion of Tangerine Farms Loop Road construction) prior to the issuance of the twenty-fifth residential building permit
4. The property owner shall not cause any lot split of any kind without the written consent of the Town of Marana.

5. The applicant shall submit a TIA with the preliminary plat.
6. The Developer shall dedicate, or cause to have dedicated, an additional 190' feet of Right of Way along the Western portion of Sanders Road and 90'of new Right of Way from Sanders Road East to the connection point of Rancho Marana for the construction of Clark Farms Road.
7. A water service agreement and a master water plan must be submitted by the Developer and accepted by the Utilities Director prior to the approval of the first plat by the Town Council.
8. The Developer shall develop a reclaimed water irrigation system, dedicated to the Town, to distribute irrigation water to all properties and recreation areas within this development.
9. A sewer service agreement and master sewer plan must be submitted by the Developer and accepted by Pima County Wastewater Management and the Town Engineer prior to the approval of the first plat by the Town Council.
10. The applicant shall comply with all design standards and guidelines within the Northwest Marana Area Plan and Land Development Code with the first preliminary plat submittal.
11. The project shall comply with the construction design standards regarding noise level reduction as stated in an 8/30/04 letter from the Marana Regional Airport.
12. Special landscape and design treatments shall be provided at project entry ways, as well as perimeter walls, which create an individual identity for the project and consistency with the Northwest Marana Area Plan.
13. The site shall be surveyed for archaeological resources before any ground disturbing activities take place.
14. The property owner shall transfer with the final plat, by the appropriate Arizona Department of Water Resources form, those water rights being IGR Type I or Type II to the Town of Marana providing designation of assured water supply and water service to said property. If Type I or Type II is needed on said property, the Town and developer/landowner shall arrive at an agreeable solution to the use of those water rights appurtenant to said land.
15. Prior to the issuance of a building permit and pursuant to Marana Ordinance No. 99.02 the property owner(s) within the Lower Santa Cruz River Levee Benefit Area shall enter into a Development Agreement with the Town of Marana to reimburse the Town for this project's proportionate share for the cost of construction of the levee.
16. Potential buyers shall be notified that the property is located within the flight path of the Northwest Marana Regional Airport.
17. Potential buyers shall be notified that some or all of the property in this rezoning is subject to an annual tax and assessment by Cortaro Marana Irrigation District and Cortaro Water Users' Association.
18. As per the July 28, 2004 Site Analysis and Tentative Development Exhibit II.B the following range of lot sizes shall be provided on the plat:

- 6,050 square foot minimum – maximum 49% of the total lots
- 6,900 square foot minimum – maximum 28% of the total lots
- 7,800 square foot minimum – minimum 23% of the total lots

Section 3. All Ordinances, Resolutions and Motions and parts of Ordinances, Resolutions, and Motions of the Marana Town Council in conflict with the provisions of this Ordinance are hereby repealed, effective as of the effective date of Ordinance No. 2004.23.

Section 4: If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED AND ADOPTED by the Mayor and Council of the Town of Marana, Arizona, this 4th day of January, 2005.

Mayor BOBBY SUTTON, JR.

TOWN OF MARANA CORPORATE SEAL ARIZ. 1977

ATTEST:

Jocelyn C. Bronson
Town Clerk

APPROVED AS TO FORM:

Frank Cassidy
Town Attorney

Exhibit A

The Southwest quarter of Section 28, Township, 11 South, Range 11 East Gila and Salt River Meridian, Pima County, Arizona,

Except the South 825 feet thereof

Except the North 25 feet thereof as conveyed to the Town of Marana in the instrument recorded in Docket 9014 at page 1535. Except the West 30 feet thereof as set forth therein.

Except any portion thereof lying within Sanders Road as it presently exists.

MARANA 2024-0034

GABRIELLA CÁZARES-KELLY, RECORDER
Recorded By: LW
DEPUTY RECORDER
41

SMARA
TOWN OF MARANA
PICKUP

SEQUENCE: 20212810085
NO. PAGES: 8
10/08/2021
10:09:21

MARANA ORDINANCE NO. 2021.021

RELATING TO DEVELOPMENT; AMENDING MARANA ORDINANCE NO. 2004.23, WHICH APPROVED THE REZONING OF APPROXIMATELY 107 ACRES OF LAND GENERALLY LOCATED SOUTHEAST OF NORTH SANDERS ROAD AND SOUTH OF WEST BARNETT ROAD FROM "A" SMALL LOT ZONE TO "R-6" RESIDENTIAL, BY ELIMINATING A REZONING CONDITION RELATED TO LOT SIZES AND REVISING OTHER REZONING CONDITIONS TO CONFORM TO INTERVENING TOWN ACTIONS, CURRENT TOWN POLICIES, AND CURRENT ARIZONA LAW

WHEREAS Tucson Farms, LLC (the "Property Owner") owns approximately 97.4 acres of land generally located southeast of North Sanders Road and south of West Barnett Road in Section 28 Township 11 South, Range 11 East, described and depicted on Exhibit "A" attached to and incorporated in this ordinance by this reference (the "Property"); and

WHEREAS, on January 4, 2005, the Mayor and Town Council adopted Ordinance No. 2004.23 rezoning the Property from "A" Small Lot Zone to "R-6" Residential, and Resolution No. 2004-168, approving a Development Agreement for the Property, formerly known as Payson Farms; and

WHEREAS, on December 6, 2005, the Mayor and Town Council adopted Resolution No. 2005-149, approving the final plat for Payson Farms; and

WHEREAS the Town of Marana and the Property Owner intend to negotiate an amended/restated Development Agreement; and

WHEREAS the Property Owners have submitted an application to amend Ordinance No. 2004.23 (this "Amendment Request") to remove rezoning condition number 18 which requires larger lot sizes than is required by standard R-6 zoning; and

WHEREAS the conditions of rezoning numbers 2, 3, 5, 6, 10, 11, 12, 15, and 16 set forth in Marana Ordinance No. 2004.23 include provisions inconsistent with Town of Marana actions that have occurred in the intervening years and current Town of Marana policies; and

WHEREAS this ordinance makes other revisions to the conditions of rezoning to conform to current Town of Marana policies and standard conditions; and

WHEREAS the Marana Planning Commission held a public hearing on this Amendment Request on September 29, 2021, and voted unanimously, 7-0 to recommend

that the Town Council approve this Amendment Request and the other ordinance revisions; and

WHEREAS the Marana Town Council held a public hearing on this Amendment Request on October 5, 2021, and determined that the Amendment Request and other ordinance revisions should be approved.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the Town of Marana, Arizona, as follows:

Section 1. Marana Ordinance No. 2004.23 is hereby amended by revising the conditions of rezoning as follows (with deletions shown with ~~strikeouts~~ and additions shown with double underlining):

1. Compliance with all applicable provisions of the Town's codes and ordinances current at the time of any subsequent development including, but not limited to, requirements for public improvements and payment of application fees and applicable development impact fees.

2. Any plat or development plan for any portion of the Property submitted after the effective date of this ordinance shall be in general conformance with the conceptual land use plan attached to and incorporated in this ordinance by this reference as Exhibit "B".

3. The Property Owner must submit a master drainage study which must be accepted by the Town Engineer prior to Town approval of any plat or development plan for any portion of the Property submitted after the effective date of this ordinance.

~~2.This rezoning is valid for five years from the date of Town Council approval; if the developer fails to have a final subdivision plat recorded prior to the five years' the Town may initiate the necessary action to revert the property to the original zoning, upon action by the Town Council.~~

~~3. The applicant shall construct a temporary secondary access via Barnett Road or Sanders Road (pending completion of Tangerine Farms Loop Road construction) prior to the issuance of the twenty-fifth residential building permit~~

4. The Property Owner shall not cause any lot split of any kind without the written consent of the Town of Marana.

~~5. The applicant shall submit a TIA with the preliminary plat.~~

~~6. The Developer shall dedicate, or cause to have dedicated, an additional 190' feet of Right of Way along the Western portion of Sanders Road and 90' of new Right of Way from Sanders Road East to the connection point of Rancho Marana for the construction of Clark Farms Road.~~

5. ~~7. A water service agreement and a master water plan must be submitted by the Developer and accepted by the Utilities Director prior to the approval of the first~~

~~plat by the Town Council.~~ A water infrastructure and phasing plan (WIP) must be submitted by the Property Owner and accepted by Marana Water (the "water provider") prior to approval of any plat for any portion of the Property submitted after the effective date of this ordinance. The WIP shall identify all on-site and off-site water facilities needed to serve the proposed development. The WIP shall include all information required by the water provider, such as (but not limited to) analysis of water use and fire flow requirements, and well source, reservoir, and booster station infrastructure needed to serve the proposed development. If the water provider requires a water service agreement as a condition of service to the proposed development, the Property Owner must enter into a water service agreement with the water provider consistent with the accepted WIP.

6. ~~8. The Developer shall develop a reclaimed water irrigation system, dedicated to the Town, to distribute irrigation water to all properties and recreation areas within this development.~~ The Property Owner shall install a non-potable system to serve the common open space areas and other landscaped amenities, as accepted by the Cortaro-Marana Irrigation District.

7. ~~9. A sewer service agreement and master sewer plan must be submitted by the Developer and accepted by Pima County Wastewater Management and the Town Engineer prior to the approval of the first plat by the Town Council.~~ A master sewer plan must be submitted by the Property Owner and accepted by Marana Water Reclamation Department (the "wastewater utility") prior to the approval of any final plat or development plan for the Property submitted after the effective date of this ordinance. The master sewer plan shall identify all on-site and off-site wastewater facilities needed to serve the proposed development, and shall include all information required by the wastewater utility. If the wastewater utility requires a sewer service agreement as a condition of service to the proposed development, the Property Owner must enter into a sewer service agreement with the wastewater utility consistent with the accepted master sewer plan.

~~10.The applicant shall comply with all design standards and guidelines within the Northwest Marana Area Plan and Land Development Code with the first preliminary plat submittal.~~

~~11. The project shall comply with the construction design standards regarding noise level reduction as stated in an 8/30/04 letter from the Marana Regional Airport.~~

~~12. Special landscape and design treatments shall be provided at project entryways, as well as perimeter walls, which create an individual identity for the project and consistency with the Northwest Marana Area Plan Marana Residential Design Guidelines.~~

8. ~~13. The site shall be surveyed for archaeological resources before any ground disturbing activities take place.~~ Prior to the issuance of any grading permits, the Property Owner shall submit evidence to the Town that all federal permit

requirements have been met through the Corps of Engineers and the State Historic Preservation Office, if federal permits are required for the development of the property.

9. ~~14.~~ The Property Owner shall transfer to the water provider ~~with the final plat~~, by the appropriate Arizona Department of Water Resources form, those water rights being IGR Type I or Type II ~~to the Town of Marana~~ for providing designation of assured water supply and water service to ~~said~~ the Pproperty. If Type I or Type II is needed on ~~said~~ the Pproperty, the ~~Town~~ water provider and ~~developer/landowner~~ the Property Owner shall arrive at an agreeable solution to the use of those water rights appurtenant to the affected portion of the Property ~~said land~~.

~~15. Prior to the issuance of a building permit and pursuant to Marana Ordinance No. 99.02 the property owner(s) within the Lower Santa Cruz River Levee Benefit Area shall enter into a Development Agreement with the Town of Marana to reimburse the Town for this project's proportionate share for the cost of construction of the levee.~~

~~16. Potential buyers shall be notified that the property is located within the flight path of the Northwest Marana Regional Airport.~~

10. ~~17.~~ Potential buyers shall be notified that some or all of the Property is subject an annual tax and assessment by Cortaro Marana Irrigation District and Cortaro Water Users' Association.

~~18. As per the July 28, 2004 Site Analysis and Tentative Development Exhibit II.B the following range of lot sizes shall be provided on the plat:~~

- ~~6,050 square foot minimum - maximum 49% of the total lots~~
- ~~6,900 square foot minimum - maximum 28% of the total lots~~
- ~~7,800 square foot minimum - minimum 23% of the total lots~~

11. The Property Owner must design and construct any roadway, drainage, water, and wastewater improvements, and dedicate or acquire any property rights associated with those improvements, that the Town requires based on the data and findings of the accepted traffic impact analysis, the accepted master drainage study, the accepted WIP, the accepted master sewer plan, and other studies approved in connection with the approval of a plat or development plan for any portion of the Property.

12. The final design of all streets and circulation facilities, including gated access (if applicable) and emergency access, must be accepted by the Northwest Fire District prior to Town Council consideration of a final plat for any portion of the Property.

13. The maximum number of single-family detached residential lots within the Property shall not exceed 435.

14. The ultimate development of the Property shall be consistent with the adopted development agreement as it may be amended.

15. Potential buyers are advised that this project falls in the Airport Influence Area as delineated in the Marana Regional Airport Master Plan, and is subject to frequent overflight by general aviation aircraft. Aviation Easement recorded at Docket 12773, Page 2698.

16. No approval, permit or authorization by the Town of Marana authorizes violation of any federal or state law or regulation or relieves the Property Owner from responsibility to ensure compliance with all applicable federal and state laws and regulations, including the Endangered Species Act and the Clean Water Act. The Property Owner should retain appropriate experts and consult appropriate federal and state agencies to determine any action necessary to assure compliance with applicable laws and regulations.

17. The Property contains potentially suitable habitat for the burrowing owl. Please note that the Western Burrowing Owl is protected under the Federal Migratory Bird Treaty Act of 1918 and State Law Titles 17-101 and 17-235. Per the Act and state law, a qualified biologist (certified by AZ Game & Fish Dept. - AZGFD) must perform a survey 30 days prior to the start of grading. If a burrowing owl is detected during the survey, AZGFD will coordinate with the property owner to exclude or move the owls without causing delay to the project.

Section 2. All ordinances, resolutions and motions and parts of ordinances, resolutions, and motions of the Marana Town Council in conflict with the provisions of this ordinance are hereby repealed, effective as of the effective date of this ordinance.

Section 3. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

PASSED AND ADOPTED by the Mayor and Council of the Town of Marana, Arizona, this 5th day of October 2021.

Mayor Ed Honea

ATTEST:

Cherry L. Lawson, Town Clerk

APPROVED AS TO FORM:

Jane Fairall, Town Attorney

MARUM & ASSOCIATES ENGINEERING, LLC
2730 E. BROADWAY BLVD., STE. 250
TUCSON ARIZONA 85716 (520) 448-4440

LEGAL DESCRIPTION FOR REMINGTON RANCH

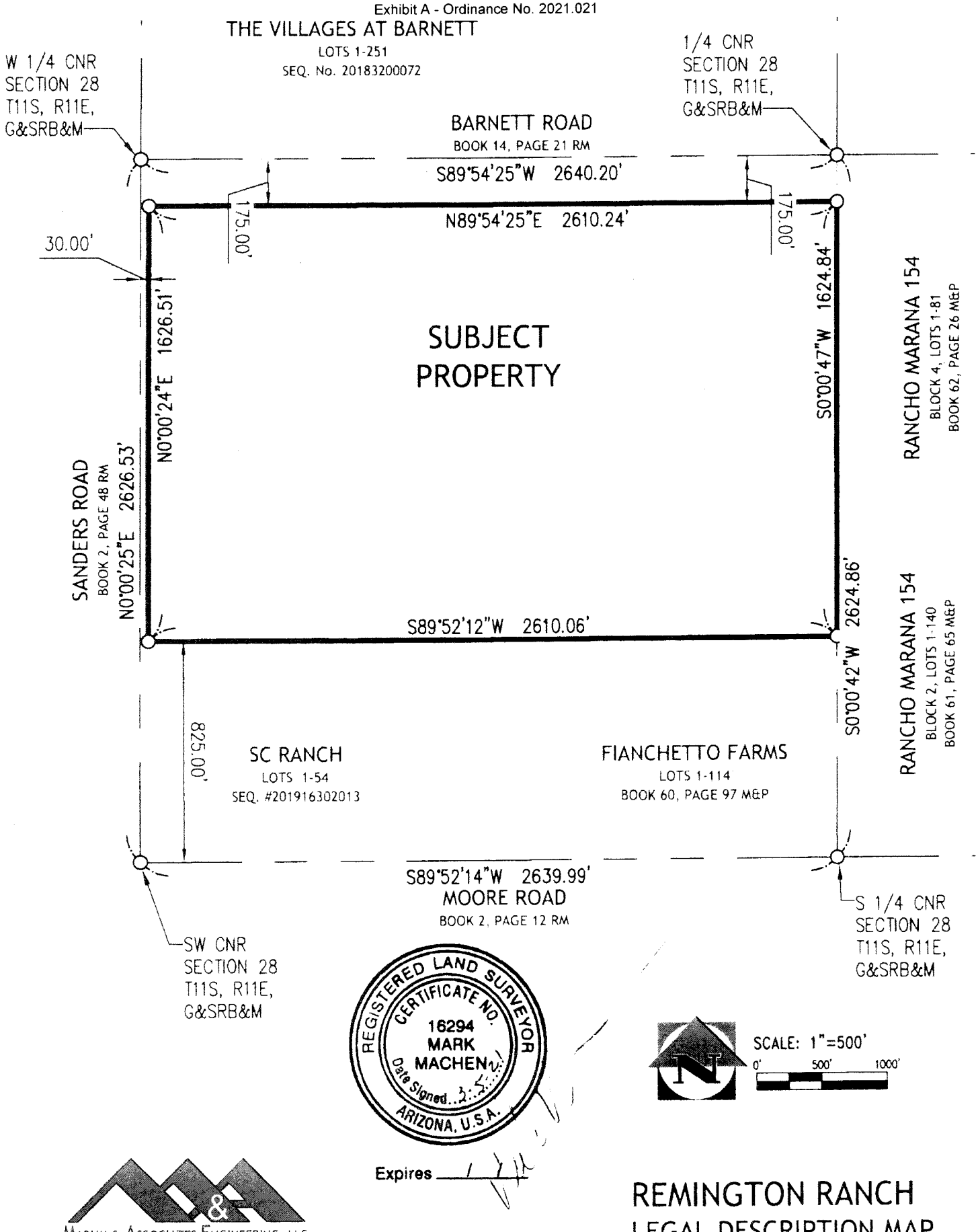
All of the Southwest One-Quarter of Section 28, Township 11 South, Range 11 East, of the Gila and Salt River Meridian, Pima County, Arizona.

Excepting therefrom the north 175 thereof and, the south 825 feet thereof and, further excepting the portions of said Southwest One-Quarter lying within the rights of way of Sanders Road and Barnett Road as they currently exist.



Expires

Machen Land Surveying, LLC
9261 E. Magdalena
Tucson, Arizona 85710



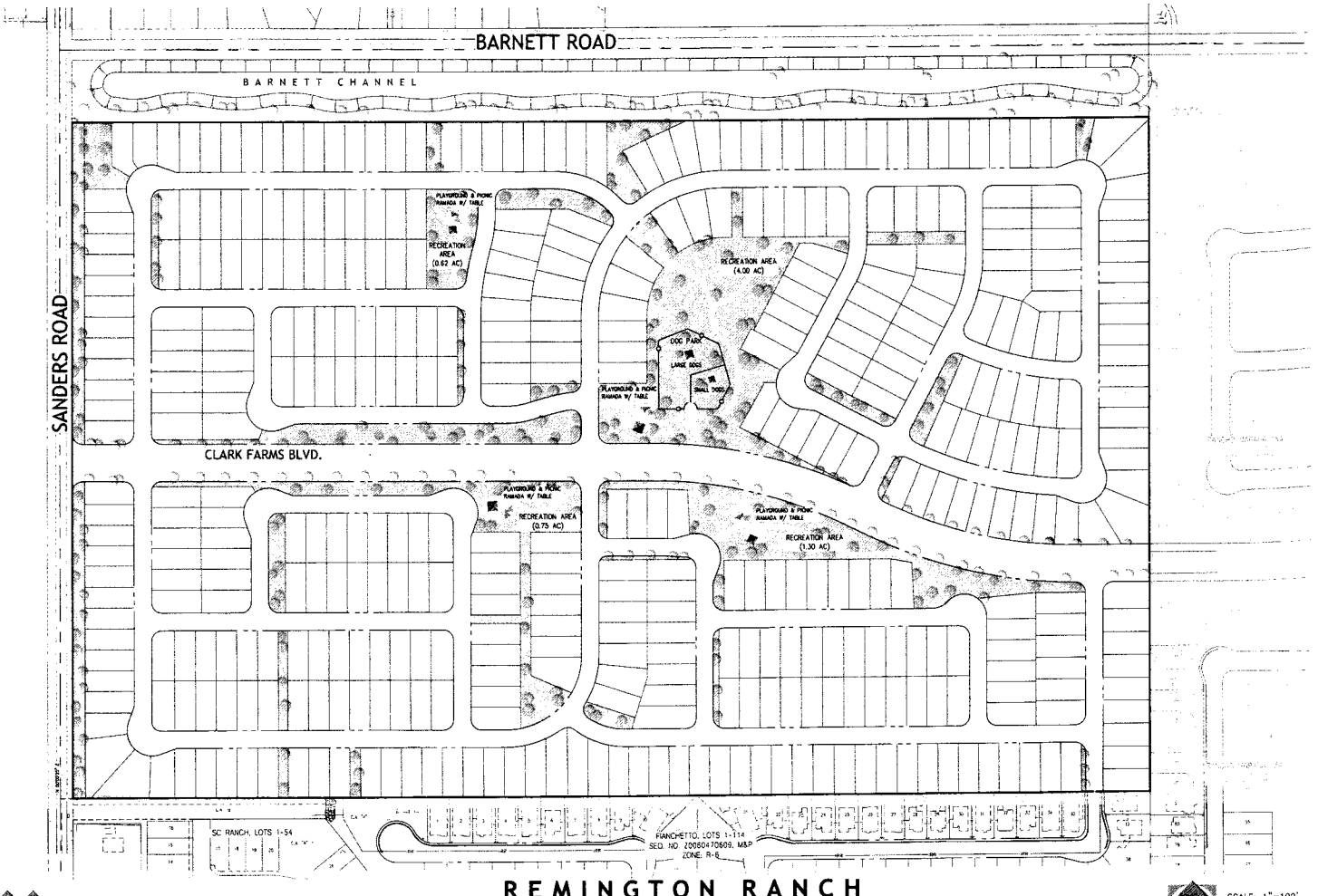
REGISTERED LAND SURVEYOR
CERTIFICATE NO.
16294
MARK
MACHEN
Date Signed 3-5-24
ARIZONA, U.S.A.

Expires 1/31/25

MARUM & ASSOCIATES ENGINEERING, LLC
2730 E. BROADWAY BLVD., STE. 250
TUCSON ARIZONA 85716 (520) 448-4440

REMINGTON RANCH
LEGAL DESCRIPTION MAP

Machen Land Surveying, LLC
9261 E. Magdalena
Tucson, Arizona 85710



REMINGTON RANCH

LOTS 1-435 (50'x120')

MARANA • ARIZONA

CONCEPT PLAN
EXHIBIT B

ANN RODRIGUEZ, RECORDER
RECORDED BY: D_K
DEPUTY RECORDER
7864 PE1

SMARA
TOWN OF MARANA
ATTN: TOWN CLERK
13251 N LON ADAMS RD
MARANA AZ 85653

DOCKET: 12469
PAGE: 3477
NO. OF PAGES: 12
SEQUENCE: 20050101016
01/14/2005
AG 15:25

MAIL

AMOUNT PAID $ 11.50

PAYSON FARMS DEVELOPMENT AGREEMENT

TOWN OF MARANA, ARIZONA

THIS DEVELOPMENT AGREEMENT ("this Agreement") is made by and between the TOWN OF MARANA, an Arizona municipal corporation (the "Town"), MARANA DEVELOPMENT CORPORATION, an Arizona corporation formerly called PAYSON FARMS, INC. (the "Owner") and TRI MARANA DEVELOPMENT MANAGEMENT AND CONSULTING LLC, an Arizona limited liability company ("Tri Marana"). The Owner and Tri Marana are collectively referred to as the "Developer". The Town, the Owner and Tri Marana are sometimes collectively referred to in this Agreement as the "Parties," and are sometimes individually referred to as the "Party."

RECITALS

A. The Owner owns approximately 107 acres land located in the Town limits, as depicted on the map attached as Exhibit "A" and legally described on Exhibit "B" (the "Property").

B. The following are among the development regulations that now apply to the Property:

i) The Northwest Marana Area Plan ("NMAP")

ii) The conditions of Town rezoning case number PCZ-04-034 (the "Rezoning"), approved concurrently with the January 4, 2005 approval of this Agreement.

iii) The Marana Development Code (including the written rules, regulations, procedures, and other policies relating to development of land, whether adopted by the Mayor and Council or by Town Staff) (collectively the "Marana Development Code"), establishing, among other things, the type of land uses, location, density and intensity of such land uses, and community character of the Property, and providing for, among other things, the development of a variety of housing and recreation/open space opportunities.

C. The Owner and Tri Marana are proposing to develop the Property, and for that purpose have presented the Rezoning and this Agreement to the Town for its consideration.

D. The Developer and the Town desire that the Property be developed in a manner consistent with the development regulations that now apply to the Property, as amplified and supplemented by this Agreement.

E. The Town and the Developer acknowledge that the development of the Property pursuant to this Agreement will result in planning and economic benefits to the Town and its residents.

F. The Developer has made and by this Agreement will continue to make a substantial commitment of resources for public and private improvements on the Property.

G. The Parties understand and acknowledge that this Agreement is a "Development Agreement" within the meaning of, and entered into pursuant to the terms of, A.R.S. § 9-500.05.

H. This Agreement is consistent with the portions of the Town's General Plan applicable to the Property.

NOW, THEREFORE, in consideration of the foregoing premises and the mutual promises and agreements set forth in this Agreement, the Parties hereby agree as follows:

Article 1. Development Plans.

1.1. Development Review. The Property shall be developed in a manner consistent with the development regulations that now apply to the Property and this Agreement, which together establish the basic land uses, and the densities, intensities and development regulations that apply to the land uses authorized for the Property. Upon the Developer's compliance with the applicable development review and approval procedures and substantive requirements of the development regulations that now apply to the Property, the Town agrees to issue such permits or approvals for the Property as may be requested by the Developer.

1.2. Zoning and Plat Conditions. The Developer agrees to fulfill all conditions outlined in the development regulations that now apply to the Property.

1.3. Avigation Easement and Noise Attenuation. Developer shall record an avigation easement and shall provide noise attenuation sufficient to reduce the sound of overhead aircraft to not more than a noise level reduction to be incorporated in the design and construction in order to achieve a maximum interior noise level of forty-five decibels.

1.4. Determination of No Hazard to Air Navigation. All of the Property is located within 20,000 feet (3.8 miles) of Marana Northwest Regional Airport. Before any construction or alteration of greater height on the Property than an imaginary surface extending outward and upward at a 100 to 1 slope for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of the Airport, an FAA-7460 form shall be submitted to the Federal Aviation Administration and the construction or alteration shall receive a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration.

1.5. Archaeological/Historic Resources. Development of the Property shall meet all Town requirements set forth in Title 2 and Title 20 of the Marana Development Code related to Archeological and Historic Resources.

1.6. Site Built Construction and Building Permits. All construction on any portion of the Property, whether sold in bulk or individually, whether subdivided or not, shall be site built and shall require building permits.

1.7. Compliance with Residential Design Guidelines. All residential construction on any portion of the Property shall be constructed in accordance with the then current residential design guidelines as adopted by the Town of Marana, and any construction for which building permits have not yet been applied for as of the effective date of the residential design guidelines shall comply with those residential design guidelines.

Article 2. On-Site Infrastructure and Project Impact Obligations.

2.1. Roadway Improvements: Developer shall construct in accordance with plans approved by the Town and shall dedicate to the Town:

2.1.1. The full three-lane cross-section (with multi-use lanes) of Clark Farms Road through the Property; and

2.1.2. Local or safety improvements to Sanders Road and Moore Road that the Town reasonably determines are necessary to serve the Property.

2.2. Water Utilities. Prior to the approval of the Final Plat for the Property, the Developer shall enter into a Water Service Agreement with the Town of Marana Water Utility for potable and non-potable systems which sets forth the various agreements of the Parties relating to, among other things, the interconnection and main extension from the existing water system, and the development, construction, dedication, ownership, and design of the water system, including necessary storage and well(s) necessary to serve the Property. The Town will act on the Water Service Agreement within a reasonable time.

2.2.1. Transfer of Grandfathered Water Rights. The Developer shall transfer to the Town, as prescribed by the Arizona Department of Water Resources, the Irrigation Grandfathered Rights (IGR) water rights on lands deeded to the Town pursuant to the Certificate of Grandfathered Water Rights. On lands not deeded to the Town, extinguishment credits will be transferred to the Town on appropriate Department of Water Resource form. In exchange, the Town shall provide designation of assured water supply and water service to the Property.

2.3. Wastewater. The Developer shall construct the necessary sewer system to serve the Property. The sewer system shall be in conformance with, and subject to, the requirements of Pima County Wastewater Management and the Town, and shall be designed and constructed at sole cost of the Developer.

2.4. Onsite Private Recreational Facilities. Within each platted block or parcel, private recreational facilities shall be constructed on a site of not less than 185 square feet per residential unit. Site and facility design shall be approved by the Town Parks & Recreation Director and Development Services Director.

2.5. Fire Protection. Before a certificate of occupancy is issued for any dwelling unit on the Property, the Developer shall have completed or shall provide evidence to the Town's satisfaction that Developer has made a diligent effort to complete the process of having the Property annexed into a fire district.

2.6. School Facility Contribution. The Owner or its assignee shall contribute $1,200 per residential unit ("School Fee") due and payable to the Marana Unified School District upon the issuance of the residential building permit. In the event that the Town or the Marana Unified School District adopts an impact fee for schools in the future, the School Fee shall be credited to such future fees.

2.7. Regional Public Park/Trail System. The Developer shall construct in accordance with plans approved by the Town and shall dedicate to the Town that portion of Barnett Linear Park located on the Property as part of the Town's public park facilities and trail system. These Barnett Linear Park lands and improvements shall be deeded to the Town after construction and acceptance by the Marana Park and Recreation Director and Development Services Director. In addition, the Developer shall contribute $1,000.00 per residential unit to be used by the Town for regional park purposes.

2.8. Bank Protection. In compliance with the Rezoning and Town Ordinance No. 99.02, Developer shall pay $500.00 per acre of affected Property for bank protection. The total obligation of Developer for the project is $53,500.00 ($500 times 107 affected acres). Payment shall be made prior to the release of subdivision assurances for any portion of the Property.

2.9. Irrigation System. In compliance with the Northwest Marana Area Plan and the rules and bylaws governing the Cortaro-Marana Irrigation District (CMID) and the Cortaro Water

Users' Association, the Developer shall construct and dedicate to the Town a secondary or non-potable irrigation system to distribute irrigation water to the high point of each quarter section of land and to each individual residential and commercial lot or parcel created on the Property.

2.10. Cortaro-Marana Irrigation District (CMID). The Developer shall use its best efforts to enter into a formal agreement with CMID concerning the construction and maintenance of necessary irrigation systems and well sites to perpetuate CMID's ability to serve irrigation water to CMID's users and to underground at the Developer's cost all CMID canals affected by the development of the Property.

2.11. Compliance with State and Federal Laws and Regulations. No approval, permit or authorization of the Town authorizes the Developer to violate any applicable federal or state laws or regulations, or relieves the Developer from the responsibility to ensure compliance with all applicable federal and state laws and regulations, including but not limited to the Endangered Species Act and Clean Water Act.

Article 3. Infrastructure Financing

3.1. Responsibility for Financing Infrastructure Improvements. Upon request of the Developer, the Town staff shall process any request for a community facilities district ("CFD") pursuant to A.R.S. § 48-701 *et seq.* and the Town's guidelines for establishment of community facilities districts.

Article 4. Cooperation and Alternative Dispute Resolution.

4.1. Appointment of Representatives. To further the commitment of the Parties to cooperate in the progress of the Development, the Town and the Developer each shall designate and appoint a representative to act as a liaison between the Town and its various departments and the Developer. The initial representative for the Town (the "Town Representative") shall be the Development Services Administrator, and the initial representative for the Developer shall be Jon Post or a replacement to be selected by the Developer. The representatives shall be available at all reasonable times to discuss and review the performance of the Parties to this Agreement and the development of the Property.

4.2. Timing. The Town acknowledges the necessity for prompt review by the Town of all plans and other materials (the "Submitted Materials") submitted by the Developer to the Town hereunder or pursuant to any zoning procedure, permit procedure, or other governmental procedure pertaining to the development of the Property and agrees to use its best efforts to accomplish such prompt review of the Submitted Materials whenever possible.

4.3. Default; Remedies. If either Party defaults (the "Defaulting Party") with respect to any of that Party's obligations under this Agreement, the other Party (the "Non-Defaulting Party") shall be entitled to give written notice in the manner prescribed in paragraph 7.1 to the Defaulting Party, which notice shall state the nature of the default claimed and make demand that such default be corrected. The Defaulting Party shall then have (i) twenty days from the date of the notice within which to correct the default if it can reasonably be corrected by the payment of money, or (ii) thirty days from the date of the notice to cure the default if action other than the payment of money is reasonably required, or if the non-monetary default cannot reasonably be cured within sixty days, then such longer period as may be reasonably required, provided and so long as the cure is promptly commenced within sixty days and thereafter diligently prosecuted to completion. If any default is not cured within the applicable time period set forth in this paragraph, then the Non-Defaulting Party shall be entitled to begin the mediation and arbitration

proceedings set forth in paragraphs 4.4 and 4.5 below. The Parties agree that due to the size, nature and scope of the Development, and due to the fact that it may not be practical or possible to restore the Property to its condition prior to Developer's development and improvement work, once implementation of this Agreement has begun, money damages and remedies at law will likely be inadequate and that specific performance will likely be appropriate for the enforcement of this Agreement. This paragraph shall not limit any other rights, remedies, or causes of action that either party may have at law or in equity.

4.4. Mediation. If there is a dispute under this Agreement which the Parties cannot resolve between themselves, the Parties agree that there shall be a forty-five day moratorium on arbitration during which time the Parties agree to attempt to settle the dispute by nonbinding mediation before commencement of arbitration. The mediation shall be held under the commercial mediation rules of the American Arbitration Association. The matter in dispute shall be submitted to a mediator mutually selected by Developer and the Town. If the Parties cannot agree upon the selection of a mediator within seven days, then within three days thereafter the Town and the Developer shall request the presiding judge of the Superior Court in and for the County of Pima, State of Arizona, to appoint an independent mediator. The mediator selected shall have at least five years' experience in mediating or arbitrating disputes relating to real estate development. The cost of any such mediation shall be divided equally between the Town and the Developer. The results of the mediation shall be nonbinding on the Parties, and any Party shall be free to initiate arbitration after the moratorium.

4.5. Arbitration. After mediation (paragraph 4.4) any dispute, controversy, claim or cause of action arising out of or relating to this Agreement shall be settled by submission of the matter by both Parties to binding arbitration in accordance with the rules of the American Arbitration Association and the Arizona Uniform Arbitration Act, A.R.S. § 12-501 *et seq.*, and judgment upon the award rendered by the arbitrator(s) may be entered in a court having jurisdiction.

Article 5. Protected Development Rights

To ensure reasonable certainty, stability and fairness to the Developer and the Town for a reasonable period of time, the Developer and the Town agree that the zoning designations, uses, and densities that now apply to the Property, as amended by this Agreement, shall remain in effect and shall not be changed for a period of ~~seven~~ five years after the execution of this Agreement without the agreement of the Developer. Nothing in this paragraph shall in any way restrict the Town from adopting and applying to the Property the residential design guidelines as provided in paragraph 1.7 above.

Article 6. Future Impact Fees

If the Town adopts an impact fee for the same infrastructure for which Developer has contributed land or made improvements pursuant to this Agreement, Developer shall be entitled to a credit for such contributions as set forth in A.R.S. § 9-463.05.

Article 7. Notices and Filings.

7.1. Manner of Serving. All notices, filings, consents, approvals and other communications provided for in or given in connection with this Agreement shall be validly given, filed, made, transmitted or served if in writing and delivered personally or sent by registered or certified United States mail, postage prepaid, if to (or to such other addresses as any Party may from time to time designate in writing and deliver in a like manner):

To the Town:
Town of Marana
Town Manager
13251 N. Lon Adams Road
Marana, Arizona 85653

To the Developer:
David Hum, President
MARANA DEVELOPMENT CORPORATION
13801 W. Kirby Hughes Road
Marana, Arizona 85653

Article 8. General Terms and Conditions.

8.1. Term. This Agreement shall become effective upon its execution by all the Parties and the effective date of the resolution or action of the Town Council approving this Agreement (the "Effective Date"). The term of this Agreement shall begin on the Effective Date and, unless sooner terminated by the mutual consent of the Parties, shall automatically terminate and shall thereafter be void for all purposes on the twentieth anniversary of the Effective Date. If the Parties determine that a longer period is necessary for any reason, the term of this Agreement may be extended by written agreement of the Parties. The Developer shall be entitled to terminate this Agreement if the Town materially impairs the development entitlements on the Property granted by this Agreement.

8.2. Waiver. No delay in exercising any right or remedy shall constitute a waiver of that right or remedy, and no waiver by the Town or the Developer of the breach of any covenant of this Agreement shall be construed as a waiver of any preceding or succeeding breach of the same or any other covenant or condition of this Agreement.

8.3. Attorney's Fees. If any Party brings a lawsuit against any other Party to enforce any of the terms, covenants or conditions of this Agreement, or by reason of any breach or default of this Agreement, the prevailing Party shall be paid all reasonable costs and reasonable attorneys' fees by the other Party, in an amount determined by the court and not by the jury.

8.4. Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages from one or more counterparts may be removed from such counterparts and such signature pages all attached to a single instrument so that the signatures of all Parties may be physically attached to a single document.

8.5. Headings and Recitals. The descriptive headings of this Agreement are inserted for convenience only and shall not control or affect the meaning or construction of any of the provisions of this Agreement. The Recitals set forth at the beginning of this Agreement are hereby acknowledged, confirmed to be accurate and incorporated here.

8.6. Exhibits. Any exhibit attached to this Agreement shall be deemed to have been incorporated in this Agreement by reference with the same force and effect as if fully set forth in the body of this Agreement.

8.7. Further Acts. Each of the Parties shall execute and deliver all documents and perform all acts as reasonably necessary, from time to time, to carry out the matter contemplated by this

Agreement. Without limiting the generality of the foregoing, the Town shall cooperate in good faith and process promptly any requests and applications for plat or permit approvals or revisions, and other necessary approvals relating to the development of the Property by the Developer and its successors.

8.8. Future Effect.

8.8.1. Time Essence and Successors. Time is of the essence of this Agreement. All of the provisions of this Agreement shall inure to the benefit of and be binding upon the successors, assigns and legal representative of the Parties, except as provided in paragraph 8.8.2 below. Notwithstanding the foregoing, to the extent permitted by law, the Developer's rights under this Agreement may only be assigned by a written instrument, agreed to by all of the Parties and recorded in the Official Records of Pima County, Arizona, expressly assigning such rights, and no obligation of the Developer under this Agreement shall be binding upon anyone owning any right, title or interest in the Property unless such obligation has been specifically assumed in writing or unless otherwise required by law. The Town understands that the Developer may create one or more entities or subsidiaries wholly owned or controlled by the Developer for purposes of carrying out the development of the Property as contemplated in this Agreement, and the Town's consent to the Developer's assignment of its rights under this Agreement to such entities or subsidiaries shall not be withheld. In the event of a complete assignment by Developer of all rights and obligations of Developer under this Agreement, Developer's liability under this Agreement shall terminate effective upon the assumption of those liabilities by Developer's assignee, provided that the Town has approved the assignment to such assignee, which approval shall not unreasonably be withheld.

8.8.2. Termination Upon Sale to End Purchaser or User. This Agreement shall terminate without the execution or recordation of any further document or instrument as to any lot which has been finally subdivided and individually (and not in "bulk") leased (for a period of longer than one year) or sold to the end purchaser or user and thereupon such lot shall be released from and no longer be subject to or burdened by the provisions of this Agreement.

8.9. No Partnership and Third Parties. It is not intended by this Agreement to, and nothing contained in this Agreement shall, create any partnership, joint venture or other arrangement between the Developer and the Town. No term or provision of this Agreement is intended to, or shall be for the benefit of any person, firm, organization or corporation not a party to this Agreement, and no such other person, firm, organization or corporation shall have any right or cause of action under this Agreement.

8.10. Other Instruments. Each Party shall, promptly upon the request of the other, have acknowledged and delivered to the other any and all further instruments and assurances reasonably request or appropriate to evidence or give effect to the provisions of this Agreement.

8.11. Imposition of Duty by Law. This Agreement does not relieve any Party of any obligation or responsibility imposed upon it by law.

8.12. Entire Agreement. This Agreement constitutes the entire agreement between the Parties pertaining to the subject matter of this Agreement. All prior and contemporaneous agreements, representation and understanding of the Parties, oral or written, are hereby superseded and merged in this Agreement.

8.13. Amendments to Agreement. No change or addition shall be made to this Agreement except by a written amendment executed by the Parties. The Parties agree to cooperate and in good faith pursue any amendments to this Agreement that are reasonably necessary to accomplish the goals expressed in the Final Plat and Specific Plan as amended by this Agreement. Within ten days after any amendment to this Agreement, it shall be recorded in the office of the Pima County Recorder by and at the expense of the Party requesting the amendment.

8.14. Names and Plans. The Developer shall be the sole owner of all names, titles, plans, drawings, specifications, ideas, programs, ideas, designs, and work products of every nature at any time developed, formulated or prepared by or at the instance of the Developer in connection with the Property or any plans; provided, however, that in connection with any conveyance of portions of the infrastructure as provided in this Agreement such rights pertaining to the portions of the infrastructure so conveyed shall be assigned to the extent that such rights are assignable, to the appropriate governmental authority.

8.15. Good Standing; Authority. The Developer represents and warrants to the Town that it is duly formed and validly existing under the laws of Arizona and is authorized to do business in the state of Arizona. The Town represents and warrants to the Developer that it is an Arizona municipal corporation with authority to enter into this Agreement under applicable state laws. Each Party represents and warrants that the individual executing this Agreement on its behalf is authorized and empowered to bind the Party on whose behalf each such individual is signing.

8.16. Severability. If any provision of this Agreement is declared void or unenforceable, it shall be severed from the remainder of this Agreement, which shall otherwise remain in full force and effect. If a law or court order prohibits or excuses the Town from undertaking any contractual commitment to perform any act under this Agreement, this Agreement shall remain in full force and effect, but the provision requiring the act shall be deemed to permit the Town to act at its discretion, and if the Town fails to act, the Developer shall be entitled to terminate this Agreement.

8.17. Governing Law. This Agreement is entered into in Arizona and shall be construed and interpreted under the laws of Arizona, and the Parties agree that any litigation or arbitration shall take place in Pima County, Arizona. Nothing in the use of the word "litigation" in the preceding sentence shall constitute a waiver of paragraph 4.5, requiring disputes to be resolved by binding arbitration.

8.18. Interpretation. This Agreement has been negotiated by the Town and the Developer, and no party shall be deemed to have drafted this Agreement for purposes of construing any portion of this Agreement for or against any party.

8.19. Recordation. The Town shall record this Agreement in its entirety in the office of the Pima County Recorder no later than ten days after it has been executed by the Town and the Developer.

8.20. No Developer Representations. Except as specifically set forth in this Agreement, nothing contained in this Agreement shall be deemed to obligate the Town or the Developer to complete any part or all of the development of the Property.

8.21. Approval. If any Party is required pursuant to this Agreement to give its prior written approval, consent or permission, such approval, consent or permission shall not be unreasonably withheld or delayed.

8.22. Force Majeure. If any Party shall be unable to observe or perform any covenant or condition of this Agreement by reason of "force majeure," then the failure to observe or perform such covenant or condition shall not constitute a default under this Agreement so long as such Party shall use its best effort to remedy with all reasonable dispatch the event or condition causing such inability and such event or condition can be cured within a reasonable amount of time. "Force majeure," as used in this paragraph, means any condition or event not reasonably within the control of such party, including without limitation, "acts of God," strikes, lock-outs, or other disturbances of employer/employee relations; acts of public enemies; orders or restraints of any kind of government of the United States or any state thereof or any of their departments, agencies, or officials, or of any civil or military authority; insurrection; civil disturbances; riots; epidemics; landslides; lightning; earthquakes; subsidence; fires; hurricanes; storms; droughts; floods; arrests, restraints of government and of people; explosions; and partial or entire failure of utilities. Failure to settle strikes, lock-outs and other disturbances of employer/employee relations or to settle legal or administrative proceedings by acceding to the demands of the opposing Party or Parties, in either case when such course is in the judgment of and unfavorable to a Party shall not constitute failure to use its best efforts to remedy such a condition.

8.23. Conflict of Interest. This Agreement is subject to A.R.S. § 38-511, which provides for cancellation of contracts in certain instances involving conflicts of interest.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the last date set forth below their respective signatures.

TOWN:

THE TOWN OF MARANA, an Arizona municipal corporation

By: _____
Bobby Sutton, Jr., Mayor

Date: 1.4.05

ATTEST:

_____
Jocelyn C. Bronson, Clerk

APPROVED AS TO FORM:

_____
Frank Cassidy, Town Attorney

DEVELOPER:

MARANA DEVELOPMENT CORPORATION, an Arizona corporation (the "Owner")

By: _____
David Hum, President

Date: 12-30-04

TRI MARANA DEVELOPMENT MANAGEMENT AND CONSULTING LLC, an Arizona limited liability company ("Tri Marana")

By: _____
Jon Post, Managing Member

Date: 12-29-04

STATE OF ARIZONA)
ss
County of Pima)

The foregoing instrument was acknowledged before me on DECEMBER 30, 2004 by David Hum, President of MARANA DEVELOPMENT CORPORATION, an Arizona corporation, on behalf of the corporation.

My commission expires:
January 6, 2006

Linda Pedrigi
Notary Public

Official Seal
NOTARY PUBLIC
STATE OF ARIZONA
County of Pima
LINDA PEDRIGI
My Commission Expires January 6, 2006

STATE OF ARIZONA)
ss
County of Pima)

The foregoing instrument was acknowledged before me on Dec 29, 2004 by Jon Post, Managing Member of TRI MARANA DEVELOPMENT MANAGEMENT AND CONSULTING LLC, an Arizona limited liability company, on behalf of the LLC.

My commission expires:

Laurie Ann M. Hughes
Notary Public

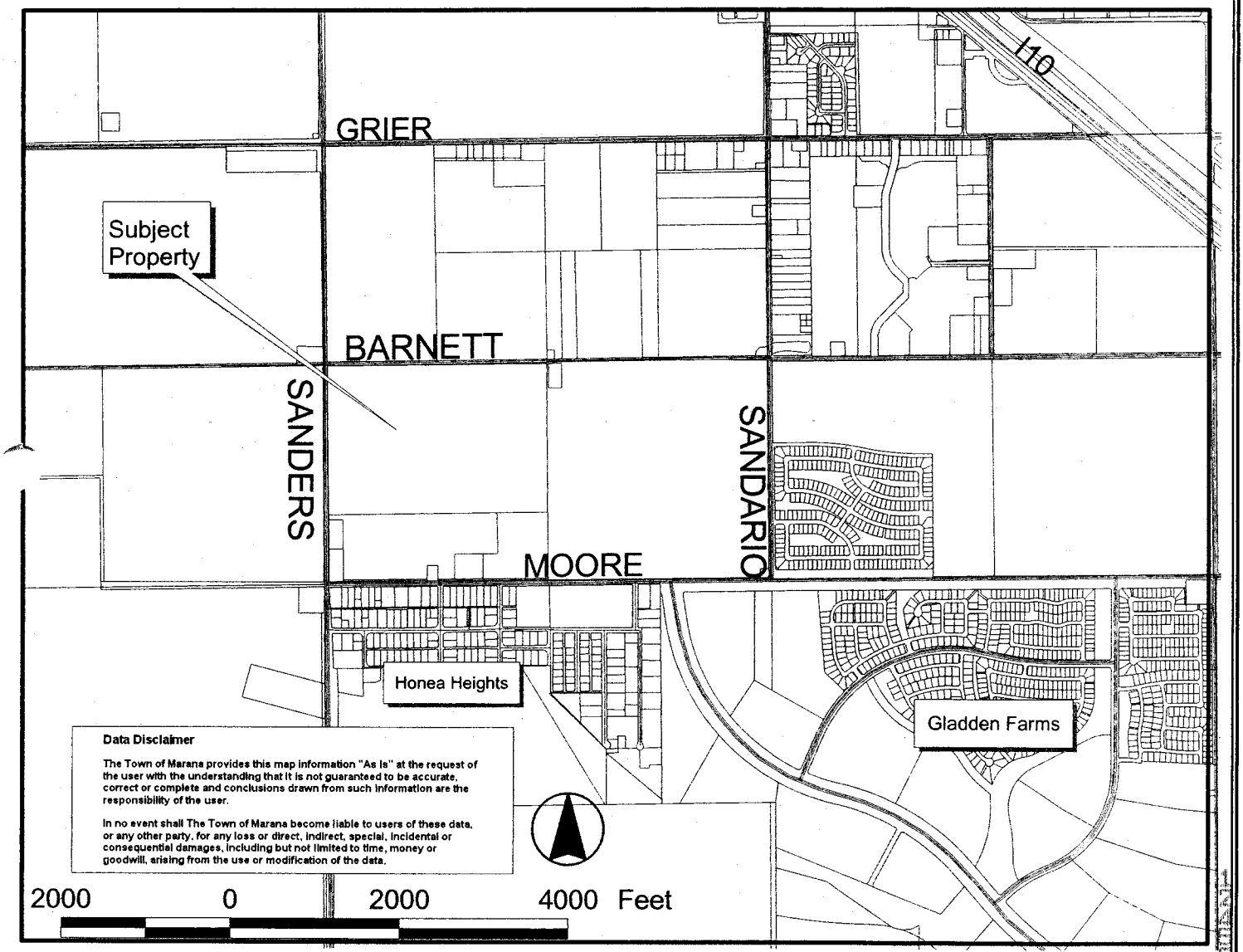
LAURIE-ANN M. HUGHES
Notary Public - Arizona
Pima County
My Commission Expires
May 26, 2008

Exhibit A

Payson Farms Rezone

CASE NO. **PCZ-04034**

TOWN OF MARANA



REQUEST

A request by Lodestar Engineering to rezone approximately 107 acres from "A" (Small Lot Zone) to "R-6" (Single Family Residential/6,000 Sq. Ft. ~inimum lot size). The property is generally located at the southeast corner of Barnett Rd. and Sanders Rd. within Section 28, Township 11S, Range 11E

Exhibit B

The Southwest quarter of Section 28, Township, 11 South, Range 11 East Gila and Salt River Meridian, Pima County, Arizona,

Except the South 825 feet thereof

Except the North 25 feet thereof as conveyed to the Town of Marana in the instrument recorded in Docket 9014 at page 1535. Except the West 30 feet thereof as set forth therein.

Except any portion thereof lying within Sanders Road as it presently exists.

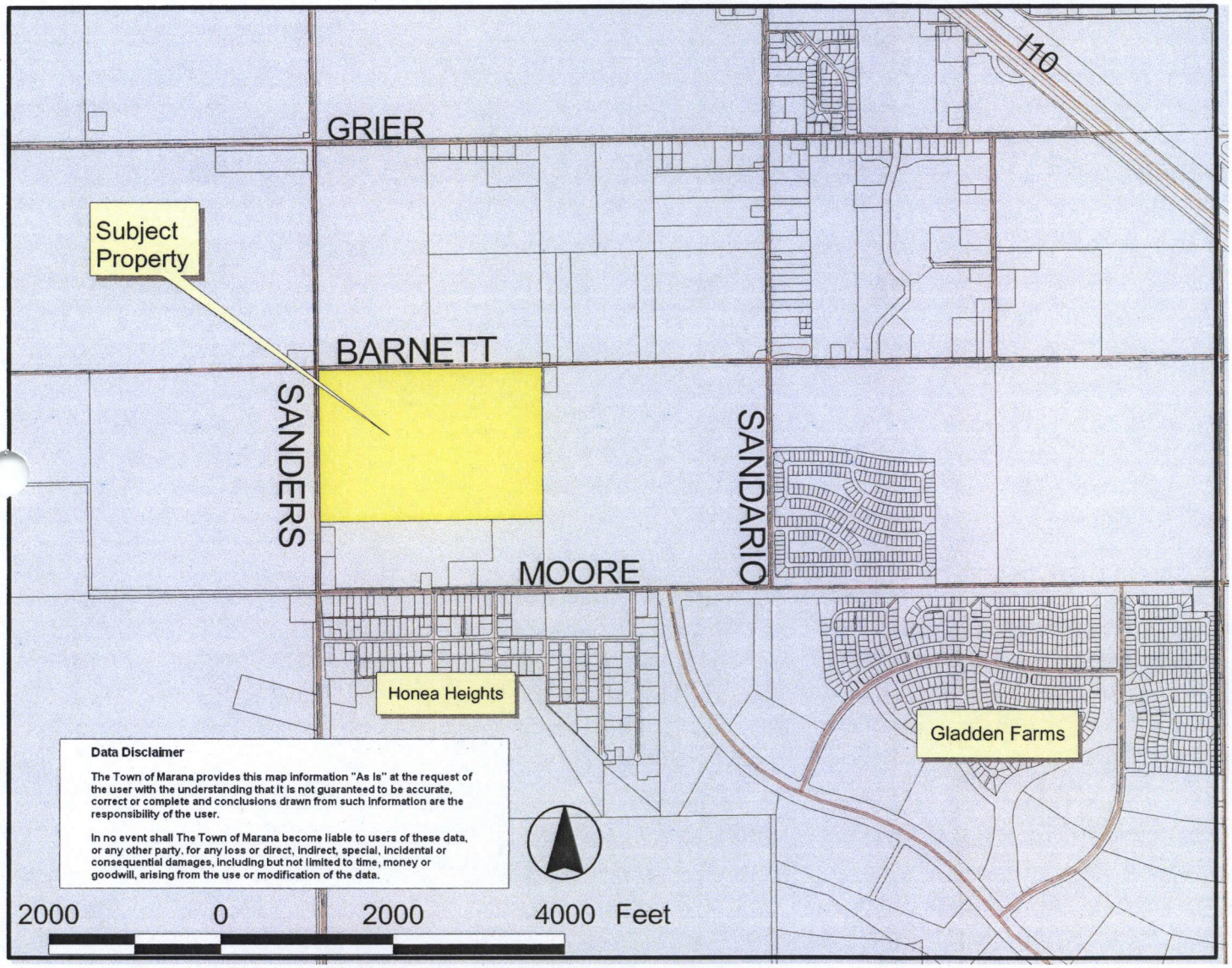
RECORDED BY MARANA

Exhibit A

MARANA
TOWN OF MARANA

Payson Farms Rezone

CASE NO. PCZ-04034



REQUEST

A request by Lodestar Engineering to rezone approximately 107 acres from "A" (Small Lot Zone) to "R-6" (Single Family Residential/6,000 Sq. Ft. minimum lot size). The property is generally located at the southeast corner of Barnett Rd. and Sanders Rd. within Section 28, Township 11S, Range 11E

Exhibit B

The Southwest quarter of Section 28, Township, 11 South, Range 11 East Gila and Salt River Meridian, Pima County, Arizona,

Except the South 825 feet thereof

Except the North 25 feet thereof as conveyed to the Town of Marana in the instrument recorded in Docket 9014 at page 1535. Except the West 30 feet thereof as set forth therein.

Except any portion thereof lying within Sanders Road as it presently exists.

Council-Regular Meeting **A2**

Meeting Date: 09/03/2024

To: Mayor and Council

Submitted For: Fausto Burruel, Public Works Director

From: Diahn Swartz, Traffic Manager

Date: September 3, 2024

Strategic Plan Focus Area:
Vibrant Community

Strategic Plan Focus Area Additional Info:
Goal: Provide a safe and connected multi-modal transportation system to support the mobility needs of present and future residents. Strategy: Update the Transportation Master Plan to reflect community needs and to support a Complete Streets approach to street design.

Subject: Resolution No. 2024-083: Relating to Transportation; approving and adopting the Marana Transportation Master Plan (Fausto Burruel)

Discussion:

In accordance with the Town of Marana 2040 General Plan, and at the direction of Mayor and Council and the Town Manager, the Public Works Department has updated the Marana Transportation Master Plan for consideration and adoption by Mayor and Council. The planning effort included soliciting public input, inventorying the transportation system, and conducting computer modeling to develop a Transportation Master Plan that will guide transportation decisions today and in the future.

Public input was gained using an on-line survey that included the opportunity for respondents to pin-point concerns on a map. Stakeholder meetings were convened, including neighboring municipalities, Marana Unified School District, and emergency services providers, among others. The Marana transportation system was evaluated based on today's demographics and facilities, and also evaluated based on approved land-use plans and future projections for population and employment, using the same

travel demand model that is used for regional planning.

The resulting Transportation Master Plan presents recommended roadway and multimodal improvements with short-term, medium term and long-term implementation horizons. Freight and aviation recommendations are identified. A discussion regarding "Street Typologies" offers flexibility to support a Complete Streets approach to street design.

Building upon the guiding principles elicited from the Make Marana General Plan -- including safety and mobility for all, connectivity and access, sustainability and resilience, maintenance and optimization, and economic vitality – the Marana Transportation Master Plan will support transportation decisions for the next 30 years.

Staff Recommendation:

Staff recommends adoption of the Marana Transportation Master Plan.

Suggested Motion:

I move to adopt Resolution 2024-083 approving and adopting the Marana Transportation Master Plan

---

Attachments

Resolution No. 2024-083
Marana Transportation Master Plan
MaranaTMP Presentation

MARANA RESOLUTION NO. 2024-083

RELATING TO TRANSPORTATION; APPROVING AND ADOPTING THE MARANA TRANSPORTATION MASTER PLAN

WHEREAS to provide Town of Marana residents, visitors, and businesses with a transportation system that works, the Town needs to face its transportation future head-on; and

WHEREAS the Marana Transportation Master Plan serves as a roadmap for transportation investment, policy, and future needs in Marana for the next 30 years so everyone can safely and comfortably drive, walk, bike, or ride; and

WHEREAS the Plan addresses all transportation modes in Marana—vehicular, nonmotorized, micromobility, transit, and aviation—and provides the Town with direction on specific improvements to enhance the ability of residents and visitors to navigate the community; and

WHEREAS the Mayor and Council find that approving and adopting the Marana Transportation Master Plan is in the best interest of the Town.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE TOWN OF MARANA, ARIZONA, that the Marana Transportation Master Plan, in the form provided in the agenda materials associated with this Council agenda item, is hereby approved and adopted, and the Town's Manager and staff are hereby directed and authorized to undertake all other and further tasks required or beneficial to carry out its terms, obligations, and objectives.

PASSED AND ADOPTED by the Mayor and Council of the Town of Marana, Arizona, this 3rd day of September 2024.

_____
Mayor Ed Honea

ATTEST:

_____
David L. Udall, Town Clerk

APPROVED AS TO FORM:

_____
Jane Fairall, Town Attorney



MARANA AZ

TRANSPORTATION MASTER PLAN





ACKNOWLEDGEMENTS

The Town of Marana would like to extend a very special thank you to the thousands of people that participated in the development of the Transportation Master Plan (TMP). From attending meetings, providing feedback on project surveys, and through talking with the project team, your suggestions, critical thinking, comments, and ideas helped shape the TMP and Marana's transportation future. The TMP would not have been possible without the oversight, commitment, and direction from the following:

TOWN COUNCIL
Ed Honea – Mayor
Jon Post – Vice Mayor
Patti Comerford
Herb Kai
Roxanne Ziegler
John Officer
Jackie Craig

PROJECT TEAM
Terry Rozema – Town Manager
Erik Montague – Deputy Town Manager
Andrea De La Cruz – Assistant to the Town Manager
Fausto Burruel – Public Works Director
Jennifer Flood – Deputy Public Works Director
Diahn Swartz – Traffic Manager
Alfonso Rodriguez – Senior Engineering Specialist
Jason Angell – Development Services Director
Steven Cheslak – Planning Manager
Curt Woody – Economic Development Director
Bob Stinson – Recreation Superintendent
Paula Bluemer – Environmental Project Manager
Vic Hathaway – Communications Manager
Amanda Gomez – Communications Specialist
Lisa Shafer – Community and Neighborhood Services Director
Sergeant James Paul – Marana Police Department
Officer Brian Neuman – Marana Police Department
Chief Joshua Zent – Northwest Fire District
Jay Gomes – ADOT Southern Regional Traffic Engineer

TOWN OF MARANA DEPARTMENTS
Communications
Community and Neighborhood Services
Development Services
Parks and Recreation
Police
Public Works
Town Manager's Office

PUBLIC PARTICIPANTS
To the thousands of Marana residents and business owners, thank you for participating in the planning process. Your input and experiences helped shape this plan, its recommendations, and Marana's transportation future.

STUDY PARTNERS
Thank you to the study partners for their commitment of time, information sharing, and technical guidance throughout the planning process.

KITTELSON & ASSOCIATES
Michael Baker INTERNATIONAL
CMG DRAINAGE ENGINEERING, INC.

TABLE OF CONTENTS

1. PLAN INTRODUCTION 1
What is the Marana Transportation Master Plan? 3
Developing the Plan 4
Marana's Mobility Goals 6

2. MARANA TODAY 11
Overview of Marana 12
Living and Working in Marana 14
Mobility Trends, Challenges, and Needs 18

3. MARANA TOMORROW 35
How is Marana Growing and Changing? 36
What Happens to Congestion Levels if We Do Nothing? 38

4. WHAT WE HEARD 41
How We Engaged the Community 42
What Did They Say? 43

5. RECOMMENDED ROADWAY IMPROVEMENTS 47
What Makes a Project? 48
Traffic Interchange Improvements 50
Frontage Road Improvements 52
Major Roadway Maintainance Projects 54
Capacity Improvements 55
Intersection Improvements 59
Recommended Functional Classification Revisions 60

6. RECOMMENDED MULTIMODAL IMPROVEMENTS 63
What are Multimodal Projects? 64
Recommended Shared Use Path Improvements 66
Recommended Pedestrian and Bicycle Facility Improvements 69
Recommended Crossing Improvements 72
Public Transit Recommendations 74

7. FREIGHT AND AVIATION 77
Recommended Freight Network 78
Aviation Recommendations 80

8. MOVING FORWARD 81
What's Next? 82
Integrating the Transportation Master Plan 84
Working Together 86
Seek Opportunities 88
Investing in Marana 91
Getting Projects Built 92
Tracking and Evaluating 95

Appendix A. Detailed Project Sheets

Appendix B. Frontage Road Design Concept

Appendix C. Street Typologies

Appendix D. Existing Conditions Technical Memo

Appendix E. Future Conditions Technical Memo

Appendix F. Public Engagement Summary

Appendix G. Vision and Goals Technical Memo

PAGE INTENTIONALLY LEFT BLANK



CHAPTER 1
Plan Introduction

PAGE INTENTIONALLY LEFT BLANK

WHAT IS THE MARANA TRANSPORTATION MASTER PLAN?

Marana is changing – more people and businesses are moving here every day, and the mobility needs of our residents are increasing. To provide our residents, visitors, and businesses with a transportation system that works, we need to face our transportation future head-on. The Marana *Transportation Master Plan (TMP)* serves as a roadmap for transportation investment, policy, and future needs in Marana for the next 30 years so everyone can safely and comfortably drive, walk, bike, or ride. The Plan addresses all transportation modes in Marana—vehicular, nonmotorized, micromobility, transit, and aviation—and provides the Town with direction on specific improvements to enhance the ability of residents and visitors to navigate the community. Some of the significant recommendations and elements of the TMP include the following:

- An ultimate roadway plan to guide local and regional investments by the year 2055.
- Identification of high priority projects for roadways, intersections, safety, and multimodal improvements.
- Recommended street cross sections to guide development.

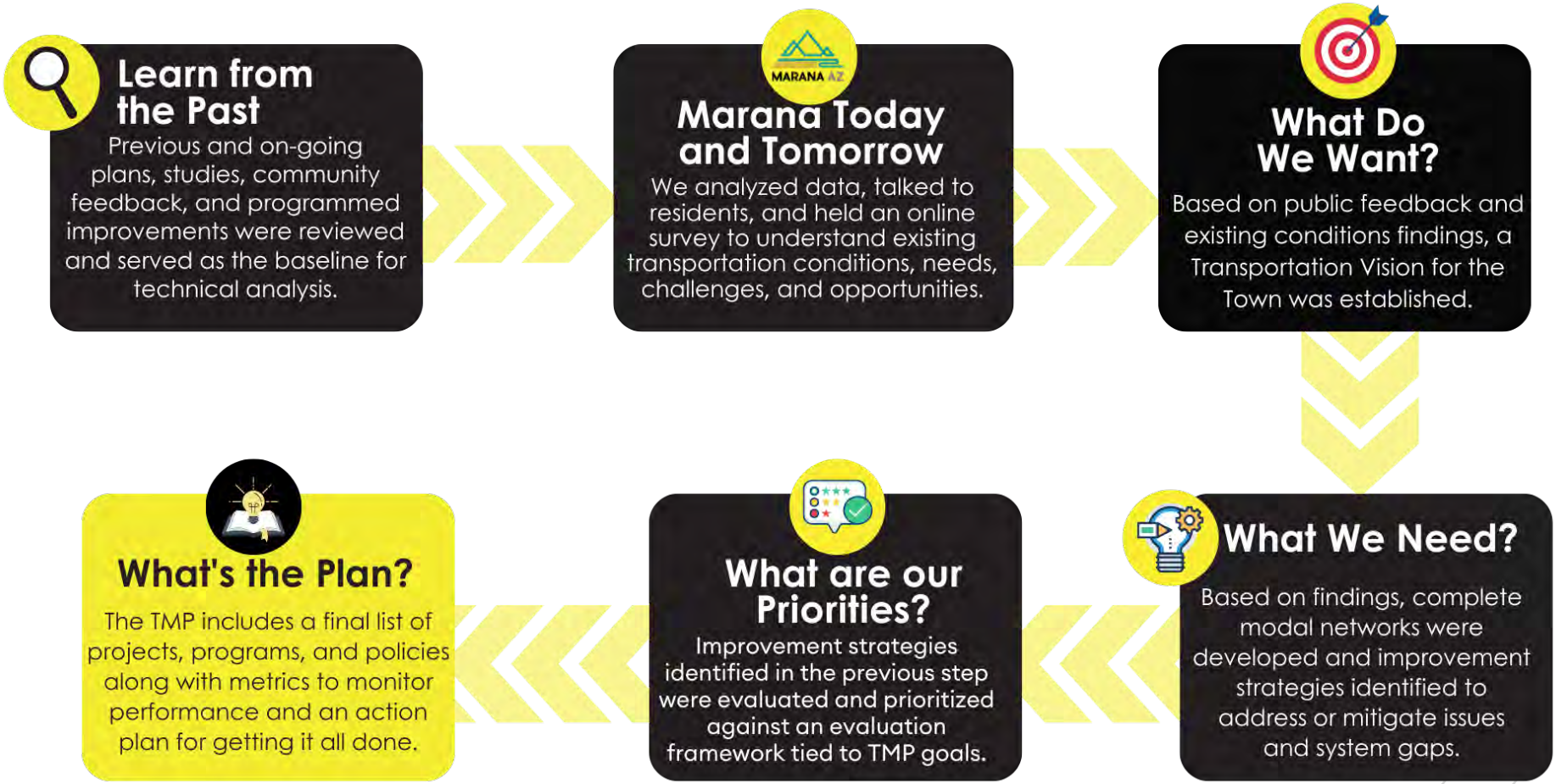
How the Town Will Use the TMP

The TMP builds on the Town's strategic goals, past planning efforts, and aligns transportation needs and recommendations with other Town and Regional planning efforts. Ultimately, the TMP serves as the guiding vision for transportation investment, policy, and future needs in the current Town limits and within the greater Marana Planning Area. The TMP will inform the Town's next Capital Improvement Plan (CIP) update and future master planning efforts conducted by the Town.



DEVELOPING THE PLAN

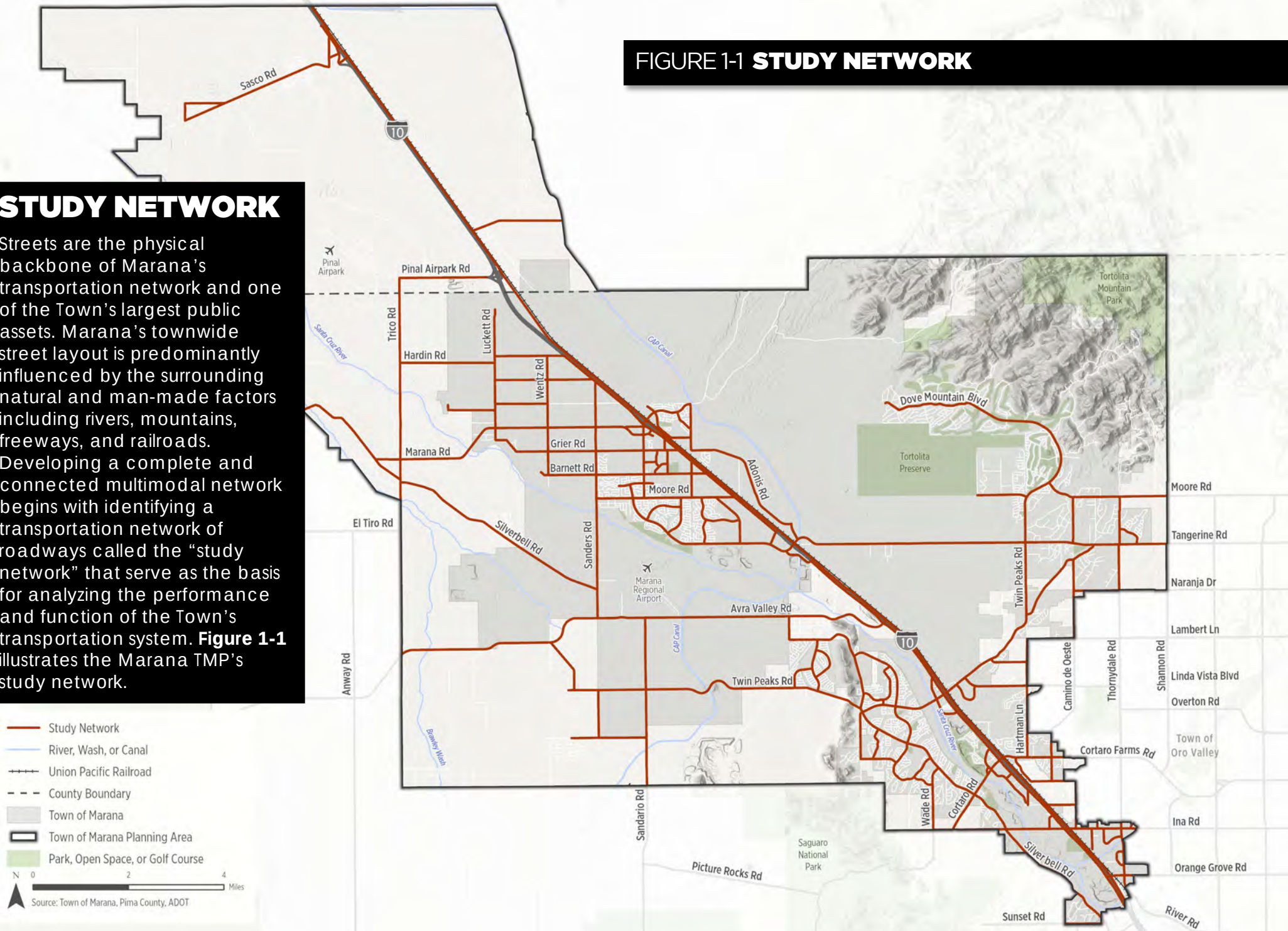
The development of the TMP started with reviewing the current transportation system and developing a vision for what the Town's transportation system should look like in the future. The Transportation Master Plan reviewed best practices and considered emerging trends to identify gaps in the system and future travel needs. The plan developed a series of short-, mid-, and long-term improvements to address the growing multimodal needs of the Town. The multi-phased process included the following steps:



STUDY NETWORK

Streets are the physical backbone of Marana's transportation network and one of the Town's largest public assets. Marana's townwide street layout is predominantly influenced by the surrounding natural and man-made factors including rivers, mountains, freeways, and railroads. Developing a complete and connected multimodal network begins with identifying a transportation network of roadways called the "study network" that serve as the basis for analyzing the performance and function of the Town's transportation system. **Figure 1-1** illustrates the Marana TMP's study network.

FIGURE 1-1 **STUDY NETWORK**



MARANA'S MOBILITY GOALS

A key step in the TMP planning process was developing a guiding vision and a set of goals that clearly articulate the transportation outcomes desired by the community. The establishment of a clear vision and goals is important because they set a foundation for plan development and ultimately inform decision-making and prioritizing transportation improvement investments. The TMP goals and objectives outlined in this section were founded and informed by the Marana General Plan, community feedback during the TMP, regional and federal goals, other Town plans, and Town staff feedback.

Marana's Mobility Vision

A vision statement is a long-range aspirational statement that is meant to articulate the ultimate outcomes. The Marana 2040 General Plan includes a strategic recommendation for the Town to create a connected, convenient, accessible, safe, and economically sustainable transportation system that accommodates all users. The Marana TMP carries forward the General Plan's connectivity, safety, and multimodal principles to establish a framework for developing and implementing a transportation system that enhances the community's quality of life, provides travel options for all users, and better connects people to the places that matter to them, regardless of the mode of travel. To carry forward community feedback heard from the General Plan and during the development of the TMP, the following vision statement is proposed:

> **"Marana's transportation system is a safe, efficient, and interconnected multimodal network that supports a thriving community."**

Marana's Guiding Principles & Strategies

The guiding principles and strategies for the TMP will help achieve the desired outcomes established in the vision statement. Guiding principles are general statements that the TMP aims to achieve over time. Strategies are specific actions that will guide the decision-making process to help achieve the goals of the study.

Safety and Mobility for All

Create a transportation network that consists of safe and comfortable mobility options for all current and future users.

- Work towards reducing traffic-related fatalities and serious injuries for all modes. (*Marana General Plan Policy BE 26-2, BE 26-3)*
- Plan, design, apply, and construct street cross sections/treatments to safely and efficiently accommodate multiple modes based on its appropriate classification, context, and desired operations. (*Marana General Plan Policy BE 18-3, 18-6, 18-7,18-9, 26-2, BE 26-3, BE 26-4)*
- Consider the needs of all travelers, including those who have limited mobility options because of age, ability, or socio-economic position, in the planning and operation of transportation facilities and services.
- Increase community awareness of bicycle and pedestrian safety through community education, including rules of the road and appropriate behavior to foster safer streets for all modes of travel. (*Marana General Plan Policy* BE 25-7,26-1)
- Review development plans for access to schools in support of the Safe Routes to School initiative. (BE 26-6)

Connectivity And Access

Provide travel options and infrastructure that allow residents and visitors to travel to the places that matter to them regardless of transportation mode – including connecting to school, work, recreation, attractions, shopping, and health care.

- Develop complete modal networks to provide convenient, connected, accessible, and safe travel for all modes. (*Marana General Plan Policy BE 18-1, 24-2, 25-1)*
- Improve multimodal access to schools, businesses, recreational facilities, and trails to support healthy lifestyles. (*Marana General Plan Policy 25-2,* BE 26-5)
- Employ infill and redevelopment principles where appropriate to increase multimodal opportunities. *(Marana General Plan Policy BE 17-2)*
- Promote convenient multimodal access to key activity centers and destinations. *(Marana General Plan Policy BE 18-4)*
- Identify and address gaps and barriers in the multimodal transportation system that limits connectivity and access.
- Seek opportunities for additional transit access to better connect Marana to the greater Tucson region and beyond. *(Marana General Plan Policy BE 19-3, 19-4)*
- Coordinate with Pima Association of Governments (PAG), Regional Transportation Authority (RTA), Pima County, Pinal County, other jurisdictions, and private developers to support, plan, and fund multimodal transportation improvements. (*Marana General Plan Policy BE 20-2, 20-3, 20-7, 25-3, 25-4, 25-5, 25-6)*

Sustainable And Resilient

Nurture a resilient, environmentally responsible community by protecting and enhancing our natural assets and community character.

- Establish and implement environmentally sensitive roadway design standards and streetscaping. *(Marana General Plan Policy BE 22-1, BE 22-4, 22-5)*
- Work closely with developers to protect and enhance natural, cultural, and historic resources as development occurs.
- Explore and assess major wildlife crossings of roadways and the feasibility of providing infrastructure to support the wildlife crossing in appropriate areas early in the planning process. *(Marana General Plan Policy BE 22-2)*
- Identify development sensitive areas where right-of-way and roadway infrastructure can be reduced to lessen impact on the natural environment. *(Marana General Plan Policy BE 22-3)*
- Work with Arizona Department of Transportation (ADOT) on minimizing impacts the future I-11 corridor may have on the Santa Cruz River and associated habitats and connectivity. *(Marana General Plan Policy BE 22-6)*
- Improve environmental sustainability with decisions, programs, policies, and incentives that preserve open space, reduce traffic congestion, and consume less non-renewable resources. *(Marana General Plan Policy BE 18-8)*

Maintain And Optimize

Continue to maintain the Town's transportation investments while recognizing opportunities to integrate technology advancements and initiatives from both the private sector and the public sector.

- Optimize the efficiency and accessibility of the transportation system.
- Plan for a transportation system that is data-driven, makes the best use of public financial resources, and balances cost-effectiveness with high impact projects. *(Marana General Plan Policy BE 21-1,20-3)*
- Uphold an efficient and routine maintenance schedule for transportation. (*Marana General Plan Policy BE 20-8)*
- Plan, design, construct, and apply street cross sections and treatments to accommodate the needs of all mobility types, users, and ability levels while maintaining and improving travel reliability and operations. *(Marana General Plan Policy BE 24-2, 25-9)*
- Identify and pursue policies and solutions that take advantage of new technologies to enhance the quality and efficiency of transportation facilities. *(Marana General Plan Policy BE 23-1, 23-2, 23-3, 23-4)*
- Explore opportunities to update the Town's Design Standards and Code to enhance design and policy recommendations. *(Marana General Plan Policy BE 24-1, 25-9)*
- Monitor the performance of all modal systems to best mitigate traffic congestion and assure safe operating conditions, including requiring new development to mitigate traffic impacts. *(Marana General Plan Policy18-2, 18-5, BE 21-3, 21-4)*
- Work closely with developers to ensure traffic impacts are appropriately mitigated through developer installed improvements and the Town's Capital Improvement Projects (CIP). (*Marana General Plan Policy 19-2, BE 20-5)*
- Collaborate with academic institutions to test, implement, and support implementing technology advancements and on-going planning and design efforts.

Economic Vitality

Design and develop a multimodal transportation system that stimulates, supports, and enhances the movement of people and goods to ensure a prosperous economy in a fiscally responsible manner.

- Provide a completed, connected multimodal network that supports planned growth and development; improves access to jobs; and encourages economic growth across the Town and at the Marana Regional Airport. *(Marana General Plan Policy BE 17-1, BE 17-4, BE 17-5)*
- Coordinate local, regional, and national partners to support local and regional transportation related developments and improvements,
- Evaluate and assess how to capitalize and leverage the economic development potential of existing and planned traffic interchanges. *(Marana General Plan Policy BE 17-6)*
- Encourage access and connectivity from new residential, commercial, and employment developments into the multimodal transportation networks through the development review process. *(Marana General Plan Policy BE 17-3)*
- Work with local, regional, and national partners to complete, promote, and maintain trails, greenways, parks, and other tourist destinations. *(Marana General Plan Policy BE 26-7, 26-8)*

PAGE INTENTIONALLY LEFT BLANK



CHAPTER 2

Marana Today

OVERVIEW OF MARANA

Understanding mobility and land use trends and challenges happening today and tomorrow lays the foundation for the Marana TMP. This chapter provides an overview of existing and projected socioeconomics, land use patterns, and economic characteristics and trends that sets a baseline for evaluating the Town's transportation system.



Marana's Place in the Region

Set against the foothills of the Tortolita Mountains, Marana extends to the Saguaro National Park to the southwest. Marana is strategically located along Interstate 10 (I-10), that bisects the Town. In 1977, the Town of Marana was incorporated, and has since taken on a more suburban character, experiencing consistent development. Its position between Tucson and Phoenix makes it a prime strategic location for a wide variety of economic activities and growth.

Demographic Trends and Changes

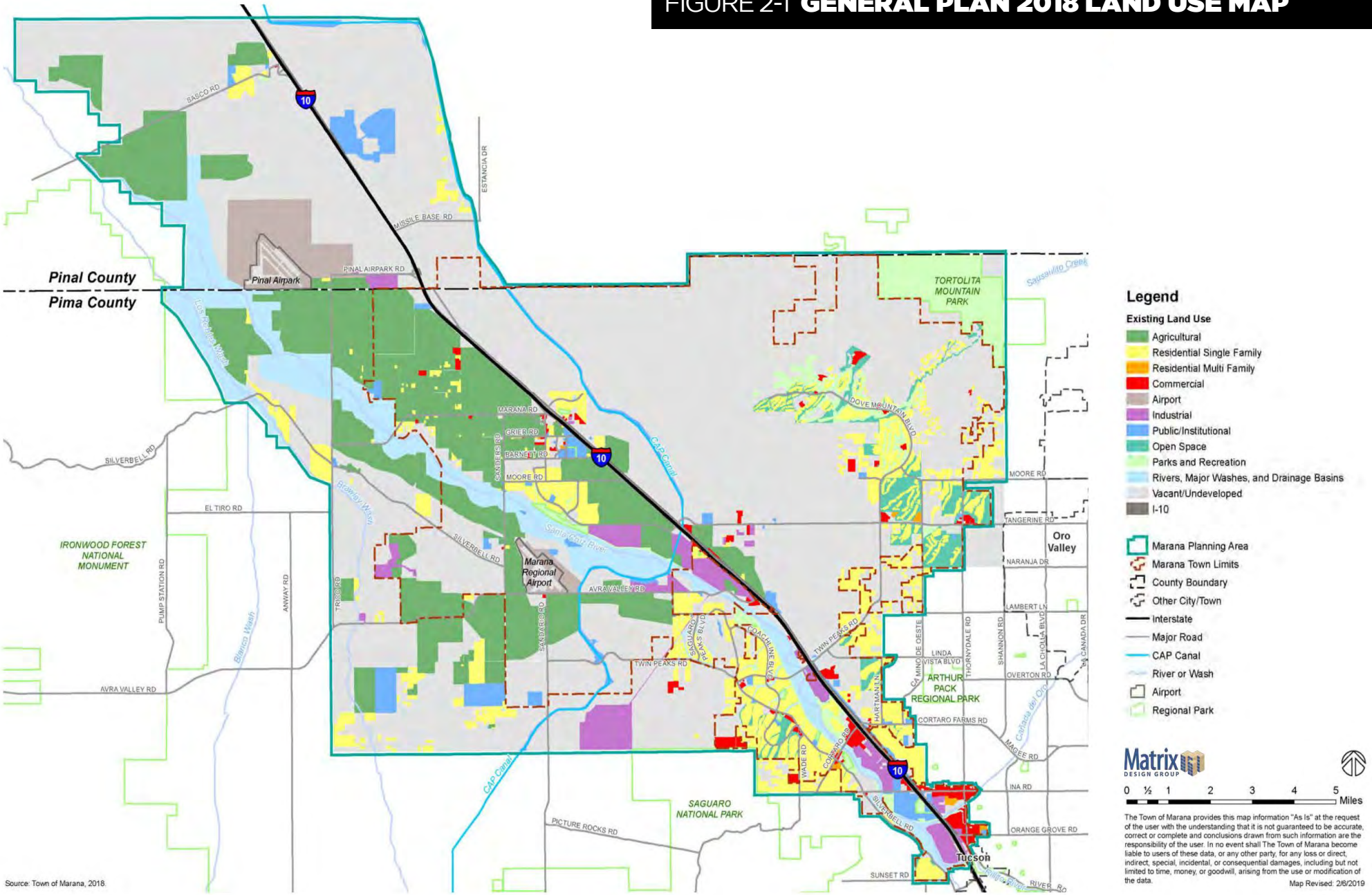
Since 1990, the Town's population has increased by 1,558% - making it one of the fastest growing areas in Arizona. Like any growing town, Marana's population, land use, demographics, and community needs are changing. As the Town continues to grow, it is imperative that everyone in Marana has access to high-quality transportation infrastructure regardless of what mode they use.



Land Uses are Changing

Today, the Marana Planning Area is largely vacant land, with 56% of all land within the Planning Area characterized as vacant or undeveloped. However, Marana is in the middle of a growth surge, with a variety of new master planned communities and commercial developments planned or currently under construction. Much of this development has been converting open, vacant parcels into residential communities, retail shops, warehouses, and other commercial properties. Currently, there are over 40 Specific Plans for developments that have been adopted but not yet constructed. Figure 2-1 illustrates existing land uses in Marana from the 2018 General Plan Land Use Map.

FIGURE 2-1 **GENERAL PLAN 2018 LAND USE MAP**



Legend

Existing Land Use

- Agricultural
- Residential Single Family
- Residential Multi Family
- Commercial
- Airport
- Industrial
- Public/Institutional
- Open Space
- Parks and Recreation
- Rivers, Major Washes, and Drainage Basins
- Vacant/Undeveloped
- I-10

- Marana Planning Area
- Marana Town Limits
- County Boundary
- Other City/Town
- Interstate
- Major Road
- CAP Canal
- River or Wash
- Airport
- Regional Park

Matrix DESIGN GROUP

0 ½ 1 2 3 4 5 Miles

The Town of Marana provides this map information "As Is" at the request of the user with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user. In no event shall The Town of Marana become liable to users of these data, or any other party, for any loss or direct, indirect, special, incidental, or consequential damages, including but not limited to time, money, or goodwill, arising from the use or modification of the data.

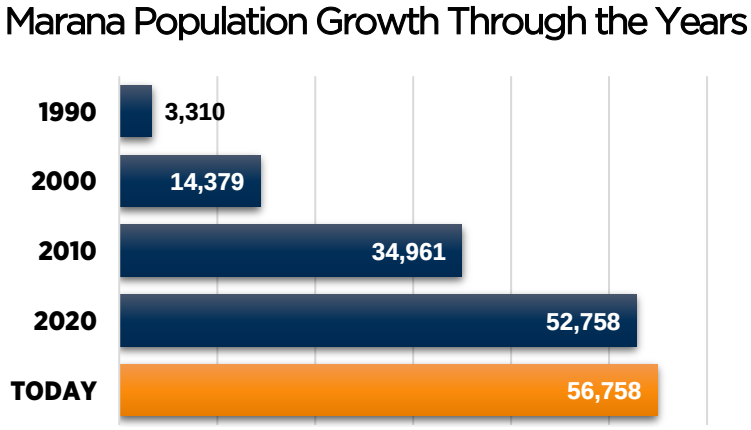
Map Revised: 2/6/2019

LIVING AND WORKING IN MARANA

Marana is growing rapidly, and while this creates opportunities, it also poses challenges to our transportation network. Understanding where growth is greatest is imperative to creating a plan that manages the increased demands on our transportation system.

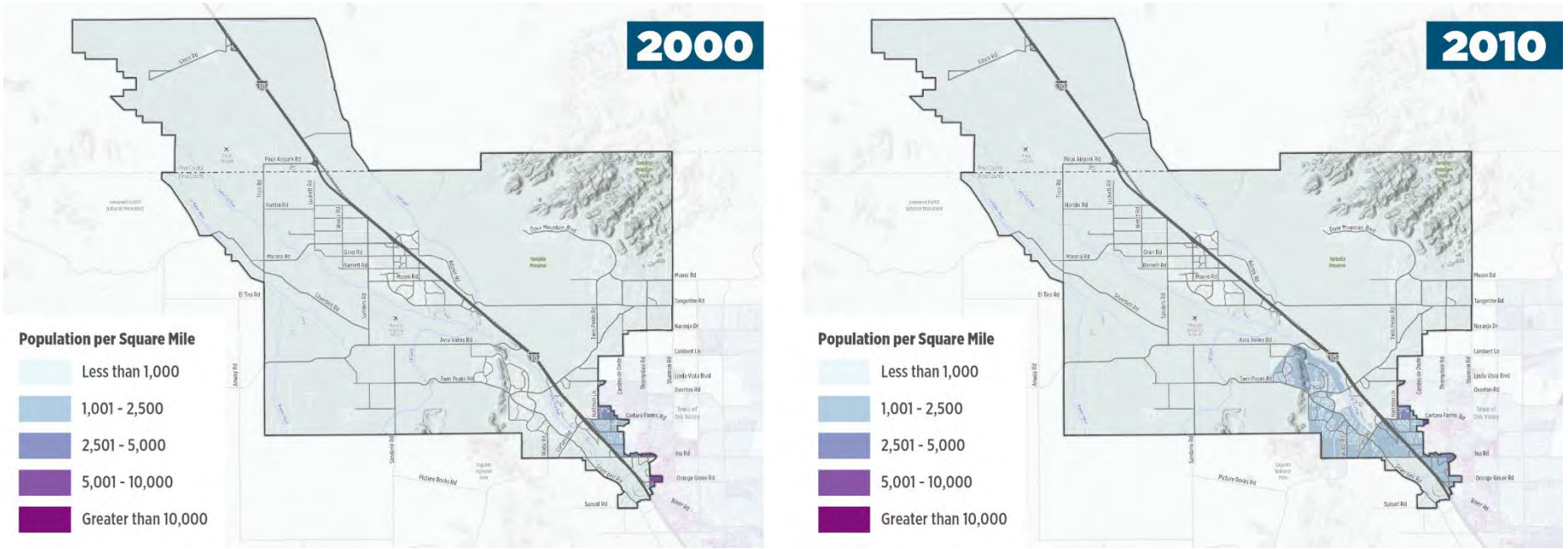
Marana is Growing

As illustrated in Figure 2-2 and Figure 2-3, Marana's growth and development has largely focused along the I-10 corridor until 2010. Master planned communities, such as Dove Mountain and Gladden Farms, have expanded development and created some of the highest densities in Marana. While significant portions of Marana and adjacent communities are slated for development, the majority of the community remains rural with less than 1,000 residents per square mile.



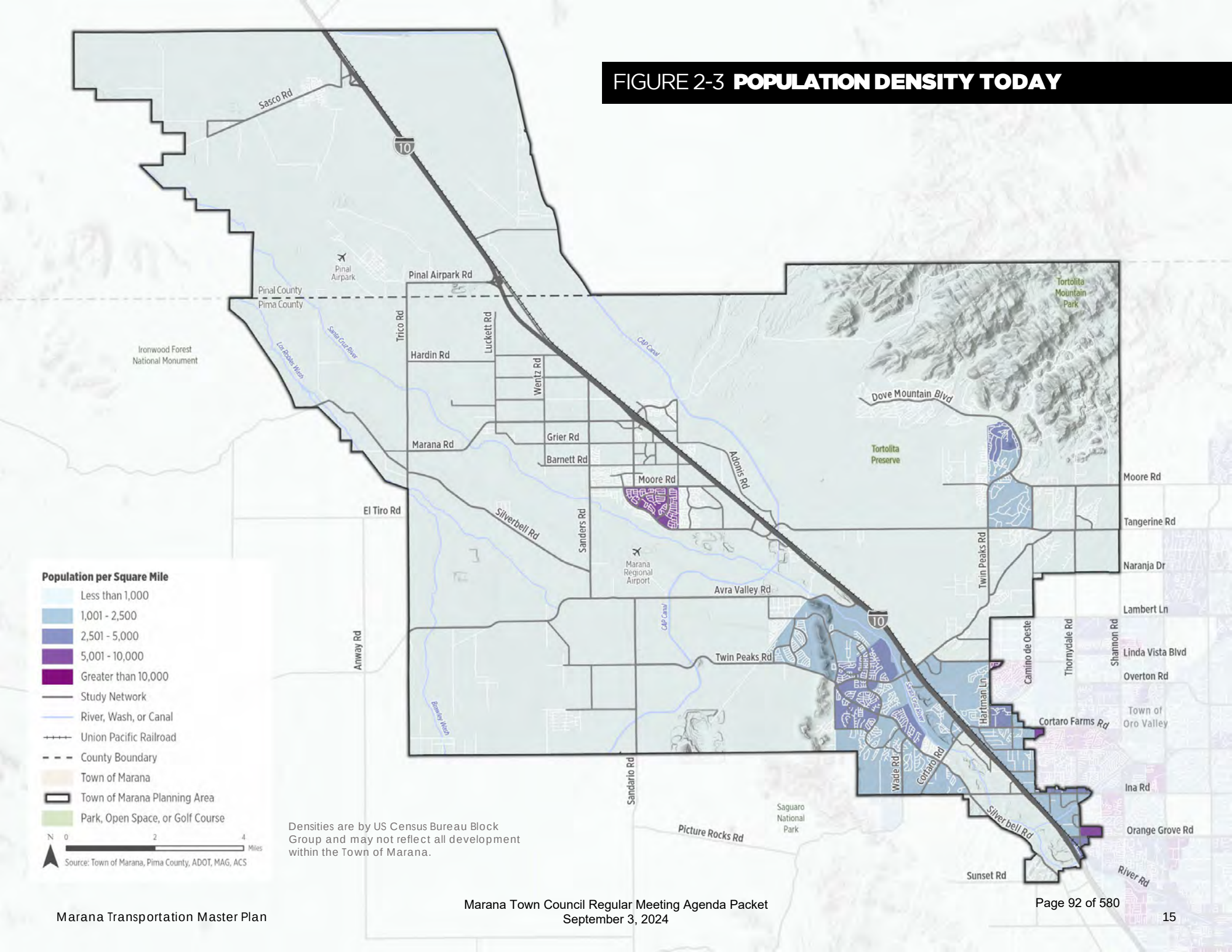
Source: US Census data, Arizona Commerce Authority

FIGURE 2-2 **POPULATION GROWTH THROUGH THE YEARS**



Modifications made by the U.S. Census Bureau to the geographic boundaries of Census Block Group may result in changes to density.

FIGURE 2-3 **POPULATION DENSITY TODAY**



Densities are by US Census Bureau Block Group and may not reflect all development within the Town of Marana.

Business is Booming

With over 14,280 people working in the Town today, Marana is one of the fastest growing job markets and economies in the Tucson metropolitan area. As illustrated in **Figure 2-4,** employment opportunities can be found throughout the Marana Planning Area.

Major Employers

The top industries within Marana include:

- **Retail:** 3,430 employees
- **Consumer Services:** 2,450 employees
- **Education:** 1,480 employees
- **Healthcare:** 1,020 employees
- **Government, Social, and Advocacy Services:** 980 employees

As illustrated in **Table 2-1**, major employers include the Marana Unified School District, MHC Healthcare, and Sargent Aerospace & Defense.

Employment Centers

Major job centers are locations with a high density of jobs resulting either from a cluster of many different employers in a small geographic area or large individual employers with a high number of workers. Major job centers in the Marana Municipal Planning Area, as shown in **Figure 2-4** include:

- Downtown Marana
- Pinal County Airpark
- Cortaro Road / I-10
- Ina Road, east of I-10
- Orange Grove Road, east of I-10

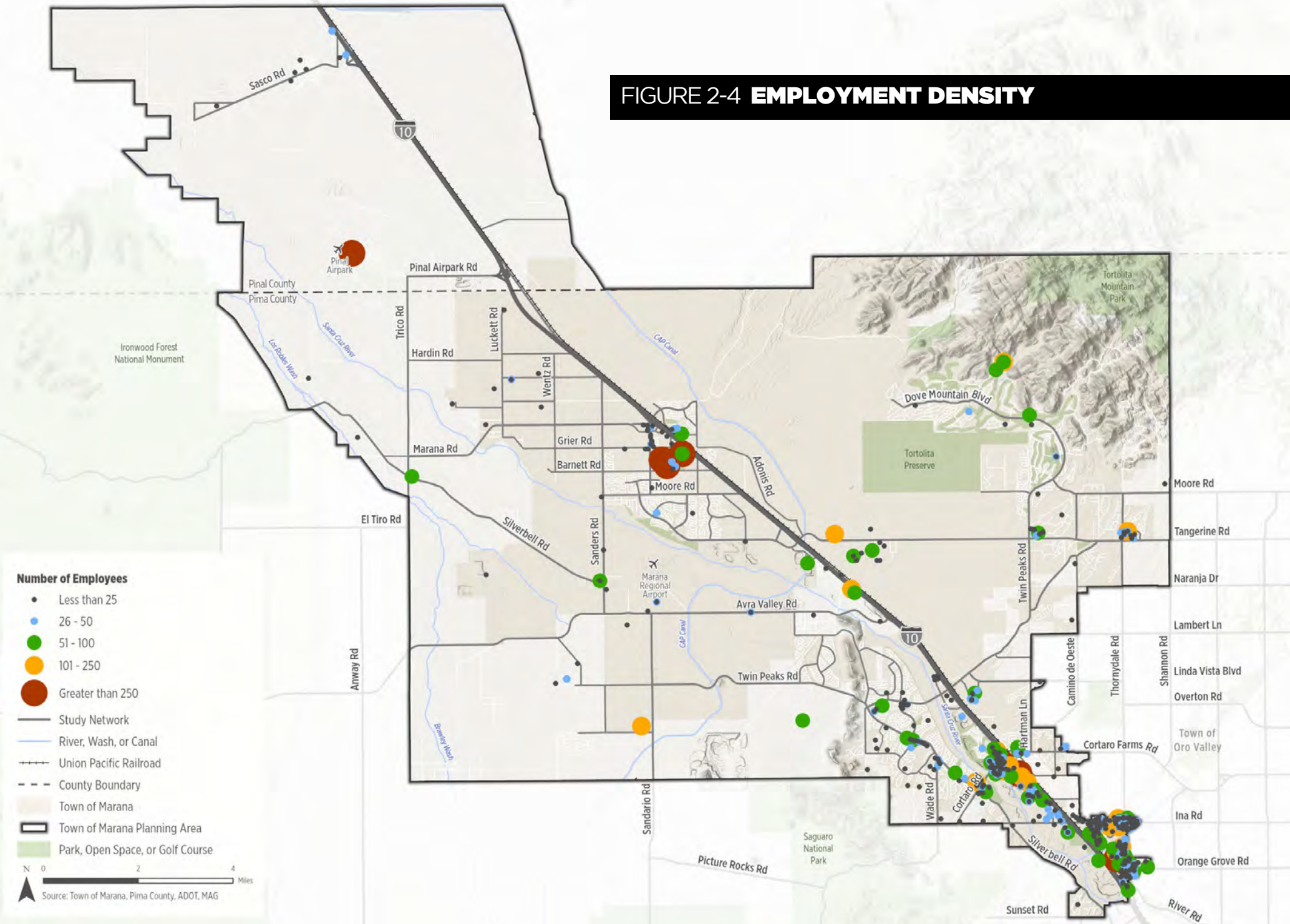
Table 2-1 **Major Employers in Marana Municipal Planning Area Today**

Employers	Employees
Marana Unified School District	931
Pinal County Airpark	382
Sargent Aerospace and Controls	3
Marana Regional Airport (AVQ)	363
MHC Healthcare	350
Town of Marana	444
Walmart	330
Costco Wholesale	300
Marana Aerospace Solutions	300
FLSmidth Krebs	260
Swire Coca Cola	250
Frys Food Stores	200
Home Depot	200
Ritz Carlton, Dove Mountain	150

Data illustrates an example of major employers in Marana Municipal Planning Area today.

Source: MAG 2021 Arizona COG/MPO Employer Database, 2021 ADOT Arizona Aviation Economic Impact Study

FIGURE 2-4 **EMPLOYMENT DENSITY**



MOBILITY TRENDS, CHALLENGES, AND NEEDS

Understanding how we travel in and through the Town is vital for developing a plan to address our complex transportation needs. The following summarizes existing and future travel conditions. With an average commute time of 28.9 minutes (per U.S. Census Bureau), Marana residents don't just drive a lot, they also have longer trips. According to Replica, Marana's average trip distance is 16.4 miles, in comparison to 9.4 miles in Tucson. Replica is an activity-based travel demand model that incorporates anonymized data from a variety of sources like the US Census Bureau, mobile location data, land use, economic activity, and others to model how people get around, where they travel to, and when they travel.

Marana's Street Network Today

Figure 2-5 illustrates the number of lanes on Marana's street system today. It is important to note that the figure represents the general number of through lanes and there may be short sections with more lanes where development has occurred. The number of lanes provided at individual intersections also varies. There are locations where additional through and/or turn lanes exist to improve intersection capacity. I-10 from Ina Road south to Ruthrauff Road is currently being widened to from three lanes in each direction to four lanes.

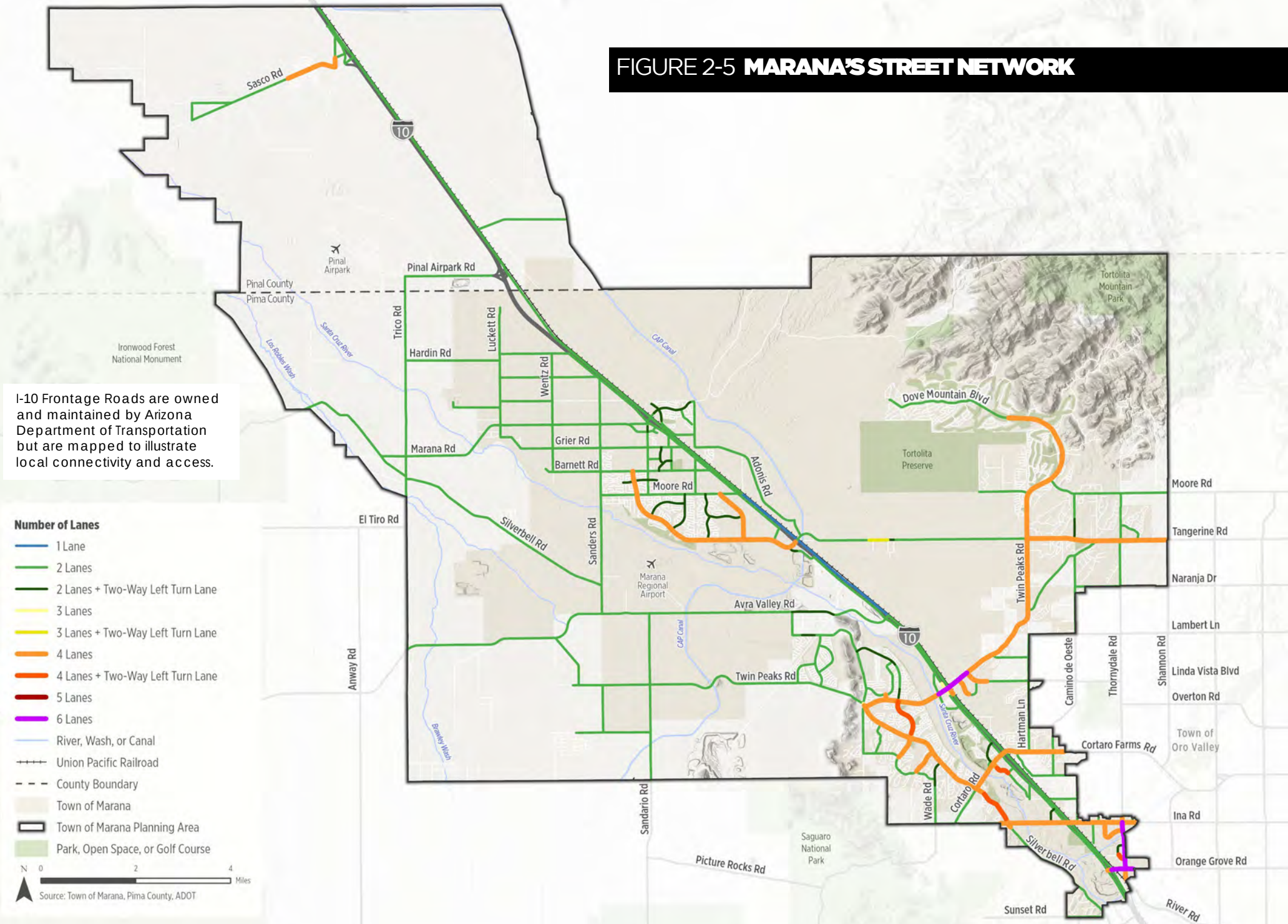
Traffic Control

Traffic control devices help manage the movement of people and goods in an efficient manner. Traffic control devices include:

- **Traffic Signals:** controls the flow of vehicles on the roadway network. Improving traffic signal timing can increase mobility and reduce overall congestion. Currently there are 33 traffic signals in the Town and 3 currently in design.
- **High Intensity Activated CrossWalK (HAWK):** designed to help pedestrians safely cross busy or higher-speed roadways at midblock crossings and uncontrolled intersections. Unlike traffic signals, the HAWK is activated only when a pedestrian pushes the crossing button. Vehicles are free to move when no one is crossing the street unless it is solid red. There are three HAWK signals in the Marana Planning Area.
- **Traffic Signs:** A STOP or YIELD sign notifies drivers to bring their vehicle to a full stop or yield at intersections.

Figure 2-5 illustrates the location of traffic control devices on the study network.

FIGURE 2-5 MARANA'S STREET NETWORK



I-10 Frontage Roads are owned and maintained by Arizona Department of Transportation but are mapped to illustrate local connectivity and access.

Number of Lanes

- 1 Lane
- 2 Lanes
- 2 Lanes + Two-Way Left Turn Lane
- 3 Lanes
- 3 Lanes + Two-Way Left Turn Lane
- 4 Lanes
- 4 Lanes + Two-Way Left Turn Lane
- 5 Lanes
- 6 Lanes
- River, Wash, or Canal
- Union Pacific Railroad
- County Boundary
- Town of Marana
- Town of Marana Planning Area
- Park, Open Space, or Golf Course

N 0 2 4 Miles

Source: Town of Marana, Pima County, ADOT

Traffic Congestion Levels

Traffic in Marana has grown because of substantial community and regional growth. Numerous factors, including the Town's pattern of growth and location along the Interstate 10 corridor, have contributed to the congestion residents experience. As illustrated by the long commute times in Marana, many of Marana's residents travel outside of the Town for their daily commutes. While Marana is making significant advances in fostering employment in the Town, most residents will continue to commute out of the Town, requiring increased access to regional routes.

Corridor and Intersection Level of Service

Level of Service (LOS) is a term used to describe traffic operations. Level of Service can be calculated for the various elements of a street system including road segments, signalized intersections, and unsignalized intersections. The various levels of service range from LOS A (free flowing traffic) to LOS F (forced flow, or very congested). **Figure 2-6** illustrates existing LOS by corridor segment and intersection, while **Table 2-2** outlines existing LOS by intersection during the AM and PM peak periods. As the figure and table show, portions of the Interstate 10 frontage roads, Ina Road, and Cortaro Road have the highest congestion/worst operating conditions in the Planning Area. Most congestion issues are along corridors that connect to the Interstate 10 corridor.

Table 2-2 **Top Congested Intersections**

Intersection	AM Peak Period	PM Peak Period
Thornydale Road/Ina Road	E	E
I-10 Frontage Road WB/Cortaro Farms Road	C	E
I-10 Frontage Road EB/Cortaro Farms Road	C	D
I-10 Frontage Road WB/Orange Grove Road	D	D
I-10 Frontage Road EB/Orange Grove Road	D	E
Thornydale Road/Orange Grove Road	D	E
Thornydale Road/Costco Drive	D	D
Cortaro Road/Arizona Pavilions Drive	C	D
Cortaro Road/Silverbell Road	D	D
Camino de las Capas/Ina Road	D	C
Silverbell Road/Ina Road	D	C

What is Level of Service (LOS)?

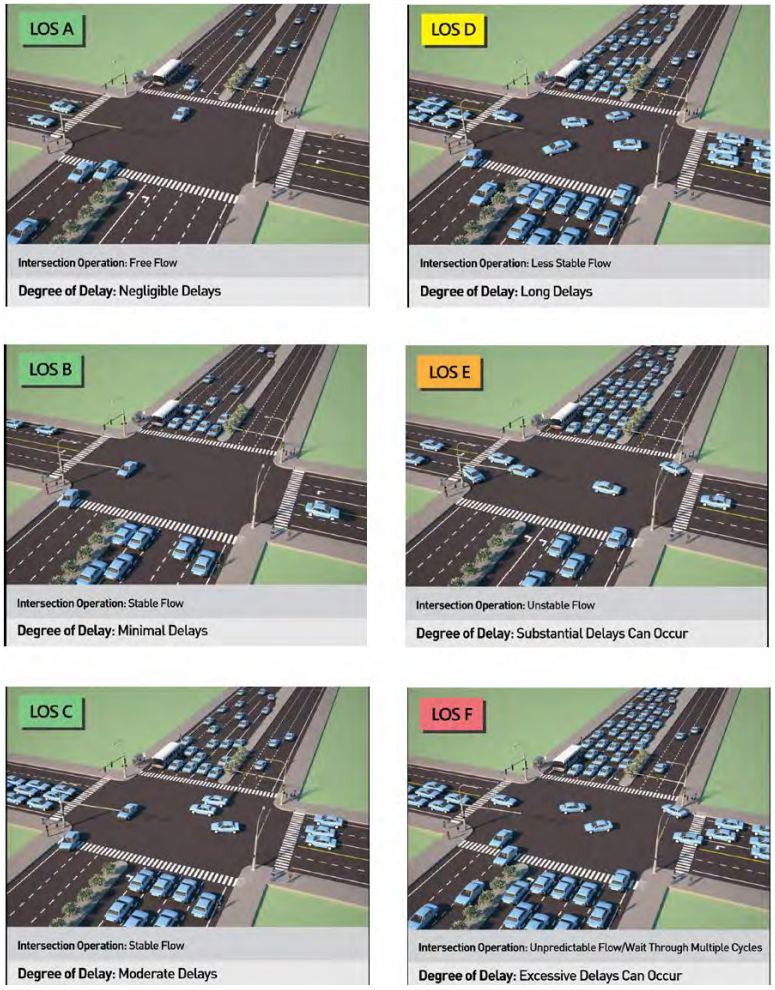
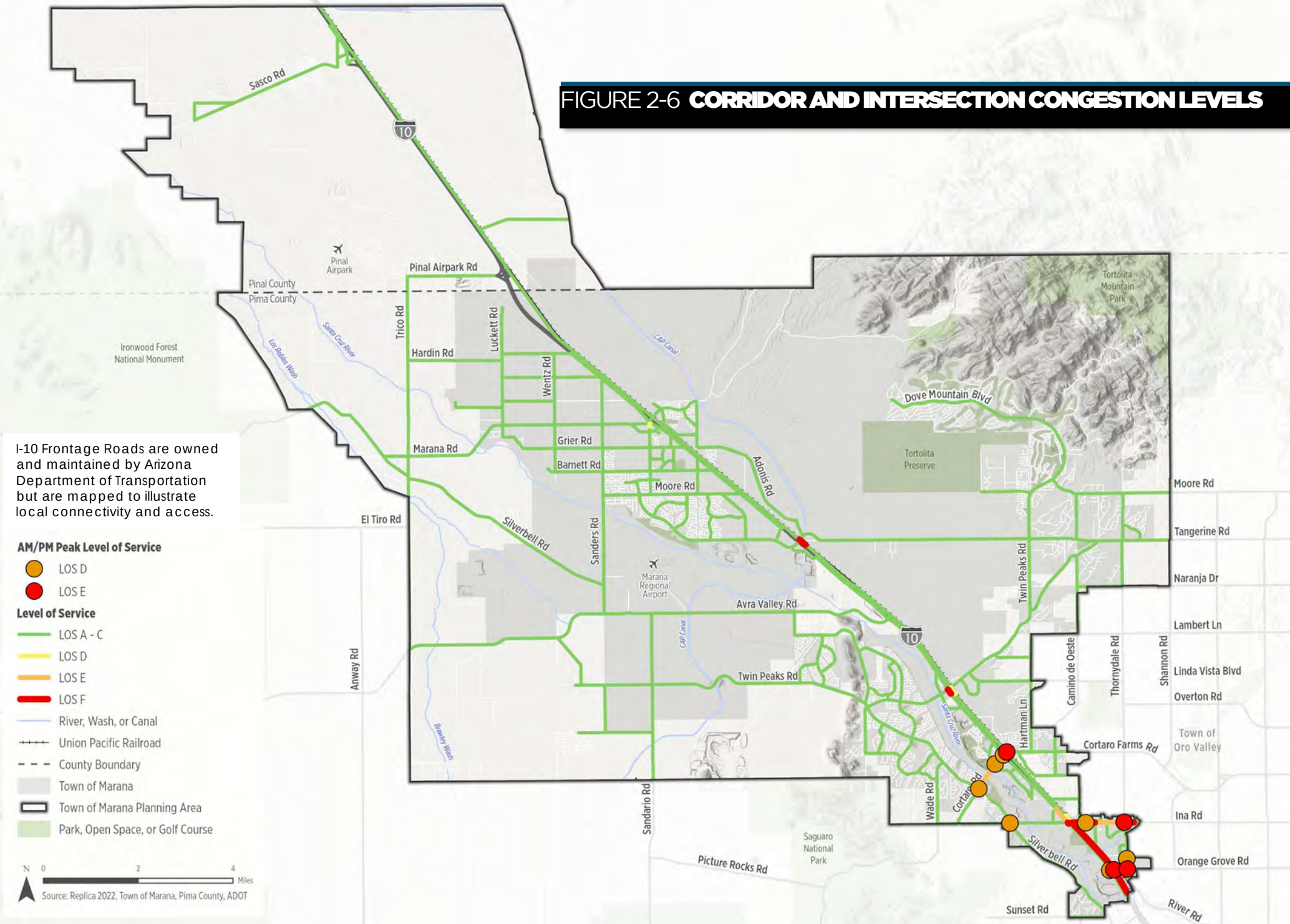


FIGURE 2-6 CORRIDOR AND INTERSECTION CONGESTION LEVELS



I-10 Frontage Roads are owned and maintained by Arizona Department of Transportation but are mapped to illustrate local connectivity and access.

AM/PM Peak Level of Service

- LOS D
- LOS E

Level of Service

- LOS A - C
- LOS D
- LOS E
- LOS F
- River, Wash, or Canal
- Union Pacific Railroad
- County Boundary
- Town of Marana
- Town of Marana Planning Area
- Park, Open Space, or Golf Course

N 0 2 4 Miles

Source: Replica 2022, Town of Marana, Pima County, ADOT

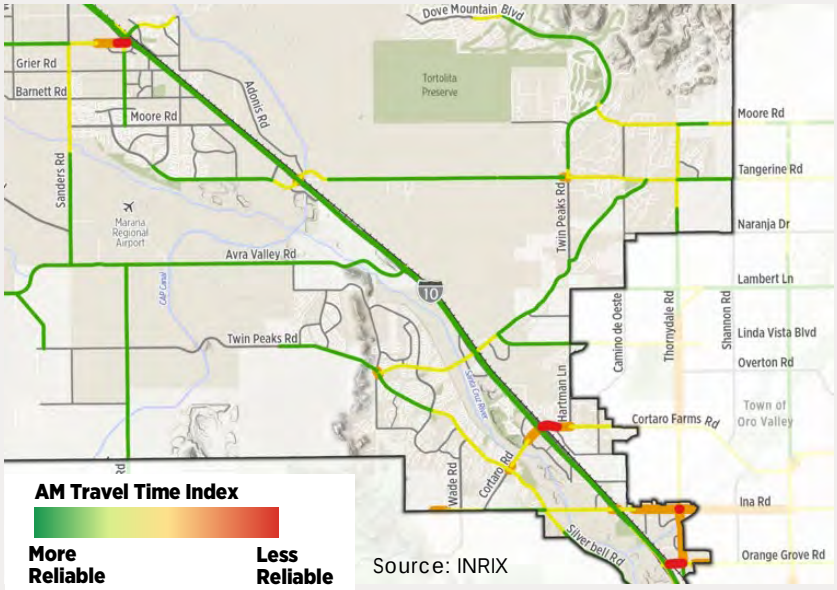
PAGE INTENTIONALLY LEFT BLANK

Travel Time Reliability and Speeds

While congestion and travel times can vary greatly from day to day, motorists depend on having a consistent, predictable travel route to get to where they are going on time, all the time. While most drivers expect some form of congestion, particularly during peak hours, having a predictable travel time is important for users so they can get to where they are going on time. Freight carriers also require dependable travel times to remain competitive. Travel time reliability, the level of congestion, average delay time, and average travel speeds provide valuable metrics for assessing roadway performance.

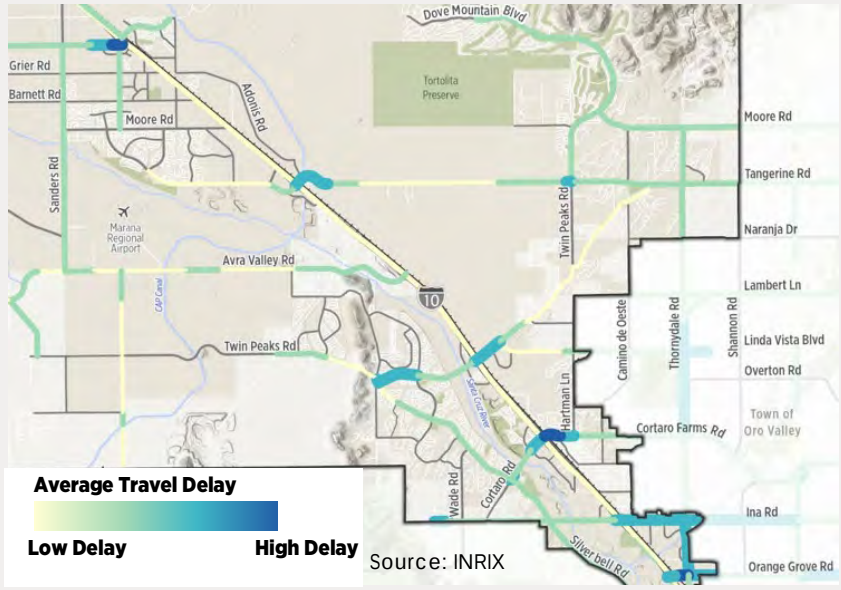
Travel Time Index (2022)

Travel Time Index represents a ratio of travel time in the peak period to the travel time at free-flow conditions. Travel Time Index values are the highest on east-west corridors connecting to Interstate 10, including Marana Road, Cortaro Road, Orange Grove Road, and Ina Road.



Travel Delay (2022)

Travel Delay is the average amount of additional time (in seconds per mile travelled) that it will take a motorist to traverse a road segment during a peak period in comparison to free-flow conditions. Arterials with higher delays are located largely off Interstate 10 and in the southern portion of Marana.



Delays at Railroad Crossings

The Union Pacific Railroad (UPRR) line traverses through Marana along the I-10 corridor. This segment of UPRR is an active line with numerous trains each day and night. Within Marana town limits, the UPRR has 16 trains during the day and 16 trains each night. The rail corridor includes six at-grade street crossings. Traffic volumes on Cortaro Farms Road and Tangerine Road are high, and with the number of trains each day, safety and mobility along the corridors may be impacted. In addition, the high number of train crossings may cause delays and congestion issues.



Train delays on Cortaro Farms Road

How Safe Are our Streets?

Street safety for all users – motorists, transit riders, people walking, and people riding bicycles – is a top concern for the Town. Crash data analysis helps identify trends, patterns, predominant crash types, and high crash rate corridors and intersections. This analysis also helps identify potential safety improvements to reduce the frequency and severity of crashes. **Figure 2-7** illustrates locations of fatal and serious injury crashes in the Marana Planning Area.

What the Data Tells Us

Crash analysis presented in this section is based on data obtained from ADOT's Arizona Crash Information System (ACIS) for the five-year period of July 2017 to June 2022 within the Marana Planning Area.

- **A Safe Community**. Compared to peer towns, Marana has one of the lowest number of fatal crashes. ADOT's 2022 Arizona Crash Facts Summary shows that Marana had 5 fatal crashes (including crashes occurring along I-10) in 2022, which is lower than many peer cities, such as Tucson (101), Oro Valley (6), and Casa Grande (7).
- **Fatal and Serious Injury Crashes are on the Rise.** Since 2017, fatal crashes in Marana have tripled, and there has been a 260% increase in serious injury crashes since 2019.
- **A significant number of crashes happen at intersections.** Nationwide, there is a disproportionate split between crashes occurring at intersections and along corridors, Marana is no different with nearly 61 percent of all crashes occurring at intersections. Thirty-three percent of all fatal crashes and 43 percent of serious injury crashes were intersection related.
- **Pedestrian and bicycle safety is a concern.** Pedestrian and bicyclist fatalities account for 33 percent of all fatal crashes in the Town. Bicyclist involved crashes have increased by 400 percent since 2017.

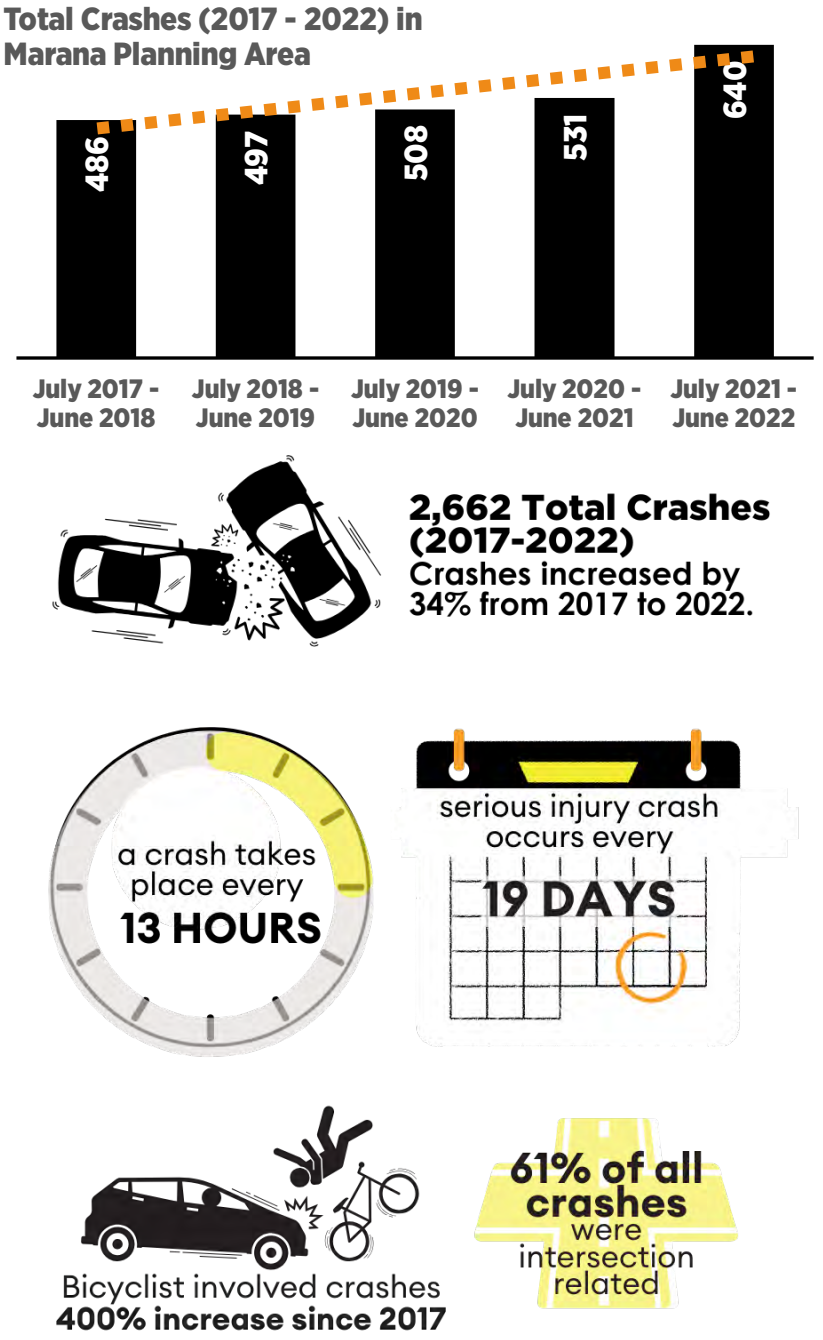
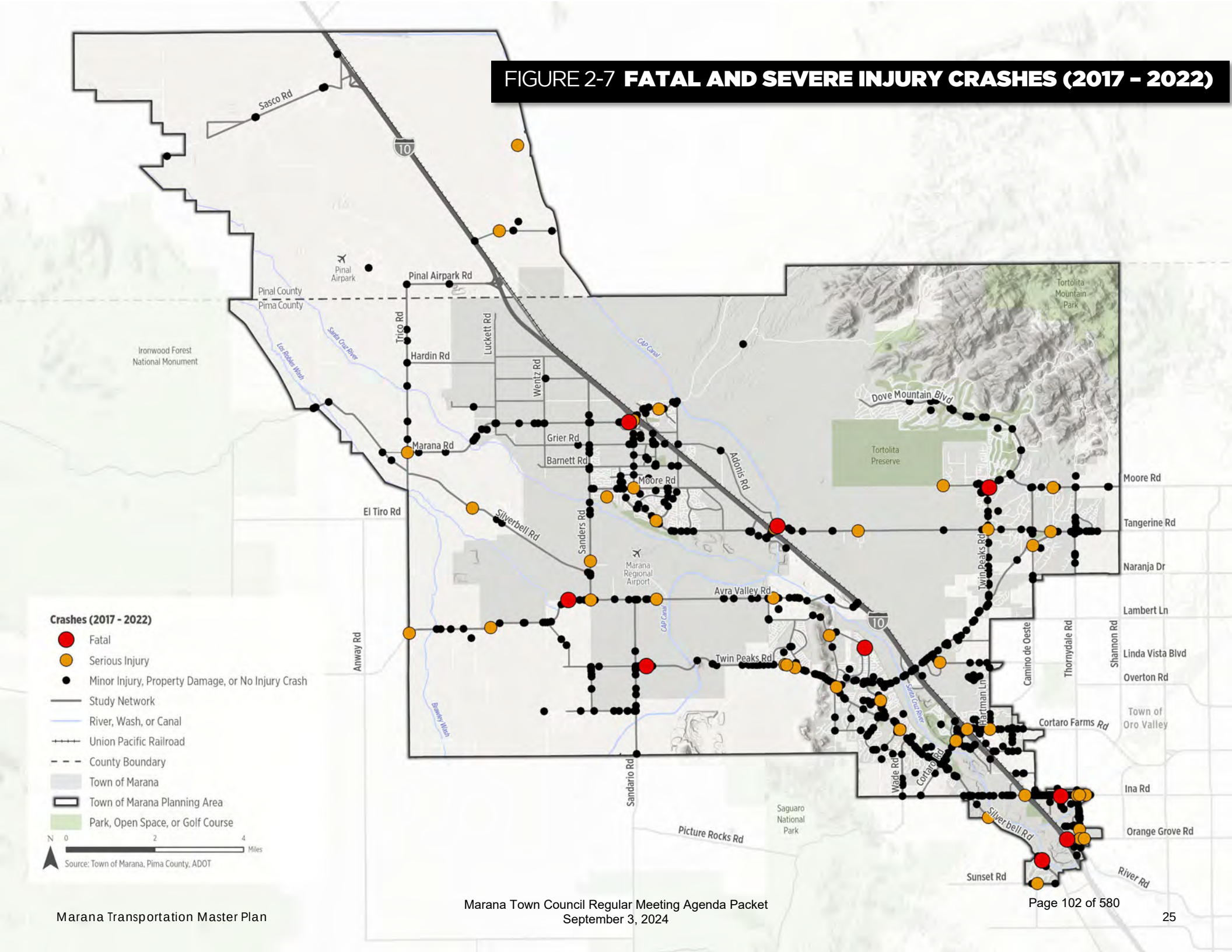


FIGURE 2-7 FATAL AND SEVERE INJURY CRASHES (2017 – 2022)



Bicycle and Pedestrian Facilities

Marana is experiencing rapid development and population growth, transforming once rural areas into places where people live, work, and play. As Marana develops, the demand for additional transportation options is changing. In addition to driving, people want safe and comfortable places to walk and bike, whether it is to take kids to school, the park, or to walk the dog around the block.

Marana's Pedestrian Network Today

Sidewalks and crossings are the basic building blocks of a walkable and connected community. To complete the pedestrian network, sidewalks are supported by a collection of facilities to create a more visible, navigable, and enjoyable walking experience. **Figure 2-8** illustrates the Town's expansive pedestrian network.

Roundabout at the intersection of Main Street and Civic Center Drive with a pedestrian island



Increasing Walking Opportunities

Municipal and private developments throughout Marana are creating new walkable landscapes. Streets surrounding the Marana Municipal Complex provide several amenities for people who walk, including periodic benches and shade-covered bus stops that provide opportunities for people walking to rest. New developments like Gladden Farms are also creating pedestrian access paths that help create a denser more interconnected walking network within the neighborhood.

Pathway for people walking and biking from Greenberry Drive to Tangerine Farms Road in the Gladden Farms neighborhood



Barriers to Walking

Simply having a sidewalk doesn't necessarily mean that people will feel comfortable on the street. The conditions on a street - such as the presence of streetlights - directly impact how people feel when walking. While the Town has made significant investments in expanding and enhancing its pedestrian network, barriers to walking exist, including:

- Freeways, roads, and canals create physical barriers.
- Sporadic corridor and business development create gaps in sidewalks.
- Uneven surfaces, obstructions, or poor sidewalk conditions create deterrents, particularly for persons using wheelchairs or mobility devices.

Crossing the Street

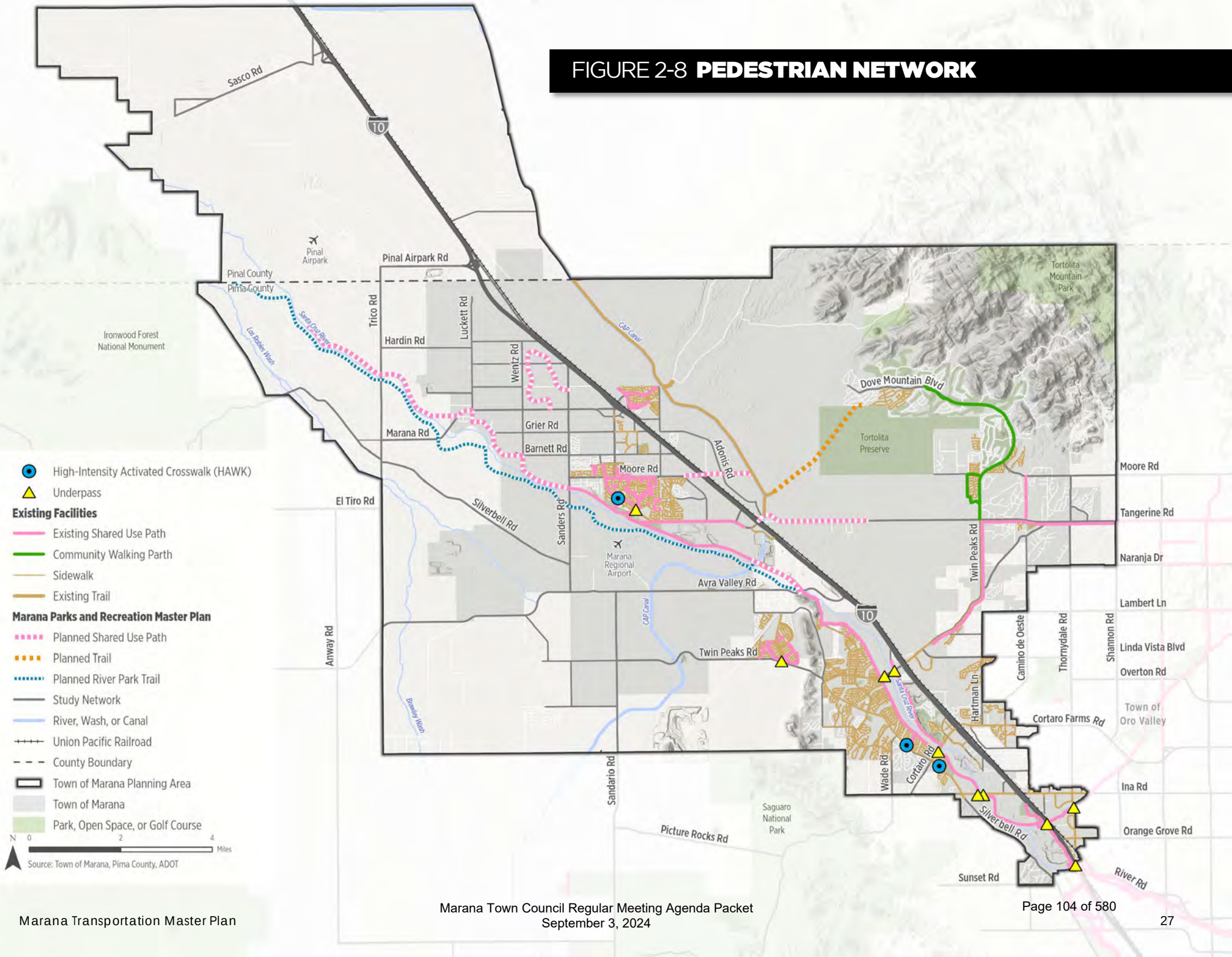
Crossings deserve special attention, as the highest chance for interaction between people walking and driving is at crossing points. In Marana:

- Signalized intersections provide walk phases and crosswalks to indicate to all road users when and where people walking should travel.
- Signalized mid-block crossings are primarily near major activity centers and schools.
- Pedestrian warning signs and marked crosswalks are provided at some uncontrolled intersections. While unsignalized crosswalks are provided along low-speed roadways, some require pedestrians to navigate crossing roadways with posted speeds of 30 mph or above which may be uncomfortable for some users.

HAWK on Silverbell Road in front of Coyote Trail Elementary School



FIGURE 2-8 **PEDESTRIAN NETWORK**



Biking in Marana

Having a complete, connected bike network that is comfortable and safe for people of all ages and abilities can help make biking a viable transportation option in Marana. Over the last two decades, Marana has developed an expansive, enviable network of bicycle facilities and trails that serve as a foundation for creating a connected network for users to safely bike to their home, work, school, or for play.

Figure 2-9 illustrates the existing designated bike facilities and planned bike facilities in Marana. As shown, the Town is dominated by shared-use paths and paved shoulders. Over time, a shared use path along the Santa Cruz River is being developed to build a central feature of a connected network of trails and paths to make it easy for residents to choose bicycling or walking for transportation, recreation, or exercise. The following are examples of bicycle facilities provided in Marana today:



Shared Use Paths

Shared use paths provide a dedicated facility for people biking, walking, or rolling. To make a shared use path comfortable for most users, it is important that driveway access is minimized.

- **Comfortable for** most bike users.
- **May be uncomfortable for** large groups of sports or fitness riders and sports enthusiasts who may not have enough space to pass slower riders.



Paved Shoulders

When adequate width is provided, shoulders can serve bicycle travel on roads, providing a more comfortable alternative to shared roadway travel.

- **Comfortable for** some sports or fitness riders and roadway enthusiasts.
- **May be uncomfortable for** kids and families, small wheel users who require well maintained surface, and utility or commuter riders depending on roadway speeds, volumes, and number of lanes.



Local Streets/Mixed-use Streets/Bike Boulevards

While residential streets may not be a formal part of the bike network, they often have low traffic volumes and lower speeds that make them comfortable for use by all people biking. Bike boulevards are enhanced with features intended to manage traffic speeds and volumes.

- **Comfortable for** all road users so long as observed traffic speeds and volumes are very low.

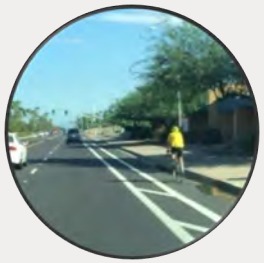


Bike Lanes

Bike lanes are a portion of road designated for people biking through use of pavement markings and optional signs.

- **Comfortable for** sports or fitness riders, some roadway enthusiasts.
- **Acceptable for** utilitarian commuters, or those on small wheels depending on roadway speeds, volumes, and number of lanes.
- **May be uncomfortable for** some kids and families, depending on speeds, volumes, and lanes.

Other Bike Facility Types That Marana May Benefit From:



Buffered Bike Lanes

These bike lanes include a painted buffer between the bike lane and vehicular traffic or parking.

- **Comfortable for** sports or fitness riders, some roadway enthusiasts.
- **Acceptable for** utilitarian commuters, or those on small wheels depending on roadway speeds, volumes, and number of lanes.
- **May be uncomfortable for** some kids and families, depending on roadway speeds, volumes, and number of lanes.

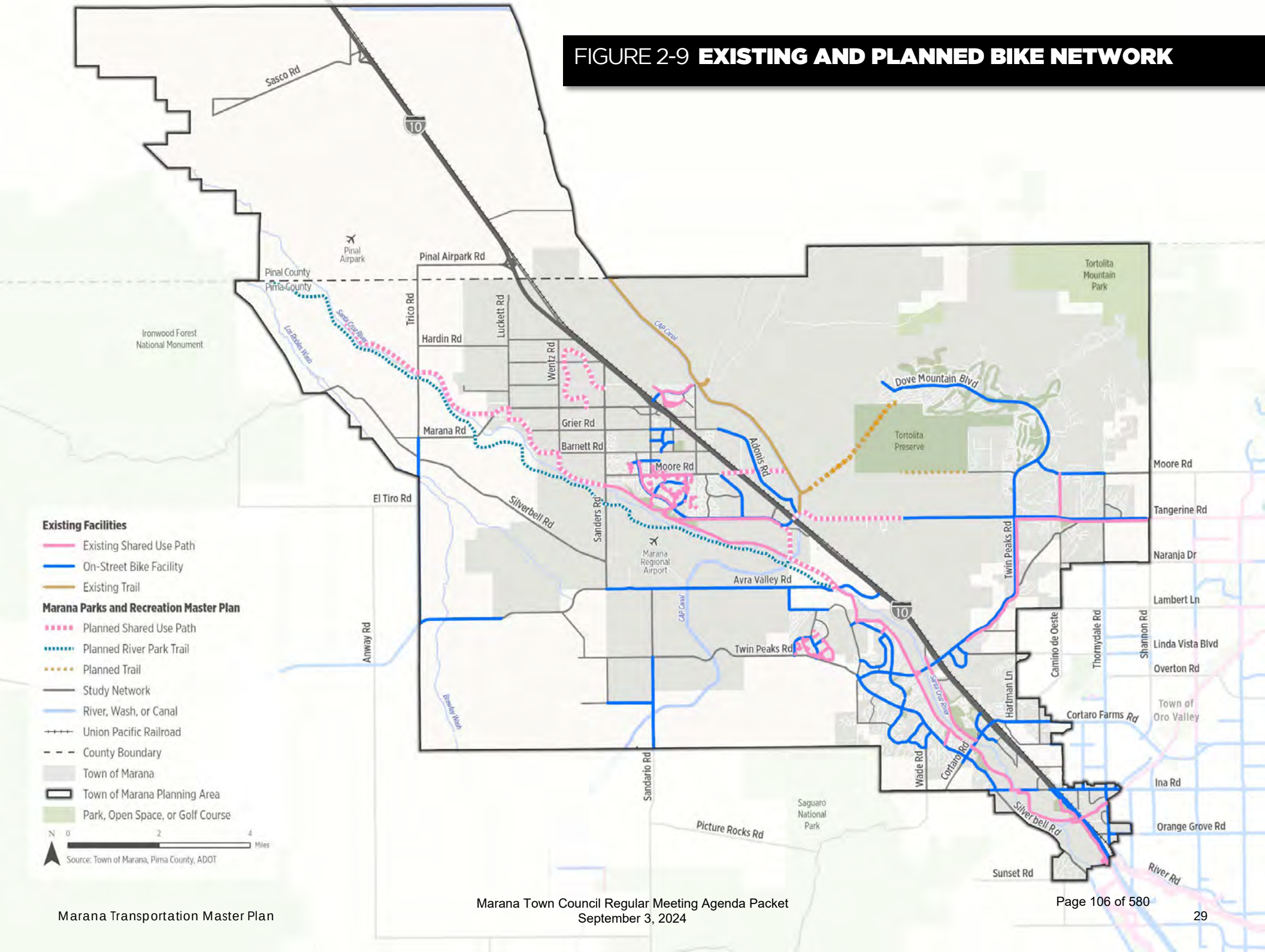


Separated Bikeways

These one- or two-way bikeways are exclusive to bicyclists and are physically separated from vehicular traffic by a vertical element.

- **Comfortable for** most bike users.
- **Acceptable for** kids and families depending on the type and degree of physical separation.
- **May be uncomfortable for** some road enthusiasts who prefer greater space to maneuver and prefer to ride in the roadway.

FIGURE 2-9 **EXISTING AND PLANNED BIKE NETWORK**



Public Transportation in Marana

A strong public transit network is a key component of a great transportation network. Public transit provides important access and connectivity to key destinations and regional access to employment, education, shopping, and services. Transit services in Marana are provided by Sun Tran, the regional public transportation authority for the Tucson metropolitan area, and a variety of social service agencies.

Marana's System Today

To meet different trip purposes, a variety of transit route types are needed. For example, express bus routes and the light rail excel at taking commuters and residents to major employment and activity centers. Local bus routes, however, provide increased neighborhood connectivity through frequent stops, fixed service, and closer access to destinations/origins. **Figure 2-10** illustrates current transit routes in Marana. Existing transit services include:

- **Sun Tran**: Sun Tran operates 29 regular fixed routes with daily service in Tucson, the Tohono O'odham Nation, Pasqua Yaqui Tribe and Pima County. Route 16 serves Ina Road in Marana and reaches several destinations including downtown and Tucson Mall.
- **Sun Shuttle Routes:** Sun Shuttle operates 12 neighborhood circulator routes throughout the Tucson metropolitan area, with several connections traveling through or to destinations in Marana. Routes in Marana include the 412 and 413.
- **Sun Express:** Sun Express is a fast commuter transportation service that makes limited stops from outlying areas to major destinations. Marana currently is served by the following Express routes:
    - **102X Northwest - UA Express:** connects multiple stops along Ina Road to downtown Tucson and Oro Valley.
    - **103X Northwest - Downtown Express:** connects multiple stops along Ina Road to downtown Tucson.
    - **104X Marana - Downtown Express:** provides direct service from Ina Road/ Star Commerce Way and the Crossroads at Silverbell District Park to downtown Tucson.
    - **203X Oro Valley – Aero Park Express:** connects multiple stops along Ina Road to Oro Valley and downtown Tucson.
    - **204X Northwest – Aero Park Express:** connects multiple stops from Laos Transit Center to the Crossroads at Silverbell District Park.
- **Sun Shuttle Dial-A-Ride:** Sun Shuttle provides curb to curb paratransit service to 22 stops in the Marana/Avra Valley area as shown on the right.
- **Vanpool:** commuter vanpools allow groups of employees to self-organize and lease a vehicle from Sun Tran to operate a carpool service, providing a flexible transit solution for those trips not well served by more conventional fixed route service.

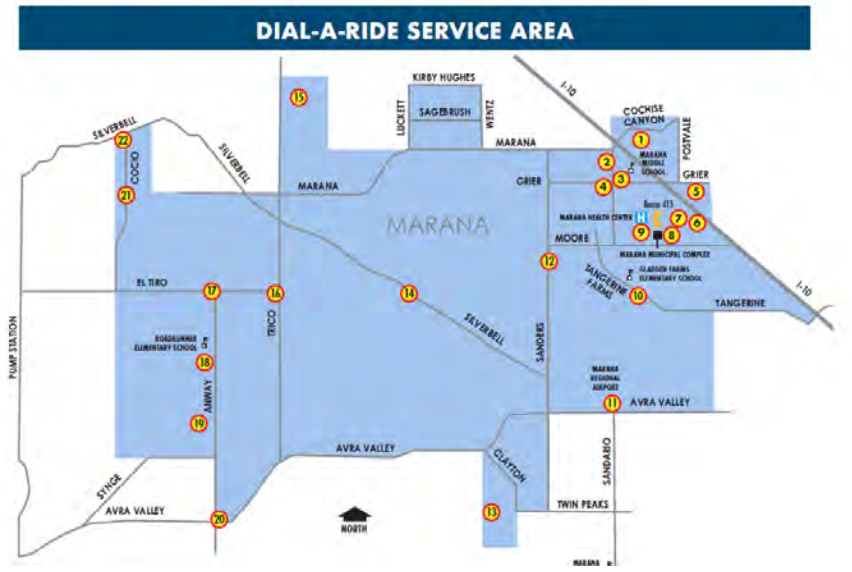
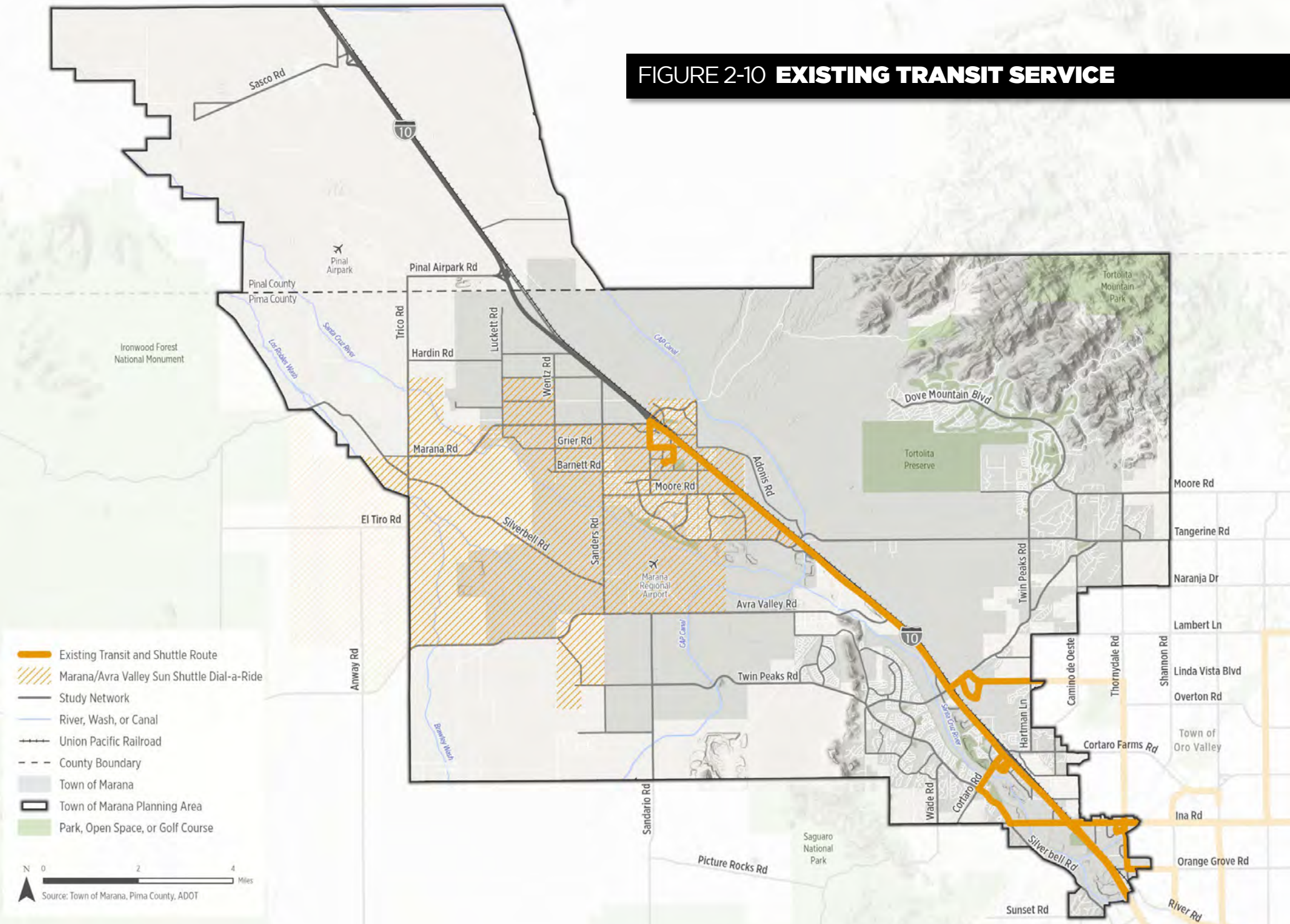


FIGURE 2-10 **EXISTING TRANSIT SERVICE**



Goods Movement

Another major function of the transportation system is to move goods and services for commercial purposes. The efficient movement of freight, goods, and packages is extremely important to Marana and the region's economic prosperity.

Where Trucks are Traveling

Replica data provides truck usage estimates for vehicles classified by Federal Highway Administration (FHWA) as Class 4 or higher, which range from medium size city delivery trucks to large freight vehicles. Using Replica data, key routes heavily used by trucks can be identified. As illustrated in **Figure 2-11,** higher truck volumes can be found on freeways and several key arterials. Many of these corridors not only have high truck volumes, but also have high percentages of trucks. Corridors with high truck usage include:

- I-10 corridor
- Tangerine Road (Tangerine Farms Road to east of I-10)
- Tangerine Road (east of Camino de Oeste)
- Twin Peaks Road (Coachline Boulevard to Camino de Manana)
- Cortaro Road / Cortaro Farms Road (Silverbell Road to Hartman Lane)
- Ina Road (Silverbell Road to Thornydale Road)
- Orange Grove Road (east of I-10)
- Silverbell Road (Cortaro Road to Coachline Boulevard)
- Thornydale Road (Ina Road to Orange Grove Road)

In addition, the 2022 Arizona Department of Transportation (ADOT) Statewide Freight Plan identified the I-10/Cortaro Road Traffic Interchange (TI) as a recurring urban congestion bottleneck that may substantially impact cargo movement.

Marana Regional Airport (AVQ)

The Marana Regional Airport (AVQ) is classified as a general aviation reliever airport for Tucson International and is owned and maintained by the Town. The airport is accessed from Avra Valley Road, approximately five miles west of Interstate 10.

- **Annual Operations (2023):** >90,000 takeoffs/ landings.
- **Services/Features:** Fixed-base operator (FBO), flight school, specialty maintenance, aviation fuel, restaurant, aircraft tie-down space, hangar rental.
- **Economic Impact:** According to the *2021 ADOT Arizona Aviation Economic Impact Study*, AVQ has over 360 employees and had $17,283,000 of earnings in 2021.

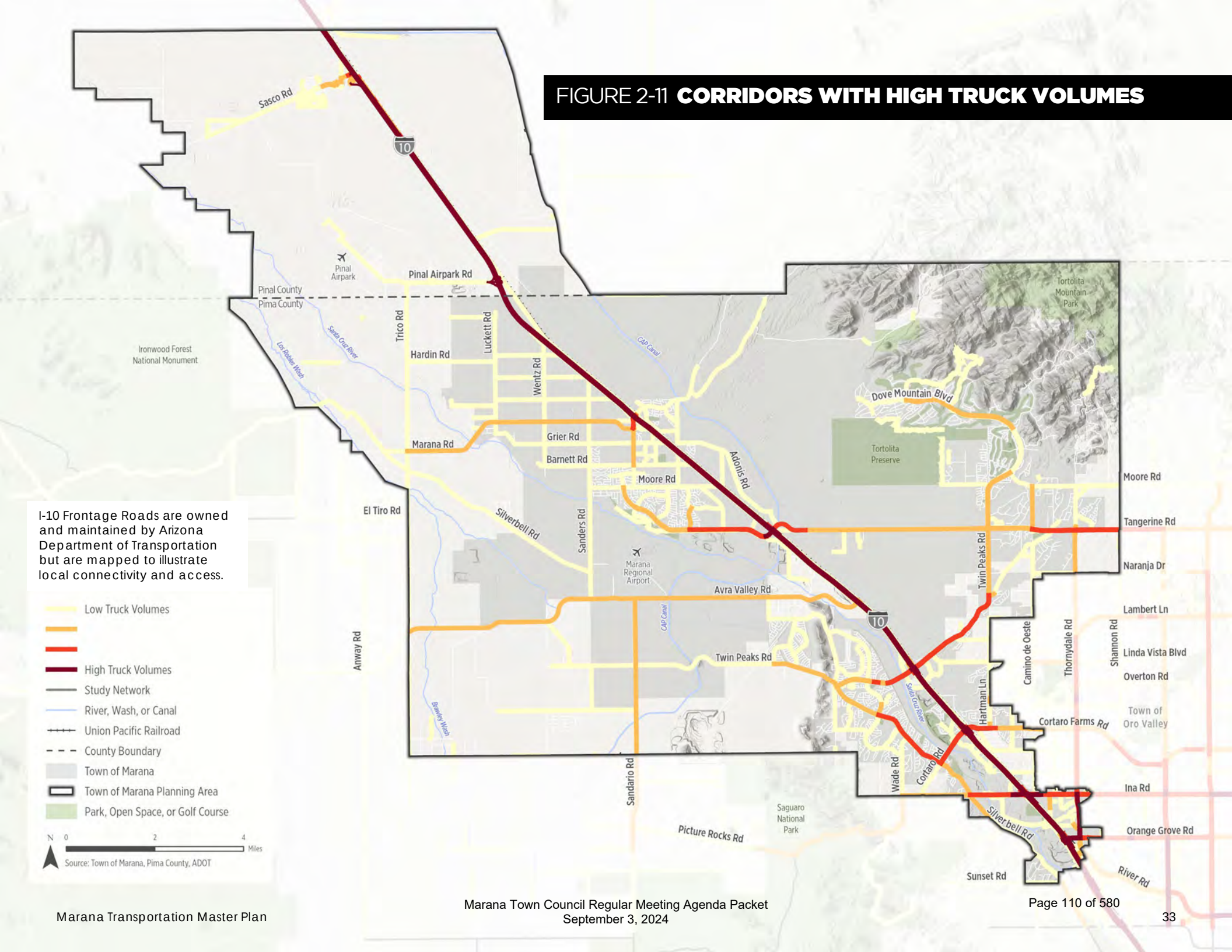




Pinal County Airpark (MZJ)

Pinal County Airpark (MZJ) is a non-towered, Pinal County-owned, public-use, general aviation airport located 8 miles northwest of downtown Marana. MZJ is one of the largest aircraft storage facilities in the world, and on-airport tenants Ascent Aviation Service and Jetyard provide maintenance, repair, and overhaul (MRO) services for commercial passenger jets. Similar to Marana Regional Airport, growth and development surrounding the Pinal County Airpark may increase vehicle and freight volumes to/from the Airpark.

FIGURE 2-11 **CORRIDORS WITH HIGH TRUCK VOLUMES**



PAGE INTENTIONALLY LEFT BLANK



CHAPTER 3

Marana Tomorrow

HOW IS MARANA GROWING AND CHANGING?

During the 2022 fiscal year, the Town issued over 1,300 single family residential permits alone; the highest number of residential permits issued in a single year within the last decade. This rapid growth and maturing urban development; however, not only creates opportunities, but it poses challenges to Marana's transportation system. Understanding where growth is greatest is imperative to creating a plan that manages the increased demands of the Town's transportation system.

Planned Developments

Figure 3-1 illustrates active developments in the Town of Marana. Active developments included existing developments and those that are actively under review and development. It is expected that Marana's traditional suburban growth and development patterns will continue in undeveloped land along I-10, the northwestern portion of the Town, and surrounding existing major developments and commercial areas. The Town's future growth holds the promise of positive change and increased opportunities for its residents. As new businesses emerge and existing ones expand, job opportunities are expected to grow, contributing to a more robust local economy. As the Town's population and developments continue to grow, increased demand on roadways highlights the need for strategic infrastructure development.

Projected Socioeconomic Conditions

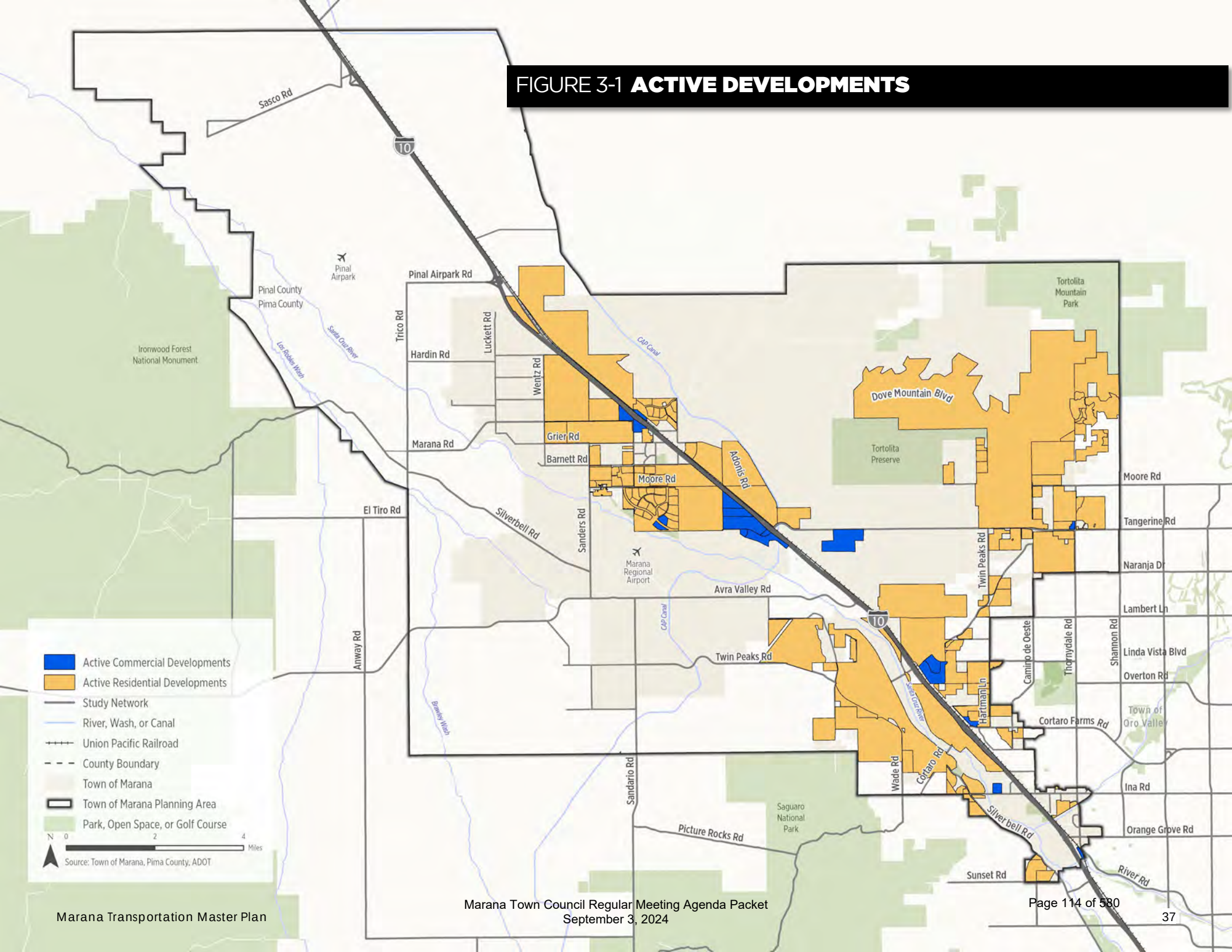
Over the past decade, Marana has experienced an average population increase of nearly 1,900 per year! Forecasting future socioeconomic conditions allows the Town to anticipate changes in future travel demand and to envision potential solutions. Future population, housing units, and employment are quantified by PAG into Traffic Analysis Zones (TAZs) for the PAG Travel Demand Model. TAZs are geographic subdivisions of the study area bounded by roads, political boundaries, and natural and man-made geographical constraints (such as rivers, washes, etc.). Building off the PAG Travel Demand Model, the Arizona Office of Economic Opportunity (OEO) population projections, and development plans in the Town, a multi-step process was used to determine long-term population and employment projections for the Marana Planning Area.

Table 3-1 shows a tabular summary of the projected population and employment within the Marana Planning Area boundary. It is important to remember that the Marana Planning Area is much bigger than the current Town limits and therefore, the population projections are higher than those estimated by the Arizona Commerce Authority, which estimates projections for the current Town limits.

Table 3-1. **Projected Year 2055 Population and Employment Growth – Marana Planning Area Boundary**

	Current (2023)	Long-Term (2055)
Population	59,464	123,020
Employment	14,280	29,089

FIGURE 3-1 **ACTIVE DEVELOPMENTS**



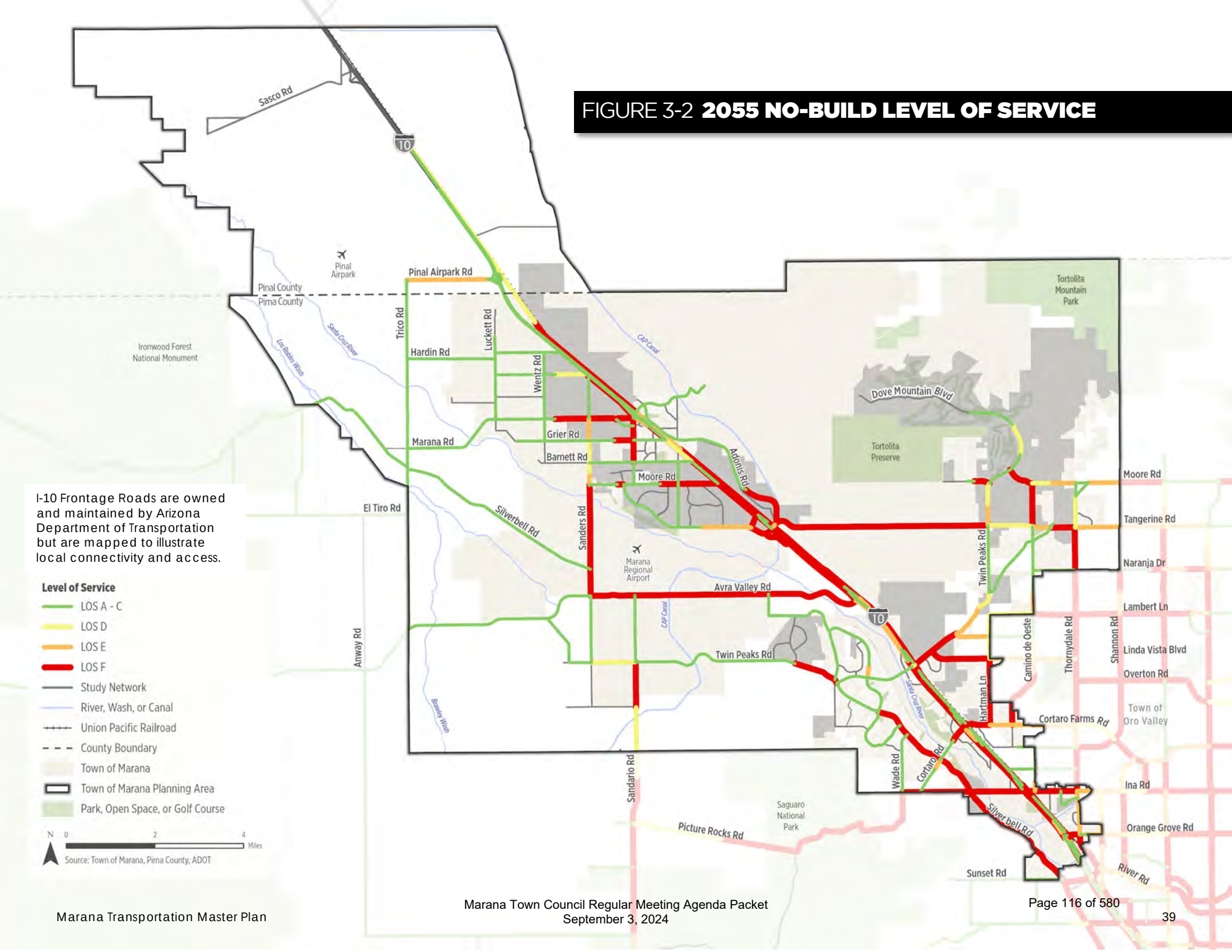
WHAT HAPPENS TO CONGESTION LEVELS IF WE DO NOTHING?

The primary purpose of forecasting future traffic volumes is to estimate the travel demand added to existing roadways and to forecast congestion levels due to projected growth in population and employment. This analysis also provides valuable insight into potential transportation solutions. The following section presents corridor traffic volumes and levels of congestion if no roadway improvements are made (No-Build). To be consistent with Pima Association of Government's ongoing 2055 Regional Mobility and Accessibility Plan (RMAP), the year 2055 was chosen as the long-term horizon year for the Marana TMP.

Figure 3-2 illustrates the Level of Service for the long-term planning horizon if *no roadway improvements are made* by the long-term (2055) horizon year. As more people move in and the town grows, the increased traffic is expected to make roads less efficient and slower. If no roadway improvements are made, the following corridors are expected to operate at LOS E or worse:

- Orange Grove Road east of I-10
- Ina Road
- Silverbell Road south of Coachline Boulevard
- Cortaro Road east of Silverbell Road
- Hartman Lane
- Camino de Oeste north of Cortaro Farms Road
- Camino de Oeste north of Tangerine Road
- Twin Peaks Road east of I-10
- Thornydale Road
- Avra Valley Road
- Sanders Road between Avra Valley Road and Moore Road
- Tangerine Road
- Moore Road west of I-10
- Sandario Road north of Barnett Road
- Marana Road east of Wentz Road
- Adonis Road north of Tangerine Road
- Pinal Airpark Road
- Portions of I-10 Frontage Road

FIGURE 3-2 **2055 NO-BUILD LEVEL OF SERVICE**



I-10 Frontage Roads are owned and maintained by Arizona Department of Transportation but are mapped to illustrate local connectivity and access.

Level of Service

- LOS A - C
- LOS D
- LOS E
- LOS F
- Study Network
- River, Wash, or Canal
- Union Pacific Railroad
- County Boundary
- Town of Marana
- Town of Marana Planning Area
- Park, Open Space, or Golf Course

N 0 2 4 Miles

Source: Town of Marana, Pima County, ADOT

PAGE INTENTIONALLY LEFT BLANK



CHAPTER 4

What We Heard

HOW WE ENGAGED THE COMMUNITY

Throughout the TMP planning process, the Town gathered input from residents, businesses, organizations, Town leaders and staff, and regional planning partners to ensure that the TMP reflects the needs and priorities of those that use our transportation system. This chapter represents the voices, ideas, needs, and challenges of hundreds of Marana residents.

Project Website

In order to ensure that the public had easy access to important information about the Marana TMP a project website was developed and hosted on the Town's server at https://www.maranaaz.gov/transportation-master-plan. The project site included document links, survey links, and a way to sign up for the project mailing list.



Spreading the Word

To provide opportunities for the public, planning partners, and stakeholders to participate in the planning process, the TMP included:

- Interactive workshops were conducted with stakeholders, regional partners, and the Town Council to gather feedback on current issues and draft recommendations.
- KOLD 13 News featured the Marana TMP on March 30th, 2023, and informed the public about the project and encouraged viewers to participate in the survey by directing them to the project website and online survey.
- A project specific booth was hosted at Concert in the Courtyard and Camping Under the Stars.
- Social media posts and e-mail blasts were distributed to direct community members to the project website.

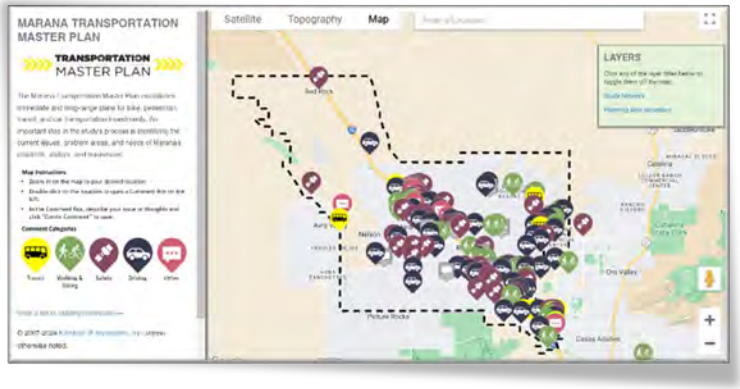
107 SIGN-UPS TO THE PROJECT LISTSERV

1,165 SURVEYS COMPLETED

233 MAP COMMENTS PROVIDED

Surveys and Mapping Activities

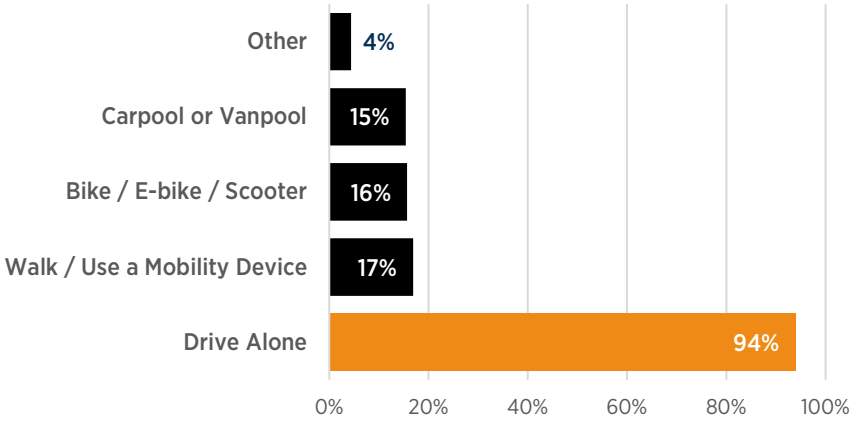
During preliminary outreach efforts, we heard from thousands of people through surveys and online mapping tools. The Marana TMP survey garnered feedback on transportation challenges faced today and desired improvements. Survey participants could also map ideas for specific walking, biking, bus, and driving projects to help shape the Marana TMP recommendations.



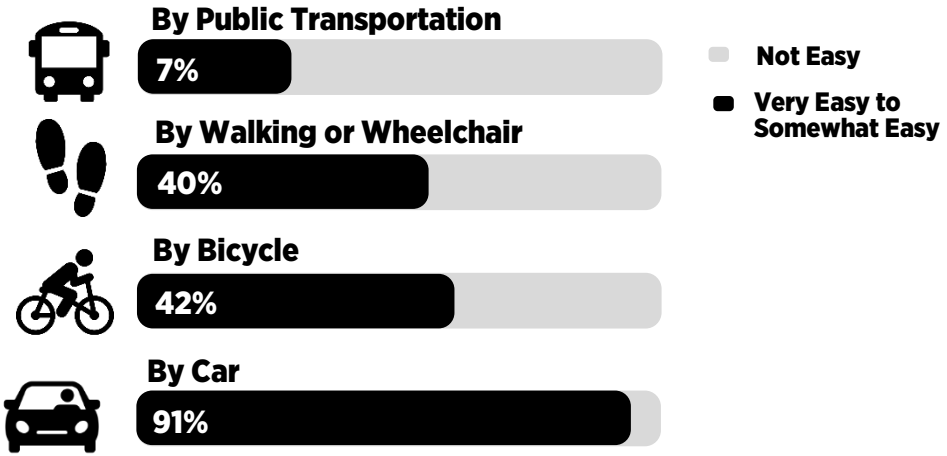
WHAT DID THEY SAY?

Over 1,160 people participated in the initial community survey. The survey questions and results are summarized as follows:

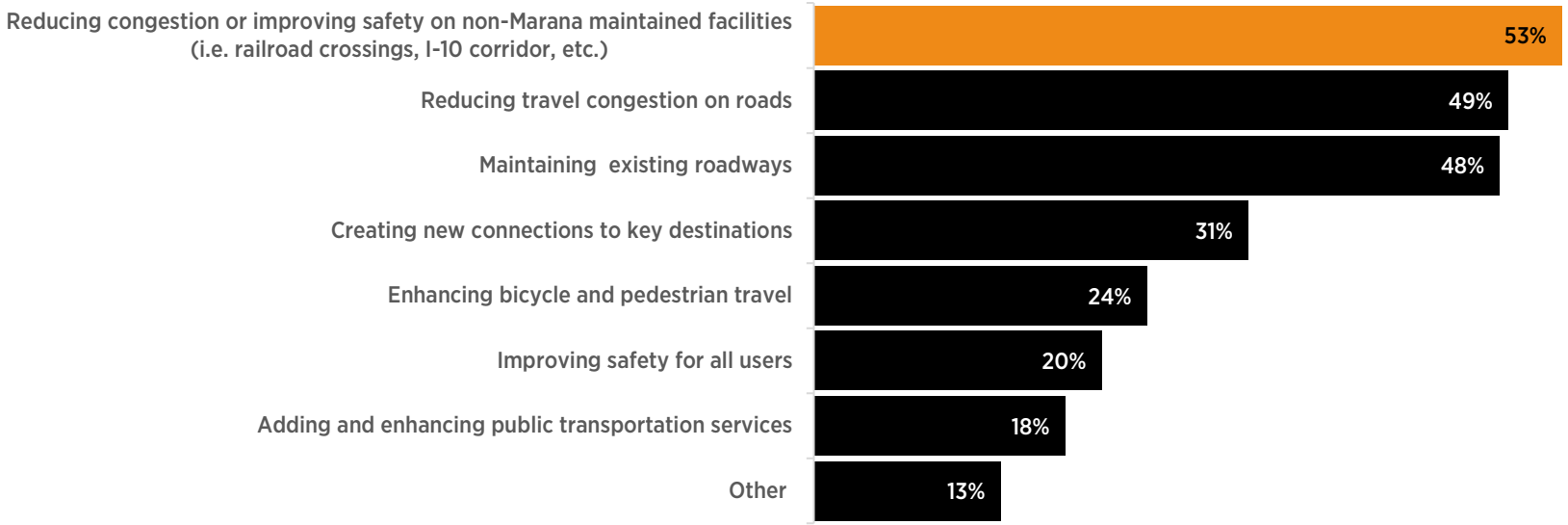
How do you travel on our Town's streets?



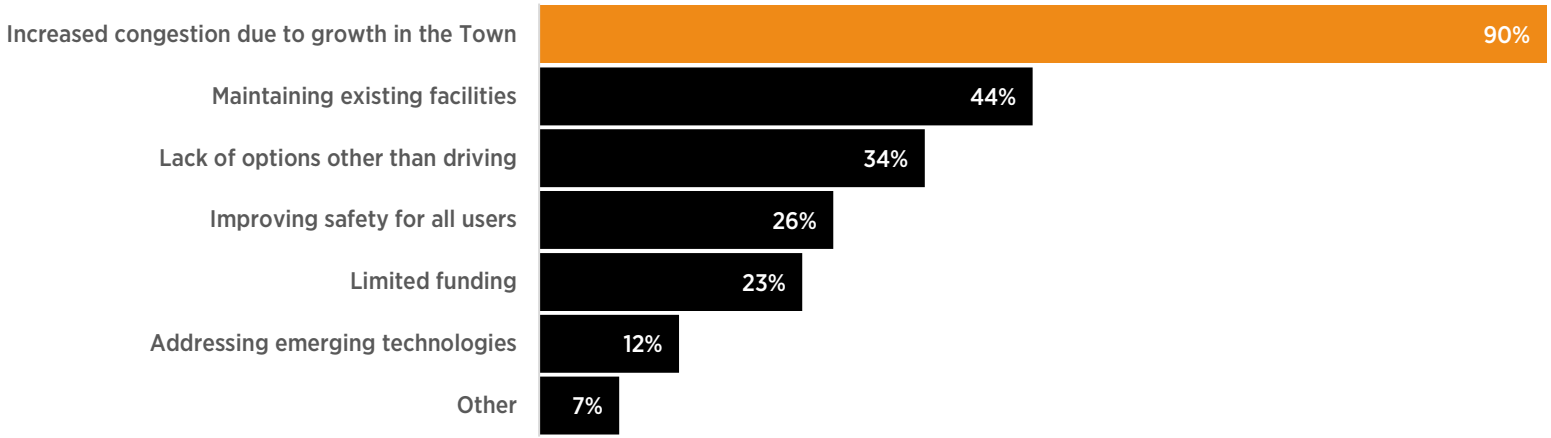
How easy is it for you to travel around Marana?



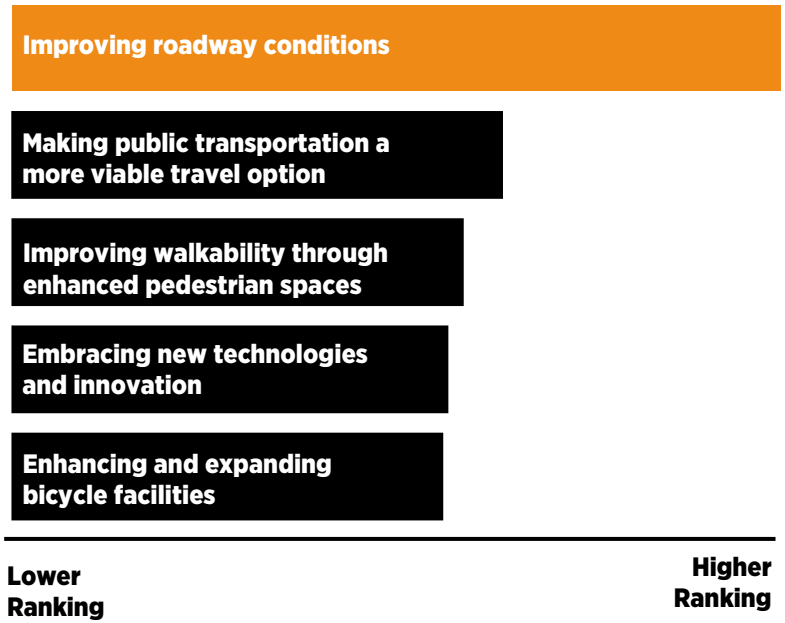
What do you think is the greatest transportation need in the Town today?



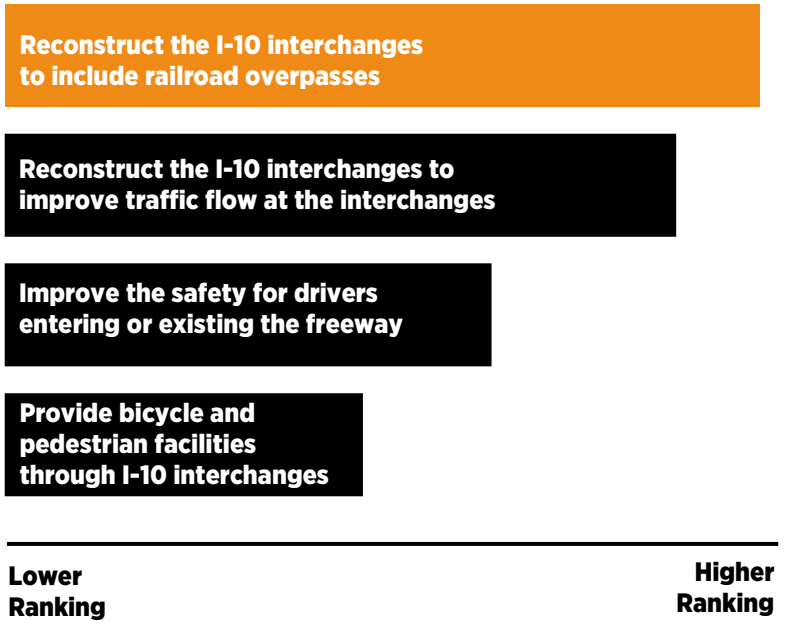
In 20 years, what do you think our greatest transportation challenge will be?



What transportation investments should Marana focus on?



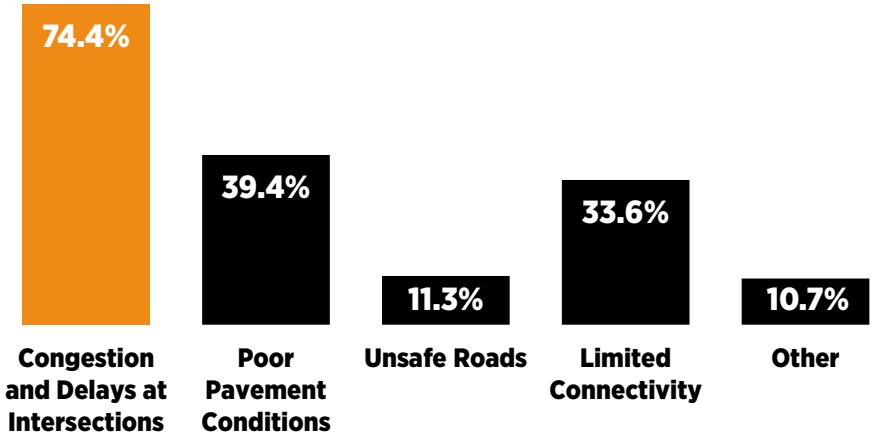
Rank which transportation investments ADOT should prioritize within the Town.



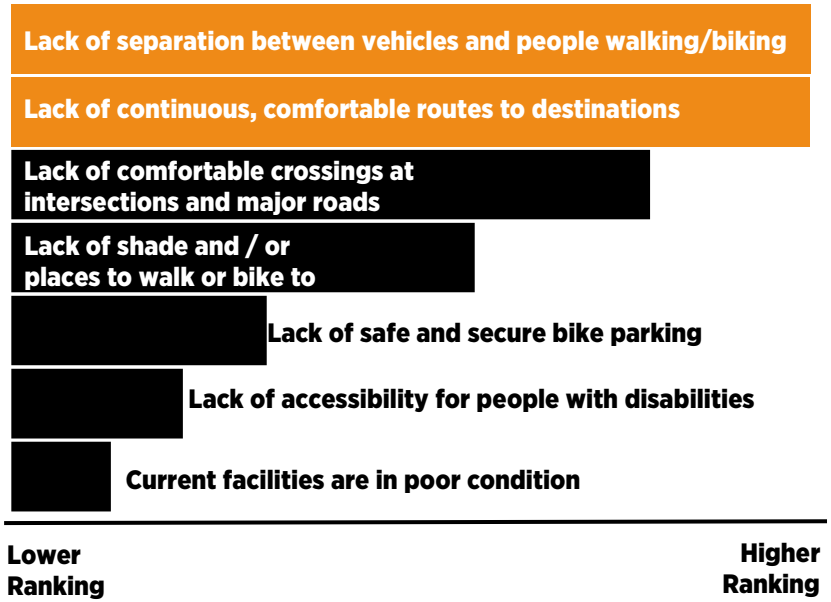
How would you rate the roadway network for people driving / walking / biking in Marana?



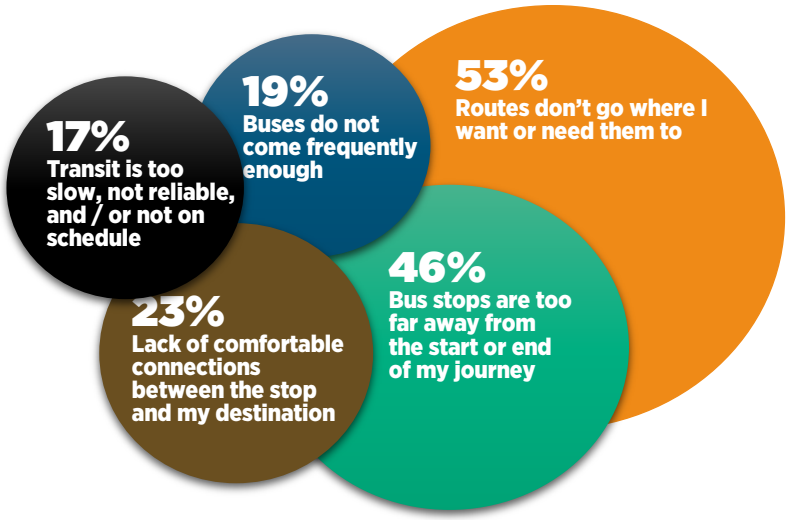
What are the biggest challenges to driving in Marana today? (Select up to Two)



What are the biggest challenges to walking and biking in Marana today?



In your opinion, what are the biggest challenges to taking transit in Marana today?



PAGE INTENTIONALLY LEFT BLANK



CHAPTER 5

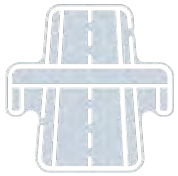
Recommended Roadway Improvements

WHAT MAKES A PROJECT?

A well-managed roadway system includes capital construction, maintenance, and operation of the roadway system. Based on feedback from the community, input from our committees, and data analysis, the TMP developed a set of project recommendations to better move vehicles and people. This chapter focuses on roadway and intersection projects, including projects to improve local and regional circulation, mobility, and goods movement. It is important to recognize that recommendations in the TMP represent the identified project needs only and are NOT projects ready for implementation. Each project should go through the traditional project development process – which includes public and stakeholder outreach, preliminary engineering, Council approval, project programming, design, and construction.

Roadway Improvement Project Types

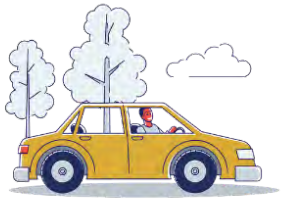
Recommended TMP projects include a variety of project types that combined create a transportation system that helps to improve safety and mobility for everyone. Recommended projects include investments in the following types of projects:



Traffic interchange and frontage road projects to improve local and regional circulation.



Major maintenance projects to address critical infrastructure concerns.



Roadway capacity projects that include roadway widening, extensions, and new roads.



Intersection projects to improve congestion and safety issues.

The following sections identify the recommended roadway improvements and a phased implementation plan. The actual implementation of these improvements will depend on several factors, including available funding and development patterns.

Project Identification, Evaluation, and Prioritization Process

To evaluate the projects, the TMP study team utilized a multi-step screening process as illustrated below:

STEP 1. COLLECT A UNIVERSE OF IDEAS

The study team gathered project ideas, including recommendations from previous plans, the current Capital Improvement Plan (CIP), new suggestions from the public and stakeholders, ideas from Town staff, and results of data analysis to create a universe of potential projects to address the transportation system issues, gaps, and deficiencies identified during the existing and future conditions analysis.

STEP 2. EVALUATE PROJECTS

Identified projects were evaluated and assessed based on:

TMP GOALS AND OBJECTIVES

How well the project addressed the goals and objectives of the TMP.

BENEFITS AND ISSUES ADDRESSED

The project benefits and ability to address critical and long-term issues and needs.

COST AND FEASIBILITY

The level of cost and constraints associated with the project that may determine how quickly the project can be constructed.

STEP 3. DETERMINE PRIORITY/PHASING

Projects evaluated in Step 2 were prioritized into three phases:

SHORT — **Short-Term Horizon (Y2024 to Y2030)**
Projects that help achieve the goals of the TMP that the Town should consider implementing within a 1 to 6-year timeframe.

MID — **Mid-Term Horizon (Y2031 to Y2040)**
Projects that help achieve the goals of the TMP but may not be needed in the immediate future or may be too expensive to find funding in the short-term horizon.

LONG — **Long-Term Horizon (Y2041 to Y2055)**
Projects that help achieve the goals of the TMP but have a major cost or other constraints or may help address long-term development.

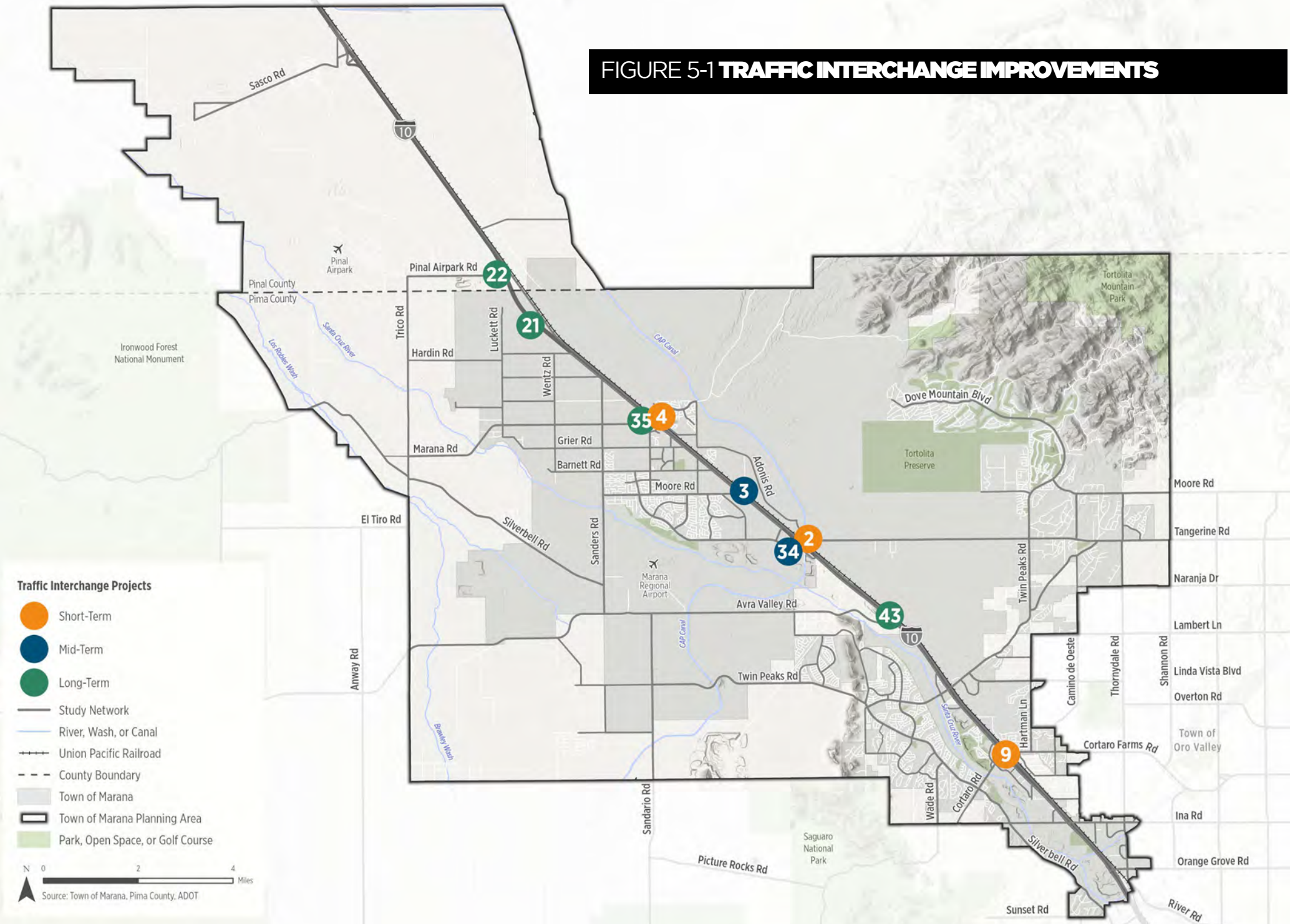
TRAFFIC INTERCHANGE IMPROVEMENTS

Table 5-1 and Figure 5-1 show the recommended traffic interchange (TI) improvements. All TI projects that are described as "Reconstruction" or "New TI" include grade separation with the UPRR. The ID number merely serves as an identification number to track the project going forward. It does **not** represent an implementation priority. Some of the TI improvements/reconstruction may not be needed if other dependent projects are implemented. Detailed Project Sheets are located in Appendix A.

Table 5-1. **Recommended Traffic Interchange (TI) Improvements**

ID	Project Location	Project Type	Description
Short-Term			
2	Tangerine Road / I-10 TI Interim Improvements	Enhancements	Construct an additional lane of traffic on the outside of each support column. Crossing at Union Pacific Railroad (UPRR) remains at-grade.
4	Marana Road / I-10 TI Interim Improvements	Enhancements	Construct an additional lane of traffic on the outside of each support column. Realign with Tangerine Farms Road Extension. Crossing at UPRR remains at-grade.
9	Cortaro Road / I-10 TI	Reconstruction	The project would include construction of a grade separated interchange over I-10 and UPRR; widen Cortaro Road to six-lanes at the TI from Arizona Pavilions Drive to Hartman Lane; entrance and exit ramps, access roads, culverts, pedestrian walkways, bike facilities, and related infrastructure; installation of traffic signals and safety systems; purchase of additional right of way.
Mid-Term			
3	Moore Road / I-10 TI	New TI	New traffic interchange at I-10 and Moore Road extension to Adonis Road
34	Tangerine Road / I-10 TI Reconstruction	Reconstruction	Reconstruct TI to include grade separation over I-10 and UPRR; widen Tangerine Road to six-lanes at the TI. Tangerine Road TI reconstruction is ideally needed in the short- to mid-term phase to accommodate the planned developments on both sides of I-10 along Tangerine Road. If Moore Road TI is in-place before the full Tangerine Road TI reconstruction, then the Tangerine Road TI reconstruction may be delayed to long-term phase.
Long-Term			
21	Tortolita TI between Pinal Airpark TI and Marana Road TI	New TI	Construct a new TI to support Tortolita area developments. Exact location of TI should be determined in coordination with ADOT to conform to TI spacing requirements.
22	Pinal Airpark Road / I-10 TI	Reconstruction	Reconstruct Pinal Airpark TI to a full diamond TI and connect to Adonis Road on the east side. TI design should allow for continued access for the community along Missile Base Road via a two-way Frontage road on the east side.
35	Marana Road / I-10 TI Reconstruction	Reconstruction	Reconstruct TI to include grade separation over I-10 and UPRR; widen Marana Road to six-lanes at the TI.
43	Avra Valley Road / I-10 TI	Reconstruction	Reconstruct TI to a full access interchange.

FIGURE 5-1 **TRAFFIC INTERCHANGE IMPROVEMENTS**



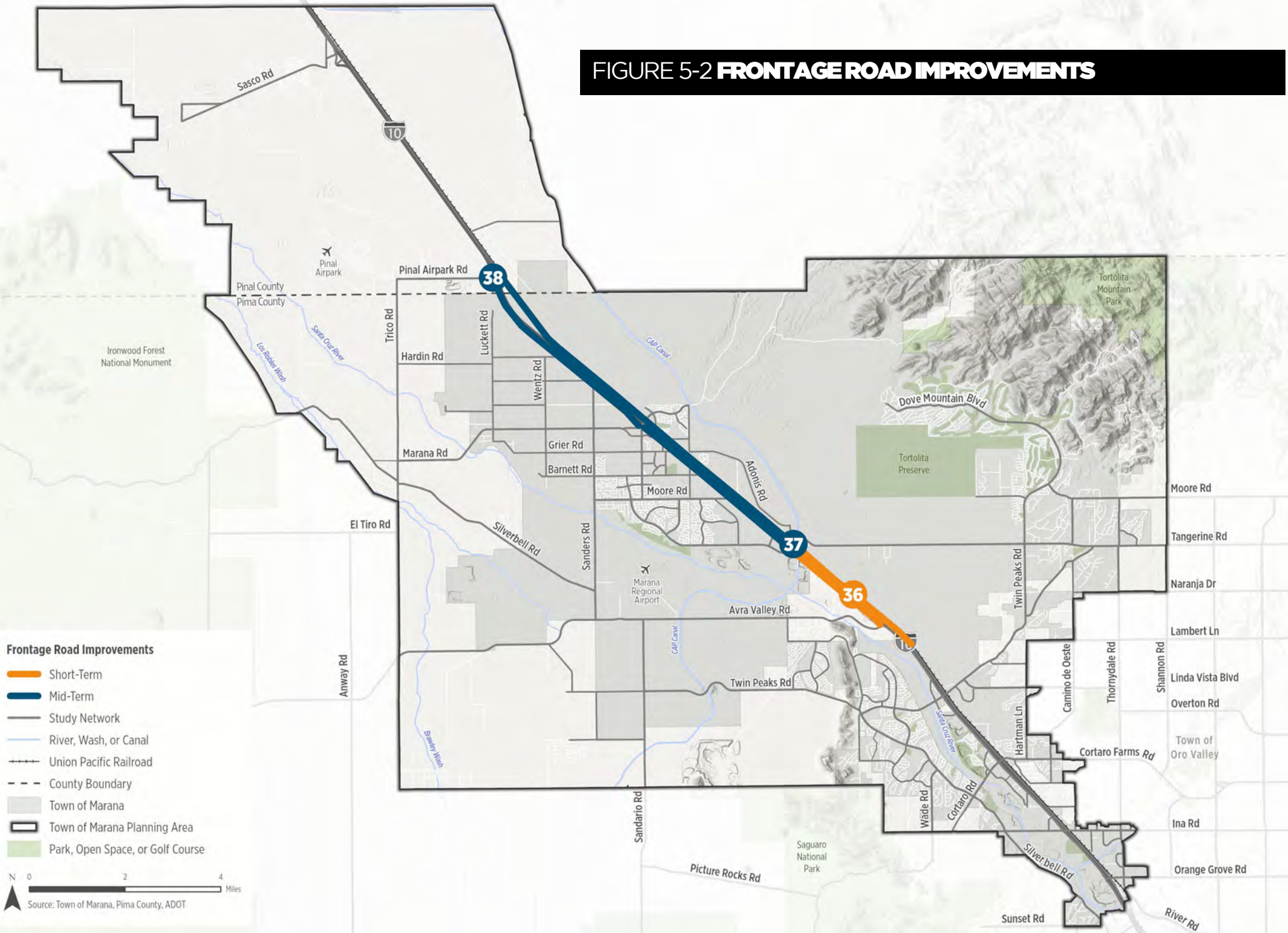
FRONTAGE ROAD IMPROVEMENTS

The frontage roads not only provide access to Interstate 10, but also serve as local connectors providing access to major cross streets and destinations. Currently, Marana's frontage road system configuration along I-10 varies. Some sections are two-way roads with one-lane in each direction and other sections include a one-way road with two-lanes. This inconsistency limits circulation. The Marana TMP recommends converting the frontage road system to a one-way, two-lane frontage road system throughout the I-10 corridor. To convert the frontage road system, a phased approach is recommended, leveraging TI improvement projects as discussed in **Table 5-2 and Figure 5-2**. Appendix A includes Detailed Project Sheets illustrating the proposed improvements to create the one-way, two-lane frontage road system.

Table 5-2 **Recommended Interstate 10 Frontage Road Improvements**

ID	Project Location	Project Type	Description
Short-Term			
36	I-10 Frontage Roads: Tangerine Road to South of Avra Valley Road	Frontage Road Construction / Reconfiguration	Create a one-way, two-lane frontage road system on both sides of I-10. TI improvement projects and other related roadway improvement projects should be leveraged to implement segments of the frontage road system when possible. Other segments of the frontage road system should be implemented using standalone projects, as needed. See project details in Appendix.
Mid-Term			
37	I-10 Frontage Roads: Marana Road to Tangerine Road	Frontage Road Construction / Reconfiguration	Create a one-way, two-lane frontage road system on both sides of I-10. TI improvement projects and other related roadway improvement projects should be leveraged to implement segments of the frontage road system when possible. Other segments of the frontage road system should be implemented using standalone projects, as needed. See project details in Appendix.
38	I-10 Frontage Roads: Pinal Airpark Road to Marana Road	Frontage Road Construction / Reconfiguration	Create a one-way, two-lane frontage road system on both sides of I-10. TI improvement projects and other related roadway improvement projects should be leveraged to implement segments of the frontage road system when possible. Other segments of the frontage road system should be implemented using standalone projects, as needed. See project details in Appendix.

FIGURE 5-2 **FRONTAGE ROAD IMPROVEMENTS**



MAJOR ROADWAY MAINTENANCE PROJECTS

On-going, paved road maintenance and pavement reconstruction is critical to the overall safety of Marana's transportation network. Marana's Public Works department manages a Pavement Preservation program to address regular preservation activities for the Town's roadway network. Very few roadways in Marana were found to be in poor condition. For the TMP, pavement related improvement projects only focused on large rehabilitation projects that are more complex in scope and implementation than regular maintenance activities. **Table 5.3 and Figure 5.3** outline major pavement rehabilitation projects on the study network.

FIGURE 5-3 **ROADWAY MAINTENANCE PROJECTS**



Table 5-3 **Recommended Major Roadway Maintenance Projects**

ID	Project Location	Project Type	Description
Short-Term			
39	Moore Road: Sanders Road to Interstate 10	Pavement Rehabilitation	Rehabilitate pavement. Utilize opportunity to restripe roadway to include pedestrian and/or bicycle facilities
40	Twin Peaks Road: West City Limits to Quarry Road	Pavement Rehabilitation	Rehabilitate pavement. Utilize opportunity to restripe roadway to include pedestrian and/or bicycle facilities

CAPACITY IMPROVEMENTS

Based on existing conditions analysis and forecasted growth and development in Marana, several of the current roadways will not be able to meet future demand. Capacity related improvement needs, such as widening existing roadways and constructing new roadways, were evaluated to identify potential projects to alleviate existing or projected traffic congestion. Roadway capacity projects were evaluated and prioritized using the following steps:

- Utilized the existing conditions level of service (LOS) analysis findings and the future no-build analysis findings to determine the horizon year range when a roadway segment would potentially exceed acceptable congestion levels.
- Confirmed using the Pima Association of Governments' (PAG) regional travel demand model that the recommended projects addressed the congestion issues.
- Categorized the projects into appropriate phasing horizon for implementation taking into consideration when the roadway segment would fail to operate at acceptable LOS level.

Recommended Widening Improvements

Table 5-4 and Figure 5-4 illustrates recommended capacity improvement projects. The ID number merely serves as an identification number to track the project going forward. It does **not** represent an implementation priority. Additional details for each project are provided in the Detailed Project Sheets. The Detailed Project Sheets are located in Appendix A. Appendix A also discusses the impacts of each project.

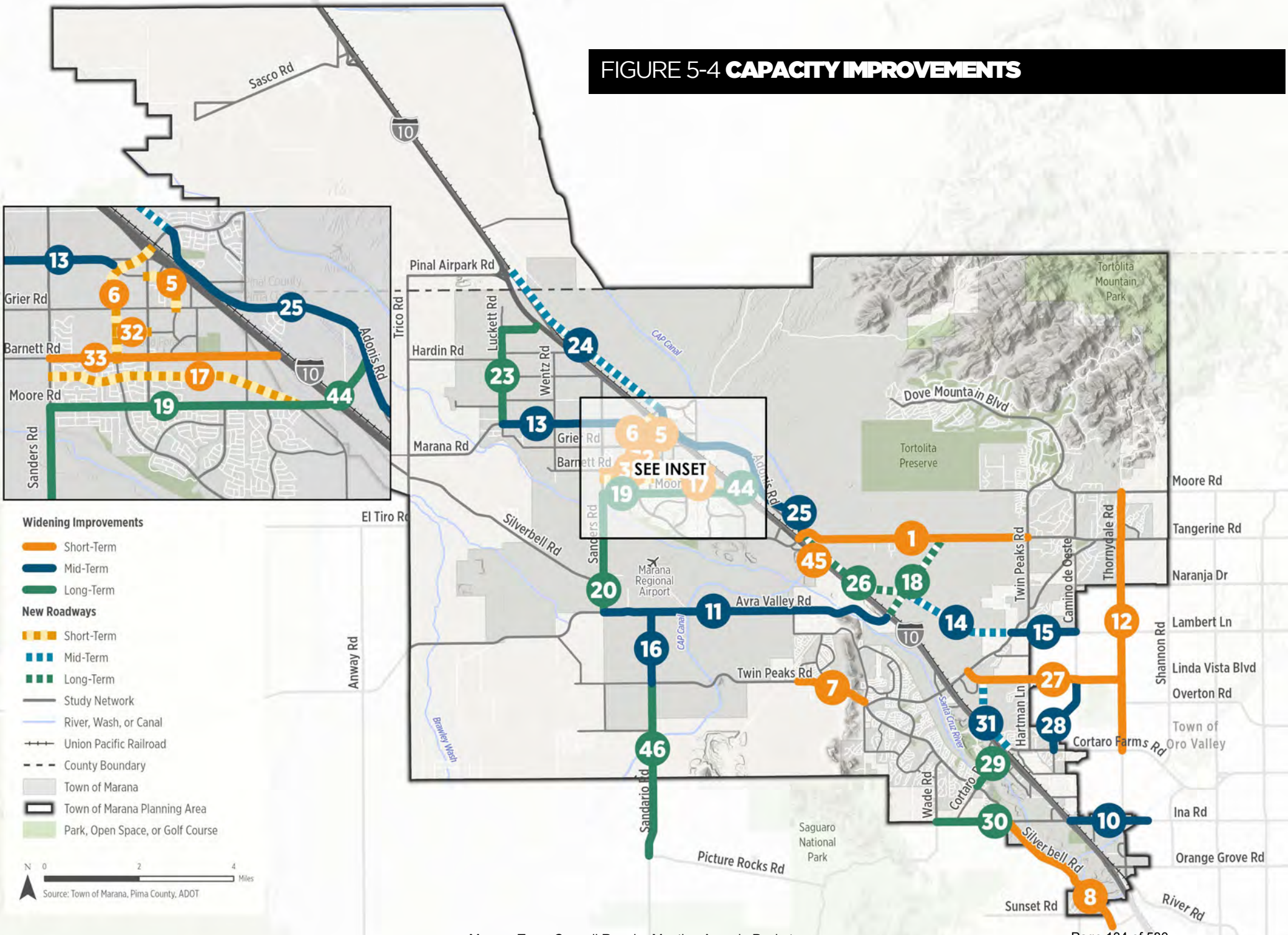
Table 5-4 Recommended Widening Improvements

ID	Project Location	Description
Short-Term		
1	Tangerine Road: I-10 to Dove Mountain Boulevard	Widen roadway to four-lanes with median and paved shoulders; 12-foot multi-use path along the north side of the roadway.
7	Twin Peaks Road: Saguaro Highlands Drive to Silverbell Road	Widen roadway to four-lanes with median, sidewalks, and a multi-use path.
8	Silverbell Road: Ina Road to Sunset Road	Widen roadway to four-lane divided with sidewalks, bike lanes, landscaped medians.
12	Thornydale Road: Cortaro Farms Road to Moore Road	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.
27	Linda Vista Boulevard: Twin Peaks Road to Thornydale Road	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.
33	Barnett Road: Sanders Road to I-10 Frontage Road	Remove Barnett Road and convert to a Greenway.* Project is dependent on the development of a drainage/linear park project. If that project does not happen in the short-term, it does not negatively impact the transportation network.

Table 5-4 **Recommended Widening Improvements (Continued)**

ID	Project Location	Description
Mid-Term		
10	Ina Rd: I-10 to Camino De La Tierra	Widen roadway to six-lanes. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.
11	Avra Valley Road: Sanders Road to I-10	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.
13	Marana Road: I-10 to Wentz Road	Widen roadway to four-lanes. Utilize street typology guidelines to reconfigure roadway to possibly accommodate appropriate median, biking and walking facilities.
16	Sandario Road: Avra Valley Road to Twin Peaks Road	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.
25	Adonis Road: Tangerine Road to Cochie Canyon Trail	Straighten out road alignment and widen roadway to four-lanes with median. Utilize street typology guidelines and collaborate with developers in the area as needed to reconfigure roadway to accommodate appropriate median, biking and walking facilities. This project is contingent on a drainage/linear park project but if it does not happen, it will not negatively impact the transportation network in the short-term.
28	Camino De Oeste: Cortaro Farms Road to Linda Vista Boulevard	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.
Long-Term		
19	Moore Road: Sanders Road to I-10	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.
20	Sanders Road: Moore Road to Avra Valley Road	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities. Widening of bridge over Santa Cruz River will be needed.
23	Luckett Road: Tortolita TI to Marana Road	Reconstruct roadway to one lane each direction with a median, sidewalks, bike facilities.
29	Cortaro Road: Arizona Pavilions Pkwy to Silverbell Road	Widen roadway to six-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.
30	Ina Road: Silverbell Road to Wade Road	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.
44	Moore Road: I-10 to Adonis Road	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.
46	Sandario Road: Twin Peaks Road to Picture Rocks Road	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

FIGURE 5-4 **CAPACITY IMPROVEMENTS**



Recommended New Roads

The TMP identifies a set of new roadways to support local street circulation and support future development. In some cases, developers may be responsible for street construction. **Table 5-5 and Figure 5-5** outline recommended new roads to address current and future circulation needs and developments. Like the previous table, the ID number merely serves as an identification number to track the project going forward. It does **not** represent an implementation priority. Detailed Project Sheets are located in Appendix A. The Detailed Project Sheets provide additional detail and discuss the impacts of each project.

Table 5-5 Recommended New Roadways

ID	Project Location	Description
Short-Term		
5	Marana Main Street Extension: Sandario Road/Marana Main Street intersection to Grier Rd/Marana Main Street intersection	New two-lane roadway. Utilize street typology guidelines to configure roadway to accommodate appropriate median, biking and walking facilities.
6	Tangerine Farms Road Extension: Barnett Road to I-10	Extend existing Tangerine Farms Road as a four-lane divided roadway with sidewalks, bike lanes, landscaped medians, and lighting consistent with the current Tangerine Farms road configuration.
17	Clark Farms Boulevard: Sanders Road to Moore Road	New roadway. Three lanes from Sanders Road to Lon Adams Road and four lanes from Lon Adams Road to Moore Road. Utilize street typology guidelines and collaborate with developers to configure roadway to accommodate appropriate median, biking and walking facilities.
32	Bill Gaudette Road: Extend from Sandario Road to Tangerine Farms Road	Extend Bill Gaudette Road from Sandario Road to Tangerine Farms Road with a two-way left turn lane and sidewalks.
45	Rillito Community Connection: David Lane from Benta Vista Street to Rillito Village Trail	Create new connection along David Lane to maintain full access to the Rillito Village Community once the Frontage Roads are converted to one-way. Further study needs to be conducted to determine the exact location and to address any environmental, right-of-way, or other constraints.
Mid-Term		
14	Lambert Lane: Avra Valley Road Extension to Camino de Oeste	New four-lane roadway with median. Utilize street typology guidelines to configure roadway to accommodate appropriate median, biking and walking facilities.
24	Adonis Road North Extension: Cochie Canyon Trail to Pinal Airpark TI	New four-lane roadway with median. Utilize street typology guidelines and collaborate with developers in the area to configure roadway to accommodate appropriate median, biking and walking facilities.
31	Joplin Lane Extension: Linda Vista Boulevard to Cortaro Farms Road	Extend Joplin Lane from Linda Vista Boulevard to Cortaro Farms Road as a two-lane roadway with medians and sidewalks.
Long-Term		
18	Avra Valley Road: I-10 to Tangerine Road	New four-lane roadway with median. Utilize street typology guidelines to configure roadway to accommodate appropriate median, biking and walking facilities.
26	Adonis Road: Avra Valley Road/Lambert Lane to Tangerine Road	New four-lane roadway with median. Utilize street typology guidelines and collaborate with developers in the area to configure roadway to accommodate appropriate median, biking and walking facilities.

INTERSECTION IMPROVEMENTS

As part of the TMP, an operational analysis was performed to identify intersections experiencing congestion issues. Based on the analysis, it was determined that more detailed intersection/corridor evaluation studies are needed to assess the need for signal timing adjustments, additional turn lanes or traffic control enhancements at key intersections. **Table 5-6** outlines recommended intersection improvement projects. The ID number merely serves as an identification number to track the project going forward. It does **not** represent an implementation priority. Detailed Project Sheets are located in Appendix A.

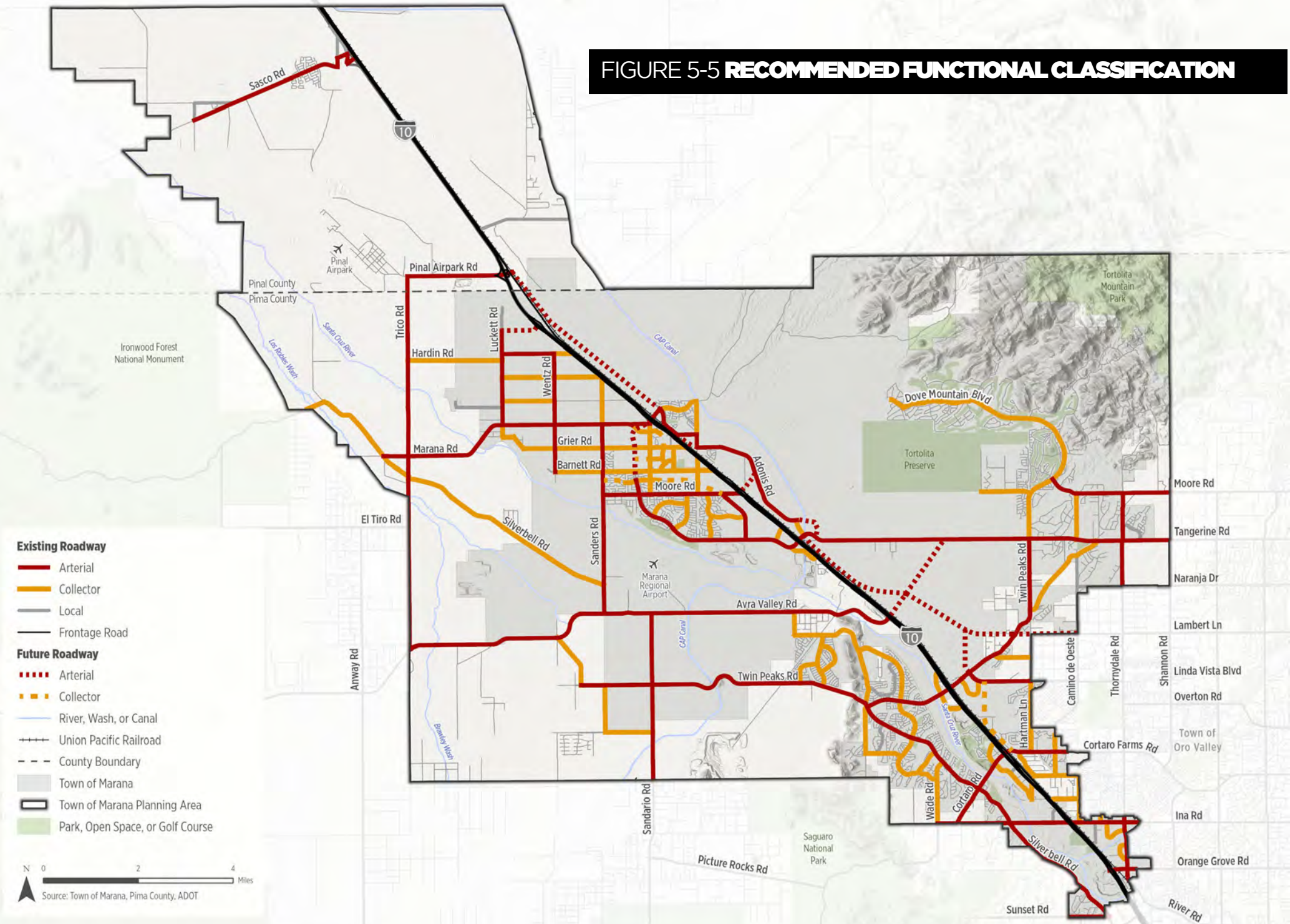
Table 5-6 **Recommended Intersection Improvements**

ID	Project Location	Description
Short-Term		
41	Ina Road and Thornydale Road Corridor Optimization Ina Road: Silverbell Road to Camino De Las Capas; Thornydale Road: Ina Road to Orange Grove Road	Maintain corridor traffic operations by regularly evaluating and updating coordinated and optimized signal timing plans for AM/PM/Mid-day periods. Consider recommendations for: - Future traffic signal upgrades (hardware/software) to enhance signal coordination - Additional turn lanes or adjustments to existing turn lane lengths, signage needs, etc. to address congestion at intersections - Improvements for mid-block segments including driveway consolidation (when possible), signage, and medians/turn bay length/location adjustments
42	Cortaro Road / Cortaro Farms Road Corridor Optimization: Silverbell Road to Camino De Oeste	Maintain corridor traffic operations by regularly evaluating and updating coordinated and optimized signal timing plans for AM/PM/Mid-day periods. Consider recommendations and cost estimates for: - Future traffic signal upgrades (hardware/software) to enhance signal coordination - Additional turn lanes or adjustments to existing turn lane lengths, signage needs, etc. to address congestion at intersections - Improvements for mid-block segments including driveway consolidation (when possible), signage, and medians/turn bay length/location adjustments

RECOMMENDED FUNCTIONAL CLASSIFICATION CHANGES

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Based on a technical data review of existing and future traffic volumes, number of lanes, roadway lengths and continuity, street context, and the modal needs of each corridor, **Figure 5-5** illustrates recommended functional classification of corridors in Marana.

FIGURE 5-5 **RECOMMENDED FUNCTIONAL CLASSIFICATION**



PAGE INTENTIONALLY LEFT BLANK



CHAPTER 6

Recommended Multimodal Improvements

WHAT ARE MULTIMODAL PROJECTS?

Marana recognizes the need for developing a complete network of multimodal facilities to provide space for people to walk, bike, and roll. To make walking and biking a viable travel option for travel in Marana, a complete, connected multimodal network that is comfortable and safe for people of all ages and abilities is needed. The following section outlines recommended multimodal improvement projects to create Marana's complete multimodal network. These projects include:

- Pedestrian improvements that close sidewalk gaps, improve pedestrian crossing, and expand the pedestrian network.
- Bicycle improvements which include adding on-street bicycle facilities.
- Multi-use path improvements

Multimodal Improvement Project Types

Recommended projects include a variety of project types that combined create a connected system of sidewalks, paths, and trails to improve the safety and mobility of everyone. Recommended projects include investments in the following types of projects:



Pedestrian improvements that improve neighborhood connections and accessibility.



Bicycle and multi-use path projects to provide travel options and expand local and regional access.



Transit recommendations to provide affordable and convenient local and regional travel options.

Project Identification, Evaluation, and Prioritization Process

To evaluate the projects, the TMP study team utilized a multi-step screening process as illustrated below:

STEP 1. COLLECT A UNIVERSE OF IDEAS

The study team gathered project ideas, including recommendations from previous plans, the current Capital Improvement Plan (CIP), Marana's Parks and Recreation Master Plan, feedback from public and stakeholders, ideas from Town staff, and results of data analysis to create a universe of potential projects to address gaps and barriers in Marana's multimodal network.

STEP 2. EVALUATE PROJECTS

Identified projects were evaluated and assessed based on:

BENEFITS AND ISSUES ADDRESSED

The project benefits and ability to address critical and long-term issues and needs.

DEVELOPMENT DRIVEN

If the project is triggered by potential residential or commercial development.

COST AND FEASIBILITY

The level of cost and constraints associated with the project that may determine how quickly the project can be constructed.

STEP 3. DETERMINE PRIORITY/PHASING

Projects evaluated in Step 2 were prioritized into three phases:

SHORT — **Short-Term Horizon (Y2024 to Y2030)**
Projects that fill-in critical gaps or address barriers that should be implemented within a 1 to 6-year timeframe.

MID — **Mid-Term Horizon (Y2031 to Y2040)**
Projects that help expand and connect the multimodal network that may not be needed in the immediate future or may be too expensive in the short-term horizon.

LONG — **Long-Term Horizon (Y2041 to Y2055)**
Long-term visionary projects to expand and enhance and Town's multimodal network.

RECOMMENDED SHARED USE PATH IMPROVEMENTS

The recommended shared use path network creates a complete network connecting local and regional destinations and providing multimodal options across the Town. By addressing crossing and infrastructure gaps in the existing network first, the Town can see immediate benefits because the network is already in use. People who are using these paths today will immediately be able to travel further and to more locations, and new people may choose to use them due to increased comfort and connectivity. Once the existing network is complete, the Town can focus on providing new connections to key destinations. This will open the network up to a wider range of potential users and provide new transportation options in locations where people want to go. **Table 6-1 and Figure 6-1** illustrate the identified shared used path gaps and network expansion opportunities.

Table 6-1. **Recommended Shared Use Path Network Connections**

ID	Project Location	Develop with Roadway Project?	Comments
Short-Term			
1	Tangerine Road: West of I-10 to East of Marana Tech Drive	Project #1	Expands existing network
2	Tangerine Road: East of Marana Tech Drive to Dove Mountain Boulevard/Twin Peaks Road	Project #1	Expands existing network
7	Twin Peaks Road: Saguaro Highlands Drive to Silverbell Road	Project #7	Provide regional connections to key destinations
8	Barnett Road: Sanders Road to I-10 Frontage Road	Project #33	Convert existing Barnett Road to a Linear Park
30	Moore Road: Wild Burro Road to Dove Mountain Boulevard	N/A	Fills-in network gap to increase access to the school
Mid-Term			
16	Marana Road: I-10 to Luckett Road	Project #13	Expands existing network to key destinations
21	Sanders Road: The Loop Shared Use Path to Moore Road	N/A	Provides critical connection from the Loop Shared Use Path to Barnett Road Linear Park
22	Sanders Road: Moore Road to Marana Road	N/A	Provides regional connection

Table 6-1. **Recommended Shared Use Path Network Projects (Continued)**

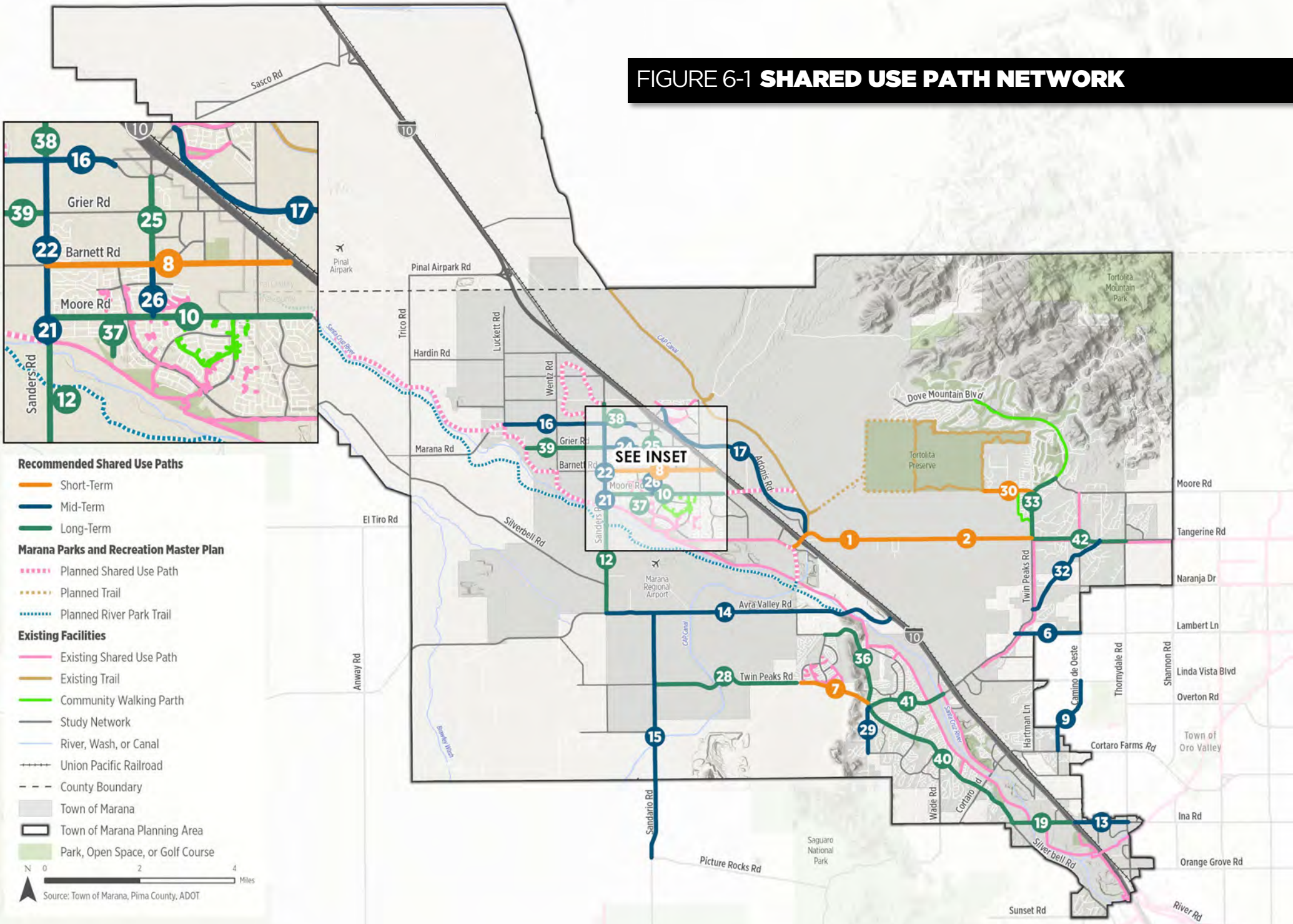
ID	Project Location	Develop with Roadway Project?	Comments
Mid-Term			
26	Sandario Road: Barnett Road to Moore Road	N/A	Connects residents to Downtown Marana and the Barnett Linear Park
32	Camino de Marana: Twin Peaks Road to Tangerine Road	N/A	Expands existing network
17	Adonis Road: Tangerine Road to CAP Canal Trailhead	Project #25	Expands network to regional trailhead
Long-Term			
10	Moore Road: Sanders Road to Adonis Road	Project #19	Expands existing network to key destinations
12	Sanders Road: Moore Road to Avra Valley Road	Project #20	Expands existing network
19	Ina Road: I-10 to Silverbell Road	N/A	Expands existing network to key destinations
25	Sandario Road: Marana Road to Barnett Road	N/A	Expands existing network
28	Twin Peaks Road: Sandario Road to Saguaro Highlands Drive	N/A	Expands existing network
33	Dove Mountain Boulevard: Tangerine Road to Moore Road	N/A	Expands existing network
36	Silverbell Road: Twin Peaks Road to Saguaro Peaks Boulevard	N/A	Expands existing network
37	White Avenue: The Loop Shared Use Path to Moore Road	N/A	Provides connection to the Loop Shared Use Path
38	Sanders Road: Marana Road to Planned Shared Use Path	N/A	Expands existing network
39	Grier Road: The Future Extended Santa Cruz River Path to Sanders Road	N/A	Expands existing network
40	Silverbell Road: Ina Road to Twin Peaks Road	N/A	Expands existing network
41	Twin Peaks Road: Silverbell Road to The Loop Shared Use Path	N/A	Provides connection to the Loop Shared Use Path
42	Tangerine Road: Twin Peaks Road to Thornydale Road	N/A	Work with developers to extend shared use path network to key destinations

Local and Regional Trails

As illustrated in Figure 6-1, numerous planned local and regional trails have been identified by Marana's Parks and Recreation Master Plan and regional initiatives, including:

- Completion of the Santa Cruz River shared use path north of Avra Valley Road significantly expands the Chuck Huckelberry Loop and connects North Marana to the greater regional trail system.
- Biking and hiking trails, including the CAP Canal Trail and trails in the Tortolita Preserve and Tortolita Mountains.

FIGURE 6-1 **SHARED USE PATH NETWORK**



RECOMMENDED PEDESTRIAN AND BICYCLE FACILITY IMPROVEMENTS

To provide a connected pedestrian network that serves people for transportation and recreation purposes, a connected and comfortable network of sidewalks, pedestrian pathways, and street crossings is necessary. Combined with Marana's extensive existing pedestrian network, the identified pedestrian projects create a more robust, connected, and comfortable walking network in Marana. Many of the projects identified in this section can be incorporated into regular roadway maintenance activities.

Sidewalks on Collectors and Arterials

Sporadic corridor and business development has caused small gaps in the existing pedestrian network, which creates a barrier to pedestrian travel. Filling in these gaps, and expanding the pedestrian network, has the potential to link thousands of people to jobs and provide choices for convenient travel by foot. **Table 6-2 and Figure 6-2** illustrate recommended sidewalk improvements.

Sidewalk Gaps on Local Roads

As illustrated in **Figure 6-2**, there are numerous local roads that currently do not have a sidewalk present. Many of these sidewalk gaps are due to development patterns, location in unincorporated Pima County, and the desire of residents. Going forward, Marana should assess the desire for sidewalks on these local streets and strategically fill in gaps as needed.

Bicycle Facility Improvements

People who ride bicycles vary in their physical abilities, experience levels, and comfort level riding adjacent to motor vehicles. The identified bicycle network projects include closing gaps in the current network that limit a person's ability to bike to their destination. In addition, opportunities to expand Marana's bicycle network and create regional recreation routes were also identified. Many of the projects identified are on low-speed, low-volume neighborhood streets that may only require bike route designation to provide a welcoming environment for bicycling. Addressing all identified projects creates a robust bicycle network that provides a more comfortable riding experience for experienced bicyclists and low-stress options for children and those not as confident riding a bike. **Table 6-2 and Figure 6-2** illustrate recommended bicycle facility improvements.

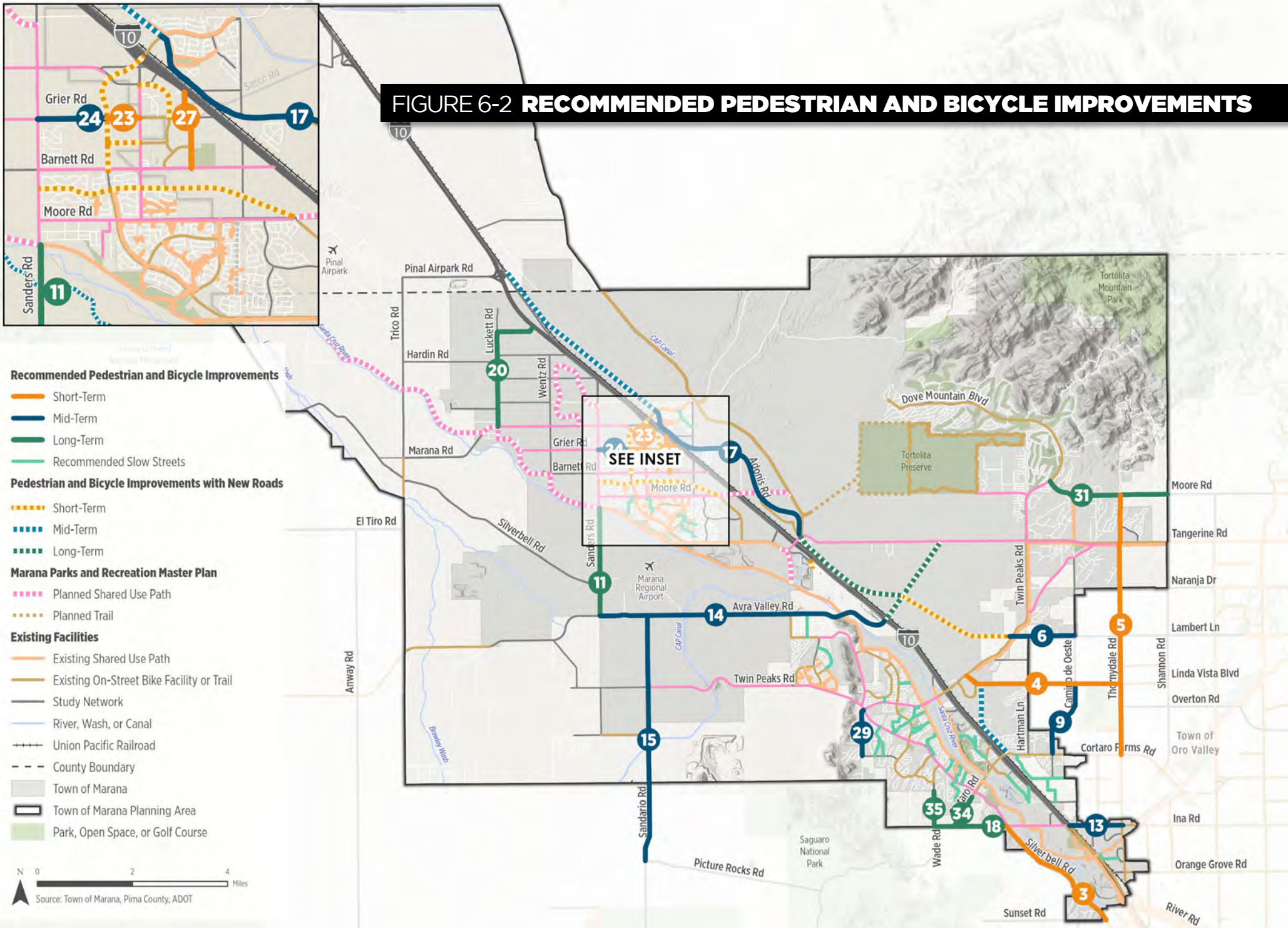
Create Slow Streets with Traffic Calming

To provide a low stress route for bicyclists, incorporate traffic calming elements along these corridors with low posted speed limits and traffic volumes to help create and maintain a more comfortable bicycling experience for people of all ages and abilities. **Figure 6-2** illustrates potential slow streets that provide direct and convenient access to the wider regional bicycle network.

Table 6-2. **Recommended Pedestrian and Bicycle Improvements**

ID	Project Location	Develop with Roadway Project?	Project Description
Short-Term			
3	Silverbell Road: Ina Road to Sunset Road	Project #8	Add sidewalks and bicycle facilities. During the design phase, the feasibility of integrating a shared use path and creating new connections to key destinations should be evaluated.
4	Linda Vista Boulevard: Twin Peaks Road to Thornydale Road	Project #27	Add sidewalks and bicycle facilities.
5	Thornydale Road: Cortaro Farms Road to Moore Road	Project #12	Add sidewalks and bicycle facilities
23	Grier Road: Tangerine Farms Road to Sandario Road	N/A	Add sidewalks and bicycle facilities
27	Lon Adams Road: Majorie W Estes Elementary School to Barnett Road	N/A	Add sidewalks and bicycle facilities
Mid-Term			
6	Lambert Lane: Avra Valley Road Extension to Camino de Oeste	Project #15	Add sidewalks and bicycle facilities
9	Camino de Oeste: Cortaro Farms Road to Linda Vista Blvd	Project #28	Add sidewalks and bicycle facilities and evaluate pedestrian crossing needs
13	Ina Rd: I-10 to Camino De La Tierra	Project #10	Upgrade sidewalks and bicycle facilities to increase buffer between vehicles and pedestrians and cyclists
14	Avra Valley Road: Sanders Road to I-10	Project #11	Add bicycle facilities
15	Sandario Road: Avra Valley Road to Picture Rocks Road	Project #16	Add bicycle facilities
17	Adonis Road: Tangerine Road to Cochise Canyon Trail	Project #25	Widen and expand pedestrian and bicycle facilities
24	Gier Road: Sanders Road to Tangerine Farms Road	N/A	Add sidewalks and bicycle facilities
29	Scenic Drive: Pima Farms Road to Silverbell Road	N/A	Widen bicycle facilities
Long-Term			
11	Sanders Road: Moore Road to Avra Valley Road	Project #20	Add bicycle facilities
18	Ina Road: Silverbell Road to Wade Road	Project #30	Add sidewalks and bicycle facilities
20	Luckett Road: Tortolita TI to Marana Road	Project #23	Add sidewalks and bicycle facilities
31	Moore Road: Dove Mountain to East Marana Planning Boundary	N/A	Add sidewalks and bicycle facilities
34	Cortaro Road: Ina Road to Quail Covey Place	N/A	Add bicycle facilities
35	Wade Road: Ina Road to Wade View Way	N/A	Add bicycle facilities

FIGURE 6-2 RECOMMENDED PEDESTRIAN AND BICYCLE IMPROVEMENTS



RECOMMENDED CROSSING IMPROVEMENTS

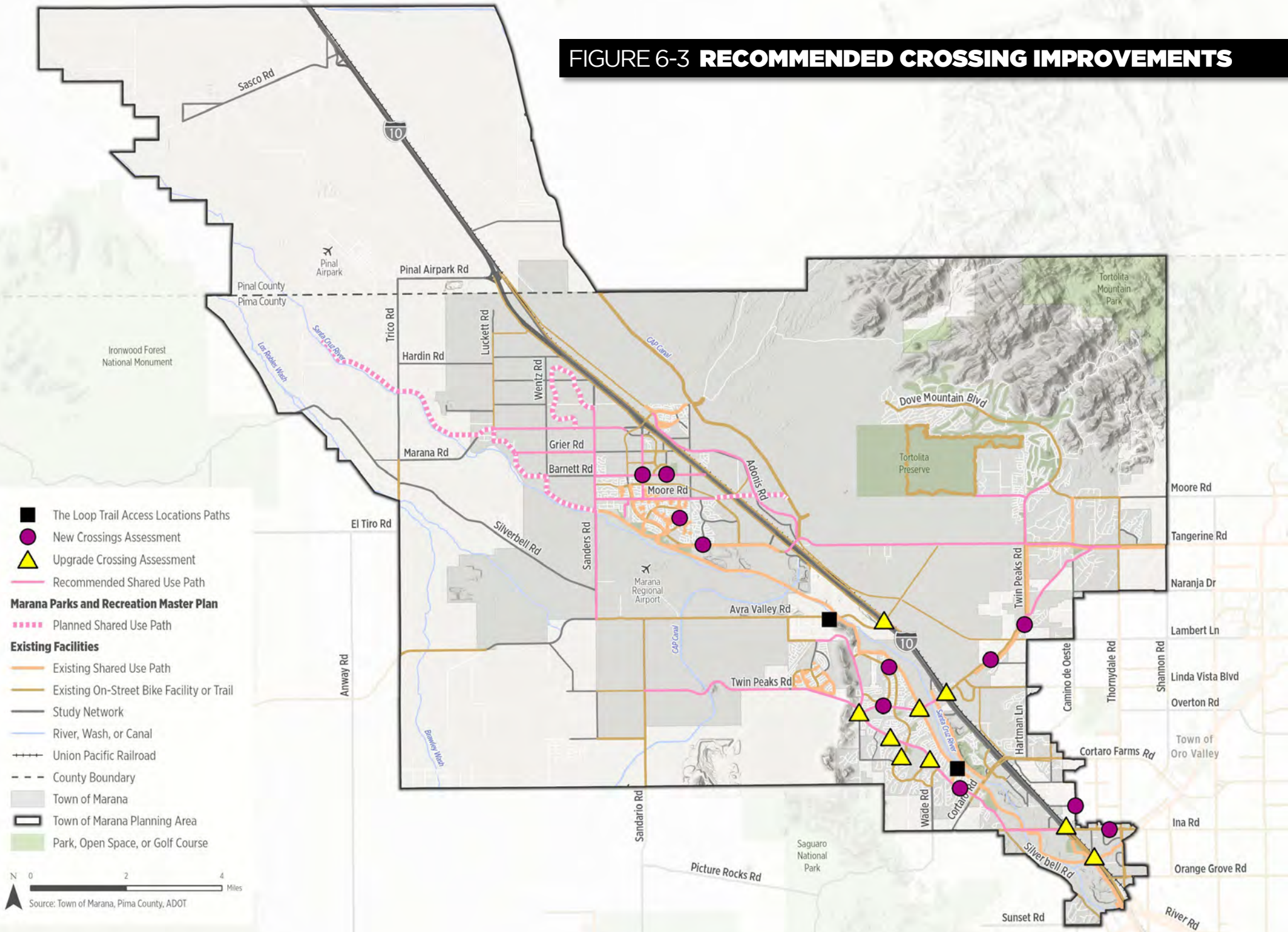
Several locations have been identified that may benefit from pedestrian and bicycle crossing facilities. It is imperative to note that a detailed engineering assessment for each location is recommended to determine if a crossing or signalization is warranted and to confirm design treatments. Potential crossing facilities may include high visibility crosswalks and/or crossing aids such as a Pedestrian Hybrid Beacon (PHB) or traffic signals. As needed, there may also be scenarios where an overpass or underpass provides the greatest level of connectivity due to roadway conditions. **Table 6-3 and Figure 6-3** illustrate recommended crossing improvements. Appendix A provides additional details on the recommended locations.

Table 6-3. Recommended Crossing Improvement Projects

ID	Project Type	Project Description
●	**New Crossings Assessment**	These crossings represent locations where a potential new pedestrian and/or bicycle crossing may be needed to provide direct access to destinations or facilities. To complete the bicycle and pedestrian network, safe and comfortable crossings are needed to improve connectivity. It is recommended to perform an engineering evaluation at identified Low Stress Crossing locations to determine the need and feasibility of upgrading the intersections/crossings to incorporate signalization, bike detection, or other crossing treatments.
▲	**Upgrade Crossing Assessment**	These crossings are located along heavily used bicycle facilities today and may warrant upgrades to improve the safety and comfort for cyclists. It is recommended to perform an engineering evaluation at identified Low Stress Crossings locations to determine the need and feasibility of upgrading the intersections/crossings to incorporate signalization, bike detection, or other crossing treatments.
■	**The Loop Shared Use Path Access Locations Paths**	To expand access to the Chuck Huckelberry Loop, additional trailheads were identified. These trailheads aid in expanding the reach of the Loop by providing additional access points for residents and long-distance riders to access facilities.

In addition to the identified projects, all intersections along the complete bike network should be reviewed and analyzed to determine potential improvements to enhance pedestrian and bicycle safety and connectivity, including bike boxes at signalized intersections, pavement marking through intersections, curb extensions, bicycle detection, increased signal phasing time for pedestrian and cyclists, and protected intersections.

FIGURE 6-3 **RECOMMENDED CROSSING IMPROVEMENTS**



PUBLIC TRANSIT RECOMMENDATIONS

As discussed in the previous chapters, transit services within the Town are limited, but the Town does have a thriving Neighborhood Shuttle and Dial-A-Ride (DAR) service. As the Town continues to grow and densities increase, on-going assessment of local and regional public transit needs should be continually evaluated, including:

- Coordinating with PAG and SunTran to maintain and enhance regional public transit service, including the need for new routes and park-and-rides;
- Evaluating the potential to expand the current Neighborhood Shuttle and DAR to a microtransit service; and
- In the long-term, developing a Marana Transit Master Plan to guide future transit improvements.

Microtransit Service

Microtransit is a type of public transportation which includes demand responsive scheduling, flexible routes, and a variety of vehicle sizes. When effectively implemented, microtransit allows agencies to provide a high level of service and make first-and-last-mile connections in areas where fixed-route transit is difficult to operate. Because of this, microtransit provides opportunities to expand beyond the core transit network to serve new areas and populations with limited transportation options.

Benefits of a Microtransit Service:

Microtransit can serve a variety of needs but is most effective when used as a complementary tool to the existing fixed-route transit, extending transit's reach into new areas, serving lower density areas, and/or providing first/last mile connections. By promoting ridesharing and optimizing routes, microtransit may reduce congestion on roads. Additional benefits of microtransit include:

- ✓ **Adaptability**: Mobility on demand is more responsive to changing travel patterns making it more flexible than fixed-route service.
- ✓ **Moving More People**: Microtransit has the ability to move a larger number of people, reducing single-vehicle trips.
- ✓ **Accessibility**: Accessible vehicles provide an inclusive service that can support (not replace) paratransit. Paratransit services often require several days advance notice to schedule a ride. Microtransit allows riders who require/desire accessible vehicles to live more spontaneously.
- ✓ **Convenience**: On demand and cash-free (payment through an app) service models improve convenience for some customers.
- ✓ **Future Route Planning**: Microtransit can be used to pilot service or route types and reach new markets, potentially paving the way for future fixed-route service.

Challenges of a Microtransit Service:

As the Town densifies, the development of microtransit may impact overall street design needs, particularly in locations with limited curb to curb space, high ridership stops, and along high volume/high speed roads. Additional challenges include:

- ✕ **Productivity**: Trips may have fewer passengers per revenue hour than a traditional fixed-route service, making them very expensive to operate comparatively. This may be acceptable given program goals.
- ✕ **Coordination:** Would require a partnership with Pima County to accommodate residents outside Marana town limits.

- **Technology**: Learning and deploying new technologies (routing software, online ride-booking via an app) can be expensive and time consuming for riders and implementing agencies.
- **Awareness/Education**: Lack of awareness of a new service or education on how to access a system can depress ridership and undermine a service's success.

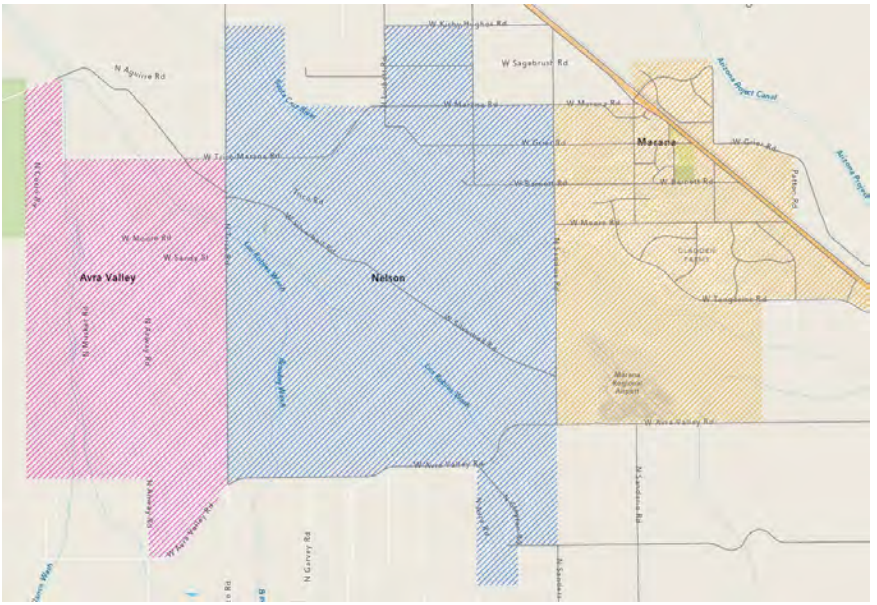
What Could Microtransit Look Like in Marana?

Microtransit service provides a flexible, on-demand transit option within a designated service zone, similar to a ridesharing service. Service zones are designed so that regional trips are connected with the regional transit system. Vehicles, like passenger vans or minibuses, provide shared trips that reduce traffic and increase service efficiency. Proposed recommended zones in Marana are shown in **Figure 6-4.** Fares are typically low, usually similar to local bus fares. With a smartphone or web browser, riders can hail rides, pay their fare, and track their vehicle's location in real-time as shown on the right.

As illustrated in **Figure 6-4**, it is recommended to first pilot a zoned microtransit service option within the existing Shuttle Service Area:

- **Avra Valley (Zone1/Red):** Located in unincorporated Pima County, this condensed service area may reduce wait times and encourage ridership. The Town may consider implementing this as a curb-to-curb zone with "flag stop services". Flag stops allow passengers to board at their preferred location within the service area or at designated segments of the route. Flag stop services provide flexibility for passengers by allowing spontaneous boarding, although Dial-A-Ride passengers already aboard would be given priority. *Additional service could be provided, as needed, to destinations between Trico Road and Sanders Road.*
- **West of Downtown Marana (Zone 2/Blue):** Service only provided on an as needed basis, due to limited destinations and low densities.
- **Downtown Marana (Zone 3/Yellow):** This zone would provide connections to destinations in Downtown, the community parks, and the airport. *Additional service could be provided, as needed, to destinations between Trico Road and Sanders Road.*

FIGURE 6-4 **MICROTRANSIT ZONES**



Seasonal: The zones may be expanded to each include the Pumpkin Patch during the most active seasons when demand is expected to be higher. The greater Dial-A-Ride (DAR)service area could be maintained to support larger east-west on-demand connections and to destinations outside of the proposed zones.

First and Last Mile Connector: Sun Tran's route 413 connects Downtown Marana to the commercial areas east of I-10 in Casa Adobes, including to the Tucson Premium Outlets and Pima College. The Town might consider conducting outreach in the community to assess awareness of the current DAR shuttle and if there is demand for a first/last mile connection to the route from the Downtown stop. Current ridership levels could depict lack of awareness of the existing DAR as a connection option or that the current service does not meet the needs of potential 410 route riders (e.g., if the shuttle is unreliable, passengers may miss their connection which is particularly crucial when the route is infrequent).

PAGE INTENTIONALLY LEFT BLANK



CHAPTER 7

Freight and Aviation

RECOMMENDED FREIGHT NETWORK

Due to its optimal location to major regional and international markets, Marana has grown to become a hub for distribution and manufacturing. Additionally, with the increase of online shopping, the movement of freight is also evolving beyond traditional commercial vehicles and delivery trucks. To allow for the safe and efficient movement of freight, goods, and packages, our transportation network must operate effectively and reliably.

Figure 7-1 illustrates the recommended freight network. The network is based on regional freight corridors identified in the *2018 PAG Regional Freight Plan,* latest freight volume trends, and recent industrial and warehousing development trends in Marana. It is important to note that Marana currently does not have designated freight routes. Several roadway, TI, and frontage road projects recommended in Chapter 5 support the recommended freight network, and are listed in Table 7-1.

Table 7-1. **Projects Supporting Goods Movement**

Regional Freight Corridors in Marana	Roadway Improvement Project Supporting Freight Mobility
Avra Valley Road	Roadway Project #11 and #18
Ina Road	Roadway Project #10, #30, #41
Sandario Road	Roadway Project #16
Pinal Airpark Road	Roadway Project #22
Silverbell Road	Roadway Project #8
Tangerine Road	Roadway Project #1, #2, and #34
Twin Peaks Road	Roadway Project #7
Cortaro Road	Roadway Project #9, and #42
Thornydale Road	Roadway Project #41
Interstate 10 and Frontage Road System	All TI Project Recommendations and Roadway Project #36, #37, #38

Freight Corridor Design Considerations

As freight movement enhancements are considered, it must be acknowledged that in many instances, accommodating freight movements will require design trade-offs with other modes. Additionally, policies and standards along freight corridors to improve the safety of other modes should be considered. Along the freight network, consideration should be given to the following:



Consider establishing policies, education, and enforcement programs related to engine braking zones, overweight/oversized vehicles, and restrictions.

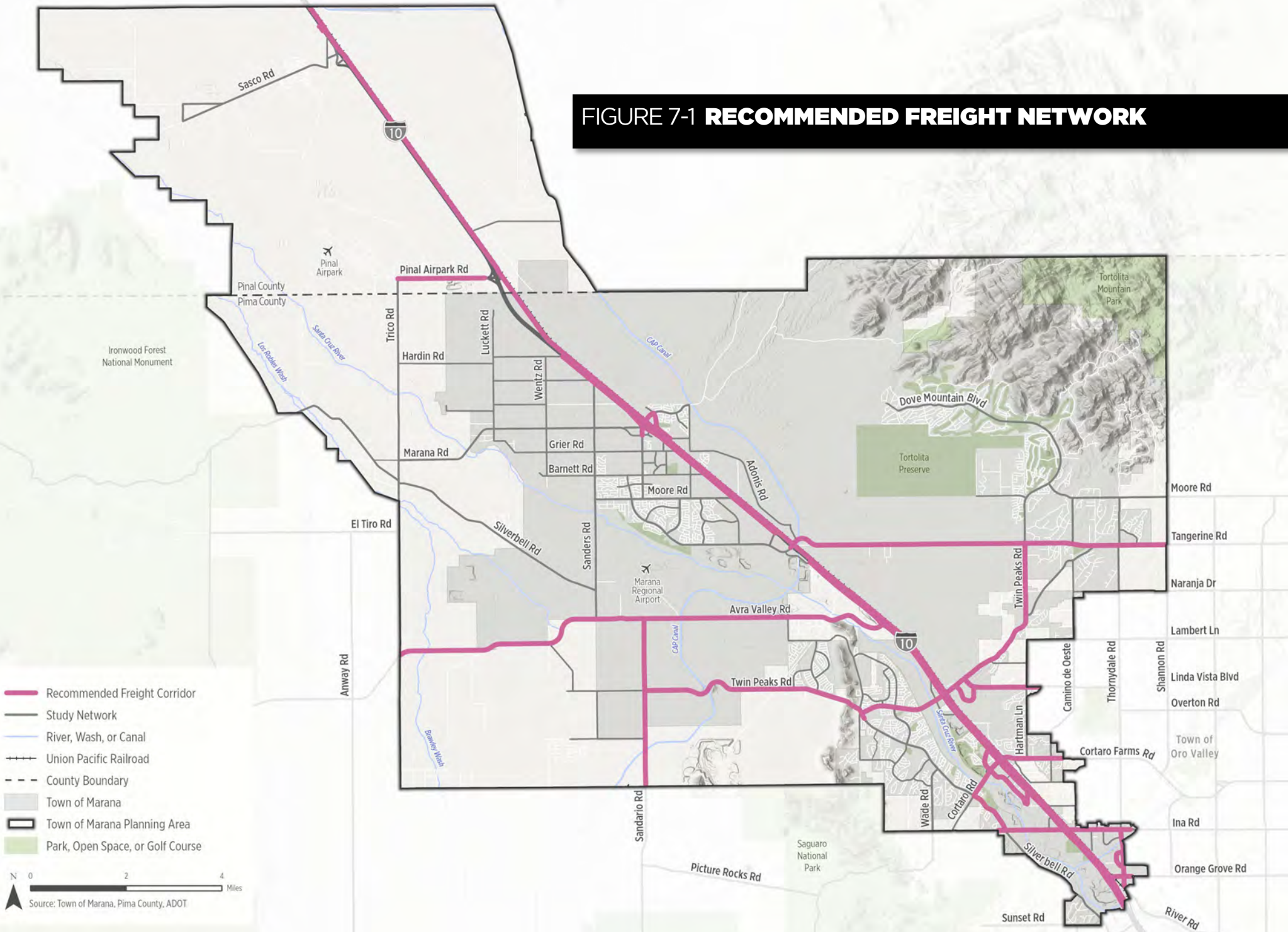


Heavy trucks have specific roadway, turning, and pavement design considerations—especially at conflict points with transit stops and at intersections.



Streets need to be designed to ensure lane widths and turning radii are designed with bicycle and pedestrian safety in mind, but do not prohibit freight movement.

FIGURE 7-1 **RECOMMENDED FREIGHT NETWORK**



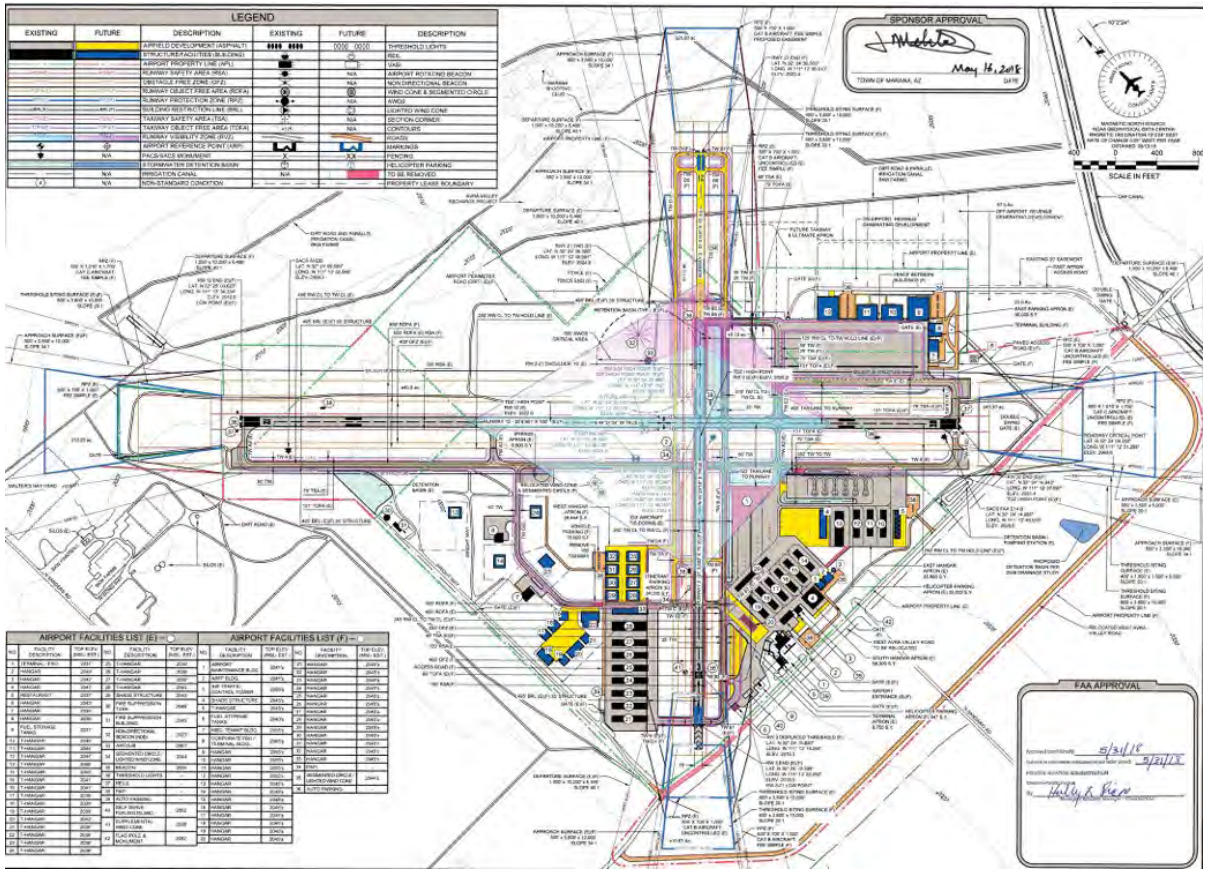
AVIATION RECOMMENDATIONS

The Marana Regional Airport Master Plan outlined a series of improvement recommendations to address current needs and forecasted demand. According to the Airport Master Plan, by 2035 the airport is anticipated to have 339 based aircrafts, increasing the airport's operations by over 41 percent. To accommodate future demand, the Airport Master Plan outlined the following recommendations:

- Construct new air traffic controller tower – funded and under construction
- Install Weather Reporting Equipment – funded and under construction
- Reconstruct portions of the airport's pavement (West Hangar aprons)
- Construct aircraft parking apron
- Construct additional vehicle parking lot (East Hangar Apron)
- Construct corporate terminal building (East Apron)
- Construct airport maintenance facility/ Aircraft Rescue and Fire Fighting facility
- Construct on-airport access road/parking lot to specialty aviation services complex
- Construct additional T-hangars (East and West Hangar Apron)
- Reconstruct Taxiway C
- 0.25 acre land acquisition

Figure 7-2 illustrates the recommended improvements. Chapter 5 of this plan includes two roadway projects (#11 Avra Valley Road widening and #16 Sandario Road widening) that directly support traffic circulation around the airport. Please refer to Chapter 5 for additional project information about these roadway projects.

FIGURE 7-2 **MARANA REGIONAL AIRPORT MASTER PLAN**

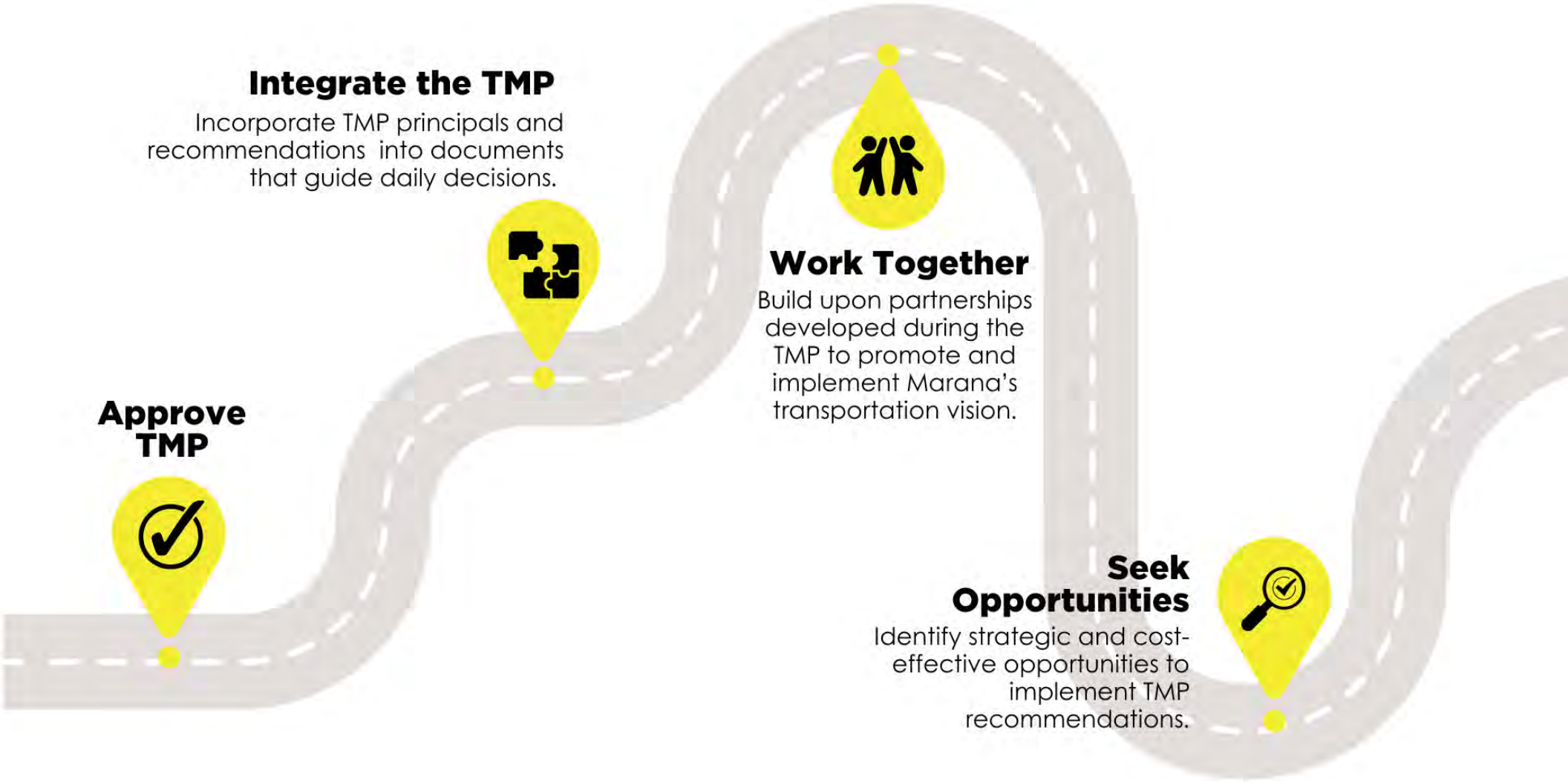




CHAPTER 8
Moving Forward

WHAT'S NEXT?

The completion of the Transportation Master Plan is the first of many steps that need to occur to realize Marana's multimodal transportation future. The TMP provides a starting point and tools to help developers, planners, engineers, and community advocates expand Marana's transportation system to meet the growing needs of the Town. To make the TMP vision a reality requires a comprehensive approach that includes policy, design, partnerships, and above all, dedication, and commitment by Marana staff.



Get Projects Built

After completing the planning and funding phases, the focus of implementing the TMP shifts to the design, funding, and delivery of projects.

Track and Evaluate

Annually evaluate and report the progress of the TMP.

Pursue Funding

Leverage local, regional, and federal funding sources to implement recommendations identified in the TMP.

Stay Committed

The success of the TMP requires dedication, creative thinking, and collaboration by multiple Town departments and community partners. Town staff should remain committed to the overall vision and continue to better meet the traveling needs of the public.

INTEGRATING THE TRANSPORTATION MASTER PLAN

Integrating the TMP's guiding principles and strategies into documents, policies, ordinances, procedures, plans, and programs that guide daily decisions at the Town will be a crucial step in successfully aligning Town practices with the objectives of the TMP. This is how TMP principles become the default way of doing business: not an option or add-on, not something that we would like to do, but something that must be done.

Achieve Consensus on Street Typologies

The TMP developed a set of street typologies that provide the Town with context-specific design guidance for retrofitting existing streets or developing new corridors to create streets that are safe, convenient, and comfortable for everyone, whether they drive, walk, bike, or use transit. With a typology design process, streets with the same functional classification receive different design treatments based on the adjacent street context. The TMP street typologies apply to the design of new streets, both by the Town and by private developers, as well as to resurfacing and reconstructing streets. Marana's street typologies are provided in the Appendix.

Approve the TMP

The TMP lays the groundwork for strategic investments to protect, modernize, and enhance the quality of life for Marana residents, business owners, and visitors. It is recommended that Marana staff seek formal adoption by the Town. The adoption of the TMP enables Marana to better align internal planning and design efforts, as well as better compete for funding opportunities. While strategies may evolve over time, the TMP establishes recommended actions to achieve its overall transportation vision. Once adopted, this plan will provide:

- A defendable document to implement flexible, context-sensitive street designs that fit the true needs of a roadway and neighborhood.
- Long-range vision for complete and connected multimodal networks to guide development and decision making.
- Coordination opportunities between different departments to identify overlapping priorities.
- Guidance for future land use and infrastructure decisions.

Find Champions

As with any major undertaking, it is important to identify champions to guide and promote the successful development, implementation, and evaluation of the TMP. The task force should have a keen understanding of the importance of the TMP and should include representation from multiple departments, including Planning, Parks and Recreation, Public Works, Environmental, and Fire and Rescue. Key tasks for the champions include:

- Serve as proactive leaders and cheerleaders to promote inclusion of TMP principles into daily activities.
- Generate and consider ideas to improve mobility options.

Institutionalize the TMP

To create a culture that integrates TMP philosophies and principles, core documents need to be reviewed and updated to better influence planning, programming, project development, design, and operations on a daily basis. Table 8-1 lists the documents recommended to be revised to incorporate TMP findings and principles. A key early step during implementation will be identifying teams of staff within the responsible lead offices listed in Table 8-1 who will be tasked with championing and spearheading the update processes for each document.

Table 8-1. Recommended Documents to Review

Document	Responsible Office	Recommendations
Marana Standard Details **Speed Zone Map** **Subdivision Street Standards Manual**	Public Works	• Modify functional classification of existing and future roadways to meet recommendations in the TMP. • Integrate a context-based, flexible approach that incorporates the street typologies developed in the TMP into the Town's street design guidelines. • Consider developing an approach for selecting design speed and target (travel) speed. • Update street design standards to include recommended width ranges and preferred widths for facilities. • Incorporate more discussion of how to consider, address, and balance the needs of all transportation system users based on context. • Update existing design standards and criteria for specific modes of travel to align with national best practices.
General Plan	Development Services and Public Works	• Modify functional classification of existing and future roadways to meet recommendations in the TMP. • Incorporate place type definitions to guide land use decisions. • Incorporate context-sensitive design, street typologies, and recommended design approaches. • Discuss how development decisions impact transportation and land use and how corridors have different characters and needs.
Parks and Trails Master Plan	Park and Recreation and Public Works	• Integrate TMP pedestrian, bicycle, and shared use path recommendations.

WORKING TOGETHER

The recommendations identified in the TMP require multiple Marana departments and partner agencies to work together to plan, design, fund, deliver, and maintain Marana's transportation system. These coordination efforts vary in terms of project size, complexity, and need. The following outlines key roles for internal and partner agencies to bring the vision of the TMP to life.

	Roadway/ Intersection	Pedestrian and Bicycle	Shared Use Paths	Land Use and Development
PUBLIC WORKS Plans, designs, constructs, and maintains capital improvement projects within the public right-of-way.	✓	✓	✓	✓
DEVELOPMENT SERVICES Serves as the core coordinator and collaborator for all private development in the Town. Reviews, issues permits and inspects private development projects.	✓	✓	✓	✓
ECONOMIC DEVELOPMENT Oversees economic development activities.	✓	✓	✓	✓
PARKS AND RECREATION Plans and oversees parks, multi-use paths, and trails.	✓	✓	✓	✓
COMMUNICATIONS Handles all internal, external, and digital communications, public relations, and marketing	✓	✓	✓	✓

✓ Supporting Role ✓ Primary Role

Other Important Partners

PAG Pima Association of Governments

Project funding and regionally significant enhancements, as well as transportation data and modeling.

ADOT

Projects involving state routes, highways, and the Interstate system, as well as helping administer federally funded projects for local governments.

RTA Regional Transportation Authority

sun tran

Plans, designs, and operates regional public transit projects.

PIMA COUNTY

Projects located within unincorporated Pima County and on Pima County maintained roadways.

Tips and Tools for Collaborating

Successful project development requires active interdepartmental and interagency collaboration. When internal departments and our agency partners work together – the result is a community supported project that drives excitement and partnership. The following outlines approaches, ideas, and tools for creating a successful interdepartmental and interagency collaboration.



MOBILITY TASK FORCE

Creating an interdepartmental team to guide projects from planning to construction is critical. A Mobility Task Force would meet at key project milestones and facilitate internal, on-going feedback, and coordination.



DESIGN WORKSHOPS

Design workshops and brainstorming sessions can be held at key project milestones. The ultimate goal of these interdepartmental meetings and workshops is to ensure that all departments understand potential trade-offs and to build consensus.



PROJECT CHARTERS

For key, multi-agency projects, a project charter can document a mutual understanding of a project and define the roles and responsibilities for planning and implementing a project. The Charter allows all project participants to work toward a common goal, and set expectations and standards for the project scope, budget, and schedule.

SEEK OPPORTUNITIES

The TMP creates a new vision for streets in Marana, spurring numerous transportation improvement needs. These needs include restriping and retrofitting streets, safety improvements, new streets as part of new development, and additional planning studies. Funding availability limits the number of transportation projects that can be built at once. To ensure that projects that get built are aligned with the TMP's vision, Marana needs to focus on prioritizing projects to best serve the mobility needs of people in Marana. The following outlines opportunities to implement TMP principles in strategic, cost-effect methods.

Pavement Preservation Program

Marana's Pavement Preservation Program currently uses a condition-based pavement assessment system to apportion resurfacing projects equally throughout the Town. This program is an excellent mechanism to implement TMP principles and strategies to connect multimodal networks and to make streets more complete. Working with the Pavement Preservation Program is an opportunity to prioritize and integrate TMP recommendations in a cost-effective manner.

During roadway restriping and resurfacing, the existing pavement could be restriped, or additional pavement could be added, to accommodate bike facilities, change lane widths, or add paved shoulders. This has several advantages in that it reduces the project costs through reduced mobilization and contracting costs, and it speeds the process since paving is already being provided. By not just restriping street to their current conditions, the Town can capitalize on opportunities to include bike facilities, narrower lanes, curb extensions, and conduct pilot projects. The following are examples of opportunities the Town should pursue for corridors currently in the five-year pavement management program:

- Identify upcoming projects within the program and evaluate potential to integrate TMP principles by reconfiguring street cross-sections.
- Corridors included in the bicycle network should be reviewed to determine available pavement space for installing bicycle facilities and wayfinding.
- Streets located on the transit and pedestrian network should be reviewed to determine the need for crossing opportunities, sidewalks, ADA facilities, and other amenities to make walking more comfortable.
- Review streets with four or more lanes and less than 30,000 average daily traffic for their potential for lane narrowing and roadway reconfiguration.



Chasing Pavement

Integrating TMP principles with programmed pavement preservation improvements is a cost-effective strategy to connect multimodal networks and make streets more complete. During roadway restriping and resurfacing, the existing pavement could be restriped to the recommended street typology design, accommodate bicycle facilities, and to incorporate safety measures.

Roadway Reconstruction Projects

The *Capital Improvement Program (CIP)* includes ongoing major maintenance and new infrastructure of streets, bridges, non-motorized facilities, stormwater, and technology. Roadway reconstruction projects provide an optimal time to incorporate TMP guidelines and principles. The following are an example of opportunities the Town should pursue for projects:

- Review recommended projects list against the CIP to determine if there are additional project recommendations that can be incorporated into already programmed improvements.
- Evaluate roadway reconstruction to integrate recommended TMP street typologies by reconfiguring street cross-sections.
- Examine projects located on the bicycle network to determine available pavement space for installing bicycle facilities, wayfinding.
- Streets located on the transit and pedestrian network should be reviewed to determine the need for crossing opportunities, sidewalks, ADA facilities, and other amenities to make walking more comfortable.
- Review freight corridors to determine lane width and safety needs.

Demonstration Projects

Reconfiguring roadways and public spaces can help calm traffic and achieve more walkable-, bikeable-, and activity-oriented places. But permanent, large-scale changes can be difficult to launch. “Pop-up” demonstrations and pilot projects use low cost, non-permanent materials (such as planters, spray chalk, cones, and flexible bollards) to temporarily reconfigure a street. Examples of projects where pilots or pop-ups are used include but are not limited to:

- Lane reconfiguration
- Curb extensions
- Pedestrian refuge areas/crossings
- Bike lanes (protected, buffered, conventional)
- Pedestrian plazas and parklets
- Traffic calming

To implement TMP principles and design, Marana is encouraged to use pop-up demonstration and pilot projects to evaluate street design and traffic operations and for community members and Town leaders to experience how the street environment can be reutilized. For a pilot project to be successful, it is important to provide the community enough time to adjust to the proposed changes and incorporate input from the community early and often. In some cases, pilot projects may be better indicators than traditional traffic and design studies, which can be costly and may not account for the latest innovations in street designs. Even if the demonstration projects are not successful, they provide invaluable information for future implementations and could potentially spark long-term changes.



Try Before You Buy

“Pop up” demonstration and pilot projects use low-cost, non-permanent materials to “test before you invest.”

New Street Development

The new road and development process and approval is an important avenue for implementing TMP principles, particularly in areas where redevelopment and new development is expected to occur. Policies and procedures should be updated to spell out new requirements for developers and property owners that support implementation of the TMP. Potential changes include:

- Development plans that address how the design complies with modal neeeds, street typology design, land use context, and safety needs.
- Regulations to require transit access in new developments.
- Connectivity standards to provide mobility between neighboring developments. At a minimum, bicycle and pedestrian connectivity should be required.
- Site review to ensure that sidewalks, bicycle facilities, and transit access are comfortable for users.
- Aesthetic standards governing signs, building facades, and landscaping that can enhance the quality of the pedestrian environment.

Designing for Vulnerable Users

Prioritizing the safety and comfort of people who walk, ride bicycles, and use public transportation is a core component of the TMP. By prioritizing the most vulnerable users first, streets are safe for all users. The following are examples of opportunities to create a more walk- and bike-friendly environment for users:

- Modernize and coordinate traffic signals, include adaptive traffic systems and transit signal priority.
- Set the progression of signals on high crash corridors to manage traffic flow and establish vehicle speeds.
- Identify and fund key intersections for signal timing improvements to separate pedestrian and bicycle crossings, vehicle turning movements, and prioritizing high crash intersections.
- Test and incorporate passive pedestrian detection and bicycle detection at crossings.
- At high pedestrian and bicycle usage areas, incorporate a “no-right-turn-on-red” policy.
- Maintain landscaping to avoid obstructing bicycle lanes and sidewalks and blocking visibility
- Install street lights to improve visibility, particularly on high-crash corridors, high pedestrian, and bicycle usage areas, at transit stops, and in disadvantaged areas.



Design Streets for People

Putting the safety and comfort of people first helps create a transportation system that works for all users – regardless of the mode they choose.

INVESTING IN MARANA

Bringing the full vision of the Marana TMP to life will take significant on-going investments over the next 25+ years. Funding is the greatest challenge to implementing TMP principles as existing resources are not sufficient to fund all the transformative multimodal improvements proposed in this Plan. Although federal, state, and regional funds for transportation projects have increased over the last decade, the increase has not kept pace with the demand for funding and project cost inflation. This leaves jurisdictions to fill the gap in available funding with local sources, grants, and private sources.

Key major federal and local funding opportunities include:

U.S. Department of Transportation
Federal Highway Administration

Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, President Biden signed the $1.2 trillion Infrastructure Investment and Jobs Act (IIJA) into law. The IIJA makes generational investments to repair the nation's roads and bridges, boost transit and rail funds, electrify vehicles, ensure broadband deployment, and modernize energy systems. Example grant programs that may be applicable for projects in Marana include:

- Active Transportation Infrastructure Investment Program (ATIIP)
- Airport Improvement Program (AIP)
- Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
- Infrastructure for Rebuilding America (INFRA) Grant Program
- National Infrastructure Project Assistance (Mega) Program
- Railroad Crossing Elimination Grant Program
- Reconnecting Communities Pilot (RCP) Program
- Safe Streets and Roads for All (SS4A) Grant Program



RAISE Grants

Replacing the Better Utilizing Investments to Leverage Development (BUILD) grant program, RAISE grants are for projects that will have a significant local or regional impact, including multi-modal and multijurisdictional initiatives. With the passing of the IIJA, RAISE grant funding available increased to $1.5 billion.

RTA Regional Transportation Authority

Regional Funding Sources

The most flexible transportation funding available to the greater Tucson region is associated with the Regional Transportation Authority's countywide half-cent transaction privilege tax, approved by Pima County voters in 2006 for regional transportation projects.

GETTING PROJECTS BUILT

When the policy, planning, and training elements are complete, the focus of implementing the TMP shifts to the design, funding, and delivery of projects that incorporate TMP principles. Moving a project from idea to reality is a multi-step approach that involves collaboration, consensus building, analysis, innovative thinking, and commitment from Marana staff.

Steps to Get to Construction

The project delivery process takes a project from idea to reality. While the implementation of the TMP includes a wide range of project types, each project generally follows a similar framework from concept to completion, as outlined below.

STEP 1

PROJECT SELECTION

Use the TMP's goals and prioritized project list to identify projects for implementation. Clarify the overall goals and objectives for the project and program for funding.

STEP 2

PROJECT SCOPING

Conduct a site visit and research issues along the corridor. Based on findings, evaluate trade-offs within limited right-of-way and create preliminary alternative cross-section concepts, intersection designs, operational improvements, and safety measures. Incorporate a design workshop to integrate TMP Street Typologies guidelines.

STEP 3

PILOT PROJECT

Depending on the project type and scale, work with the community and stakeholders (i.e., Pima County, SunTran, developers, etc.) to pilot the project using low-cost materials. Collect before and after data and re-evaluate project objectives.

STEP 4

CONSTRUCTION DESIGN

Building upon draft concepts developed in previous steps, develop a final design concept that is agreed upon by the Town's planners, engineers, Town leadership, and maintenance staff.

STEP 5

PROJECT CONSTRUCTION

During construction, address any problems that arise and allow for creative design solutions to arise in the field. Remember ongoing maintenance preserves the Town's investment and supports the travel of all users.

Project Selection

Using the prioritized project list in the TMP, undertake a comprehensive review of programmed improvements and projected funding to program priority improvements, studies, and plans.

Step 1. Checklist of Actions

- ☐ Consult the TMP project list and compare against existing programmed projects in the CIP. As needed, alter programmed projects to incorporate recommendations from the TMP.
- ☐ Coordinate with the Town's Pavement Preservation Program to identify the street typology and preliminary design requirements for corridors programmed for preservation.
- ☐ Consult requirements outlined in ordinances, codes, zoning overlays, and regulatory plans.
- ☐ Collect and review data for right-of-way width, safety, current allocation of space, existing and future volumes, truck volumes, speed, and multimodal conditions.

Project Scoping

Step 2 is an iterative process that weighs trade-offs and choices to develop alternatives for the street design within the available right-of-way. When designing streets, the Town should consult national standards and guidelines for the most up-to-date innovations and best practices. The Federal Highway Administration (FHWA), National Association of Transportation Officials (NACTO), and American Association of State Highway and Transportation Officials (AASHTO) have a wealth of resources and reports to reference for current design standards. In addition, cities across the United States could serve as models for how to design safe streets for all users.

Step 2. Checklist of Actions

- ☐ Confirm the project objectives, modal needs, street design needs, and safety improvement needs identified in previous steps and in the TMP.
- ☐ Conduct site visits, talk to stakeholders, perform a robust existing conditions data collection.
- ☐ Undergo a thorough feasibility review to account for Right-of-Way impacts, environmental constraints, design considerations, and detailed cost development.
- ☐ Develop preliminary design alternatives based on the street typology and priority street elements and needs. Difficult trade-offs may need to be made due to limited physical space available. Summarize specific safety issues, needs, and opportunities and update the design priorities to include safety measures.
- ☐ Conduct a design workshop with multiple departments to review and evaluate each design alternative and weigh trade-offs and design choices among the alternatives. Refinements to the street design should result from a thoughtful and collaborative discussion of trade-offs between competing uses on the street and the available right of way.
- ☐ Review and apply additional resources including specific design guidelines, construction standards, and best practices.
- ☐ Continue to refine the design alternatives as needed.

Pilot Project

"Pop-up" demonstrations and pilot projects use low cost, non-permanent materials (such as planters, spray chalk, cones, and flexible bollards) to temporarily reconfigure a street. Examples of potential projects include pedestrian plazas, protected bike facilities, curb extensions, crosswalks, lane narrowing, etc. These projects can include 30-day demonstration projects or longer-term pilot projects.

Step 3. Checklist of Actions

- ☐ Confirm the project objectives, overall design concepts, street context, potential constraints, and overall goals of the pilot project.
- ☐ Establish a team of Town staff and community members that will spearhead the project. Identify one or more spokespeople that will handle interactions with the media, businesses, and residents.
- ☐ Conduct a pre-build site assessment, gather observational data, and collect counts.
- ☐ Develop a site plan, materials list, traffic control plan, installation schedule, marketing and engagement approach, budget, maintenance plan, and overall schedule for the project.
- ☐ Obtain any required permits and approvals to implement the project.
- ☐ Host an implementation event, where the project team cleans and prepares the site, and the pilot project can be implemented. Coordinate with the media to promote the events.
- ☐ Obtain user counts, community feedback, and gather observations to determine who is, who isn't, and how the pilot is being used.
- ☐ Monitor for maintenance or functionality issues and adjust the design as needed.
- ☐ Upon completion, clean up and restore the site.

Construction Design

The completion of all of the previous steps, including any additional public and stakeholder input, should provide the Town with the proper information to select the design alternative that best matches the context and needs of the street.

Step 4. Checklist of Actions

- ☐ Finalize the preferred street design, including cross-sections, multimodal elements, and streetscape details.
- ☐ Consider emergency services, operations and maintenance, and utility design constraints.
- ☐ Engage community stakeholders in the design process to ensure the project is responsive to community desires and provide regular updates during the construction process.
- ☐ Include documentation of agreement and approvals for operations and maintenance agreements.
- ☐ Secure funding and program improvement in the Capital Improvement Plan.

TRACKING AND EVALUATING

Performance measures help track the TMP's progress and effectiveness over time. The simple framework included in the TMP will help the Town better align transportation investment decisions with tangible and measurable benefits. **Table 8-2** outlines suggested performance measures to assess the success of the TMP, track changes in the built environment, identify trends in travel behaviors, and provide performance information to decision-makers. Tracking and reporting the progress of performance measures provides more transparency while building momentum and public support.

Table 8-2. **Example Performance Measures**

TMP Principle	Example Performance Measure	Example Desired Trend
Safety and Mobility for All	Number of fatal and serious injury crashes	Reduction in total number of fatal and severe injury crashes
	Number of bicycle and pedestrian crashes	Reduction in total number of pedestrian and bicycle involved crashes
	Public perception of availability, safety, and comfort of multimodal facilities	Increase in percent of community residents that positively perceive multimodal conditions and quality of life in Marana
Connectivity and Access	Number of safe, comfortable, and accessible walking and bicycling facilities	Increase in mileage of low stress walking and bicycling facilities
	Number of pedestrians and cyclists along key active transportation corridors and trails	Increase in number of pedestrian and bicyclists during annual traffic count collection efforts
	Transit ridership	Maintain or increase in number of transit riders within Marana town limits
Sustainable and Resilient	Percent of corridors with hardscape or xeriscape	Increase number of corridors that integrate hardscape or xeriscape
	Vehicle Miles Traveled (VMT)	Reduction in total vehicle hours traveled (VHT) and VMT
Maintain and Optimize	Roadways in fair or better condition	Increase in percent of roadway miles in fair or better pavement condition
	Roadways and intersections operating at acceptable congestion level	Reduction in number of roadways miles and intersections with an unacceptable level of service (LOS E or LOS F)
	Structure conditions	Increased number of structures in good condition
Economic Vitality	Job access via a 20-minute car ride	Increase number of jobs a person can access via a 20-minute car ride
	Destination access via a 15-minute bike ride	Increase in the number of households with access to at least one destination via a 15-minute ride on the low stress network.
	Commercial vehicle delay	Increase in travel time reliability on key freight corridors


MARANA AZ



Appendix A

Detailed Project Sheets

TABLE OF CONTENTS

Recommended Roadway Improvements 1
Recommended Multimodal Improvements 47
Recommended Crossing Improvements 69

RECOMMENDED ROADWAY IMPROVEMENTS

The following pages are a series of roadway improvement project sheets. Each project sheet provides basic information about the project, including:

- Project location
- Project description
- Type of improvement
- Whether the project is development driven
- Whether the project includes multimodal improvements
- Key benefits of the project
- Cost range
- Recommended implementation phase
- Additional comments
- Lead agency

Projects are listed numerically by their Project ID number and color coded by the recommended phasing. The ID number merely serves as an identification number to track the project going forward. It does **not** represent an implementation priority.

Project ID	**1. Tangerine Road: I-10 to Dove Mountain Boulevard**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Tangerine Road: I-10 to Dove Mountain Boulevard
Description	Widen roadway to four-lanes with median and paved shoulders; 12-foot multi-use path along the north side of the roadway. This project also has sidewalks and multi-purpose lanes within the roadway and also includes substantial drainage elements.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Reduces current congestion and anticipated future congestion on Tangerine Road - Improves pavement condition - Opportunity to enhance/add pedestrian and bicycle facilities
Cost Range*	$$$$$
Phase	Short-Term
Project Notes/Comments	Project is included in the CIP; Phase 2A from I-10 traffic interchange to Tangerine Business Loop is currently under construction; Phase 2B from Tangerine Business Loop to Dove Mountain Boulevard is currently in design. Tangerine Road with a four-lane configuration is expected to operate at acceptable levels of service (LOS D or better) for the short- and mid-term horizons to support projected future growth along the corridor. Corridor would continue to operate at acceptable levels of service in the long-term with project #18 in place. If project #18 is not implemented, Tangerine Road may need to be widened to six-lanes from I-10 to Dove Mountain Boulevard.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**2. Tangerine Road / I-10 TI Interim Improvements**
Project Type	Traffic Interchange
Project Sub Type	TI Enhancements
Project Location	Tangerine Road / I-10 TI
Description	Construct an additional lane of traffic on the outside of each support column. Crossing at UPRR remains at-grade. Interim improvements also include: dual eastbound right turns lanes onto I-10; relocating the traffic signal for the eastbound off ramp to its old location (adds left-turn capacity); adding a left-turn lane for the westbound off ramp at Tangerine; and restriping the Tangerine Rd under the mainline to narrower lanes to gain an additional travel lane.

Project Includes:	
Widening	Yes
Safety	
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	

Project Details:	
Benefits / Issue (s) Addressed	- Reduces current congestion and anticipated future congestion on Tangerine Road - Improves overall traffic circulation in the surrounding area - Opportunity to enhance/add pedestrian and bicycle facilities
Cost Range*	$$$
Phase	Short-Term
Project Notes/Comments	Project is included in the CIP; Design and/or construction of project is currently underway. With the proposed improvements, Tangerine Road TI is expected to operate at acceptable levels of service for the short-term horizon. Tangerine Road TI may continue to operate at acceptable levels of service in the mid- and long-term if project #3 (New TI at Moore Road / I-10) is in place. If Moore Road TI is not in place, Tangerine Road TI may need to be completely reconstructed by short- to mid-term phase.
Project Lead Agency(s)	ADOT, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**3. Moore Road / I-10 TI**
Project Type	Traffic Interchange
Project Sub Type	New TI
Project Location	Moore Road / I-10
Description	New traffic interchange at I-10 and Moore Road extension to Adonis Road

Project Includes:	
Widening	
Safety	
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Provides another access point on I-10 - Supports surrounding planned developments - Reduces congestion at Tangerine Road TI - Reduces traffic on Clark Farms Boulevard - Less expensive than reconstructing Tangerine Road TI - Potentially less interruption to traffic during construction - Enhances overall circulation in the area - Moore Road west of I-10 may need to be widened to four-lanes
Cost Range*	$$$$$
Phase	Mid-Term
Project Notes/Comments	With Moore TI in place, it operates at acceptable levels of service for mid-, and long-term horizons; Tangerine TI operates at acceptable levels of service with planned interim improvements. Without Moore TI in place, Tangerine Road TI may fail in the mid-term phase; Clark Farms Boulevard may need to be widened to six lanes from Moore Road to Tangerine Road.
Project Lead Agency(s)	ADOT, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**4. Marana Road / I-10 TI**
Project Type	Traffic Interchange
Project Sub Type	TI Enhancements
Project Location	Marana Road / I-10 TI
Description	Construct an additional lane of traffic on the outside of each support column. Realign with Tangerine Farms Road Extension. Signalize ramps, frontage roads. Crossing at UPRR remains at-grade.

Project Includes:	
Widening	Yes
Safety	
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	

Project Details:	
Benefits / Issue (s) Addressed	- Reduces current congestion and anticipated future congestion at Marana TI - Improves overall traffic circulation in the surrounding area
Cost Range*	$$$
Phase	Short-Term
Project Notes/Comments	Project is included in the CIP; Design of project is currently underway. With the proposed improvements, Marana Road TI is expected to operate at acceptable levels of service for the short-term horizon. Marana Road TI may continue to operate at acceptable levels of service in the mid- and long-term horizons, and support the planned Tortolita development, if project #21 (New Tortolita TI) or project #22 (improvements to Pinal Airpark TI) is in place. If project #21 or #22 is not in place, Marana Road TI may need to be completely reconstructed to grade-separate the UPRR crossing in the mid-term.
Project Lead Agency(s)	ADOT, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**5. Marana Main Street Extension**
Project Type	Roadway Capacity
Project Sub Type	New Road
Project Location	Marana Main Street Extension: East of the Sandario Road/Marana Main Street intersection to Grier Rd/Marana Main Street intersection
Description	New two-lane roadway. Utilize street typology guidelines to configure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Improves overall traffic circulation in the downtown area - Supports economic development in the downtown area
Cost Range*	$$
Phase	Short-Term
Project Notes/Comments	Project will complete the Marana Main Street loop roadway from the future Tangerine Farms Extension to Civic Center Drive. Roadway is expected to operate at acceptable levels of service in the short-, mid-, and long-term phases based on known development trends.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**6. Tangerine Farms Road Extension: Barnett Road to I-10**
Project Type	Roadway Capacity
Project Sub Type	New Road
Project Location	Tangerine Farms Extension: Barnett Road to Marana TI
Description	Extend existing Tangerine Farms Road as a four-lane divided roadway with sidewalks, bike lanes, landscaped medians, and lighting consistent with the current Tangerine Farms Road configuration.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Significantly enhances traffic circulation in the area - Supports planned development - Enhances pedestrian and bicycle connectivity
Cost Range*	$$$$
Phase	Short-Term
Project Notes/Comments	Project is included in the CIP; Design of project is currently underway. The extension of Tangerine Farms Road, when complete, is expected to operate at acceptable levels of service for the short-. mid-, and long-term horizons to support projected future growth in the surrounding area.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID 7. Twin Peaks Road: Saguaro Highlands Drive to Silverbell Road

Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Twin Peaks Road: Saguaro Highlands Drive to Silverbell Road
Description	Widen roadway to four-lanes with median, sidewalks, and a multi-use path.

Project Includes:

Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:

Benefits / Issue (s) Addressed	- Reduces current congestion and anticipated future congestion on Twin Peaks Road - Opportunity to enhance/add pedestrian and bicycle facilities
Cost Range*	$$$$$
Phase	Short-Term
Project Notes/Comments	Project is included in the CIP; Design and/or construction of project is currently underway. When the widening project is complete, Twin Peaks Road west of the I-10 TI is expected to operate at acceptable levels of service for the short-, mid, and long-term horizons.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**8. Silverbell Road: Ina Road to Sunset Road**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Silverbell Road: Ina Road to Sunset Road
Description	Widen roadway to four-lane divided with sidewalks, bike lanes, landscaped medians.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Reduces anticipated future congestion on Silverbell Road - Acts as a reliever to I-10 freeway - Opportunity to enhance/add pedestrian and bicycle facilities
Cost Range*	$$$
Phase	Short-Term
Project Notes/Comments	Project is included in the CIP; Design and/or construction is scheduled for FY2026 With improvements, Silverbell Road operates at acceptable levels of service for the short- and mid-term horizons. If other planned improvements (e.g.: completion of the frontage road system) are in place, Silverbell Road with a four-lane cross-section would also operate at acceptable levels of service for the long-term horizon.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**9. Cortaro Road / I-10 TI**
Project Type	Traffic Interchange
Project Sub Type	TI Reconstruction
Project Location	Cortaro Road / I-10 TI
Description	The project would include construction of a grade separated interchange over I-10 and UPRR; widen Cortaro Road to six-lanes at the TI from Arizona Pavilions Drive to Hartman Lane; entrance and exit ramps, access roads, culverts, pedestrian walkways, bike facilities, and related infrastructure; installation of traffic signals and safety systems; purchase of additional right of way.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Reduces current congestion and anticipated future congestion at the Cortaro TI - Enhanced pedestrian and bicycle facilities - Improves overall traffic circulation in the area
Cost Range*	$$$$$
Phase	Short-Term
Project Notes/Comments	Project is included as one of the high priority projects in the draft RTA Next Plan. This project will be a partnership with the Town of Marana, ADOT, and possibly the RTA Without improvements, TI exceeds capacity. With improvements, TI may operate at acceptable levels of service in the mid- and long-term horizons.
Project Lead Agency(s)	ADOT, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**10. Ina Rd: I-10 to Camino De La Tierra**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Ina Rd: I-10 to Camino De La Tierra
Description	Widen roadway to six-lanes. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	Yes
Safety	
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Addresses anticipated future congestion east of I-10 TI - Improves overall traffic circulation in the area
Cost Range*	$$$$$
Phase	Mid-Term
Project Notes/Comments	Project is included as one of the high priority projects in the draft RTA Next Plan. This project will be a partnership with the Town of Marana, and possibly the RTA Without improvements, Ina Road may exceed capacity around year 2030. With improvements, Ina Road may operate at acceptable levels of service in the mid- and long-term horizons.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**11. Avra Valley Road: Sanders Road to I-10**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Avra Valley Road: Sanders Road to I-10
Description	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Addresses anticipated future congestion west of I-10 TI - Opportunity to enhance/add pedestrian and bicycle facilities - Supports airport growth and improves traffic circulation around the airport
Cost Range*	$$$$$
Phase	Mid-Term
Project Notes/Comments	Without widening, traffic volumes are expected to exceed capacity and roadway is expected to operate at unacceptable levels of service in the mid-term horizon. Without Tangerine Road TI improvements, Avra Valley Road may operate at unacceptable levels of service in the short-term phase.
Project Lead Agency(s)	Town of Marana, Pima County

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID 12. Thornydale Road: Cortaro Farms Road to Moore Road

Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Thornydale Road: Cortaro Farms Road to Moore Road
Description	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:

Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:

Benefits / Issue (s) Addressed	- Reduces current congestion and anticipated future congestion on Thornydale Road - Opportunity to enhance/add pedestrian and bicycle facilities
Cost Range*	$$$$$
Phase	Short-Term
Project Notes/Comments	Without widening, traffic volumes are expected to exceed capacity and the roadway is expected to operate at unacceptable levels of service in the short-term horizon. With improvements, Thornydale Road is expected to operate at acceptable levels of service in the short- and mid-term horizons. In the long-term, without other surrounding roadway improvements (Cortaro Farms Road widening, Camino De Oeste widening, Joplin Lane extension), four-lane widening of Thornydale Road may not be sufficient. Portion of the project limits falls in Pima County jurisdiction.
Project Lead Agency(s)	Pima County, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**13. Marana Road: I-10 to Wentz Road**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Marana Road: I-10 to Wentz Road
Description	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate biking and walking facilities.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Addresses anticipated future congestion west of I-10 TI - Enhanced pedestrian and bicycle facilities
Cost Range*	$$$$
Phase	Mid-Term
Project Notes/Comments	Without widening and with known development patterns, traffic volumes are expected to exceed capacity, and the roadway is expected to operate at unacceptable levels of service in the mid-term horizon based on the pace of adjacent development. If development happens at a faster pace, project may need to be moved to the short-term phase. With improvements, Marana Road is expected operate at acceptable levels of service in the short-, mid-, and long-term horizons.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**14. Lambert Lane: Avra Valley Road Extension to Camino de Oeste**
Project Type	Roadway Capacity
Project Sub Type	New Road
Project Location	Lambert Lane: Avra Valley Road Extension to Camino de Oeste
Description	New four-lane roadway with median. Utilize street typology guidelines to configure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Serves as another east-west route improving overall mobility and connectivity on the east side of I-10 - Supports future development in the area - Provides moderate relief to Twin Peaks Road TI
Cost Range*	$$$$
Phase	Mid-Term
Project Notes/Comments	This is primarily a development driven project to support proposed developments. Though this project is recommended in the short-term, it needs to be implemented in tandem with the surrounding development. Environmental concerns will need to be mitigated. With the segment in place, the roadway is expected to operate at acceptable levels of service in the mid-, and long-term phases.
Project Lead Agency(s)	Town of Marana, Pima County

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**16. Sandario Road: Avra Valley Road to Twin Peaks Road**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Sandario Road: Avra Valley Road to Twin Peaks Road
Description	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Addresses anticipated future congestion - Opportunity to enhance/add pedestrian and bicycle facilities - Supports airport growth and improves landside circulation around the airport
Cost Range*	$$$
Phase	Mid-Term
Project Notes/Comments	Once widened to four-lanes, Sandario Road is expected to operate at acceptable levels of service in the short-, mid-, and long-term horizons. Sandario Road is one of very few north-south regional routes used by daily commuters in the region.
Project Lead Agency(s)	Pima County, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**17. Clark Farms Boulevard: Sanders Road to Moore Road**
Project Type	Roadway Capacity
Project Sub Type	New Road
Project Location	Clark Farms Boulevard: Sanders Road to Moore Road
Description	Three lanes from Sanders Road to Lon Adams Road and four lanes from Lon Adams Road to Moore Road. Utilize street typology guidelines and collaborate with developers to configure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Addresses anticipated future congestion and supports planned development - Opportunity to enhance/add pedestrian and bicycle facilities
Cost Range*	$$$
Phase	Short-Term
Project Notes/Comments	Once Clark Farms Boulevard is complete, it is expected operate at acceptable levels of service in the short-, and mid-term phases. If Moore Road TI is not in place, Clark Farms Boulevard south of Moore Road is expected to operate at unacceptable levels of service and may need to be widened to six-lanes in the long-term phase.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**18. Avra Valley Road: I-10 to Tangerine Road**
Project Type	Roadway Capacity
Project Sub Type	New Road
Project Location	Avra Valley Road: I-10 to Tangerine Road
Description	New four-lane roadway with median. Utilize street typology guidelines to configure roadway to accommodate appropriate median, biking and walking facilities. Avra Valley Road TI needs to be converted to a full diamond TI. See project #43

Project Includes:	
Widening	
Safety	
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Addresses anticipated future congestion - Opportunity to enhance/add pedestrian and bicycle facilities - Supports planned development in the area - Provides another full access point onto I-10
Cost Range*	$$$$
Phase	Long-Term
Project Notes/Comments	If this extension is in place and Avra Valley becomes a full-diamond TI, it is expected to provide relief to Tangerine Road, Tangerine TI, and Twin Peaks Road. This segment and the TI operate at acceptable levels of service in the long-term phase. Without this improvement, Tangerine Road may need to be widened to six-lanes in the long-term phase and Tangerine Road TI needs to be reconstructed.
Project Lead Agency(s)	ADOT, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**19. Moore Road: Sanders Road to I-10**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Moore Road: Sanders Road to I-10
Description	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Supports planned development in the area - Opportunity to enhance/add pedestrian and bicycle facilities - Addresses future congestion anticipated due to Moore Road TI and adjacent planned developments
Cost Range*	$$$$$
Phase	Long-Term
Project Notes/Comments	This project is only needed if the new Moore Road TI (Project #3) is constructed. With Moore Road TI in-place, this segment of Moore Road is expected to operate at acceptable levels of service in the short-, and mid-term. Widening of this segment is needed in the long-term. Without Moore Road TI in-place, this segment of Moore Road is expected to operate at acceptable levels of service in the short-, mid-, and long-term phases.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**20. Sanders Road: Moore Road to Avra Valley Road**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Sanders Road: Moore Road to Avra Valley Road
Description	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities. Widening of bridge over Santa Cruz River will be needed.

Project Includes:	
Widening	Yes
Safety	
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Addresses anticipated future congestion - Opportunity to enhance/add pedestrian and bicycle facilities - Supports planned future growth in the area - Provides another north-south route to support regional traffic
Cost Range*	$$$$$
Phase	Long-Term
Project Notes/Comments	**This project is only needed if the new Moore Road TI (Project #3) and Moore Road widening (Project # 19) is NOT constructed.** Without these projects, Sanders Road is expected to fail. With these projects, Sanders Road could continue to operate as a two-lane roadway at acceptable levels of service.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID 21. Tortolita TI

Project Type	Traffic Interchange
Project Sub Type	New TI
Project Location	Tortolita TI between Pinal Airpark TI and Marana Road TI
Description	Construct a new TI to support Tortolita area developments. Exact location of TI should be determined in coordination with ADOT to conform to TI spacing requirements. Pinal Airpark Rd TI ramps may need to be removed and TI may need to be converted to an overpass if it is too close to the Tortolita TI.

Project Includes:

Widening	
Safety	
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:

Benefits / Issue (s) Addressed	- Supports planned development in the area - Opportunity to enhance/add pedestrian and bicycle facilities - Addresses future congestion anticipated due to Tortolita development
Cost Range*	$$$$$
Phase	Long-Term
Project Notes/Comments	This project is a development driven project and needs to be planned in conjunction with the Tortolita development buildout plans. This project provides a more direct access to the proposed Tortolita development. This TI may not be needed if Pinal Airpark TI (Project #22) is converted to a full-diamond TI and connects to the Adonis Road alignment.
Project Lead Agency(s)	ADOT, Town of Marana, Private Developer

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**22. Pinal Airpark Road / I-10 TI**
Project Type	Traffic Interchange
Project Sub Type	TI Reconstruction
Project Location	Pinal Airpark Road / I-10
Description	Reconstruct Pinal Airpark TI to a full diamond TI and connect to Adonis Road on the east side. TI design should allow for continued access for the community along Missile Base Road via a two-way Frontage road on the east side.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	
Road Reconstruction	Yes
Development Driven	Yes
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Supports planned development in the area - Opportunity to enhance/add pedestrian and bicycle facilities - Addresses future congestion anticipated due to Tortolita development
Cost Range*	$$$$$
Phase	Long-Term
Project Notes/Comments	This project is a development driven project and needs to be planned in conjunction with the Tortolita development buildout plans. Based on most recent development plans, the north half of the development includes commercial/industrial land uses. The south half of the development includes residential land uses. This reconstructed TI may work with this land use distribution. If the Tortolita development includes predominantly residential land uses, most of the trips from the development are expected to head south towards Tucson and Pinal TI may not be utilized. This TI may not be needed if Tortolita TI (Project #21) is implemented.
Project Lead Agency(s)	ADOT, Town of Marana, Private Developer

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**23. Luckett Road: Tortolita TI to Marana Road**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Luckett Road: Tortolita TI to Marana Road
Description	Reconstruct roadway to one lane each direction with a median, sidewalks, bike facilities.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	

Project Details:	
Benefits / Issue (s) Addressed	- Supports planned development in the area - Opportunity to enhance/add pedestrian and bicycle facilities - Addresses future congestion anticipated due to planned development and provides a connection to the Tortolita TI
Cost Range*	$$$
Phase	Long-Term
Project Notes/Comments	This project is a development driven project and needs to be planned in conjunction with the Tortolita TI implementation and adjacent developments buildout. This project is not needed if Tortolita TI (Project #21) is NOT implemented.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**24. Adonis Road North Extension**
Project Type	Roadway Capacity
Project Sub Type	New Road
Project Location	Adonis Road North Extension: Cochie Canyon Trail to Pinal Airpark TI
Description	New four-lane roadway with median. Utilize street typology guidelines and collaborate with developers in the area to configure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	
Safety	Yes
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Supports planned Tortolita development - Provides another north-south route improving overall area mobility and connectivity
Cost Range*	$$$$$
Phase	Mid-Term
Project Notes/Comments	This project is a development driven project and needs to be planned in conjunction with the Tortolita TI implementation and adjacent developments buildout. The roadway limits may need to change if Tortolita TI is implemented in-lieu of Pinal Airpark Diamond TI.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**25. Adonis Road: Tangerine Road to Cochie Canyon Trail**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Adonis Road: Tangerine Road to Cochie Canyon Trail
Description	Straighten out road alignment and widen roadway to four-lanes with median. Utilize street typology guidelines and collaborate with developers in the area as needed to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Creates a more efficient route and reduces travel times - Supports planned adjacent developments - Provides a local north-south route improving mobility and access - May provide relief to Marana TI - Serves as an alternate north-south route to I-10 and the frontage roads
Cost Range*	$$$$$
Phase	Mid-Term
Project Notes/Comments	Once implemented, this corridor segment is expected to operate at acceptable levels of service in the mid-, and long-term horizon This project is contingent on a drainage/linear park project but if it does not happen, it will not negatively impact the transportation network in the short-term.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**26. Adonis Road: Avra Valley Road/Lambert Lane to Tangerine Road**
Project Type	Roadway Capacity
Project Sub Type	New Road
Project Location	Adonis Road: Avra Valley Roads/Lambert Lane to Tangerine Road
Description	New four-lane roadway with median. Utilize street typology guidelines and collaborate with developers in the area to configure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	
Safety	Yes
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Provides a local north-south route improving mobility and access - May provide relief to Tangerine TI - Serves as an alternate north-south route to I-10 and the frontage roads
Cost Range*	$$$$$
Phase	Long-Term
Project Notes/Comments	Once implemented, this corridor segment is expected to operate at acceptable levels of service in the long-term horizon
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**27. Linda Vista Boulevard: Twin Peaks Road to Thornydale Road**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Linda Vista Boulevard: Twin Peaks Road to Thornydale Road
Description	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	Yes
Safety	
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Improves overall traffic circulation in a congested area - Addresses current and future congestion - Opportunity to enhance/add pedestrian and bicycle facilities
Cost Range*	$$$$
Phase	Short-Term
Project Notes/Comments	Without widening, Linda Vista Boulevard is expected to operate at unacceptable levels of service in the short-term horizon. With improvements, Linda Vista Boulevard is expected to operate at acceptable levels of service in the short-, mid-, and long-term horizons.
Project Lead Agency(s)	Pima County, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**28. Camino De Oeste: Cortaro Farms Road to Linda Vista Boulevard**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Camino De Oeste: Cortaro Farms Road to Linda Vista Boulevard
Description	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Improves overall traffic circulation in a congested area - Addresses anticipated future congestion - Opportunity to enhance/add pedestrian and bicycle facilities
Cost Range*	$$$
Phase	Mid-Term
Project Notes/Comments	Without widening, Camino De Oeste is expected to operate at unacceptable levels of service in the short-term horizon. With improvements, Camino de Oeste is expected to operate at acceptable levels of service in the short-, mid-, and long-term horizons. Part of this roadway segment falls in the Pima County jurisdiction but is within Marana's Planning Area Boundary
Project Lead Agency(s)	Pima County, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**29. Cortaro Road: Arizona Pavilions Pkwy to Silverbell Road**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Cortaro Road: Arizona Pavilions Pkwy to Silverbell Road
Description	Widen roadway to six-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Reduces anticipated future congestion on Cortaro Road and adjacent parallel roadways including Ina Road. - Improves overall traffic circulation in the surrounding area - Opportunity to enhance/add pedestrian and bicycle facilities
Cost Range*	$$$$
Phase	Long-Term
Project Notes/Comments	Without widening, Cortaro Road and Ina Road is expected to operate at unacceptable levels of service in the long-term horizon. With improvements, Cortaro Road and Ina Road is expected to operate at acceptable levels of service in the long-term horizons.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**30. Ina Road: Silverbell Road to Wade Road**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Ina Road: Silverbell Road to Wade Road
Description	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	Yes
Safety	
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Reduces anticipated future congestion - Improves overall traffic circulation in the surrounding area - Opportunity to enhance/add pedestrian and bicycle facilities
Cost Range*	$$$$
Phase	Long-Term
Project Notes/Comments	Without widening, Ina Road is expected to operate at unacceptable levels of service in the long-term horizon. With improvements, Ina Road is expected to operate at acceptable levels of service in the long-term horizons.
Project Lead Agency(s)	Pima County

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**31. Joplin Lane Extension**
Project Type	Roadway Capacity
Project Sub Type	New Road
Project Location	Joplin Lane Extension: Linda Vista Boulevard to Cortaro Farms Road
Description	Extend Joplin Lane from Linda Vista Boulevard to Cortaro Farms Road as a two-lane roadway with medians and sidewalks.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Serves as another north-south route relieving other congested parallel routes - Supports adjacent development plans - Opportunity to provide pedestrian and bicycle facilities
Cost Range*	$$$
Phase	Mid-Term
Project Notes/Comments	Portions of this roadway segment are development driven and should be implemented in coordination with adjacent planned developments. Town could lead the completion of the remaining segments.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**32. Bill Gaudette Road**
Project Type	Roadway Capacity
Project Sub Type	New Road
Project Location	Bill Gaudette Road: Extend from Sandario Road to Tangerine Farms Road
Description	Extend Bill Gaudette Road from Sandario Road to Tangerine Farms Road as a two-lane roadway with a two-way left turn lane and sidewalks.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Supports planned adjacent developments - Provides a local east-west route improving overall mobility and access
Cost Range*	$$
Phase	Short-Term
Project Notes/Comments	This is primarily a development driven project and should be implemented in coordination with adjacent planned developments.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**33. Barnett Road: Sanders Road to I-10 Frontage Road**
Project Type	Roadway Removal
Project Sub Type	Remove Road
Project Location	Barnett Road: Sanders Road to I-10 Frontage Road
Description	Remove Barnett Road and convert to a Greenway.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Opportunity to implement enhanced walking and biking facilities
Cost Range*	$
Phase	Short-Term
Project Notes/Comments	The surrounding street network is able to absorb traffic carried by Barnett Road. Closure of this road may not have any significant traffic circulation impacts. Project is dependent on the development of a drainage/linear park project.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**34. Tangerine Road / I-10 TI Reconstruction**
Project Type	Traffic Interchange
Project Sub Type	TI Reconstruction
Project Location	Tangerine Road / I-10 TI
Description	Reconstruct TI to include grade separation over I-10 and UPRR; widen Tangerine Road to six-lanes at the TI.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	
Road Reconstruction	Yes
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Addresses anticipated future congestion at the TI
Cost Range*	$$$$$
Phase	Mid-Term
Project Notes/Comments	Tangerine Road TI reconstruction is ideally needed in the short- to mid-term phase to accommodate the planned developments on both sides of I-10 along Tangerine Road. If Moore Road TI is in-place before the full Tangerine Road TI reconstruction, then the Tangerine Road TI reconstruction may be delayed to long-term phase.
Project Lead Agency(s)	ADOT, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**35. Marana Road / I-10 TI Reconstruction**
Project Type	Traffic Interchange
Project Sub Type	TI Reconstruction
Project Location	Marana Road / I-10 TI
Description	Reconstruct TI to include grade separation over I-10 and UPRR; widen Marana Road to six-lanes at the TI.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	
Road Reconstruction	Yes
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Addresses anticipated future congestion at the TI
Cost Range*	$$$$$
Phase	Long-Term
Project Notes/Comments	This project may only be needed if the new Tortolita TI (Project ID #21) is not implemented. If Pinal Airpark TI is improved in-lieu of the new Tortolita TI, Marana TI reconstruction may still be needed. Traffic operations at the TI should be monitored and assessed in the future to determine impacts of Tortolita development to the Marana TI since the plans for Tortolita development are still evolving.
Project Lead Agency(s)	ADOT, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**36. I-10 Frontage Roads: Tangerine Road to Avra Valley Road**
Project Type	Roadway Capacity
Project Sub Type	Frontage Road Construction / Reconfiguration
Project Location	I-10 Frontage Roads: Tangerine Road to Avra Valley Road
Description	Create a one-way, two-lane frontage road system on both sides of I-10. TI improvement projects and other related roadway improvement projects should be leveraged to implement segments of the frontage road system when possible. Other frontage road segments can be implemented as standalone projects as needed.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	Yes
Road Reconstruction	Yes
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:

Benefits / Issue (s) Addressed

- Significantly streamlines traffic flow and operations along the frontage roads and freeway system
- Reduces congestion and delays at intersections
- Provides additional parallel route to use during emergencies, freeway closures, and congested time periods on the freeway
- May keep local traffic away from freeway

Cost Range* $$$$$

Phase Short-Term

Project Notes/Comments

Appendix illustrates proposed improvements to create the one-way, two-lane frontage road system. Key improvements include:

North Side Frontage Road:

- Restripe two-way frontage road to be one-way, two-lane from Tangerine Road to Avra Valley Road TI
- New Traffic signal at north ramp/frontage road junction at Avra Valley Road TI when Avra Valley is extended east
- Widen existing one-way frontage road to be one-way, two-lane frontage road from Avra Valley Road to the current terminus of the one-way, two-lane frontage road south of Avra Valley Road

South Side Frontage Road:

- Construct new one-way, two-lane frontage road from Tangerine Road TI to Rillito Village Trail
- Restripe existing two-way frontage road to be one-way, two-lane frontage road from Rillito Village Trail to Avra Valley Road TI.
- Traffic signal at south ramp/frontage road junction at Avra Valley Road TI
- Access to the community of Rillito needs to maintained.

Project Lead Agency(s) ADOT, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**37. I-10 Frontage Roads: Marana Road to Tangerine Road**
Project Type	Roadway Capacity
Project Sub Type	Frontage Road Construction / Reconfiguration
Project Location	I-10 Frontage Roads: Marana Road to Tangerine Road
Description	Create a one-way, two-lane frontage road system on both sides of I-10. TI improvement projects and other related roadway improvement projects should be leveraged to implement segments of the frontage road system when possible. Other frontage road segments can be implemented as standalone projects as needed.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	Yes
Road Reconstruction	Yes
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Significantly streamlines traffic flow and operations along the frontage roads and freeway system - Reduces congestion and delays at intersections - Provides additional parallel route to use during emergencies, freeway closures, and congested time periods on the freeway - May keep local traffic away from freeway
Cost Range*	$$$$$
Phase	Mid-Term
Project Notes/Comments	Appendix illustrates proposed improvements to create the one-way, two-lane frontage road system. Key improvements include: **North Side Frontage Road:** - Restripe existing two-way frontage road to be one-way, two-lane from Marana Road to Tangerine Road - New Traffic signal at north ramp/frontage road junction at new Moore Road TI - New Traffic signal at north ramp/frontage road junction at Tangerine Road TI **South Side Frontage Road:** - Restripe existing two-way frontage road to be one-way, two-lane frontage road from Marana Road to Crossroads Trail - Construct new one-way, two-lane frontage road from Crossroads Trail to Tangerine Road T/i - Traffic signal at south ramp/frontage road junction at Moore Road TI - New traffic signal at south ramp/frontage road junction at Tangerine Road TI
Project Lead Agency(s)	ADOT, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**38. I-10 Frontage Roads: Pinal Airpark Road to Marana Road**
Project Type	Roadway Capacity
Project Sub Type	Frontage Road Construction / Reconfiguration
Project Location	I-10 Frontage Roads: Pinal Airpark Road to Marana Road
Description	Create a one-way, two-lane frontage road system on both sides of I-10. TI improvement projects and other related roadway improvement projects should be leveraged to implement segments of the frontage road system when possible. Other frontage road segments can be implemented as standalone projects as needed.

Project Includes:	
Widening	Yes
Safety	
New Road or Network Gap	Yes
Road Reconstruction	Yes
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Significantly streamlines traffic flow and operations along the frontage roads and freeway system - Reduces congestion and delays at intersections - Provides additional parallel route to use during emergencies, freeway closures, and congested time periods on the freeway - May keep local traffic away from freeway
Cost Range*	$$$$$
Phase	Mid-Term
Project Notes/Comments	Appendix illustrates proposed improvements to create the one-way, two-lane frontage road system. Key improvements include: **North Side Frontage Road:** - New traffic signal at north ramp/frontage road junction at Pinal Airpark TI - Restripe existing two-way frontage road to be one-way, two-lane from Pinal Airpark TI to Marana Road - New traffic signal at north ramp/frontage road junction at Marana Road TI **South Side Frontage Road** - Construct new one-way, two-lane frontage road from Pinal Airpark TI to Marana Road - New traffic signal at south ramp/frontage road junction at Pinal Airpark TI - New traffic signal at south ramp/frontage road junction at Marana Road TI
Project Lead Agency(s)	ADOT, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**39. Moore Road: Sanders Road to I-10**
Project Type	Pavement Preservation
Project Sub Type	Pavement Rehabilitation
Project Location	Moore Road: Sanders Road to I-10
Description	Rehabilitate pavement. Opportunity to restripe roadway to includes pedestrian and/or bicycle facilities

Project Includes:	
Widening	
Safety	
New Road or Network Gap	
Road Reconstruction	Yes
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Opportunity to add/enhance walking and biking facilities - Project enhances pavement condition
Cost Range*	$
Phase	Short-Term
Project Notes/Comments	
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**40. Twin Peaks Road: West City Limits to Quarry Road**
Project Type	Pavement Preservation
Project Sub Type	Pavement Rehabilitation
Project Location	Twin Peaks Road: West City Limits to Quarry Road
Description	Rehabilitate pavement. Opportunity to restripe roadway to includes pedestrian and/or bicycle facilities

Project Includes:	
Widening	
Safety	
New Road or Network Gap	
Road Reconstruction	Yes
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Opportunity to add/enhance walking and biking facilities - Project enhances pavement condition
Cost Range*	$$$
Phase	Short-Term
Project Notes/Comments	
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**41. Ina Road and Thornydale Road Corridor Optimization**
Project Type	Intersection Enhancements
Project Sub Type	Signal Operations Evaluation
Project Location	Ina Road: Silverbell Road to Camino De Las Capas; Thornydale Road: Ina Road to Orange Grove Road
Description	Maintain corridor traffic operations by regularly evaluating and updating coordinated and optimized signal timing plans for AM/PM/Mid-day periods. Consider recommendations for: - Future traffic signal upgrades (hardware/software) to enhance signal coordination - Additional turn lanes or adjustments to existing turn lane lengths, signage needs, etc. to address congestion at intersections - Improvements for mid-block segments including driveway consolidation, signage, and medians/turn bay length/location adjustments

Project Includes:	
Widening	
Safety	
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	

Project Details:	
Benefits / Issue (s) Addressed	- Potential low-cost method to reduce congestion at intersections by coordinating and optimizing signal timings along the corridors
Cost Range*	$
Phase	Short-Term
Project Notes/Comments	Recommend evaluating both corridors as a single project. Project outcomes should include: - Short-term, low-cost, easily implementable signal timing recommendations - Other recommendations that may require minor construction, new equipment installation, etc.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**42. Cortaro Rd / Cortaro Farms Road Corridor Optimization**
Project Type	Intersection Enhancements
Project Sub Type	Signal Operations Evaluation
Project Location	Cortaro Rd / Cortaro Farms Road: Silverbell Road to Camino De Oeste
Description	Maintain corridor traffic operations by regularly evaluating and updating coordinated and optimized signal timing plans for AM/PM/Mid-day periods. Consider recommendations for: - Future traffic signal upgrades (hardware/software) to enhance signal coordination - Additional turn lanes or adjustments to existing turn lane lengths, signage needs, etc. to address congestion at intersections - Improvements for mid-block segments including driveway consolidation, signage, and medians/turn bay length/location adjustments

Project Includes:	
Widening	
Safety	
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	

Project Details:	
Benefits / Issue (s) Addressed	- Potential low-cost method to reduce congestion at intersections by coordinating and optimizing signal timings along the corridors
Cost Range*	$
Phase	Short-Term
Project Notes/Comments	Recommend evaluating all signals along the corridor as a single project. Project outcomes should include: - Short-term, low-cost, easily implementable signal timing recommendations - Other recommendations that may require minor construction, new equipment installation, etc.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**43. Avra Valley Road / I-10 TI**
Project Type	Traffic Interchange
Project Sub Type	TI Reconstruction
Project Location	Avra Valley Road / I-10 TI
Description	Reconstruct TI to a full access interchange. This project complements project #18.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	Yes
Road Reconfiguration	
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Addresses anticipated future congestion - Opportunity to enhance/add pedestrian and bicycle facilities - Supports planned development in the area - Provides another I-10 full access point
Cost Range*	$$$$$
Phase	Long-Term
Project Notes/Comments	If this full-diamond TI is in place along with the Avra Valley Road extension, it is expected to provide relief to Tangerine Road, Tangerine TI, and Twin Peaks Road. The TI operates at acceptable levels of service in the long-term phase. Without this improvement, Tangerine Road may need to be widened to six-lanes in the long-term phase and Tangerine Road TI needs to be reconstructed.
Project Lead Agency(s)	ADOT, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**44. Moore Road: I-10 to Adonis Road**
Project Type	Roadway Capacity
Project Sub Type	New Road
Project Location	Moore Road: I-10 to Adonis Road
Description	Extend Moore Road to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Supports planned development in the area - Opportunity to enhance/add pedestrian and bicycle facilities - Addresses future congestion anticipated due to Moore Road TI and adjacent planned developments
Cost Range*	$$$$$
Phase	Long-Term
Project Notes/Comments	This project is only needed if the new Moore Road TI (Project #3) is constructed. This is a development driven project.
Project Lead Agency(s)	Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**45. Rillito Community Connection**
Project Type	Roadway Capacity
Project Sub Type	New Road
Project Location	David Lane: Benta Vista Street to Rillito Village Trail
Description	Create new connection along David Lane to maintain full access to the Rillito Village Community once the Frontage Roads are converted to one-way. Further study needs to be conducted to determine the exact location and to address any environmental, right-of-way, or other constraints.

Project Includes:	
Widening	
Safety	
New Road or Network Gap	Yes
Road Reconstruction	
Development Driven	
Road Reconfiguration	
Multimodal Enhancements	

Project Details:	
Benefits / Issue (s) Addressed	- Helps maintain full access for the Rillito community once the I-10 eastbound frontage road is converted to a one-way - New intersections need to be created at Benta Vista Street / David Lane and Rillito Village Trail / David Lane
Cost Range*	$$$$$
Phase	Short-Term
Project Notes/Comments	This project should be completed in conjunction with project #36.
Project Lead Agency(s)	Town of Marana, ADOT

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

Project ID	**46. Sandario Road: Twin Peaks Road to Picture Rocks Road**
Project Type	Roadway Capacity
Project Sub Type	Widening
Project Location	Sandario Road: Twin Peaks Road to Picture Rocks Road
Description	Widen roadway to four-lanes with median. Utilize street typology guidelines to reconfigure roadway to accommodate appropriate median, biking and walking facilities.

Project Includes:	
Widening	Yes
Safety	Yes
New Road or Network Gap	
Road Reconstruction	
Development Driven	
Road Reconfiguration	Yes
Multimodal Enhancements	Yes

Project Details:	
Benefits / Issue (s) Addressed	- Addresses anticipated future congestion - Opportunity to enhance/add pedestrian and bicycle facilities - Supports airport growth and improves landside circulation around the airport
Cost Range*	$$$
Phase	Long-Term
Project Notes/Comments	Once widened to four-lanes, Sandario Road is expected to operate at acceptable levels of service in the short-, mid-, and long-term horizons. Sandario Road is one of very few north-south regional routes used by daily commuters in the region.
Project Lead Agency(s)	Pima County, Town of Marana

** $ = Less than $1M; $$ = $1M to $3M; $$$ = $3M to $10M; $$$$ = $10M to $25M; $$$$$ = Greater than $25M*

RECOMMENDED MULTIMODAL IMPROVEMENTS

The following pages are a series of multimodal improvement project sheets. Each project sheet provides basic information about the project, including:

- Project location
- Project description
- Type of improvement
- Benefits of the project
- Recommended implementation phase
- Additional notes and comments
- Lead agency

Projects are listed numerically by their Project ID number and color coded by the recommended phasing. The ID number merely serves as an identification number to track the project going forward. It does **not** represent an implementation priority.

Project ID	1. Tangerine Road: West of I-10 to East of Marana Tech Drive Shared Use Path
Project Type	Install new shared use path
Project Location	Tangerine Road: West of I-10 to East of Marana Tech Drive
Description	Install a 12-foot-wide shared use path to provide multimodal connectivity east and west of the I-10 corridor. West of Adonis Road, the shared use path is proposed to be located on the south side of the corridor. At Adonis Road, the path transitions to be located on the north side of the corridor.
Project Details:	
Benefits / Issue (s) Addressed	- Addresses non-motorized transportation barrier across I-10 and the UPRR. - Expands Marana's shared use path network to create a long-distance non-motorized transportation corridor.
Phase	Short-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #1.
Project Lead Agency(s)	Town of Marana. Coordination with ADOT and UPRR is needed.

Project ID	2. Tangerine Road: East of Marana Tech Drive to Dove Mountain Boulevard/Twin Peaks Road Shared Use Path
Project Type	Install new shared use path
Project Location	Tangerine Road: East of Marana Tech Drive to Dove Mountain Boulevard/Twin Peaks Road
Description	Install a 12-foot-wide shared use path on the north side of the corridor to connect the existing shared use path to Multimodal Project #1
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's shared use path network to create a long-distance non-motorized transportation corridor.
Phase	Short-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #1.
Project Lead Agency(s)	Town of Marana

Project ID	3. Silverbell Road: Ina Road to Sunset Road
Project Type	Add sidewalks and bicycle facilities
Project Location	Silverbell Road: Ina Road to Sunset Road
Description	Install bike facilities and sidewalks to provide local and regional connectivity to the Loop Shared Use Path and residential areas. During the design phase, the feasibility of integrating a shared use path and creating new connections to key destinations should be evaluated. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's shared use path network to create a long-distance non-motorized transportation corridor.
Phase	Short-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #8.
Project Lead Agency(s)	Town of Marana

Project ID	4. Linda Vista Boulevard: Twin Peaks Road to Thornydale Road
Project Type	Add sidewalks and bicycle facilities
Project Location	Linda Vista Boulevard: Twin Peaks Road to Thornydale Road
Description	Install sidewalks and bicycle facilities to connect multimodal facilities on Twin Peaks Road to Arthur Pack Regional Park. During the design phase, the feasibility of integrating a shared use path and creating new connections to key destinations should be evaluated. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network to create a connection from existing bike facilities on Twin Peaks and Thornydale Road.
Phase	Short-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #27. Coordination with Sun Tran will be required to determine appropriate infrastructure design and to address and first-last mile connectivity needs.
Project Lead Agency(s)	Town of Marana, Pima County.

Project ID	5. Thornydale Road: Cortaro Farms Road to Moore Road
Project Type	Add sidewalks and bicycle facilities
Project Location	Thornydale Road: Cortaro Farms Road to Moore Road
Description	Install sidewalks and bicycle facilities to connect multimodal facilities on Thornydale Road to provide a regional multimodal connection for residents and visitors. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network to create a connection from existing bike facilities on Tangerine Road to residents.
Phase	Short-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #12.
Project Lead Agency(s)	Town of Marana, Pima County.

Project ID	6. Lambert Lane: Avra Valley Road Extension to Camino de Oeste
Project Type	Add sidewalks and bicycle facilities
Project Location	Lambert Lane: Avra Valley Road Extension to Camino de Oeste
Description	Install sidewalks and bicycle facilities to connect multimodal facilities on Lambert Lane to expand the reach of multimodal facilities on Twin Peaks Road. Facilities should follow recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network to create a connection from existing bike facilities on Twin Peaks Road to residents.
Phase	Mid-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #15.
Project Lead Agency(s)	Town of Marana, Pima County.

Project ID	7. Twin Peaks Road: Saguaro Highlands Drive to Silverbell Road
Project Type	Install new shared use path
Project Location	Twin Peaks Road: Saguaro Highlands Drive to Silverbell Road
Description	Install new shared use path to connect residential areas to key destinations and existing multimodal facilities.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network to create a connection from existing bike facilities.
Phase	Short-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #7.
Project Lead Agency(s)	Town of Marana

Project ID	8. Barnett Road: Sanders Road to I-10 Frontage Road
Project Type	Convert existing Barnett Road to a Linear Park
Project Location	Barnett Road: Sanders Road to I-10 Frontage Road
Description	Reconstruct Barnett Road into a Linear Park and Flood Control Channel along the existing Barnett Road alignment from I-10 to the Santa Cruz River.
Project Details:	
Benefits / Issue (s) Addressed	- Provides a major east-west drainage channel to relieve flooding from the Tortolita Alluvial fan to the Santa Cruz. - Creates a new recreation area and park to expand Marana's park system and multimodal transportation system.
Phase	Short-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #33.
Project Lead Agency(s)	Town of Marana

Project ID	9. Camino de Oeste: Cortaro Farms Road to Linda Vista Blvd
Project Type	Add sidewalks and bicycle facilities
Project Location	Camino de Oeste: Cortaro Farms Road to Linda Vista Blvd
Description	Install sidewalks and bicycle facilities to connect multimodal facilities and evaluate pedestrian crossing needs on Cartaro Farms Road and recommended facilities on Linda Vista Boulevard. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network.
Phase	Mid-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #28.
Project Lead Agency(s)	Town of Marana

Project ID	10. Moore Road: Sanders Road to Adonis Road
Project Type	Install new shared use path
Project Location	Moore Road: Sanders Road to Adonis Road
Description	Connect multimodal facilities from Sanders Road to Adonis Road on Moore Road.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases multimodal facilities in a developing residential area.
Phase	Long-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #19.
Project Lead Agency(s)	Town of Marana

Project ID	11. Sanders Road: Moore Road to Avra Valley Road
Project Type	Add bicycle facilities
Project Location	Sanders Road: Moore Road to Avra Valley Road
Description	Install bicycle facilities to connect multimodal facilities on Sanders Road. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Increases access to the Loop Shared Use Path. - Expands Marana's multimodal network.
Phase	Long-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #20.
Project Lead Agency(s)	Town of Marana

Project ID	12. Sanders Road: Moore Road to Avra Valley Road
Project Type	Install new shared use path
Project Location	Sanders Road: Moore Road to Avra Valley Road
Description	As development occurs, install shared use path to further increase comfort for those walking and biking to/from the Loop Shared Use Path.
Project Details:	
Benefits / Issue (s) Addressed	- Increases access of the Loop Shared Use Path. - Expands Marana's multimodal network.
Phase	Long-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #20.
Project Lead Agency(s)	Town of Marana

Project ID	13. Ina Road: I-10 to Camino De La Tierra
Project Type	Add bicycle facilities
Project Location	Ina Road: I-10 to Camino De La Tierra
Description	Upgrade bicycle facilities to increase buffer between vehicles and pedestrians and cyclists. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Increases separation of bicyclists from vehicles. - Expands Marana's multimodal network.
Phase	Mid-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #10. Coordination with Sun Tran will be required to determine appropriate infrastructure design and to address and first-last mile connectivity needs.
Project Lead Agency(s)	Town of Marana

Project ID	14. Avra Valley Road: Sanders Road to I-10
Project Type	Add bicycle facilities
Project Location	Avra Valley Road: Sanders Road to I-10
Description	Upgrade bicycle facilities to increase buffer between vehicles and pedestrians and cyclists. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Increases separation of bicyclists from vehicles on a high ridership bicycle route. - Expands Marana's multimodal network.
Phase	Mid-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #11.
Project Lead Agency(s)	Town of Marana

Project ID	15. Sandario Road: Avra Valley Road to Picture Rocks Road
Project Type	Add bicycle facilities
Project Location	Sandario Road: Avra Valley Road to Picture Rocks Road
Description	Expand Marana's bicycle network by filling in bicycle facility gaps and increasing the buffer between vehicles and cyclists. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Increases separation of bicyclists from vehicles. - Expands Marana's multimodal network on a high ridership bicycle route.
Phase	Mid-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #16.
Project Lead Agency(s)	Town of Marana

Project ID	16. Marana Road: I-10 to Luckett Road
Project Type	Add bicycle facilities
Project Location	Marana Road: I-10 to Luckett Road
Description	Install bicycle facilities to connect the future extended Santa Cruz River shared-use path, per the Marana Parks and Recreation Master Plan and to Downtown Marana. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network.
Phase	Mid-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #13.
Project Lead Agency(s)	Town of Marana

Project ID	17. Adonis Road: Tangerine Road to CAP Canal Trailhead
Project Type	Add bicycle facilities to trailhead
Project Location	Adonis Road: Tangerine Road to CAP Canal Trailhead
Description	Add in shared use path to connect Tangerine Road to CAP Canal Trailhead
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network.
Phase	Mid-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #25.
Project Lead Agency(s)	Town of Marana

Project ID	18. Ina Road: Silverbell Road to Wade Road
Project Type	Add sidewalks and bicycle facilities
Project Location	Ina Road: Silverbell Road to Wade Road
Description	Install sidewalks and bicycle facilities to connect multimodal facilities on Silverbell Road to residential development. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network.
Phase	Long-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #30.
Project Lead Agency(s)	Town of Marana

Project ID	**19. Ina Road: I-10 to Silverbell Road**
Project Type	Add sidewalks and bicycle facilities
Project Location	Ina Road: I-10 to Silverbell Road
Description	Fill-in sidewalk and bicycle facilities gaps on Ina Road to connect residents to key destinations and the Loop Shared Use Path. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases connectivity to the Loop Shared Use Path
Phase	Long-Term
Project Notes/Comments	Coordination with Sun Tran will be required to determine appropriate infrastructure design and to address and first-last mile connectivity needs.
Project Lead Agency(s)	Town of Marana

Project ID	**20. Luckett Road: Tortolita TI to Marana Road**
Project Type	Add sidewalks and bicycle facilities
Project Location	Luckett Road: Tortolita TI to Marana Road
Description	As development occurs, install sidewalks and bicycle facilities to connect multimodal facilities on Tangerine Road to residential development. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network.
Phase	Long-Term
Project Notes/Comments	This project should be completed in conjunction with roadway improvement project #23.
Project Lead Agency(s)	Town of Marana

Project ID	21. Sanders Road: The Loop Shared Use Path to Moore Road
Project Type	Install shared use path
Project Location	Sanders Road: The Loop Shared Use Path to Moore Road
Description	Install shared use path to connect the Loop Shared Use Path to recommended facilities on Moore Road. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Provides critical connection from The Loop Shared Use Path to Barnett Road Linear Park and Marana Road
Phase	Mid-Term
Project Lead Agency(s)	Town of Marana

Project ID	22. Sanders Road: Moore Road to Marana Road
Project Type	Install shared use path
Project Location	Sanders Road: Moore Road to Marana Road
Description	Install shared use path to connect the Loop Shared Use Path, recommended facilities on Moore Road, Barnett Road Linear Park, and Downtown Marana. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Provides critical connection from The Loop Shared Use Path to Barnett Road Linear Park and Marana Road
Phase	Mid-Term
Project Lead Agency(s)	Town of Marana

Project ID	23. Grier Road: Tangerine Farms Road to Sandario Road
Project Type	Add sidewalks and bicycle facilities
Project Location	Grier Road: Tangerine Farms Road to Sandario Road
Description	Install sidewalks and bicycle facilities to provide increased connectivity to existing multimodal facilities in Downtown Marana. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases connectivity to the Loop Shared Use Path
Phase	Short -Term
Project Notes/Comments	Project should proceed as development occurs.
Project Lead Agency(s)	Town of Marana

Project ID	24. Grier Road: Sanders Road to Tangerine Farms Road
Project Type	Add sidewalks and bicycle facilities
Project Location	Grier Road: Sanders Road to Tangerine Farms Road
Description	Install sidewalks and bicycle facilities to provide increased connectivity to existing multimodal facilities in Downtown Marana. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network.
Phase	Mid-Term
Project Notes/Comments	Project should proceed as development occurs.
Project Lead Agency(s)	Town of Marana

Project ID	**25. Sandario Road: Marana Road to Barnett Road**
Project Type	Add sidewalks and bicycle facilities
Project Location	Sandario Road: Marana Road to Barnett Road
Description	Install sidewalks and bicycle facilities to provide increased connectivity to existing multimodal facilities in Downtown Marana. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases connectivity to the Loop Shared Use Path
Phase	Long-Term
Project Lead Agency(s)	Town of Marana

Project ID	**26. Sandario Road: Barnett Road to Moore Road**
Project Type	Add sidewalks and bicycle facilities
Project Location	Sandario Road: Barnett Road to Moore Road
Description	Install sidewalks and bicycle facilities to provide increased connectivity from residential developments to Downtown Marana. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network.
Phase	Mid-Term
Project Lead Agency(s)	Town of Marana

Project ID	**27. Lon Adams Road: Majorie W Estes Elementary School to Barnett Road**
Project Type	Add sidewalks and bicycle facilities
Project Location	Lon Adams Road: Majorie W Estes Elementary School to Barnett Road
Description	Fill in sidewalk and bicycle facility gaps to provide a cohesive multimodal network in Downtown Marana. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases connectivity and safety to Majorie W Estes Elementary School
Phase	Short -Term
Project Lead Agency(s)	Town of Marana

Project ID	**28. Twin Peaks Road: Sandario Road to Saguaro Highlands Drive**
Project Type	Add sidewalks and bicycle facilities
Project Location	Twin Peaks Road: Sandario Road to Saguaro Highlands Drive
Description	As development occurs, install sidewalks and bicycle facilities to connect to recommended multimodal facilities. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network.
Phase	Long-Term
Project Lead Agency(s)	Town of Marana

Project ID	**29. Scenic Drive: Pima Farms Road to Silverbell Road**
Project Type	Widen bicycle facilities
Project Location	Scenic Drive: Pima Farms Road to Silverbell Road
Description	Widen existing bicycle facilities to provide increased space for cyclists. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases connectivity to the Scenic Drive Trailhead
Phase	Mid-Term
Project Lead Agency(s)	Town of Marana. Coordination with Pima County is needed.

Project ID	**30. Moore Road: Wild Burro Road to Dove Mountain Boulevard**
Project Type	Install Shared Use Path
Project Location	Moore Road: Wild Burro Road to Dove Mountain Boulevard
Description	Install shared use path to the existing community trail on Dove Mountain Boulevard to Dove Mountain CSTEM K-8 School and the Tortolita Preserve Trailhead. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases connectivity and safety to the Dove Mountain CSTEM K-8 School
Phase	Long-Term
Project Notes/Comments	Project design should provide ample space to allow multimodal students to safely cross Dove Mountain Boulevard and to walk or bike along the corridor. Dove Mountain Community Association has a License Agreement that includes landscaping and pedestrian paths.
Project Lead Agency(s)	Town of Marana

Project ID	**31. Moore Road: Dove Mountain to East Marana Planning Boundary**
Project Type	Add sidewalks and bicycle facilities
Project Location	Moore Road: Dove Mountain to East Marana Planning Boundary
Description	Install sidewalks and bicycle facilities to provide increased connectivity to existing multimodal facilities. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Connects with recommended multimodal facilities on Moore Road and Dove Mountain Boulevard to increase connectivity and safety to Dove Mountain.
Phase	Long-Term
Project Notes/Comments:	Coordination with Oro Valley and Pima County should occur to ensure that facilities are continuous.
Project Lead Agency(s)	Town of Marana, Pima County.

Project ID	**32. Camino de Marana: Twin Peaks Road to Tangerine Road**
Project Type	Install Shared Use Path
Project Location	Camino de Marana: Twin Peaks Road to Tangerine Road
Description	Install shared use path to connect existing multimodal facilities on Twin Peaks Road and Tangerine Road. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Provide multimodal options to cyclists.
Phase	Long-Term
Project Lead Agency(s)	Town of Marana, Pima County

Project ID	**33. Dove Mountain Boulevard: Tangerine Road to Moore Road**
Project Type	Install Shared Use Path
Project Location	Dove Mountain Boulevard: Tangerine Road to Moore Road
Description	As multimodal demand increases, install shared use path to provide additional separation for cyclists and vehicles. Facilities should follow the recommendations provided in the Street Typologies, in collaboration with Dove Mountain Community Association.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases separation of bicyclists from vehicles.
Phase	Long-Term
Project Notes/Comments:	- Path design should incorporate features to minimize conflicts between pedestrians and cyclists. - Dove Mountain Community Association has a License Agreement, which gives the Association responsibility for landscaping and pedestrian paths.
Project Lead Agency(s)	Town of Marana

Project ID	**34. Cortaro Road: Ina Road to Quail Covey Place**
Project Type	Add sidewalks and bicycle facilities
Project Location	Cortaro Road: Ina Road to Quail Covey Place
Description	Install shared use path to connect existing facilities to residential areas west of Silverbell Road. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network.
Phase	Long-Term
Project Lead Agency(s)	Town of Marana, Pima County

Project ID	**35. Wade Road: Ina Road to Wade View Way**
Project Type	Install Shared Use Path
Project Location	Wade Road: Ina Road to Wade View Way
Description	Widen existing sidewalk and fill-in gaps to provide continuous connectivity along Wade Road. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases separation of bicyclists from vehicles.
Phase	Long-Term
Project Lead Agency(s)	Town of Marana.

Project ID	**36. Silverbell Road: Twin Peaks Road to Saguaro Peaks Boulevard**
Project Type	Install Shared Use Path
Project Location	Silverbell Road: Twin Peaks Road to Saguaro Peaks Boulevard
Description	Widen existing sidewalk to connect existing facilities to residential areas north of Twin Peaks Road. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases separation of bicyclists from vehicles.
Phase	Long-Term
Project Lead Agency(s)	Town of Marana

Project ID	**37. White Avenue: The Loop Shared Use Path to Moore Road**
Project Type	Install Shared Use Path
Project Location	White Avenue: The Loop Shared Use Path to Moore Road
Description	Install shared use path to increase connectivity from the Loop Shared Use Path to recommended facilities on Moore Road. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases separation of bicyclists from vehicles.
Phase	Long-Term
Project Lead Agency(s)	Town of Marana.

Project ID	**38. Sanders Road: Marana Road to Planned Shared Use Path**
Project Type	Install Shared Use Path
Project Location	Sanders Road: Marana Road to proposed Parks and Recreation Master Plan planned shared use path north of Marana Road.
Description	As development occurs, install shared use path to the proposed trail from Marana's Park and Recreation Master Plan. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases separation of bicyclists from vehicles.
Phase	Long-Term
Project Lead Agency(s)	Town of Marana

Project ID	39. Grier Road: The Future Extended Santa Cruz River Path to Sanders Road
Project Type	Install Shared Use Path
Project Location	Grier Road: The Future Extended Santa Cruz River Path to Sanders Road
Description	As development occurs, install shared use path from the future Santa Cruz River Path extension to Sanders Road. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases separation of bicyclists from vehicles.
Phase	Long-Term
Project Lead Agency(s)	Town of Marana.

Project ID	40. Silverbell Road: Ina Road to Twin Peaks Road
Project Type	Install Shared Use Path
Project Location	Silverbell Road: Ina Road to Twin Peaks Road
Description	As multimodal demand increases, widen sidewalks to create a shared use path to provide increased separation between vehicles and pedestrians and cyclists. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases separation of bicyclists from vehicles.
Project Notes/Comments	Coordination with Sun Tran will be required to determine appropriate infrastructure design and to address and first-last mile connectivity needs.
Phase	Long-Term
Project Lead Agency(s)	Town of Marana

Project ID	41. Twin Peaks Road: Silverbell Road to The Loop Shared Use Path
Project Type	Install Shared Use Path
Project Location	Twin Peaks Road: Silverbell Road to The Loop Shared Use Path
Description	As multimodal demand increases, widen sidewalks to create a shared use path to provide increased separation between vehicles and pedestrians and cyclists. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases separation of bicyclists from vehicles.
Phase	Long-Term
Project Lead Agency(s)	Town of Marana.

Project ID	42. Tangerine Road: Thornydale Road to Twin Peaks Road
Project Type	Install Shared Use Path
Project Location	Tangerine Road: Thornydale Road to Twin Peaks Road
Description	As multimodal demand increases, work with developers to extend the shared use path network along the southern portion of Tangerine Road. Facilities should follow the recommendations provided in the Street Typologies.
Project Details:	
Benefits / Issue (s) Addressed	- Expands Marana's multimodal network. - Increases separation of bicyclists from vehicles.
Phase	Long-Term
Project Lead Agency(s)	Town of Marana.

RECOMMENDED CROSSING IMPROVEMENTS

ID	Project Type	Project Description
●	**New Crossings Assessment**	The following intersections represent locations where a potential new pedestrian and/or bicycle crossing may be needed to provide direct access to destinations or facilities. To complete the bicycle and pedestrian network, safe and comfortable crossings are needed to improve connectivity. It is recommended to perform an engineering evaluation at identified Low Stress Crossing locations to determine the need and feasibility of upgrading the intersections/crossings to incorporate signalization, bike detection, or other crossing treatments. Locations include: • Sandario Road and Barnett Road • Lon Adams Road and Barnett Road • Lon Adams Road and Drawbar Drive • Midfield Road and Tangerine Road • Twin Peaks Road and Blue Bonnet Road • Twin Peaks Road and Oasis Road • Sunflower Park Drive and Coachline Boulevard • Sunflower Ridge Road and Twin Peaks Road • Silverbell Road and Quail Park Place • Camino de Oeste and Massingale Road • Ina Road: Between Aerie Drive and Thornydale Road
△	**Upgrade Crossing Assessment**	The following crossings are located along heavily used bicycle facilities today and may warrant upgrades to improve the safety and comfort for cyclists. It is recommended to perform an engineering evaluation at identified Low Stress Crossings locations to determine the need and feasibility of upgrading the intersections/crossings to incorporate signalization, bike detection, or other crossing treatments. Locations include: • I-10 and Avra Valley Road • Scenic Drive and Silverbell Road • Clover Way and Twin Peaks Road • Silver Moon Way and Silverbell Road • Siesta Rock Drive and Continental Reserve Loop • Silverbell Road/Somerton Drive/Continental Reserve Loop
■	**The Loop Shared Use Path Access Locations Paths**	To expand access to the Chuck Huckelberry Loop, additional trailheads were identified. These trailheads aid in expanding the reach of the Loop by providing additional access points for residents and long-distance riders to access facilities. Potential connections to evaluate include: • Avra Valley Road and the Chuck Huckelberry Loop • Near Wade Mclean Neighborhood Park and the Chuck Huckelberry Loop



MARANA AZ

TRANSPORTATION MASTER PLAN

APPENDIX B. FRONTAGE ROAD DESIGN CONCEPT

KITTELSON & ASSOCIATES

Maintain Existing Two-Way Frontage Road

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

Construct New On-Ramp

Construct New Off-Ramp

I-10

Remove Existing TI Ramps

Pinal Airpark Rd

Reconstruct Pinal Airpark TI to be Full Diamond TI
Install Traffic Signals at Both Intersections

Construct New Off-Ramp

Construct New On-Ramp

Remove Existing TI Ramps

Construct New Two-Lane One-Way Frontage Road

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES



Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

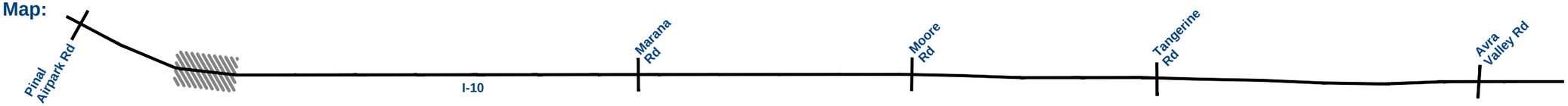
Exist ROW

Construct New Two-Lane One-Way Frontage Road

I-10

Exist ROW

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Exist ROW

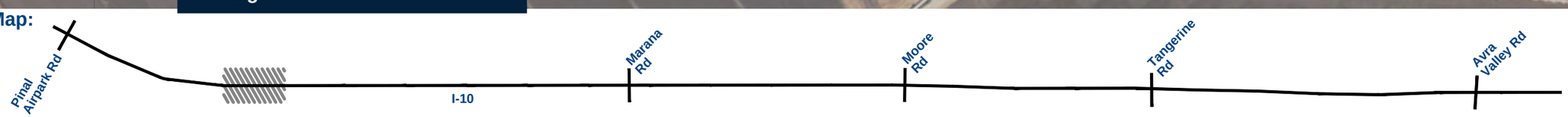
Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

I-10

Construct New Two-Lane One-Way Frontage Road

Exist ROW

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES



Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Exist ROW

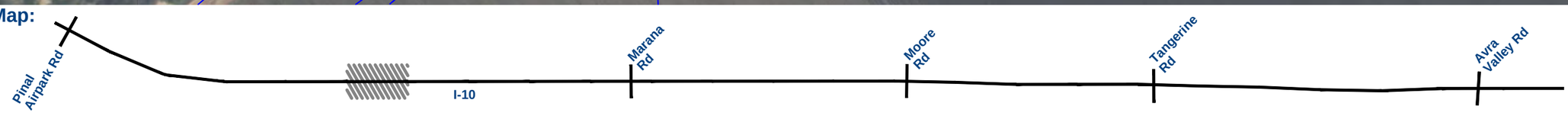
Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

I-10

Construct New Two-Lane One-Way Frontage Road

Hardin Rd

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Exist ROW

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

I-10

Construct New Two-Lane One-Way Frontage Road

Kirby Hughes Rd

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

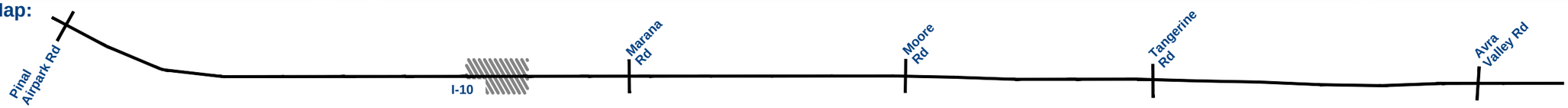
Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES



Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES



Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES



Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Reconstruct Ramp to Merge with Frontage Road

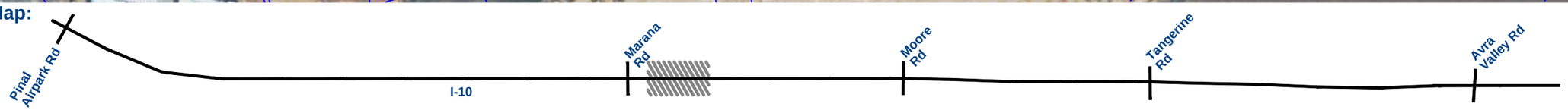
Exist ROW

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

I-10

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Exist ROW

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

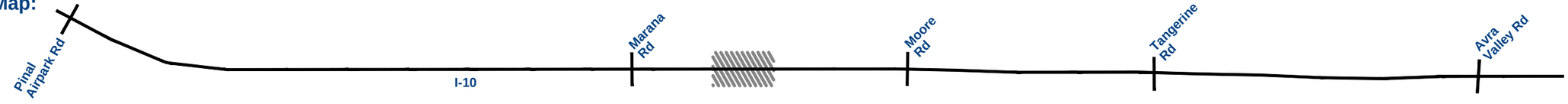
I-10

McDuff Rd

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

Grier Rd

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

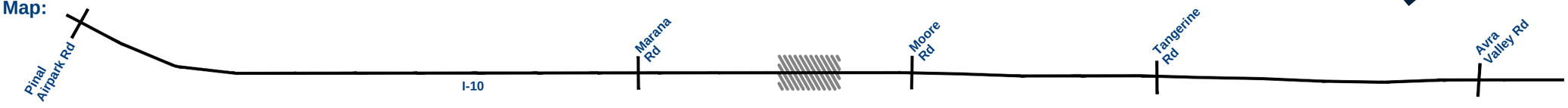
I-10

Exist ROW

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

Postvale Rd

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

I-10

Exist ROW

Close Barnett Road

Barnett Rd

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

Key Map:



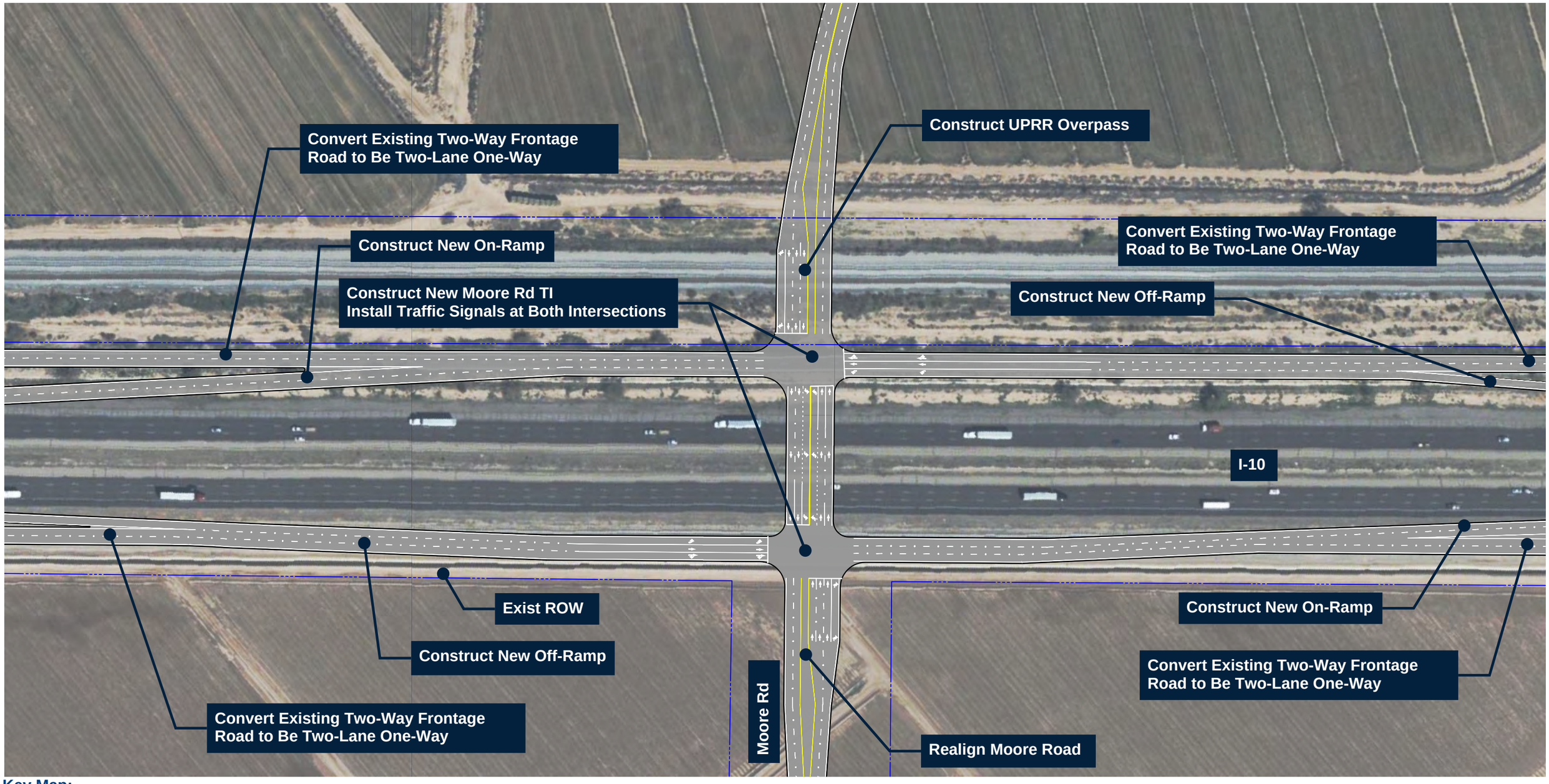
1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES



Key Map:



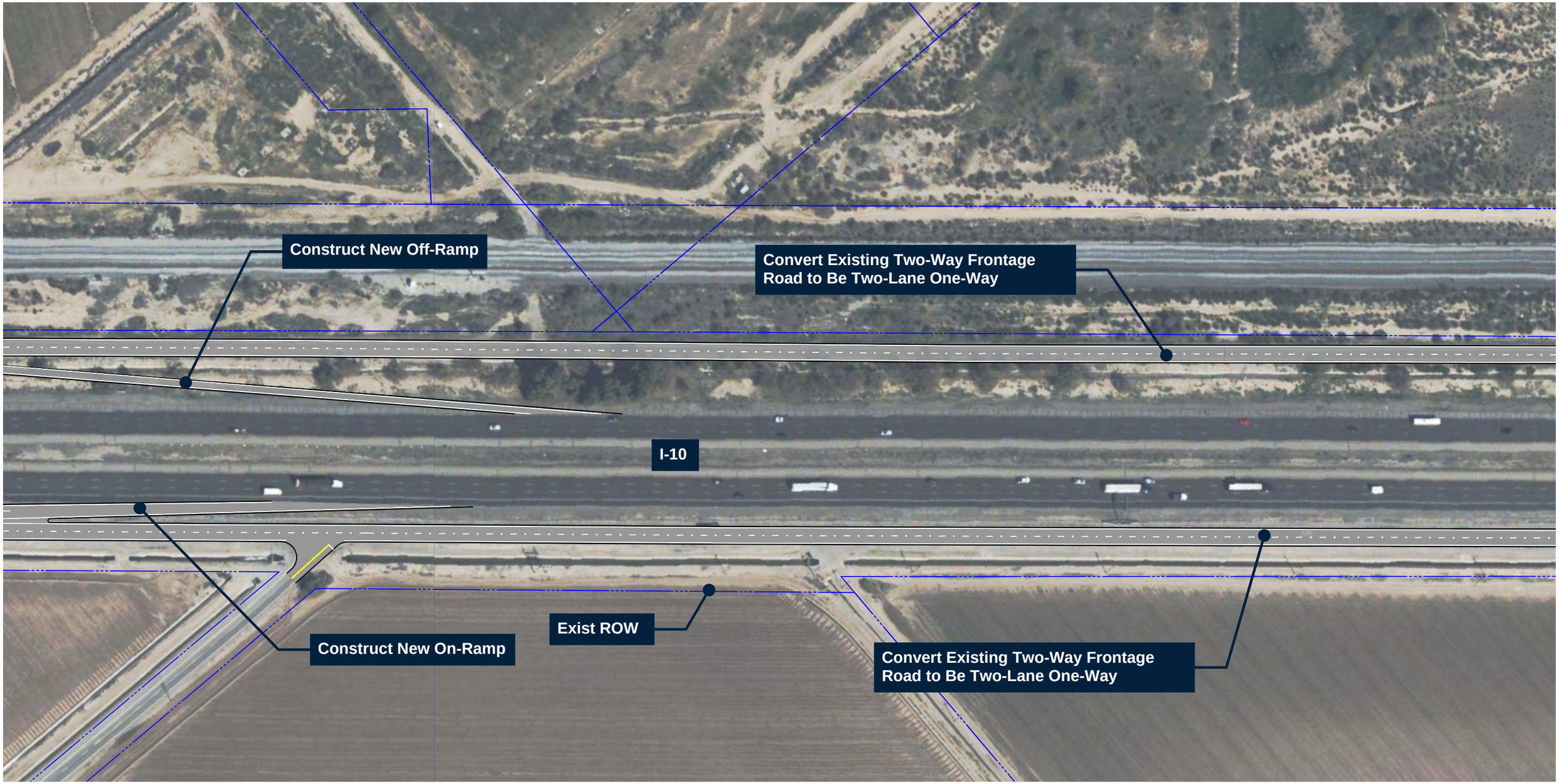
1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

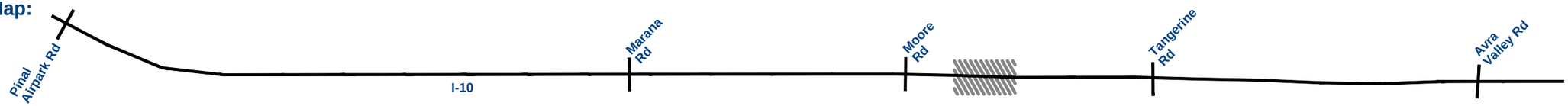
Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES



Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

I-10

Exist ROW

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

I-10

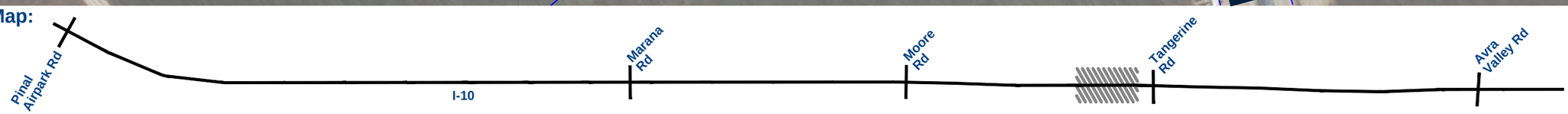
Exist ROW

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

Crossroads Tr

Construct New Two-Lane One-Way Frontage Road

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Tangerine Rd

Maintain Existing Two-Lane One-Way Frontage Road

Exist ROW

Reconstruct Ramp to Merge with Frontage Road

I-10

Reconstruct Ramp to Merge with Frontage Road

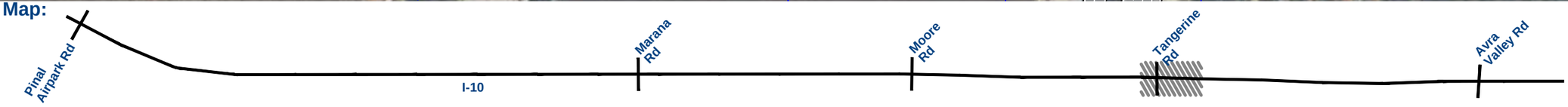
Construct New On-Ramp

Construct New Two-Lane One-Way Frontage Road

Reconstruct Tangerine Rd TI Including Abutment Lanes

Construct New Two-Lane One-Way Frontage Road

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Exist ROW

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

Construct New On-Ramp

I-10

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

Construct New Two-Lane One-Way Frontage Road

Rillito Village Tr

Construct New Two-Lane Road

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Exist ROW

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

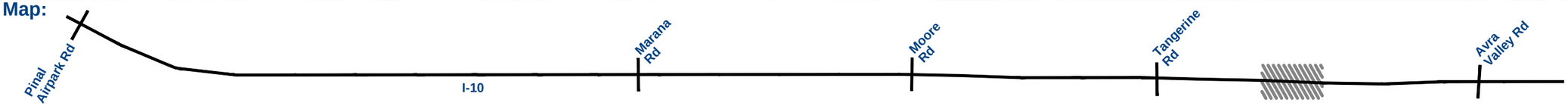
I-10

Benta Vista St

Water St

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

I-10

Exist ROW

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

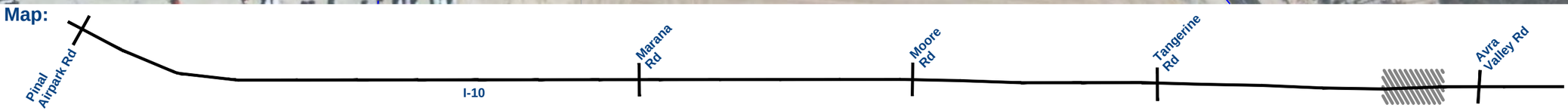
Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

I-10

Exist ROW

Convert Existing Two-Way Frontage Road to Be Two-Lane One-Way

Key Map:

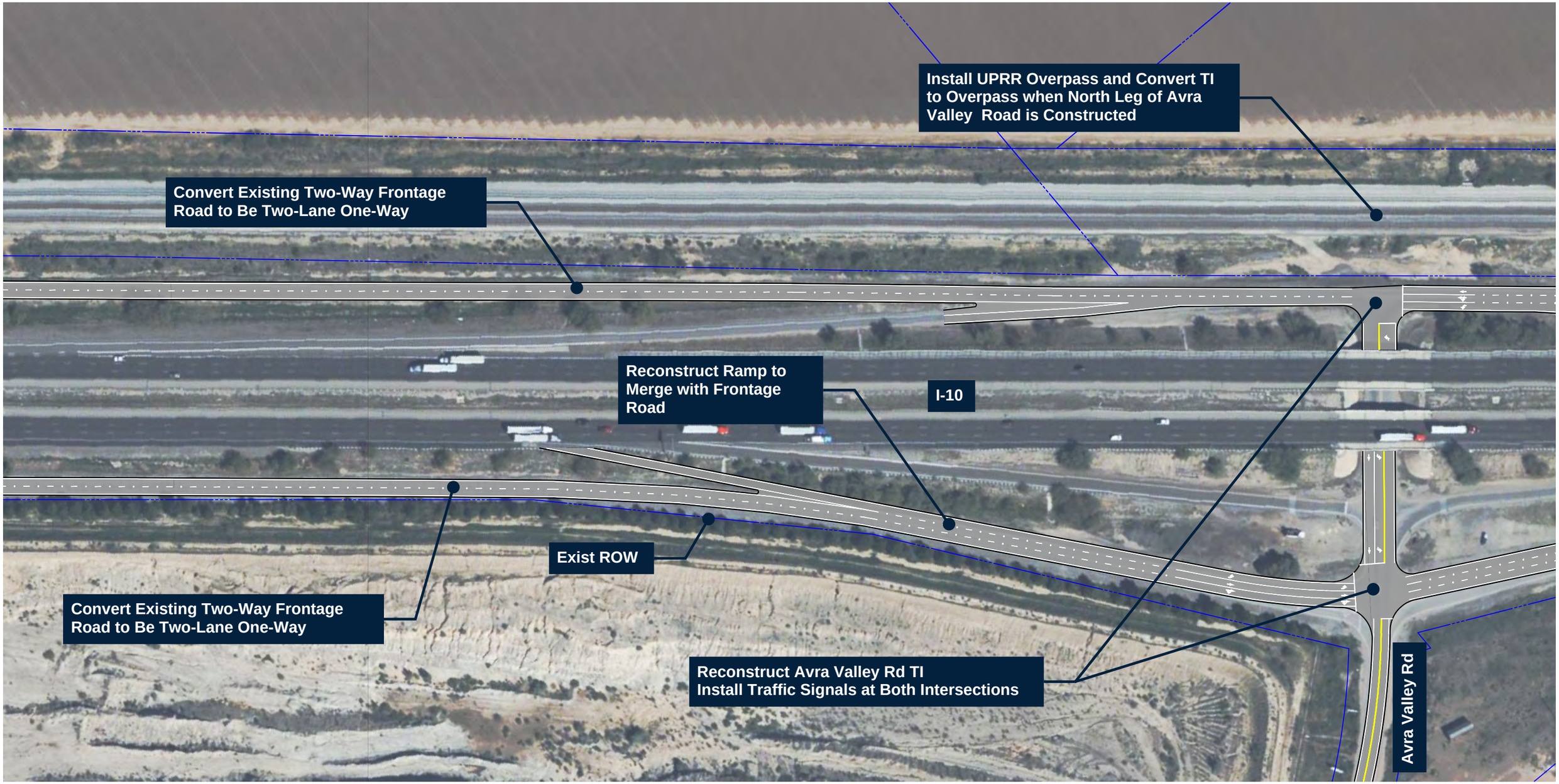


1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150



Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

N

Scale: 1" = 150'

150 75 0 150

KITTELSON & ASSOCIATES

Reconstruct Ramp to Merge with Frontage Road

Widen Existing One-Way Frontage Road to Be Two-Lane One-Way

Maintain Existing Two-Lane One-Way Frontage Road

Construct New On-Ramp

I-10

Exist ROW

Maintain Existing Two-Lane One-Way Frontage Road

Maintain Existing Two-Lane One-Way Frontage Road

Key Map:



1. Right-Of-Way shown in this exhibit is based on available ROW, parcel and as-built data. Actual ROW may vary from that shown in this exhibit.
2. The I-10 Corridor Study indicates additional ROW acquisition not shown in this exhibit. Refer to corresponding studies for additional information.

Scale: 1" = 150'

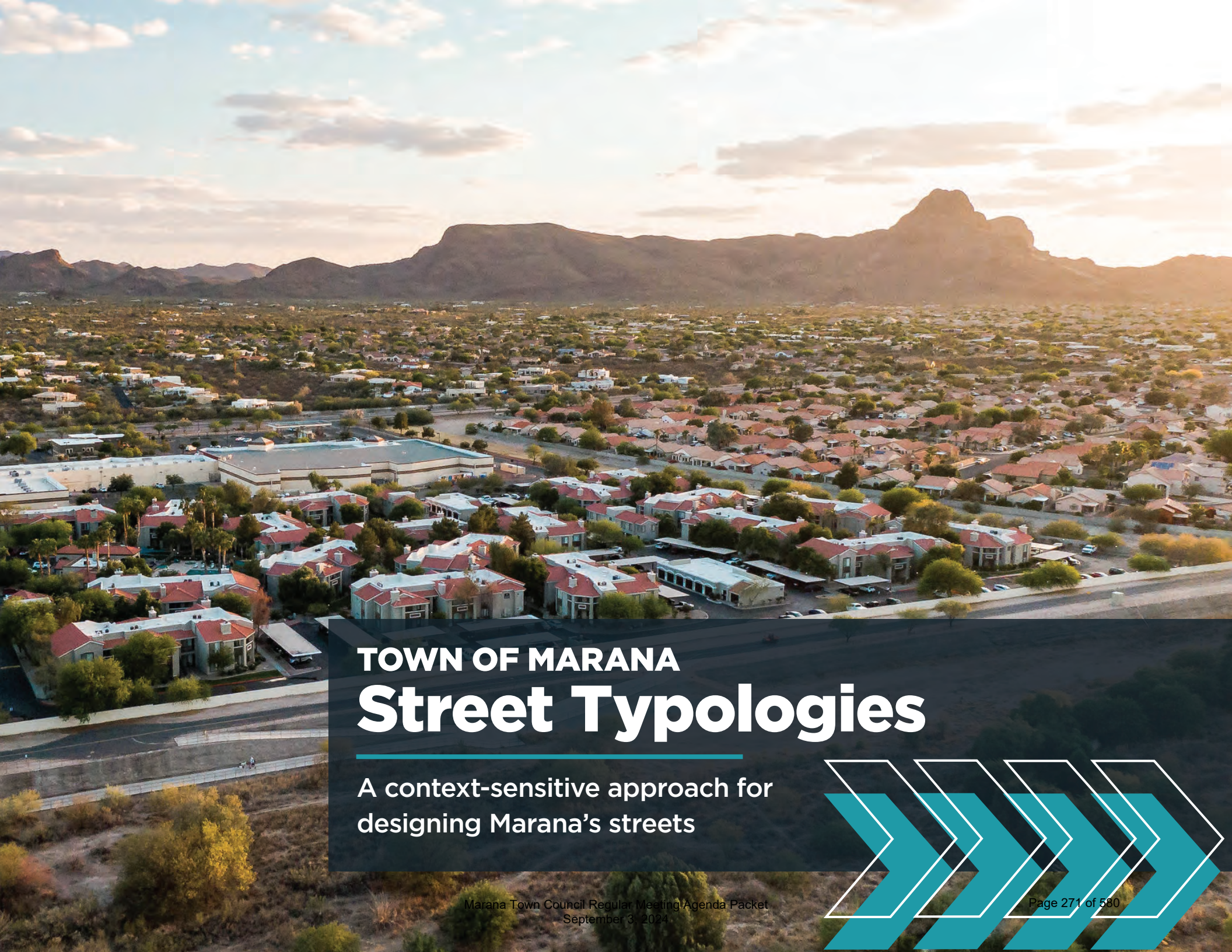
150 75 0 150



MARANA AZ

TRANSPORTATION MASTER PLAN

APPENDIX C. STREET TYPOLOGIES



TOWN OF MARANA
Street Typologies

A context-sensitive approach for designing Marana's streets

Page Intentionally Left Blank

The Street Typologies build on Marana's existing design standards to provide a flexible approach for designing new streets and reconfiguring existing streets. The recommendations present a long-term vision for Marana's streets and do not necessitate the reconstruction of roadways. As existing streets are reconstructed or resurfaced and as new streets are developed, both by the Town and private developers, recommendations presented in the Street Typologies should be incorporated.



Why Street Typologies?

Cities and towns across the United States use functional classification systems to organize their streets into arterials, collectors, and local streets. The functional classification system defines a street's role in moving cars within a larger network, considering the balance between 'mobility'— the street's ability to move cars— and 'access'— the ease with which cars can access adjacent streets and property along the road. For example, arterial streets provide higher levels of mobility for cars but lower levels of access to abutting land.

As Marana continues to grow and expand, its streets must adapt so that people of all ages and abilities and using all modes have access to complete networks that enable them to safely, conveniently and comfortably travel across the Town. Marana must also ensure that newly built roadways serve the intended purposes based on planned land uses.



What Are Street Typologies?



Street Typologies provide context-specific design guidance for retrofitting existing streets or developing new corridors to create streets that are safe, convenient, and comfortable for all users, whether they drive, walk, bike, or use transit. Typologies provide additional guidance to help develop streets that are responsive to the local context and needs of the adjacent land uses.

Street Typologies also provide a process to determine and implement the proper roadway cross section despite competing needs, or limited right-of-way, to achieve outcomes consistent with the values stated above.

Marana's Street Typologies work hand-in-hand with the Town's existing engineering standards and the General Plan to help deliver the Town's vision for transportation.

Applying Street Typologies in Marana

Marana's Street Typologies are organized by 1) the Town's roadway functional classification, and 2) surrounding street context. The General Plan's land use categories were consolidated to create four land use street contexts. In total, there are 12 Street Typologies, each a unique combination of functional classification and land use street context. Not every functional classification runs through all street contexts.

Functional Classifications

- Arterial
- Collector
- Local

Surrounding Street Context

- Rural/Low-Density Residential
- Suburban Residential
- Commercial/Activity Center
- Employment/Industrial

Using Street Typologies

The Street Typologies apply to the design of new streets, both by the Town and private developers, as well as projects where the Town is conducting significant work on existing streets (e.g., resurfacing, reconstruction, utility work). Taking advantage of opportunities when work is already being conducted within the right-of-way to implement street enhancements is an efficient pathway to upgrade Marana's streets. Applying the Street Typologies can help streamline and systematize these improvements.

A traditional street design process typically involves applying just the standards for the appropriate functional classification. With a typology design process, streets with the same functional classification receive different design treatments based on the adjacent land use street context, modal priorities, and surrounding context. The flow chart below demonstrates how the typology design process can be used in conjunction with the Town's existing standards through coordination and collaboration across staff and other stakeholders, if deemed necessary, based on project impact and scope.



Suggested Steps for Customizing Streets with Typologies

1 Determine functional classification and street context of corridor

Locate typology guidance:

Arterials: Page 13
Collectors: Page 25
Locals: Page 37

2 Determine modal priorities

Reference the recommended bicycle, pedestrian, transit,and freight improvements to determine the modal needs of the corridor.

3 For existing corridors, gather existing ROW width, traffic volumes, and safety data

Total Available Corridor Right-of-Way (ROW)



Current and Projected Traffic Volumes



Specific Safety Issues

Speeding, high pedestrian crash rates, nearby schools, frequent driveways, etc.

4 Allocate space to accommodate all users

Identify Minimum:

- Travel lanes needed
- Sidewalk width
- Landscape width
- Bicycle facilities

5 Allocate remaining street right-of-way

Allocate space based on modal overlay, safety and land use context.

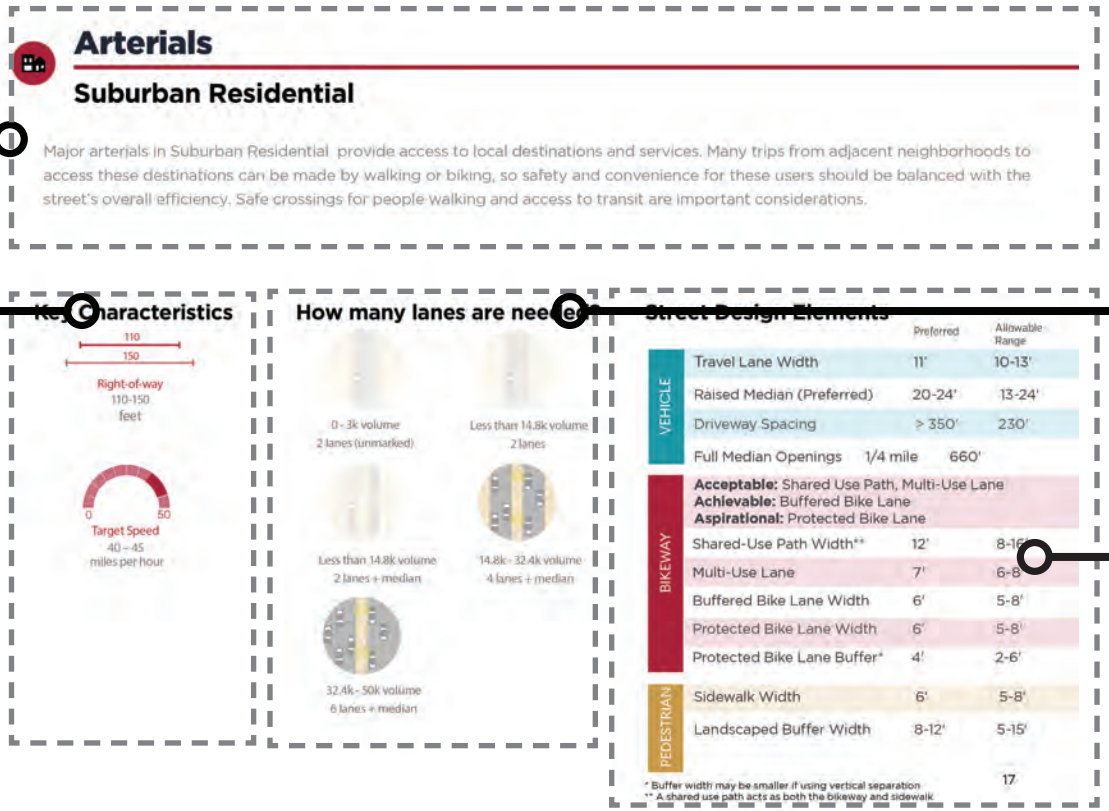
How to Use This Document

Each of the 12 Street Typologies has its own sheet. Each Street Typology sheet: details its functional classification and street context designation; describes the typology and its key characteristics; lays out a preliminary process for determining the appropriate number of travel lanes; provides details on the dimensions of street elements; shows example street cross sections; and provides additional guidance on certain street design elements.

Street Typology name and description with functional classification and street context.

Description of the Street Typology's available right-of-way, target speed, and target shade covering.

Target Speed is not the same as speed limit. Target Speed is the desired speed at which vehicles should operate given the specific context.



Initial guidance on the appropriate number of travel lanes given anticipated volumes. Guidance should be complemented by detailed traffic analysis.

Preferred and allowable dimensions for street design elements tailored to the street context.

Street Design Elements

Street design elements are organized into the zone in which they are used: vehicle zone, bikeways, sidewalk zone, and a flex zone. Based on the Street Typology, most design elements have a preferred dimension and a range of allowable dimensions.

Vehicle Zone

Vehicle Travel Lanes: The total number of vehicle travel lanes will be based on existing and anticipated future traffic volume demands. Right-sizing the number of lanes helps avoid costly over-building, excessive impermeable paving and long pedestrian crossing distances.

Travel and Turn Lane Width: Right-sizing travel lane widths keeps traffic moving while also encouraging appropriate speeds and keeping pavement to a minimum.

Median Width: Wider medians can provide space for plantings and pedestrian refuge at crossings. Each typology includes recommendations on median type.



Designing for wider medians can accommodate plantings as well as turn lanes.

Bikeway Zone

Bicycle Facility Width: Ideally, bicycle facilities (on-street and off-street) have sufficient width for two cyclists to travel alongside each other and for other cyclists to comfortably pass. This allows cyclists of all abilities and speeds to travel comfortably and confidently.

Bike Facility Buffer Width: On-street bike facilities with speed limits higher than 35 mph or traffic volumes over 5,000 daily vehicles would benefit from buffer space. Physical separation may also be desirable within the buffer space.



A wide shared-use bikeway allows plenty of room for passing bicycles and for pedestrians.

Pedestrian Zone

Sidewalk Width: Wider sidewalks, especially in areas of higher pedestrian traffic, allow multiple people to walk comfortably alongside each other and let others pass. Near parks, schools and commercial areas, wider sidewalks also facilitate high-quality public gathering space.

Landscaped Buffer Width: Providing a landscaped buffer between vehicle lanes and people walking/bicycling creates a more comfortable experience and provides space for shade trees. Landscaped buffers are also important to separate pedestrian and bike facilities.

Flex Zone

Flex zones are zones near the curb of Collector streets that are not just for vehicle parking an unloading, but can be re-reimagined for more dynamic functions based on adjacent land uses that change throughout the day, seasons, or even years.



Flex zones allow for curb lanes to fill many uses, including, for instance, bike share docks.

Additional Guidance

Target Vehicle Speed: Roadways and signal timing should be designed to influence a target vehicle speed on the corridor.

Traffic Calming: Each typology includes design solutions/guidance to keep vehicle traffic traveling at safe speeds.



Providing ample shade coverage within the right-of-way improves pedestrian comfort.

Surrounding Context

The urban design immediately adjacent to street right-of-way can have a significant impact on the experience of street users, especially people walking and cycling. Zero-lot lines, building facade elements, front porches, rear parking lots and commercial uses with direct sidewalk access can all enhance the adjacent street space.

Bicycle Facility Types

The quality of bike infrastructure matters as simply striping a bike lane on any corridor can be a missed opportunity to build out a low-stress/high comfort bike network that serves all users and all abilities. The Street Typologies outline a set of preferred and applicable bike facilities, and their recommended dimensions, based on a street's classification and surrounding street context. Bike facilities may include:



Bike Boulevard: Typically traffic calmed residential streets with low vehicle volumes and low speeds where motor vehicles and bicycles share the road space. Often referred to as Neighborhood Bike Routes or Neighborhood Greenways, Bike Boulevards use pavement markings, signs, and traffic calming elements to enhance safety and comfort for people on bicycles.



Striped Bike Lane: Designate exclusive space for people biking through the use of pavement markings. Bike lanes are intended for one-way travel and are typically provided on both sides of two-way streets, and on one side of one-way streets. Conventional bike lanes may vary in width, but should be a minimum of 4 feet of rideable surface or 5 feet to curb face.



Buffered Bike Lane: Provide additional horizontal separation between the bike and travel or parking lanes, increasing comfort and safety for people biking. Buffered bike lanes are preferred along streets with higher volumes and speeds, where conventional bike lanes may not adequately enhance comfort and safety for people biking. Buffers should not be overly wide to avoid unintended motor vehicle use for driving or parking.



Protected Bike Lane: Protected bike lanes, also known as cycle tracks and separated bike lanes, incorporate physical, vertical separation from motorized traffic, parking lanes, and adjacent walking facilities. Physical separation varies and includes flexible post delineators, raised medians, landscaped medians, grade separation, or by another physical object (such as a bike rail or other continuous barrier). This vertical element differentiates protected bike lanes from striped and buffered bike lanes.



Shared Use Path: Designated shared use paths are bi-directional paths for non-motorized uses. They may run fully separated from a road are directly adjacent to streets as a sidepath. These facilities may include separated lanes for people walking and biking or mix all modes together, and they may also include an adjacent unpaved path to accommodate equestrian use. These facilities offer network connectivity outside of the roadway network and are usually located in parks, along rivers, canals, greenbelts, or utility corridors.

Page Intentionally Left Blank



Street Typologies

Arterials

Arterials

Arterials help form the backbone of Marana's transportation system, providing access to key destinations across the Town and providing connectivity to adjacent municipalities. Arterials move the largest volumes of vehicles but also have substantial right-of-way that can be used to separate people walking and biking from vehicle traffic. Space should also be allocated for street lighting and wide medians with landscaping. Many arterials serve as major transit routes, so enabling efficient transit service and access to transit are important goals. Additionally, arterials also provide access for trucks and heavy vehicles to access industrial and warehouse areas. On arterials, minimizing conflicts between modes and at intersections is critical.

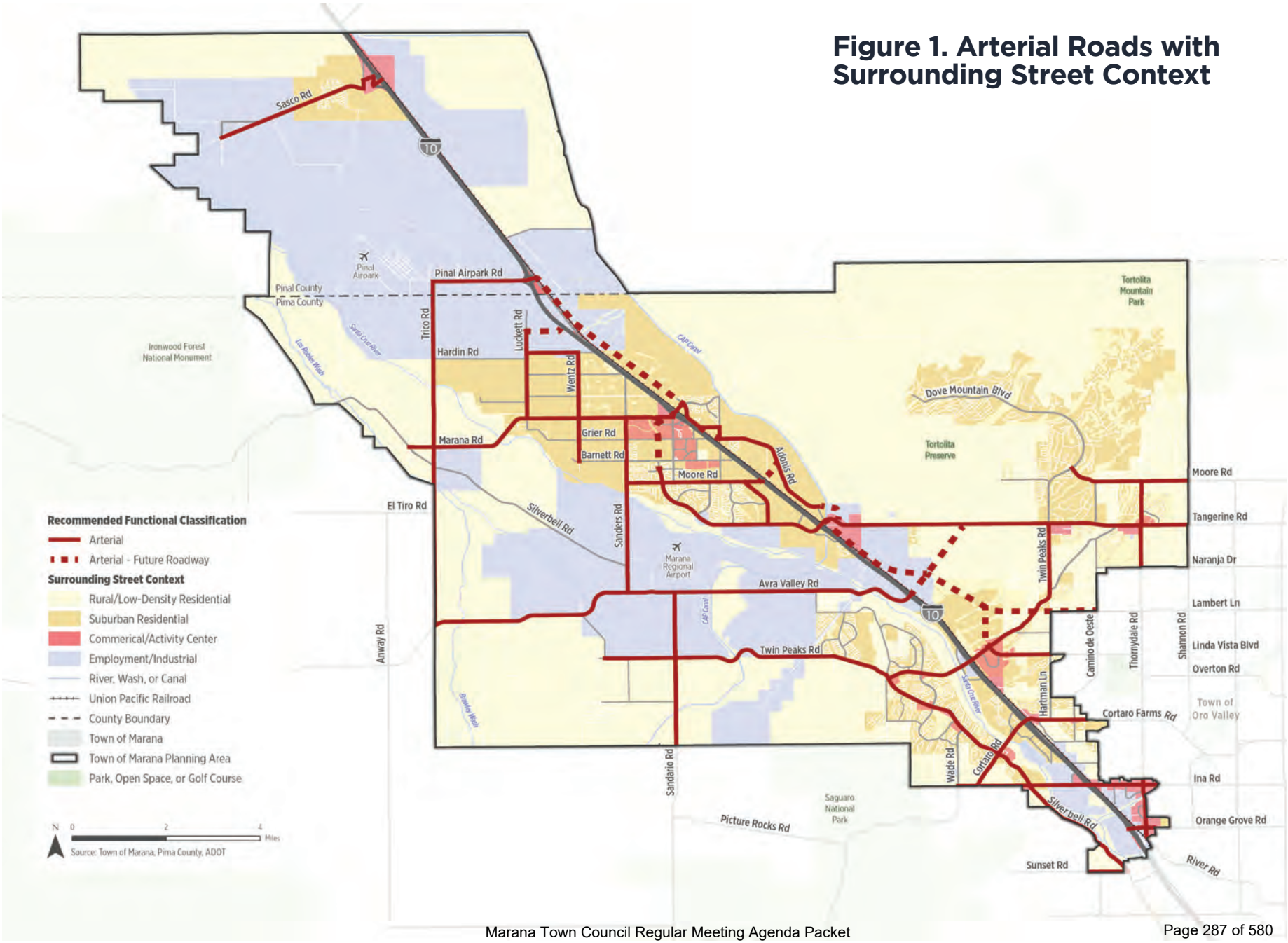
Existing Engineering Standards

Total Right-of-Way (ROW)	110′-150’
Number of Travel Lanes	4-6
Travel Lane Width	11-13’
Median Width	20′-24′ Raised Median
Sidewalk Width	5’*
Landscaped Buffer Width	6′
Bikeway Width (one-way)	6-7′
Bikeway Type	Muli-Use Lane
On-Street Parking	-

*A minimum 10′ shared-use path may be used instead of a sidewalk on one side

100-ft drainage buffer where identified

Figure 1. Arterial Roads with Surrounding Street Context



Arterials

Rural/Low-Density Residential

Major arterials traversing Rural/Low-Density Residential land uses often support high traffic volumes with widely spaced intersections and crossings. Residential properties are typically separated from the road by a privacy wall. Because vehicles travel at relatively high speeds, providing space between vehicles and pedestrian and/or bicycle facilities is a top priority. Many existing major arterials have ample space to separate modes and increase comfort for those walking or biking.

Key Characteristics



Right-of-way
110-150
feet



Target Speed
40 – 45
miles per hour

How many lanes are needed?

0 - 3k volume
2 lanes (unmarked)

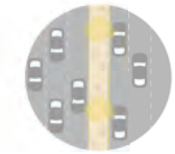
Less than 14.8k volume
2 lanes



Less than 14.8k volume
2 lanes + median



14.8k - 32.4k volume
4 lanes + median



32.4k - 50k volume
6 lanes + median

Street Design Elements

		Preferred	Allowable Range
VEHICLE	Travel Lane Width	12’	11-13′
	Raised Median (Preferred)	20-24′	14-24′
	Driveway Spacing	> 350′	230′
	Full Median Openings	1/4 mile	660′
BIKEWAY	**Acceptable:** Shared Use Path, Multi-Use Lane **Achievable:** Buffered Bike Lane		
	Shared-Use Path Width**	12’	8-16′
	Multi-Use Lane	7’	6-8′
	Buffered Bike Lane Width	6′	5-8′
	Buffered Bike Lane Buffer	4’	2-6′
PEDESTRIAN	Sidewalk Width	6’	5-8′
	Landscaped Buffer Width	8-12′	5-15′

* Buffer width may be smaller if using vertical separation
** A shared use path acts as both the bikeway and sidewalk

Arterials

Suburban Residential

Major arterials in Suburban Residential provide access to local destinations and services. Many trips from adjacent neighborhoods to access these destinations can be made by walking or biking, so safety and convenience for these users should be balanced with the street's overall efficiency. Safe crossings for people walking and access to transit are important considerations.

Key Characteristics



Right-of-way
110-150
feet



Target Speed
40 – 45
miles per hour

How many lanes are needed?

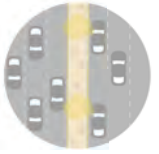
0 - 3k volume
2 lanes (unmarked)

Less than 14.8k volume
2 lanes

Less than 14.8k volume
2 lanes + median



14.8k - 32.4k volume
4 lanes + median



32.4k - 50k volume
6 lanes + median

Street Design Elements

		Preferred	Allowable Range
VEHICLE	Travel Lane Width	11'	10-13'
	Raised Median (Preferred)	20-24'	13-24'
	Driveway Spacing	> 350'	230'
	Full Median Openings	1/4 mile	660'
BIKEWAY	**Acceptable:** Shared Use Path, Multi-Use Lane **Achievable:** Buffered Bike Lane **Aspirational:** Protected Bike Lane		
	Shared-Use Path Width**	12'	8-16'
	Multi-Use Lane	7'	6-8'
	Buffered Bike Lane Width	6'	5-8'
	Protected Bike Lane Width	6'	5-8'
	Protected Bike Lane Buffer*	4'	2-6'
PEDESTRIAN	Sidewalk Width	6'	5-8'
	Landscaped Buffer Width	8-12'	5-15'

* Buffer width may be smaller if using vertical separation
** A shared use path acts as both the bikeway and sidewalk

Arterials

Commercial/Activity Center

Major arterials within Commercial/Activity Center are important corridors for moving people and providing access to employment, services, and commercial centers. Many trips cover longer distances, either by car or transit, but Employment / Activity Center also include higher density housing and must provide a safe environment for people walking and accessing transit.

Key Characteristics



Right-of-way
110-150
feet



Target Speed
35 – 40
miles per hour

How many lanes are needed?

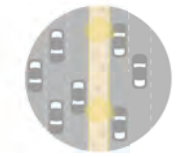
0 - 3k volume
2 lanes (unmarked)

Less than 14.8k volume
2 lanes

Less than 14.8k volume
2 lanes + median



14.8k - 32.4k volume
4 lanes + median



32.4k - 50k volume
6 lanes + median

Street Design Elements

		Preferred	Allowable Range
VEHICLES	Travel Lane Width	12’	11-13′
	Raised Median (Preferred)	20-24′	19-24′
	Driveway Spacing	> 350′	230′
	Full Median Openings	1/4 mile	660′
BIKEWAY	**Acceptable:** Multi-Use Lane **Achievable:** Buffered Bike Lane **Aspirational:** Protected Bike Lane		
	Multi-Use Lane	7’	6-8′
	Buffered Bike Lane Width	6′	5-8′
	Buffered Bike Lane Buffer	4’	2-6′
	Protected Bike Lane Width	6’	5-8′
	Protected Bike Lane Buffer*	4′	2-6′
SIDEWALK	Sidewalk Width	8’	6-10′
	Landscaped Buffer Width	8-12′	5-15′

* Buffer width may be smaller if using vertical separation

Arterials

Employment/Industrial

Major arterials in Industrial and Large Employment areas need to provide direct, convenient, and efficient access to regional routes and destinations. Lane widths and turning radii should be designed with pedestrian safety in mind, but not impede freight movement.

Key Characteristics



Right-of-way
110-150
feet



Target Speed
40 – 45
miles per hour

How many lanes are needed?

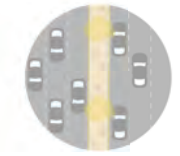
0 - 3k volume
2 lanes (unmarked)

Less than 14.8k volume
2 lanes

Less than 14.8k volume
2 lanes + median



14.8k - 32.4k volume
4 lanes + median



32.4k - 50k volume
6 lanes + median

Street Design Elements

		Preferred	Allowable Range
VEHICLE	Travel Lane Width	12’	11-14′
	Raised Median (Preferred)	20-24′	19-24′
	Driveway Spacing	> 350′	230′
	Full Median Openings	1/4 mile	660′
BIKEWAY	**Acceptable:** Shared Use Path, Multi-Use Lane **Achievable:** Buffered Bike Lane **Aspirational:** Protected Bike Lane		
	Shared-Use Path Width**	12’	8-16′
	Multi-Use Lane	7’	6-8′
	Buffered Bike Lane Width	6′	5-8′
	Buffered Bike Lane Buffer	5’	4-6′
	Protected Bike Lane Width	6’	5-8′
	Protected Bike Lane Buffer*	5′	4-6′
SIDEWALK	Sidewalk Width	6’	6-8′
	Landscaped Buffer Width	8-12′	5-15′

* Buffer width may be smaller if using vertical separation
** A shared use path acts as both the bikeway and sidewalk

Arterials

Pedestrian Guidance

Major arterials must provide a safe environment for people walking from their homes to transit and other key destinations.

High Visibility Crosswalks (A): At arterial crossings, high visibility crosswalks are recommended. It is important to note that crosswalks on arterials should be developed in conjunction with other treatments, such as signalization, beacons, etc.

Pedestrian Signals: Leading pedestrian intervals and automatic pedestrian signals are recommended near schools, parks, and areas with significant numbers of people walking.

Mid-Block Crossings: Mid-block crossings can be used to create direct connections between neighborhoods and important destinations for people walking, such as parks, playgrounds, and schools. Because of the speeds and volumes on arterials, signals or **pedestrian hybrid beacon crossings (B)** are needed to create safe mid-block crossings.





Traffic Calming Guidance

Additional design tools may be needed to ensure speeds are safe for all street users on arterials.

Planted Center Medians (B): Planted center medians narrow the field of vision for drivers and can result in slower vehicle speeds.

Signal Coordination: Signals should be timed to enable the progression of vehicles traveling at the speed limit and to disincentivize speeding.

Speed Feedback Sign: Speed limits may be lowered adjacent to parks, recreation areas and open spaces, and speed feedback signs help remind drivers that they are passing at or through a slower travel zone.

Narrow Travel Lanes: Reducing the width of travel lanes requires more cautious driving and can reduce vehicle speeds.









Bicycle Guidance

Arterials typically provide direct connection to key destinations and require enhanced bicycle facilities.

Shared Use Path (D): Should be applied where high bike and pedestrian usage is anticipated and where very limited crossings (driveways and intersections) are present.

Buffered Bike Lane (E): If a protected bike facility is not feasible, an on-street lane with a buffer may be applicable.

Protected Bike Lanes (F): One- or two-way bicycle-only paved paths on each side of street with protection between them and the street. They should be used in areas of higher bike and pedestrian activity.

Trail Crossings: Where trails cross arterials, consider a raised center median to slow vehicles and create a two-stage crossing for bicyclists. Trail crossings may also benefit from user-activated Pedestrian Hybrid Beacons or Rectangular Rapid Flashing Beacons (B).

Median Guidance

Arterials often have a raised median with left turn lanes. Design of the raised median should focus on visually narrowing the street, which slows traffic, and also provides pedestrian and bicycle refuge space for two-stage crossings. Green infrastructure can also be included in raised medians. It is important; however, to ensure that landscaping does not visually obstruct bicyclists and pedestrians from approaching motorists.

Transit Guidance

Transit shelters should be provided at every stop to offer protection from the sun and wind and a place to sit. Each stop should include information on the routes that service that stop and their schedules. Protected bike lanes and shared use paths are recommended for streets with transit stops to prevent conflicts between the bicycle and the transit vehicle. For on-street bike facilities, clear markings should highlight conflict area.

Page Intentionally Left Blank



Street Typologies

Collectors

Collectors

Collector streets link residents to nearby destinations and adjacent neighborhoods and connect to Marana's arterials, which enables longer, cross-town trips. Many trips on collectors are shorter, making walking and biking more feasible. Collectors should be designed for moderate vehicle volumes and lower speeds. Combined with high-quality sidewalks and bike facilities, enhanced landscaping, furniture, and shading, collector streets can be attractive corridors for walking and biking. In some locations, collector streets may include flex zones.

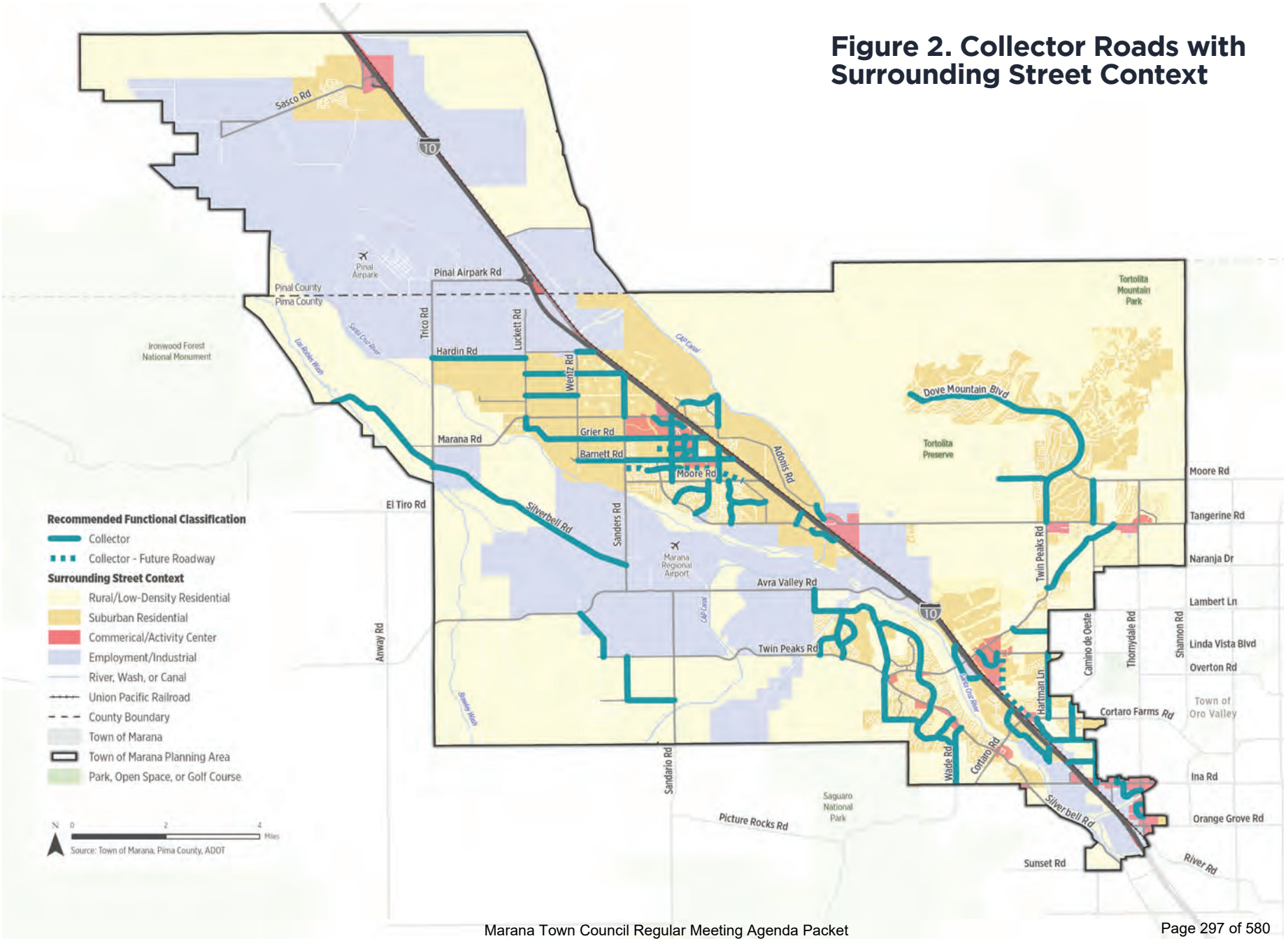
Existing Engineering Standards

	Minor Collector	2-Lane Rural Collector	2-Lane Urban Collector Median	2-Lane Urban Collector LTL	4-Lane Collector or Arterial
Total Right-of-Way (ROW)	60′	90′ min	90′ min	90′ min	110′ min
Number of Travel Lanes	2	2	2	2	4
Travel Lane Width	12′	11′	13′	12′	11-12′
Median Width	None	None	20′ Raised Median	14′ Left Turn Lane	20′ Raised Median
Sidewalk Width	4′	None	5′ **	5′	5′
Shoulder Width	6′	4′	None	-	-
Landscaped Buffer Width	None	None	6′	6′	6′
Multi-Use Lane	7′	5′	7′	7′	6′

* Public Utility Roadway Maintenance Easement is separate and not part of the ROW width

**A 10′ shared-use path may be used instead of sidewalk on one side

Figure 2. Collector Roads with Surrounding Street Context



Collectors

Rural/Low-Density Residential

Collectors in Rural/Low Density Residential areas connect neighborhood streets to the Town's broader transportation network and nearby destinations. These streets typically carry low to moderate volumes of traffic at low speeds and, with additional design elements, can make walking and biking an attractive option for many short trips.

Key Characteristics



Right-of-way
60 – 110
feet



Target Speed
30-35
miles per hour

How many lanes are needed?

0 - 3k volume
2 lanes (unmarked)



Less than 14.8k volume
2 lanes



Less than 14.8k volume
2 lanes + median

14.8k - 32.4k volume
4 lanes + median

32.4k - 50k volume
6 lanes + median

Street Design Elements

		Preferred	Allowable Range
VEHICLE	Travel Lane Width	11’	10-13′
	Optional TWLTL Width	12′	11-13′
BIKEWAY	**Rural:** Wide Shoulder or Shared-Use Path **Low-Density Residential:** Shared-Use Path		
	Asphalt Path Width	6’	4-10′
	Shared-Use Path Width*	10′	8-12′
PEDESTRIAN	**Acceptable:** Asphalt Path **Achievable:** Shared-Use Path **Aspirational:** Sidewalk, Sidewalk and Shared Use Path		
	Sidewalk Width	5’	5-8′
	Landscaped Buffer Width, When Applicable	3-5′	3-10′

* A shared use path acts as both the bikeway and sidewalk
TWLTL: Two-way left turn lane

Collectors

Suburban Residential

Collectors in Suburban Residential neighborhoods link to nearby services, shopping, key destinations, and Marana's arterial network. These streets should be designed to enable people to walk and bike for short trips both within their neighborhood and to nearby destinations and to help support nearby businesses.

Key Characteristics



Right-of-way
60 – 110
feet



Target Speed
25-30
miles per hour

How many lanes are needed?

0 - 3k volume
2 lanes (unmarked)



Less than 14.8k volume
2 lanes



Less than 14.8k volume
2 lanes + median

14.8k - 32.4k volume
4 lanes + median

32.4k - 50k volume
6 lanes + median

Street Design Elements

		Preferred	Allowable Range
VEHICLE	Travel Lane Width	11'	10-13'
	Optional TWLTL Width	12'	11-13'
BIKEWAY	**Acceptable:** Multi-Use Lane, Shared Use Path **Achievable:** Buffered Bike Lane		
	Striped Multi-Use Lane Width	7'	5-7'
	Shared-Use Path Width*	10'	8-12'
	Buffered Bike Lane Width	5'	4-6'
	Buffered Bike Lane Buffer	3'	2-5'
PEDESTRIAN	Sidewalk Width	6'	5-8'
	Landscaped Buffer Width	3-5'	3-10'

* A shared use path acts as both the bikeway and sidewalk
Low volumes: Less than 5,000 vpd. Moderate Volumes: Up to 14.8K vpd
TWLTL: Two-way left turn lane

Collectors

Commercial/Activity Center

Collectors in Commercial/Activity Centers link people to small to medium size employment and commercial centers and services. They also can provide circulation within these centers and allow for people to move between destinations. They should deliver an efficient experience for people using all modes of transportation, and their design should anticipate significant numbers of people walking.

Key Characteristics



Right-of-way
60 – 110
feet



Target Speed
25-30
miles per hour

How many lanes are needed?

0 - 3k volume
2 lanes (unmarked)



Less than 14.8k volume
2 lanes



Less than 14.8k volume
2 lanes + median

14.8k - 32.4k volume
4 lanes + median

32.4k - 50k volume
6 lanes + median

Street Design Elements

		Preferred	Allowable Range
VEHICLE	Travel Lane Width	11’	10-13′
	Median (Optional) Width	11′	10-12′
	TWLTL	12′	12-13′
BIKEWAY	**Acceptable:** Multi-Use Lane **Achievable:** Buffered Bike Lane **Aspirational:** Protected Bike Lane		
	Multi-Use Lane Width	7’	5-7′
	Buffered Bike Lane Width	5’	4-6′
	Buffered Bike Lane Buffer	3′	2-5′
	Protected Bike Lane Width	6’	5-8′
	Protected Bike Lane Buffer*	4′	2-6′
PEDESTRIAN	Sidewalk Width	6’	6-10′
	Landscaped Buffer Width	6′	5-10′
FLEX ZONE	Flex Zone Width	8’	7-9′

Collectors

Employment/Industrial

Collectors in Industrial and Large Employment areas link to regional routes and destinations. Although volumes and speeds are lower, bicycle facilities should still be protected or separated from vehicle traffic. In constrained situations under low volume conditions, a striped bike lane is allowable.

Key Characteristics



Right-of-way
60 – 110
feet



Target Speed
25-30
miles per hour

How many lanes are needed?

0 - 3k volume
2 lanes (unmarked)



Less than 14.8k volume
2 lanes



Less than 14.8k volume
2 lanes + median

14.8k - 32.4k volume
4 lanes + median

32.4k - 50k volume
6 lanes + median

Street Design Elements

VEHICLE	Travel Lane Width	12’	11-13′
	Median (Optional) Width	12′	11-14′
	TWLTL	14′	12-14′
BIKEWAY	**Acceptable:** Multi-Use Lane, Shared Use Path **Achievable:** Buffered Bike Lane **Aspirational:** Protected Bike Lane		
	Multi-Use Lane Width	7’	5-8′
	Shared Use Path Width*	12’	8-14′
	Buffered Bike Lane Width	6’	5-8′
	Buffered Bike Lane Buffer	4′	3-6′
	Protected Bike Lane Width	6’	5-8′
	Protected Bike Lane Buffer*	4′	2-6′
PEDESTRIAN	Sidewalk Width	5’	5-8′
	Landscaped Buffer Width	6′	5-10′

Collectors

Pedestrian Guidance

Safety and convenience for people walking are primary design objectives for Collector streets.

High Visibility Crosswalks (A): High visibility crosswalks are recommended.

Pedestrian Signals: Leading pedestrian intervals and passive pedestrian detection are recommended near schools, parks, and areas with significant numbers of people walking.

Mid-Block Crossings (B): Should be used to create direct connections between neighborhoods and important destinations for people walking, such as schools and commercial centers.

Raised crosswalks (C), rectangular rapid flashing beacons, and clear signage (including in-street 'yield to pedestrian' signs) can all help pedestrians navigate mid-block crossings.

Traffic Calming Guidance

Keeping traffic speeds low is essential to create a safe, attractive environment for people walking.

Roundabouts and Mini Roundabouts: Circular intersections with raised center islands designed to slow vehicles without impacting traffic flow. Roundabouts have been shown to significantly reduce serious crashes.

Chicanes: Introducing a slight "s" curve into the street encourages drivers to reduce their speed. Chicanes can be created by alternating the flex zone/on-street parking from one side of the street to the other, using temporary, low-cost materials, or by constructing concrete curb extensions that can include green infrastructure and landscaping.

Narrow Travel Lanes: Reducing the width of travel lanes requires more cautious driving and can reduce vehicle speeds.













Bicycle Guidance

Protected Bike Lane (D): One- or two-way bicycle-only paved paths on each side of street with buffers between them and the street. They should be used in areas of higher bike and pedestrian activity.

Buffered Bike Lane (E): Recommended if there is not space for protected or off-street facilities.

Shared Lanes: If space is constrained and vehicle volumes and speeds are low (less than 5,000 vehicles per day with 30 mph or lower), a shared lane can be used.

Crossings (F): Where bike routes on collector streets cross major streets, special treatments should be incorporated to enhance the safety of the crossing, such as speed tables, refuge islands, and rectangular rapid flashing beacons.

Median Guidance

If traffic and turning volumes dictate that a center turn lane is necessary on collector streets, it is recommended that a center turn lane is implemented in conjunction with a raised planted median, creating median openings where turning volumes dictate. Raised planted medians visually narrow the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings. It is important; however, to ensure that landscaping does not visually obstruct bicyclists and pedestrians from approaching motorists.

Flex Zone Guidance

Flex zones in Marana may be applicable at select locations where surrounding development may benefit from a shared space that can be used for multiple purposes, such as time of day commercial deliveries, on-street parking, transit buses, ridesharing, etc. The amount of space dedicated for parking and loading should be based on anticipated usage.

Page Intentionally Left Blank



Street Typologies

Locals

Locals

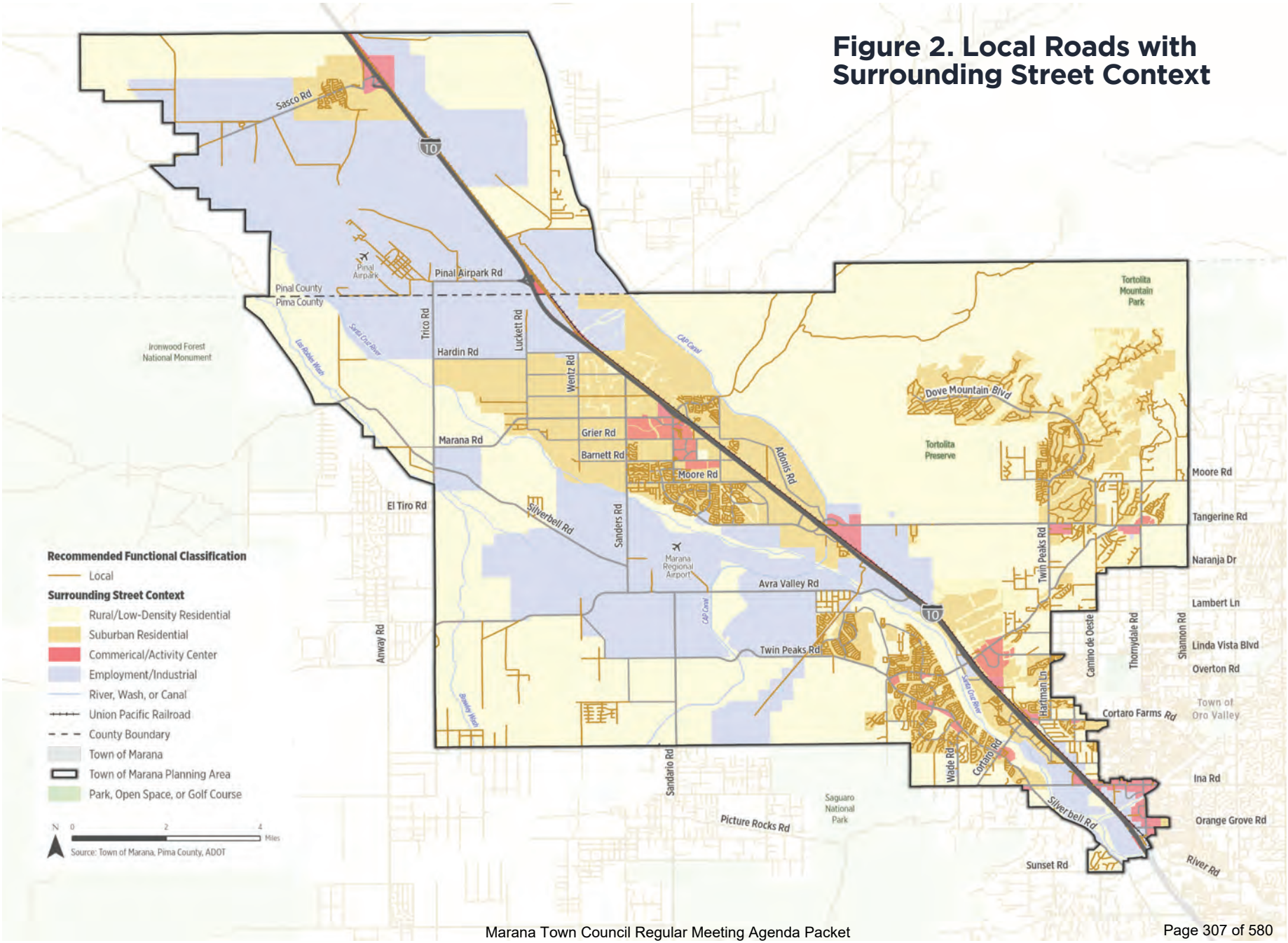
Local streets provide direct access to residential areas, businesses, and other destinations. Local streets are designed to carry very little traffic and for cars to move slowly; they should be calm, shaded, and kid-friendly.

Existing Engineering Standards

	Local Street	Local Street with Curbway	Local Street with Mountainous Terrain	Small Rural Subdivision Street	Ranchette Street
Total Right-of-Way (ROW)	42′	52′	45′	30′ min	30′ min
Number of Travel Lanes	2	2	2	2	2
Travel Lane Width	10	10′	10′	10′	10′
Median Width	None	None	None	None	None
Sidewalk Width	5′	4′	5′	None	None
Shoulder Width	-	-	4′-8′	-	-
Landscaped Buffer Width	None	6′	-	None	None
Bikeway Type	-	-	-	-	-
Bikeway Width (one-way)	-	-	-	-	-
On-Street Parking	Yes - 6′	Yes - 6′	-	No	No

* Public Utility Roadway Maintenance Easement is separate and not part of the ROW width

Figure 2. Local Roads with Surrounding Street Context



Locals

Rural/Low-Density Residential

Local street in Rural/Low Density Residential areas are designed to provide direct access to private property and provide connections to Marana's broader transportation network.

Key Characteristics



Right-of-way
30 – 52
feet



Target Speed
25-30
miles per hour

How many lanes are needed?



0 - 3k volume
2 lanes (unmarked)



Less than 14.8k volume
2 lanes

Less than 14.8k volume
2 lanes + median

14.8k - 32.4k volume
4 lanes + median

32.4k - 50k volume
6 lanes + median

Street Design Elements

		Preferred	Allowable Range
VEHICLE	Travel Lane Width	10’	10-11′
	Curb-to-Curb Width*	32′	20-34′
BIKEWAY	**Acceptable:** Shared Lane **Achievable:** Bike Boulevard		
PEDESTRIAN	Sidewalk Width (Low Density Residential)	5’	0-6′

* Measured to back of curb, or edge of pavement

Locals

Suburban Residential

Local street in Suburban Residential areas are designed to provide direct access to private property and provide connections to Marana's broader transportation network. These streets connect residents to their homes and their daily needs (i.e., grocery stores, restaurants, shopping centers, etc.).

Key Characteristics



Right-of-way
30 – 52
feet



Target Speed
25
miles per hour

How many lanes are needed?



0 - 3k volume
2 lanes (unmarked)



Less than 14.8k volume
2 lanes

Less than 14.8k volume
2 lanes + median

14.8k - 32.4k volume
4 lanes + median

32.4k - 50k volume
6 lanes + median

Street Design Elements

		Preferred	Allowable Range
VEHICLE	Travel Lane Width	10’	10-11′
	Curb-to-Curb Width*	32′	24-34′
BIKEWAY	**Acceptable:** Shared Lane **Achievable:** Bike Boulevard		
PEDESTRIAN	Sidewalk Width	6’	5-10′

* Measured to back of curb, or edge of pavement

Locals

Commercial/Activity Center

Local streets in Commercial/Activity Centers provide direct access to commercial centers and key activity centers. They also can provide circulation within these centers and allow for people to move between destinations.

Key Characteristics



Right-of-way
30 – 52
feet



Target Speed
25
miles per hour

How many lanes are needed?



0 - 3k volume
2 lanes (unmarked)



Less than 14.8k volume
2 lanes

Less than 14.8k volume
2 lanes + median

14.8k - 32.4k volume
4 lanes + median

32.4k - 50k volume
6 lanes + median

Street Design Elements

		Preferred	Allowable Range
VEHICLE	Travel Lane Width	10’	10-11′
	Curb-to-Curb Width*	32′	32-34′
BIKEWAY	**Acceptable:** Shared Lane **Achievable:** Bike Boulevard		
PEDESTRIAN	Sidewalk Width	5′	5-8′

* Measured to back of curb, or edge of pavement

Locals

Employment/Industrial

Local streets in Industrial and Large Employment areas provide access to employment and industrial buildings. Local streets in industrial and large employment areas also provide freight access to the commercial and industrial land uses.

Key Characteristics



Right-of-way
30 – 52
feet



Target Speed
25
miles per hour

How many lanes are needed?



0 - 3k volume
2 lanes (unmarked)



Less than 14.8k volume
2 lanes

Less than 14.8k volume
2 lanes + median

14.8k - 32.4k volume
4 lanes + median

32.4k - 50k volume
6 lanes + median

Street Design Elements

		Preferred	Allowable Range
VEHICLE	Travel Lane Width	11’	11-13′
	Curb-to-Curb Width	34′	34-38′
BIKEWAY	**Acceptable:** Shared Lane **Achievable:** Shard Use Path		
	Shared Use Path Width**	12’	8-16′
PEDESTRIAN	Sidewalk Width	5’	5-10′

* Measured to back of curb, or edge of pavement

Locals

Pedestrian Guidance

Local streets must provide a safe environment for children walking to nearby schools and parks and families visiting their neighbors and recreating.

Crosswalk Type: High visibility crosswalks with additional treatments are recommended at major intersections, near schools and parks, and at locations with high pedestrian and bicycle usage.



Traffic Calming Guidance

Additional design tools may be needed to ensure speeds are safe for all street users on local streets.

Raised Crosswalks (A): Elevates crosswalk to sidewalk level. Cars must ramp up to move through, slowing vehicles and signaling pedestrian priority.

Raised Intersection: Elevates entire intersection to sidewalk level. Cars moving through the entire section must slow down, reinforcing pedestrian priority.



Chicanes (B): Introduces a slight "s" curve into the street that encourages drivers to reduce their speed. Chicanes can be created by alternating the on-street parking from one side of the street to the other; using temporary, low-cost materials; or by constructing concrete curb extensions that can include green infrastructure and landscaping.

Traffic Circle (C): Guides vehicles through an intersection around a central island, forcing vehicles to slow down. Traffic circles can incorporate landscaping to further improve neighborhood livability and can be installed using low-cost, temporary materials or constructed with concrete for a permanent installation.









Vehicle Deflection (D): Creating a change in height on the roadway surface forces drivers to slow down. Speed humps, speed cushions, speed tables, and raised crosswalks and intersections can all be used to introduce this vertical change and slow drivers.

Bicycle Guidance

Local streets provide calm routes for people biking and, with some additional improvements, can be transformed into high-quality routes for people of all ages and abilities.

Shared Lane Markings (E): Shared Lane Markings may be used to reinforce that people biking and driving share the lane, and indicate the proper riding position for people biking.

Crossings: Designs for crossings with bicycle facilities should reduce conflict between bicyclists (and other vulnerable road users) and vehicles by heightening the level of visibility, Treatments such as crossing markings, signage, refuge islands, and **pedestrian hybrid beacons (F)** may be warranted.

Network Connectivity

To maintain network connectivity, barriers to access should be avoided. Multimodal connections from planned communities and cul-de-sacs to other roads and trails are encouraged.





MARANA AZ

TRANSPORTATION MASTER PLAN

APPENDIX D. EXISTING CONDITIONS TECHNICAL MEMO

TABLE OF CONTENTS

PLAN OVERVIEW **1**
What is the Marana Transportation Master Plan 3
Plan Process 4
How We Got Here 6

MARANA TODAY **13**
We are Marana 15
Lay of the Land 16
Where We Live 18
Where We Work 20
Where We Shop, Play, and Learn 26
How We Get Around 28
Our Social Needs 30
How Healthy Are We? 32

DRIVING IN MARANA **33**
Our Street System 34
System Management 40
System Performance 45
How Safe Are Our Streets? 54

WALKING AND BIKING IN MARANA 61
Walking in Marana 62
Biking in Marana 70
Access to Destinations 78
Identified Gaps and Opportunities 84
Design Standards Today 87

TRANSIT 91
Our System 92
Ridership 94
Multimodal Connectivity 95

GOODS MOVEMENT 97
Goods Movement Today 98
Aviation in Marana 100

Additional Detail. Literature Review

PAGE INTENTIONALLY LEFT BLANK



1 PLAN OVERVIEW

PAGE INTENTIONALLY LEFT BLANK

WHAT IS THE MARANA TRANSPORTATION MASTER PLAN?

Marana is changing – more people and businesses are moving here every day, and the mobility needs of our residents are increasing. To provide our residents, visitors, and businesses with a transportation system that works, we need to face our transportation future head-on. The Marana *Transportation Master Plan* will serve as a roadmap for improving how we use our transportation system so everyone can safely and comfortably drive, walk, bike, or ride.

What Does the Transportation Master Plan Include?

The development of the Transportation Master Plan starts with reviewing the current transportation system and developing a vision for what the Town's transportation system should look like in the future. The Transportation Master Plan reviews best practices and considers emerging trends to identify gaps in the system and future travel needs. Ultimately, the plan will develop a series of short-, mid-, and long-term improvements to address the growing multimodal needs of the Town. The following will be explored as part of this planning process:

- Develop complete multimodal networks that fill in system gaps and provide a more connected and safer transportation system for all roadway users.
- Explore transportation improvement solutions to enhance our community's quality of life, reduce traffic and congestion issues, provide comfortable travel options for all users, and better connect people to the places that matter to them.
- Examine and rethink the design of our streets to prioritize moving people and goods more efficiently and safely.
- Predict how well the transportation system will work in the future and suggest improvements.
- Establish new goals and policies to guide decision-making.
- Develop recommendations to address long-term, mid-term, and short-term, critical transportation needs.

PLAN PROCESS

The development of the Marana Transportation Master Plan will be a collaborative effort that brings together residents, the business community, regional and state partners, local stakeholders, and internal town departments to create a strategic transportation vision for Marana. The Plan's process includes listening, complex technical analysis, as well as coordination with concurrent planning initiatives and community partners. The multi-phased process includes the following steps:

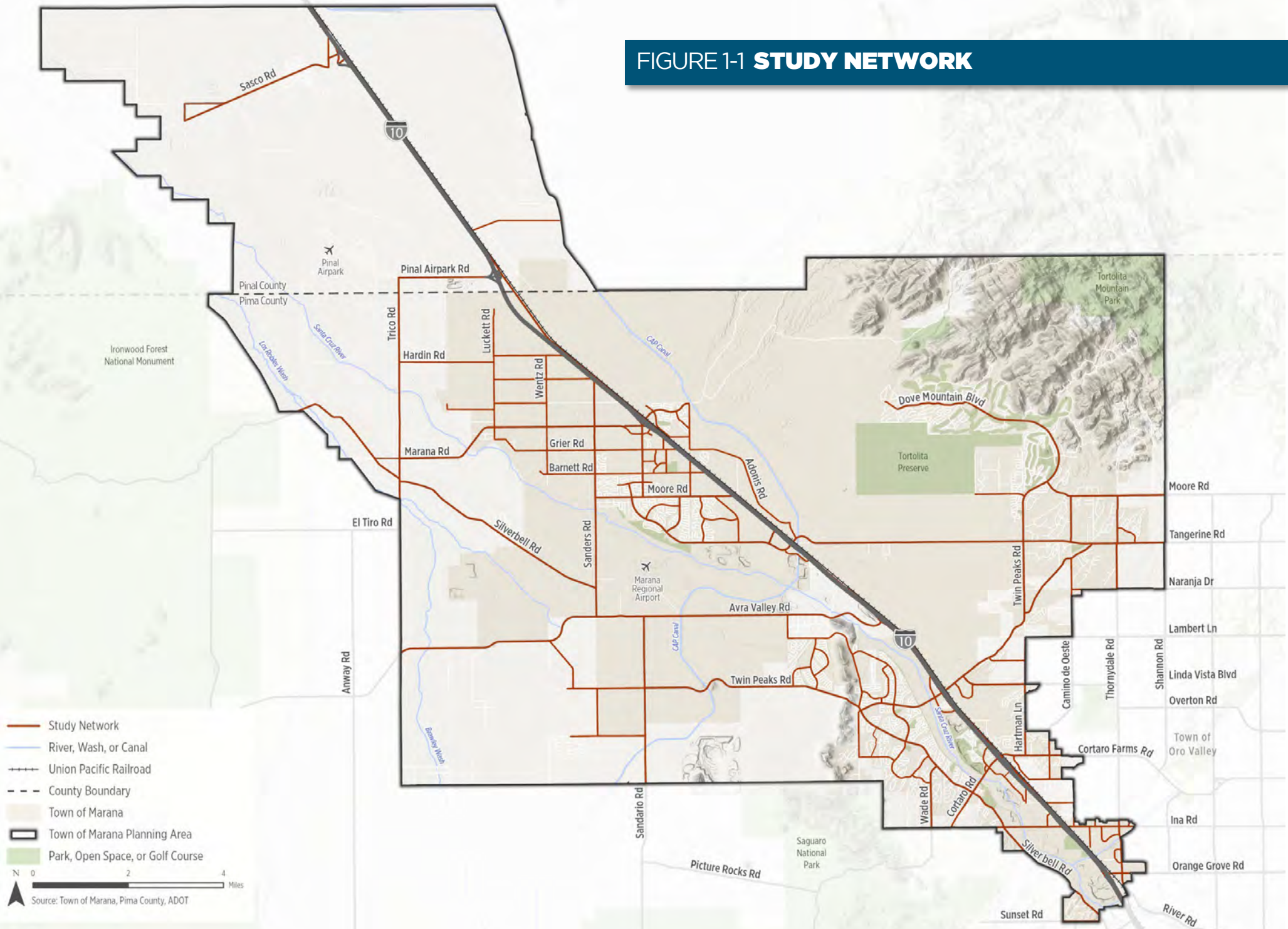
Evaluate Our System Today	The Marana Transportation Master Plan assesses how people and goods are traveling in and through Marana, as well as the performance, safety, and comfort of the town's existing transportation network. The process provides a base for understanding the Town's transportation challenges and needs.
Define the System We Want	To move people and goods comfortably and conveniently, a complete network will be developed that prioritizes transportation modes along corridors so that collectively every mode has a complete and interconnected system.
Determine How We Get There	Improvement strategies and policies will be developed to fill in system gaps, mitigate or manage congestion and safety issues, and incorporate emerging technologies.

Study Network

Streets are the physical backbone of Marana's transportation network and one of the Town's largest public assets. Marana's townwide street layout is predominately influenced by the surrounding natural and man-made factors including rivers, mountains, freeways, and railroads. In flat areas, the network follows a simple and efficient pattern. In other areas, street patterns deviate from the grid to bypass natural and man-made obstacles, creating a less efficient network.

Developing a complete and connected multimodal network begins with identifying a wider transportation network of town roadways called the "Study Network." The Study Network served as the basis for analyzing the performance and function of the Town's transportation network. **Figure 1-1** illustrates the Marana Transportation Master Plan's study network.

FIGURE 1-1 **STUDY NETWORK**

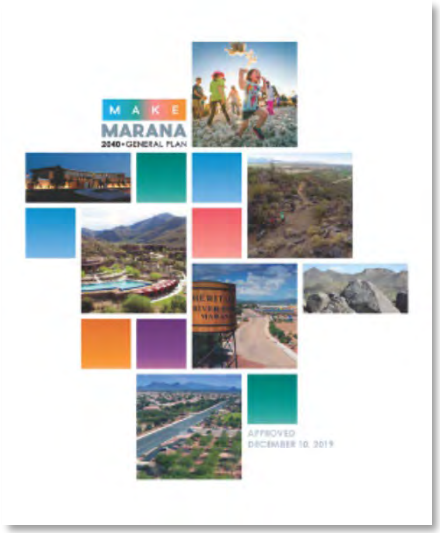


HOW WE GOT HERE

Previous transportation plans, studies, and reports were reviewed to acknowledge recommendations and implemented plans that apply to the existing roadway, freight, transit, bicycle, and pedestrian network in the Town of Marana. A review of surrounding jurisdictions' previously completed studies and plans was completed to better understand the local, regional, and statewide network of transportation facilities that will directly or indirectly impact Marana's transportation system. The appendix includes a detailed review of each plan

Local Plans and Studies

2020 *Make Marana* 2040 General Plan



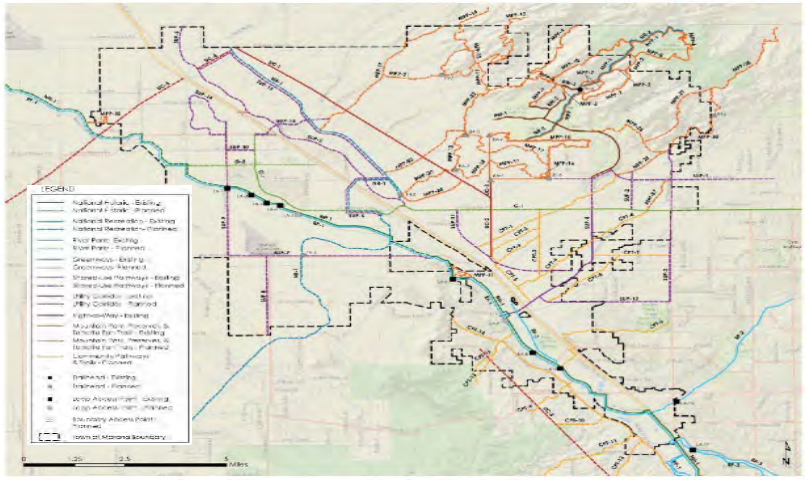
The Marana General Plan acts as the blueprint for the Town as it continues to grow. The *Make Marana* 2040 General Plan reflects the vision and goals of the community, recommending policies and strategies to protect and enhance what is important into 2040 and beyond. The plan imagines a collection of new commercial, residential, and industrial developments that is supported by a complete and connected multimodal transportation network. To create and maintain a balanced transportation system, the Plan identified the following transportation goals:

- Marana has an efficient and safe transportation system connecting all modes of travel, serving all residents, and supporting economic development.
- Marana is a community with an effective, convenient, accessible, safe, and economically sustainable transportation network offering a choice of routes and modes of travel to all land uses, services, and destinations.
- Marana is well-served by convenient public transit service to, from, and within the community.
- The transportation system in Marana is properly planned, funded, constructed, and maintained.
- Marana provides for orderly development of roads in conjunction with development.
- Roadway design and construction considers the natural environment.
- Marana employs innovative technological advances related to transportation.
- Marana has complete street roadways to provide for multi-modes of transportation.
- Bicycle facilities are planned, designed, and integrated into a connected multi-modal transportation network.
- The bicycle system in Marana is safe, connects areas of community activity, and promotes recreation.

The Marana TMP will build on the 2040 General Plan to identify specific transportation goals, objectives, and projects to best address the mobility needs of Marana today and tomorrow.

Marana Parks & Recreation 2020-2030

The Parks and Recreation Master Plan is intended to serve as a guide for the development of the Town's parks, community center and aquatic facilities, linear parks and trails, natural resource parks and preserves, and recreational programs. Most relevant to transportation is the Linear Park and Trail Element that includes a series of improvements, including:



- Eliminating the gap in the Santa Cruz River Park at the Arizona Portland Cement Plant and extending the Santa Cruz River Park west of its terminus at Sanders Road.
- Collaborate and support Pima County in the development of the Central Arizona Project (CAP) Trail and construction of the CAP Trail Bridge over I-10 and the UPRR.
- Complete the Tangerine Road Greenway and begin construction of the Barnett Greenway.
- Develop additional trails within the Marana portion of the Tortolita Mountain Park, the Tortolita Preserve, the Tortolita Fan, the El Rio Preserve, and the Water Reclamation Recharge Basins.
- Develop shared-use pathways (SUP) that run parallel along Moore Road, Camino de Oeste, Thornydale Road, Twin Peaks Road, Adonis Road, Avra Valley Road, Sandario Road, Sanders Road, High School Loop, Lambert Lane, Linda Vista Boulevard. In addition, create the new off-street shared-use paths San Lucas, Sanders Grove, and Canal West.



Marana Airport Master Plan (2018)

The purpose of the Airport Master Plan is to provide a pathway to develop the Marana Airport in a safe, efficient, economical, and environmentally sound manner. The plan recognizes the historic strong growth and continued planned growth of the area and the expectation of increased aviation activity. The plan recommends a unique strategy that would group the landside development of the airport into three complexes: a corporate complex, aviation complex, and specialty aviation complex to suit the growing and diverse demands of the area. Major airport upgrades are planned within the next 6-10 years including construction of a new parking lot, a new air traffic control tower, new taxi lanes, and reconstructing a taxiway. In the next 11-20 years, it is recommended to extend the existing runway and construct a new runway with a partial-parallel taxiway.

Additional Town of Marana Plans and Studies

Additional Town of Marana plans and studies reviewed, included:

- Specific Plans and Traffic Impact Assessments from Development Services and Public Works
- Twin Peaks Corridor Study (2014)
- Marana Transportation Master Plan (2001)
- Marana Standard Details

Regional Plans and Studies

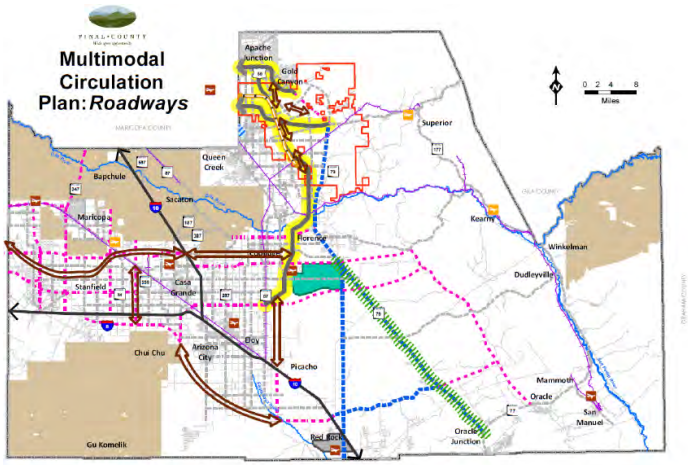
These projects may impact transportation conditions of the Town of Marana and should be considered although may not be directly within the purview of this report.

2045 PAG Regional Mobility and Accessibility Plan (Adopted 2016, Updated 2020)

The Regional Mobility and Accessibility Plan is a long-range, performance-based transportation plan with a 25- to 30-year outlook that promotes a safe and efficient transportation system across the Tucson metropolitan area, including portions of the Marana Municipal Planning Area (MPA). The Plan development considerations include accessible pedestrian walkways, bicycle transportation facilities, intermodal facilities, buses, bus facilities and commuter vanpool providers to meet the needs for the movement of people and goods in the region. PAG is currently in the process of developing a new long-range transportation plan to address regional transportation system needs over the coming decades.

Pinal County Comprehensive Plan 2020 (2019)

The Pinal County Comprehensive Plan is a long-term planning document for Pinal County that was developed to help manage growth of the region, promote environmental stewardship, and ensure the economic vitality, health, and quality of life of its residents. The comprehensive plan considers land use, growth areas, cultural resources, multimodal circulation, economic development, open spaces and places, environmental planning, water resources, energy, housing, the cost of development, education, and the implementation of the planning vision.



PAG Long-Range Regional Transit Plan (2020)

PAG's Long-Range Regional Transit Plan was developed to guide informed decisions that can enhance the public's ability to get around our region using public transportation. The plan focuses on a "frequency first" approach, consistent with PAG's 2015 Future Transit Vision and builds on the existing frequent transit network. The recommended strategies to improve transit service include offering consistent transit service seven days a week, improving evening service, expanding the frequent transit network, and creating targeted expansions to the suburbs including into Marana and Oro Valley. Short-term plans included adding a bus service with frequency every 30-minutes to Cortaro via Ina Road and adding bus service with frequency every 60-minutes from the Sun Shuttle route to Linda Vista and Marana to Tohono Transit Center. The goal is to offer more direct trips with reduced transfers for commuters heading to destinations in Tucson. Long term plans include the addition of a bus service with frequency every 15-minutes from Casas Adobes to Tohono Transit Center on Ina Road, Magee Road, and North Oracle Road.



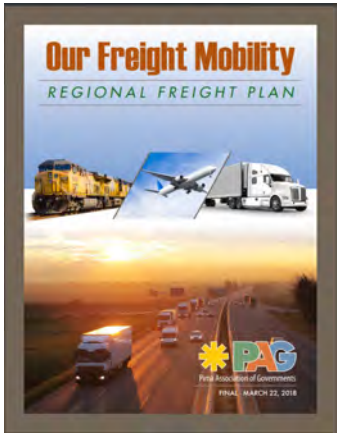


Pinal County Strategic Safety Plan (2019)

The Pinal County Strategic Safety Plan identified one major safety project within the Marana Planning Area. The intersection of Pinal Airpark Road and I-10 was determined to be a substandard interchange but did not qualify for Highway Safety Improvement Program (HSIP) funding. It was recommended the interchange be addressed as other funding sources became available.

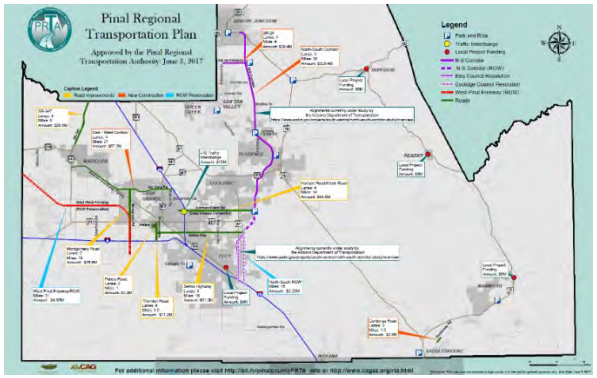
PAG Regional Freight Plan (2018)

The Regional Freight Plan reviews projects that already exist in other plans but are designated within the Regional Freight Plan as specifically contributing to freight movement within the area. The report emphasized the importance of the planned I-10 east corridor improvements as the interstate connects the region to its most important trading partners including Los Angeles and Phoenix and serves multiple industrial, freight-generating areas in Pima County. Funding for I-11 has not been identified but was recognized in this report as an important corridor that would directly connect Tucson, Phoenix, and Mexico to Las Vegas and—when fully realized—to Canada as part of the CANAMEX corridor. Non-interstate projects in the Marana Planning Area were also deemed important for freight movement including projects recommended for Avra Valley Road, Ina Road, La Cholla Boulevard, railroad grade separation at Cortaro Farms Road, Sandario Road, and Tangerine Road.



Pinal County Regional Transportation Plan (2017)

The RTP includes 13 named roadway projects, allocations for local road projects in four communities, and $34 million for its Public Transportation Element, including existing transit operations, dial-a-ride services, and park-and-ride lots. This plan also includes funds for Pinal Regional Transportation Authority (PRTA) administration, accounting for about one percent of the total program costs. Over 90 percent of the total revenues would go to the 13 named roadway projects.





Pima County Major Streets and Scenic Routes Plan (2015)

The Major Streets Plan is a map and an ordinance that establishes adequate future street widths along major streets for unincorporated Pima County. Newly developed properties located adjacent to major streets are required to comply with the plan. Future right-of-way widths vary from 80 feet wide for a typical collector street to 150 feet wide for a typical arterial street.

Pima County Pima Prospers Comprehensive Plan (2015)

The Pima Prospers Comprehensive Plan was created over an 18-month planning period that included extensive community involvement and involvement with other jurisdictions. The intention of the plan is to align future budgets, capital improvement programs, and future bonding programs with the needs and goals of the residents of Pima County. The economic element section stresses the importance of supporting a north-south CANAMEX corridor and continuing to develop the I-10 corridor focused on supply chain development, logistics, and cross-border opportunities.



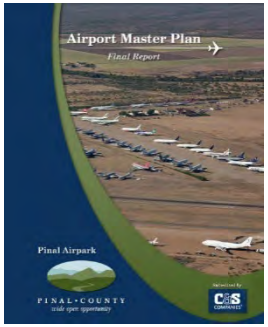
Pima Regional Trail System Master Plan (Adopted 2010, Updated in 2012 and 2015)

The Pima Regional Trail System Master Plan is intended to serve as the guide for the development of the regional trail system in eastern Pima County. The Plan includes a vision for trails within the community including trails, paths, greenways, enhanced bicycle and pedestrian corridors, and bike boulevards. The Pima Regional Trail System Master Plan presents the master plan as a built-out network of trails that exist, need maintenance, and need to be built.

Southern Pinal County Regional Corridor Study (2015)

This study was prepared as part of the Arizona Department of Transportation Planning Assistance for Rural Areas (PARA) program to address existing and future multimodal travel demands in southern Pinal County. The study recommends adding additional road segments to make Baumgartner Road a continuous two-lane roadway from Sunland Gin Road to the I-10 intersection with Park Link Drive. In addition, the report recommends expanding Pinal Airport Parkway past Pinal Airport and then connecting a new roadway from it to Coachway Road. These new roadways around the Pinal Airport Parkway could provide new opportunities to expand cargo airport services to and from the area for surrounding compatible industrial uses. The traffic interchange at Pinal Air Park Road could also be shifted to Mission Base Road.



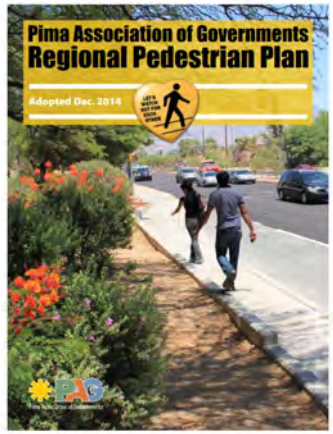


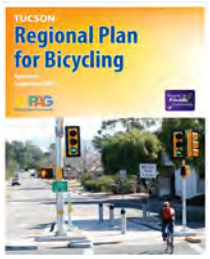
Pinal Airpark Master Plan (2015)

The Pinal Airpark Master Plan outlines the goals and vision for development of Pinal Airport and provides a guide for short-, intermediate-, and long-term projects. Currently aviation activity is helicopter activity by the Arizona Army National Guard and other users of the Silver Bell Army Heliport. Fixed wing activity is dominated by maintenance, repair, and operation (MRO) services and parachute training and testing by the United States Special Operations Command (USSOCOM). With the recommended improvements, Pinal Airpark hopes to increase general aviation activity in addition to the MRO services that are expected to grow. The plan also notes the interest and potential for the Airpark to support cargo operations.

PAG Regional Pedestrian Plan (2014)

The PAG Regional Pedestrian Plan provides a framework for achieving the region's vision for making a safe and walkable region for all residents. The driving vision behind the plan is to include "A region where people of all ages and of all abilities have the opportunity to walk in an environment that is safe, accessible, comfortable and well connected." Included in the plan is a full review of walking conditions in the region and a walkability toolbox. The Plan also identified locations within the Marana Planning Area that have sidewalk gaps, partial ramp access, lack of curb ramps, and other impediments to pedestrian access. While this list is not exhaustive of all pedestrian impediments and barriers, it is intended to serve as a guide to help each Jurisdiction develop its own pedestrian plans and prioritization for capital improvement programs.



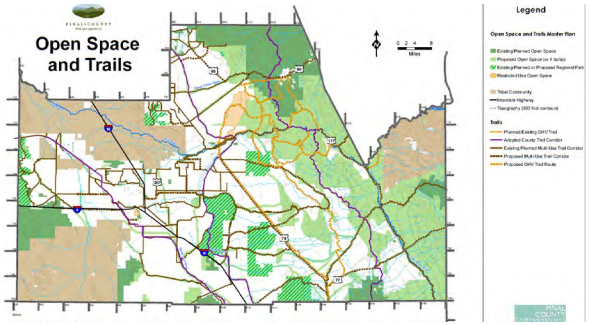


PAG Regional Plan for Bicycling (2009)

The PAG Regional Bicycling Plan provides a framework for achieving the region's vision for making safe and comfortable bike facilities in the region for all residents. The vision for the Regional Plan is to provide facilities that accommodate safer bike travel across the region and provide better access to activity areas, transit stops, schools, parks, natural resources, employment areas for those who ride bikes. Within the Marana Municipal Planning Area, the Plan identified a variety of gaps and improvements projects, including: a shared use path along Santa Cruz River Park from Ina Road to Curtis Road, gap closures on Tangerine Road, Thornydale Road, and Avra Valley Road.

Pinal County Open Space and Trails Master Plan (2007)

The Pinal County Open Space and Trails Master Plan was intended to function as the Open Space and Recreational Element of the prior Pinal County Comprehensive Plan (2001, amended 2007). The Pinal County Comprehensive Plan for 2020 (2019) is closely aligned with the Pinal County Open Space and Trails Mater Plan and plays a central role in guiding the development of the trail network. There are two major County Trail Connectors in the Marana Planning Area: the Santa Cruz River Trail and the Central Arizona Project Canal National Recreation Trail.





ADOT I-11 Interstate 11 Corridor Tier 1 Environmental Impact Statement (2021)

The proposed I-11 is envisioned as a multi-use corridor that would provide a connection from Mexico to the Hoover Dam, helping to improve Arizona's access to regional and international markets while opening new opportunities for enhanced travel, mobility, trade, commerce, job growth and economic competitiveness. The TIER 1 EIS evaluated multimodal alternatives to identify an environmentally preferable alternative that causes the least damage to the biological and physical environment and best protects, preserves, and enhances historic, cultural, and natural resources. While the evaluation phase of this high-priority and high-capacity transportation corridor has begun, funding for further studies, design and construction has not been identified.

Additional Plans and Studies

Additional local, regional, and state plans and studies reviewed, included:

- ADOT I-10 Tangerine Road to Ina Road Study (2014)
- ADOT Passenger Rail Study: Tucson to Phoenix (2015)
- PAG Long-Range Regional Transit Plan (2020)
- Pinal County Small Area Transportation Study and Transit Element (2006)
- Pinal County Regionally Significant Routes for Safety & Mobility (2008)
- Central Arizona Governments (CAG) Regional Transportation Plan (2015)
- Red Rock Small Area Transportation Study



2 MARANA TODAY

PAGE INTENTIONALLY LEFT BLANK

WE ARE MARANA

This chapter provides an overview of existing and projected socioeconomics, land use patterns, and economic characteristics and trends that set a baseline for evaluating the Town's transportation system.

Marana at a Glance

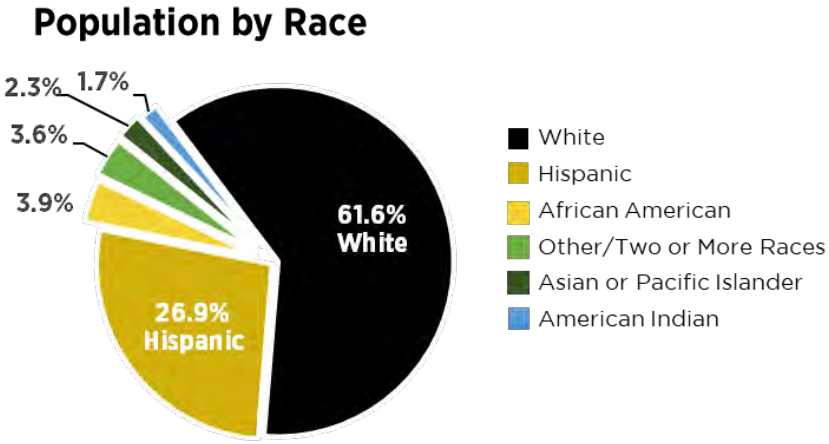
Today, the Town of Marana is a thriving and rapidly growing community. According to the 2021 US Census Bureau American Communities Survey (ACS), the following are key population and demographic statistics for the Town of Marana:

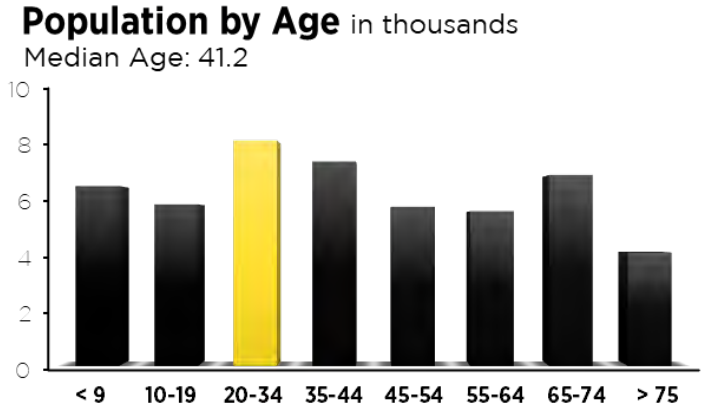
- **Total Population (2022 Arizona Commerce Estimate):** 56,758
- **Median Age**: 41.2
- **Minority Population:** 38.4%
- **Total Housing Units:** 19,020
- **Median Household Income:** $94,983
- **Average Commute Time**: 28.9 minutes

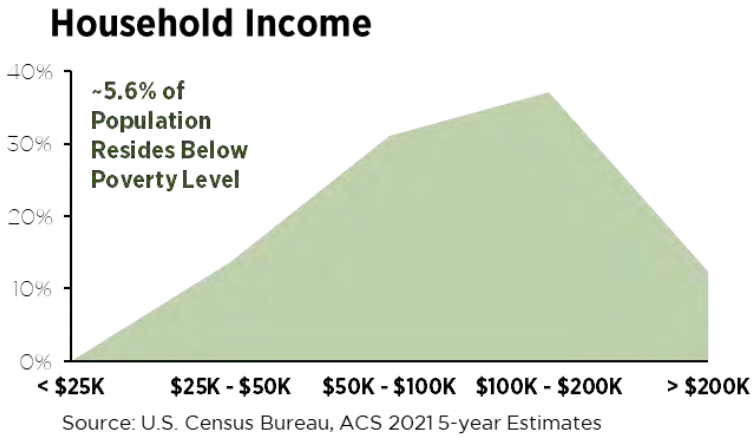
We are changing...

According to the 2021 US Census Bureau ACS:

- **We are getting older.** Since 2010 our median age has increased 4.1 years. Still, over 40% of the population is under 35 years of age.
- **We are more educated than ever.** 44.9% of Marana residents 25 years or older have attained a bachelor's degree or higher; significantly higher than 37.6% in 2010.
- **We are getting wealthier.** In 2010 the median household income was $67,542 and increased to $94,983 in 2021.







LAY OF THE LAND

Having a strong understanding of the land-use context and development patterns is imperative to creating a transportation network that complements surrounding character and facilitates movement. Just as land use influences the transportation network, the transportation network influences land use. For example, a rural roadway next to farmland serves a different purpose than a roadway designed to connect residential communities to nearby freeways.

Marana's Land Use Today

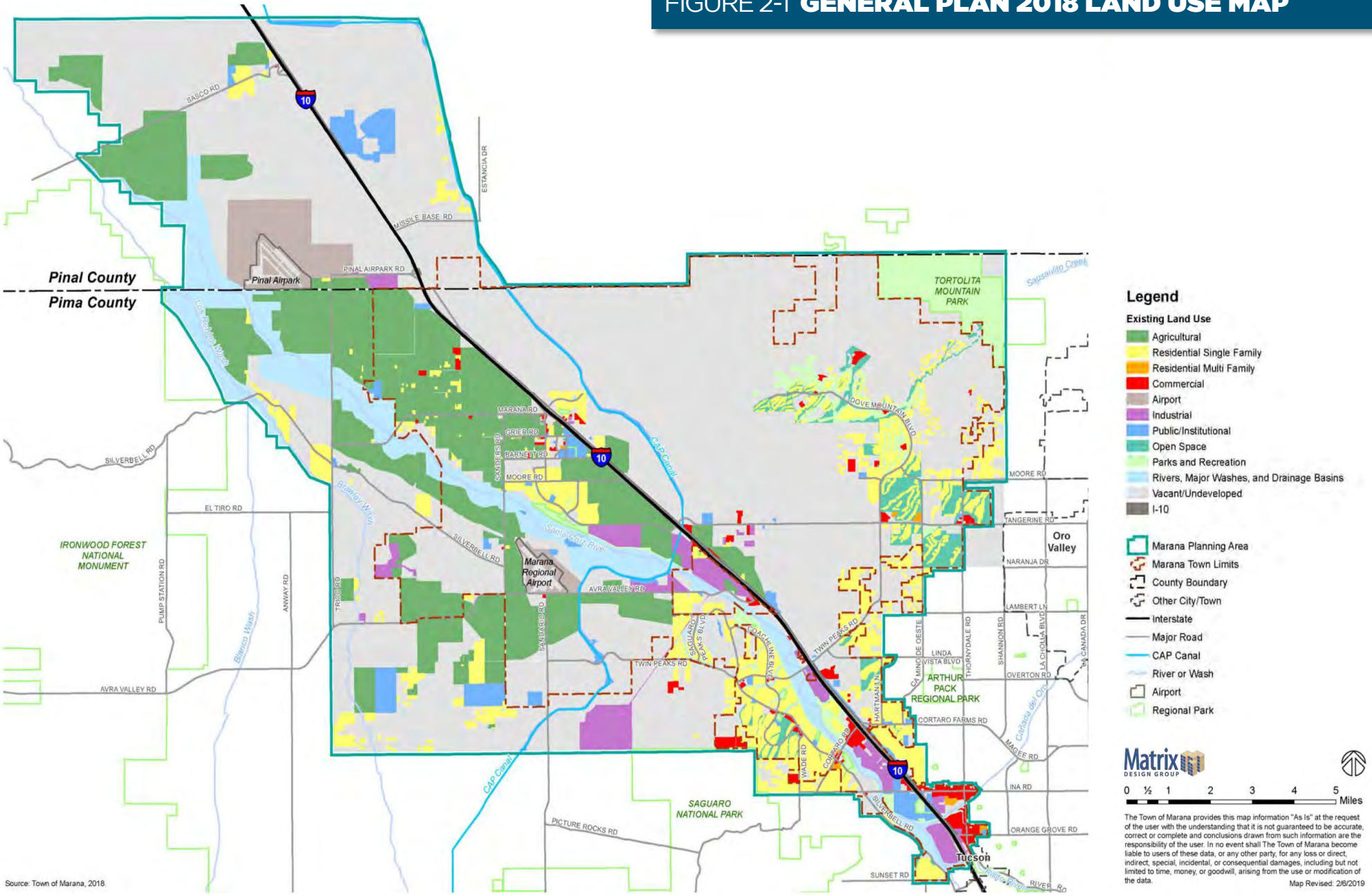
- **Residential Development (Single Family and Multi Family):** 8.2% of land
- **Non-Residential Uses:** 18.6% of land
- **Agriculture and Vacant Land:** 71.7% of land

Today, the Marana Municipal Planning Area is largely vacant land, with 56% of all land within the Municipal Planning Area characterized as vacant or undeveloped. With Marana's large land area and percentage of vacant land, there is the opportunity for growth and development in the future. Agriculture is the second largest land use in Marana today, comprising 15.5% of the total Municipal Planning Area. Commercial development is scattered throughout the Municipal Planning Area, mostly near existing residential development. The largest cluster of commercial development is located in the Town's southern area, along Ina Road and Orange Grove Road. Whereas industrial development is largely located in the central and southern areas of the Town. Figure 2-1 illustrates existing land uses in Marana from the 2018 General Plan Land Use Map.

Development Trends

Located on the fringe of the City of Tucson, Marana is in the middle of a growth surge, with a variety of new master planned communities and commercial developments planned or currently under construction. Much of this development has been converting open, vacant parcels into residential communities, retail shops, warehouses, and other commercial properties. Currently, there are over 40 Specific Plans for developments that have been adopted but not yet constructed.

FIGURE 2-1 **GENERAL PLAN 2018 LAND USE MAP**

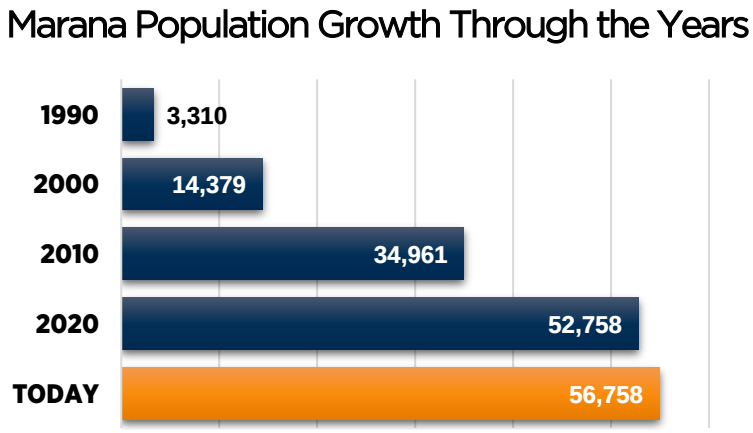


WHERE WE LIVE

Marana is growing rapidly, and while this creates opportunities, it also poses challenges to our transportation network. Understanding where growth is greatest is imperative to creating a plan that manages the increased demands on our transportation system.

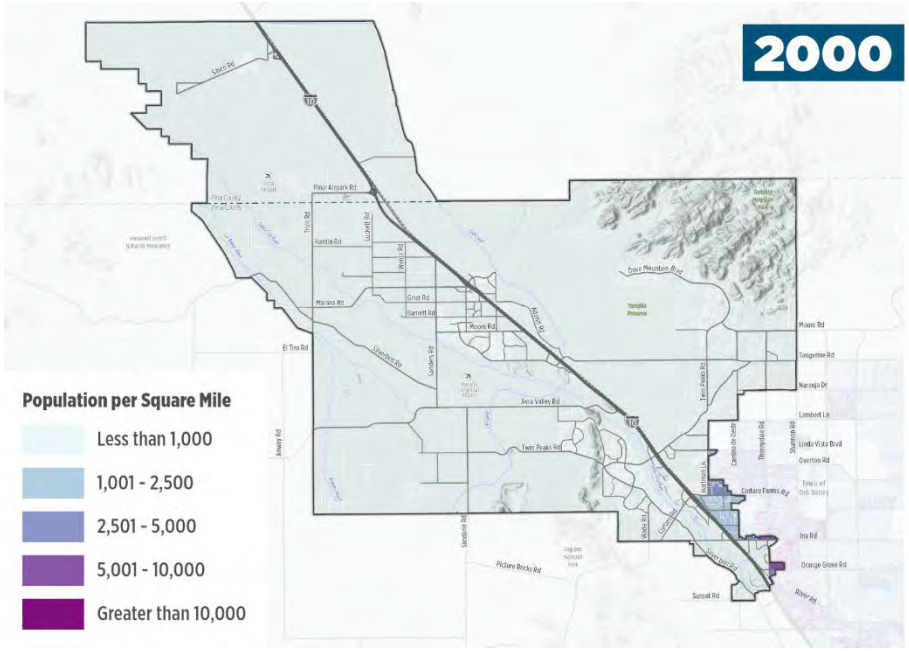
We Are Growing

Since 1990, the Town's population has increased by 1,558% - making it one of the fastest growing areas in Arizona. A significant portion of this growth has occurred near the south-eastern border of the planning area approaching Tucson and adjacent to the I-10. Master planned communities, such as Dove Mountain and Gladden Farms, have caused some of the highest densities in Marana. While significant portions of Marana and adjacent communities are slated for development, the majority of the community remains rural with less than 1,000 residents per square mile.



Source: US Census data, Arizona Commerce Authority

FIGURE 2-2 **POPULATION GROWTH THROUGH THE YEARS**



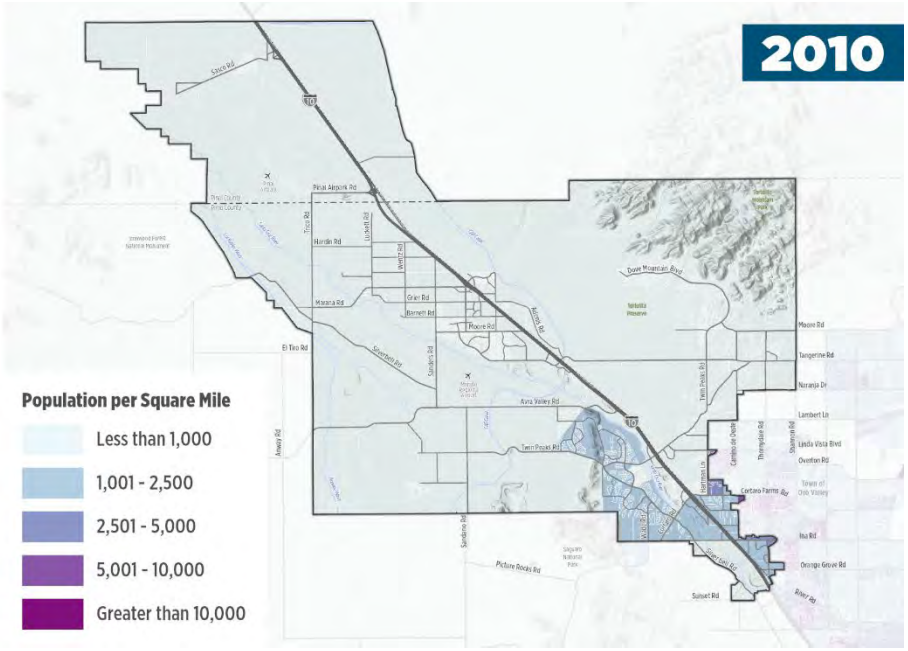
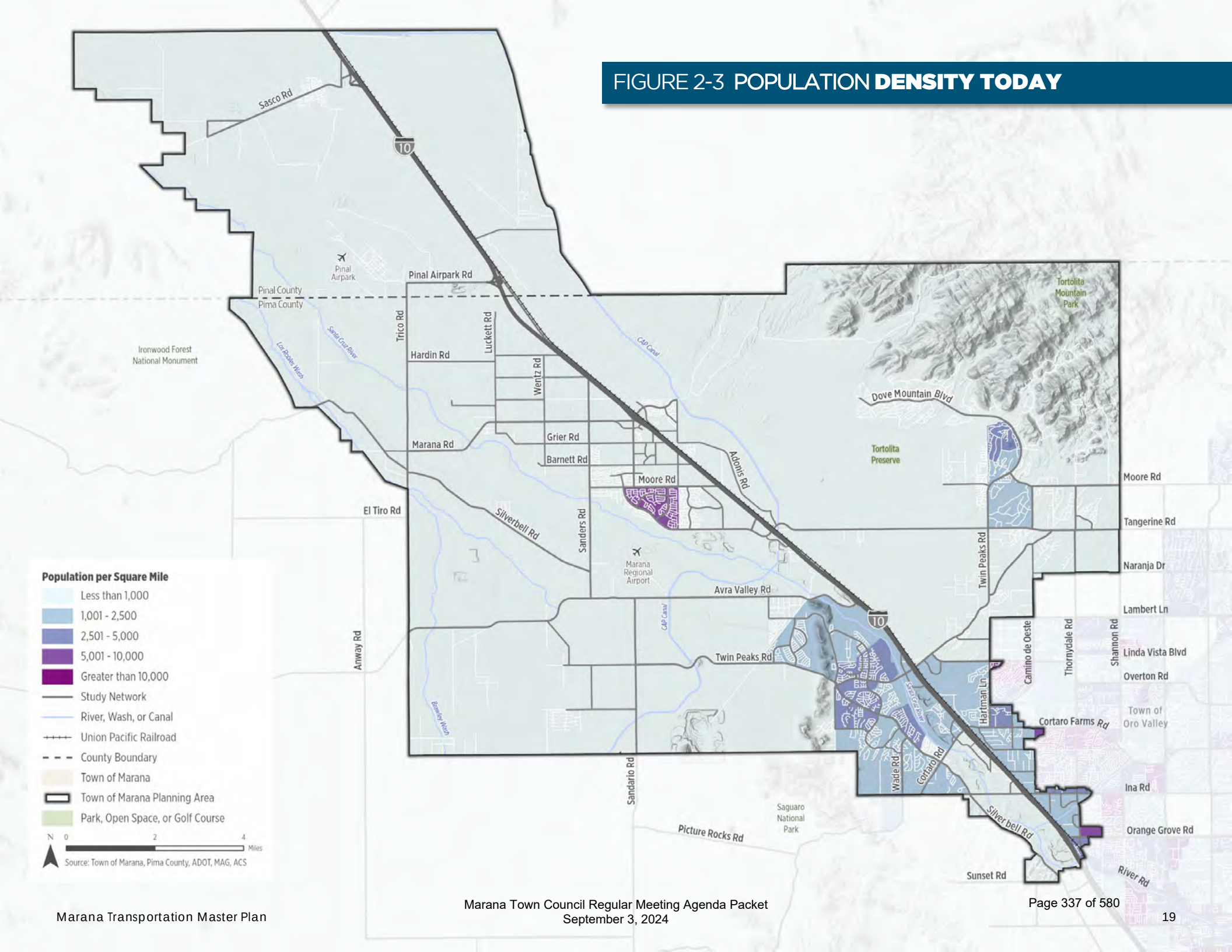


FIGURE 2-3 POPULATION **DENSITY TODAY**



WHERE WE WORK

Business is booming in Marana! With over 14,280 people working in the Town today, Marana is one of the fastest growing job markets and economies in the Tucson metropolitan area. As illustrated in **Figure 2-4,** employment opportunities can be found throughout the Marana Municipal Planning Area.

Major Employers

Marana has a diverse economy. The top industries within Marana include:

- **Retail:** 3,430 employees
- **Consumer Services:** 2,450 employees
- **Education:** 1,480 employees
- **Healthcare:** 1,020 employees
- **Government, Social, and Advocacy Services:** 980 employees

As illustrated in **Table 2-1**, major employers include the Marana Unified School District, MHC Healthcare, and Sargent Aerospace & Defense.

Employment Centers

Major job centers are locations with a high density of jobs resulting either from a cluster of many different employers in a small geographic area or large individual employers with a high number of workers. Major job centers in Marana, as shown in **Figure 2-4** include:

- Downtown Marana
- Pinal Airpark
- Cortaro Road / I-10
- Ina Road, east of I-10
- I-10 Corridor

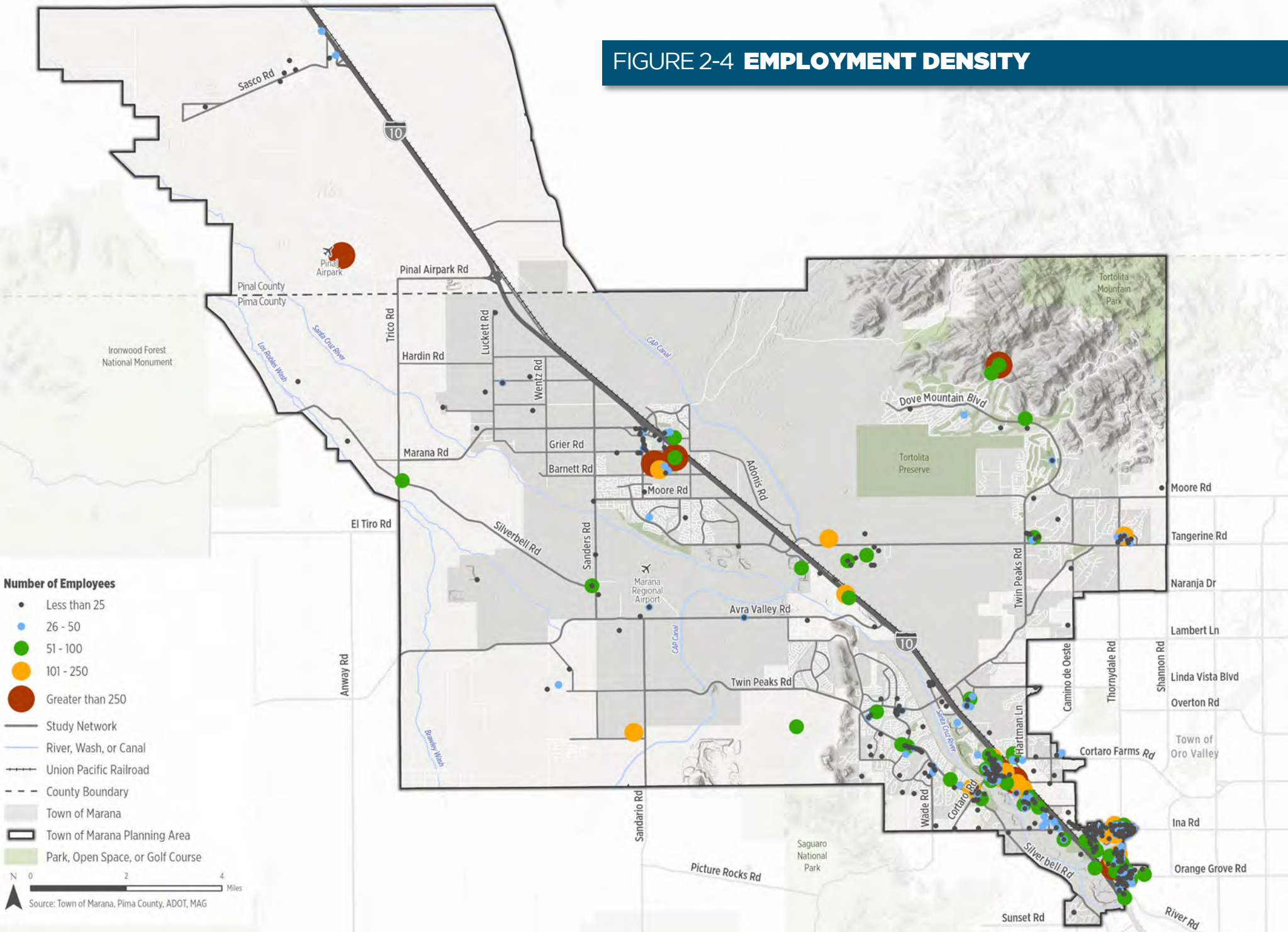
Table 2-1 **Major Employers in Marana Today**

Employers	Employees
Marana Unified School District	931
Pinal Airpark	382
Sargent Aerospace and Controls	366
Marana Regional Airport (AVQ)	363
MHC Healthcare	350
Town of Marana	340
Walmart	330
Costco Wholesale	300
Marana Aerospace Solutions	300
FLSmidth Krebs	260
Swire Coca Cola	250
Frys Food Stores	200
Home Depot	200
Ritz Carlton, Dove Mountain	150

Data illustrates an example of major employers in Marana today.

Source: MAG 2021 Arizona COG/MPO Employer Database, 2021 ADOT Arizona Aviation Economic Impact Study

FIGURE 2-4 **EMPLOYMENT DENSITY**



Where We Commute To

Understanding commuting patterns within Marana and between cities helps us determine local and regional travel needs. Utilizing the US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) OnTheMap application, regional commuting patterns can be identified. The portal is a nationwide database that reports where workers are employed and where they live.

Table 2-2 shows the top places where Marana workers live. According to the LEHD, approximately 15.8% of Marana workers live within the Town. Nearly 54% of those that work in Marana live in Tucson or North Tucson. Although only just under 13% of Marana's daily trips are commute trips, 92% are done by driving. Not all jobs require commuting as 15.5% of workers living in Marana work from home.

As illustrated in **Figure 2-5**, Marana exports more workers than they import or retain internally. This illustrates the regional nature of commuter patterns for Marana residents and workers, further described in **Table 2-3** showing the top places where Marana residents travel to for work. **Figure 2-6 and Figure 2-7** provide additional detail on commute patterns in Marana today.

Figure 2-5 **Town of Marana Commute Characteristics**

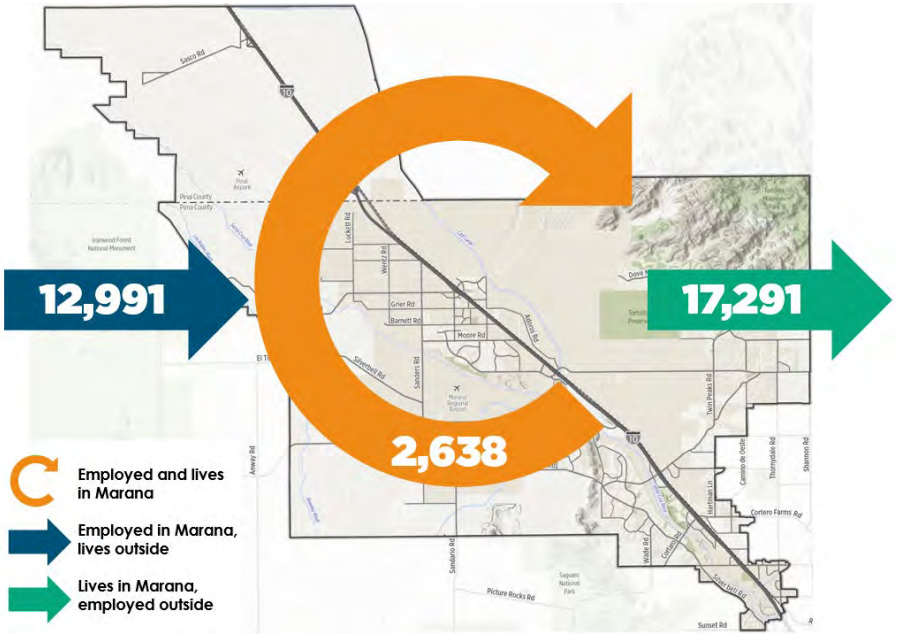


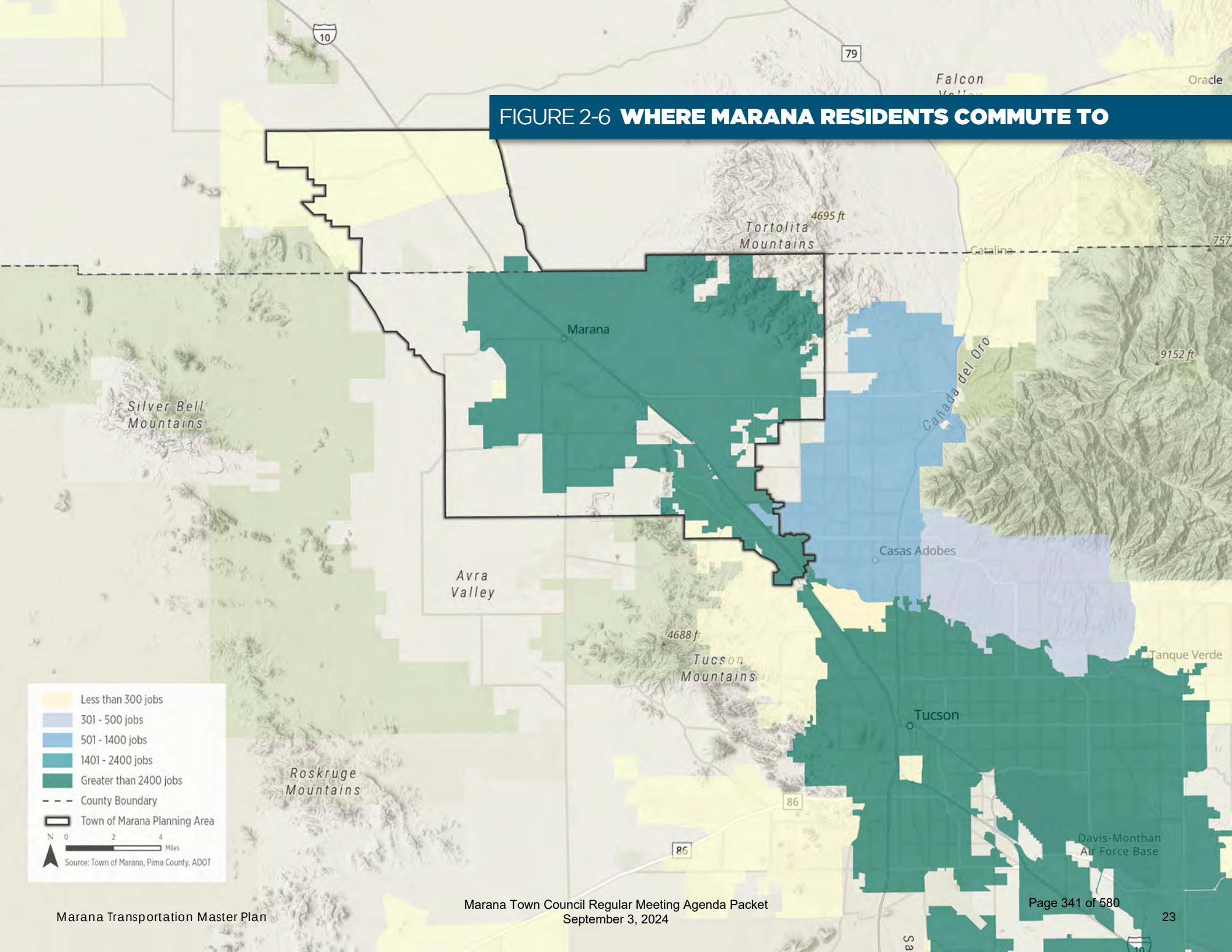
Table 2-1 **Top 5 Places Where People Working in Marana Live**

Place	Percent Share
Tucson	23.9%
Marana	15.8%
North Tucson	12.6%
Oro Valley	4.6%
Phoenix	3.2%

Table 2-3 **Top 5 Places Where Marana Residents Work**

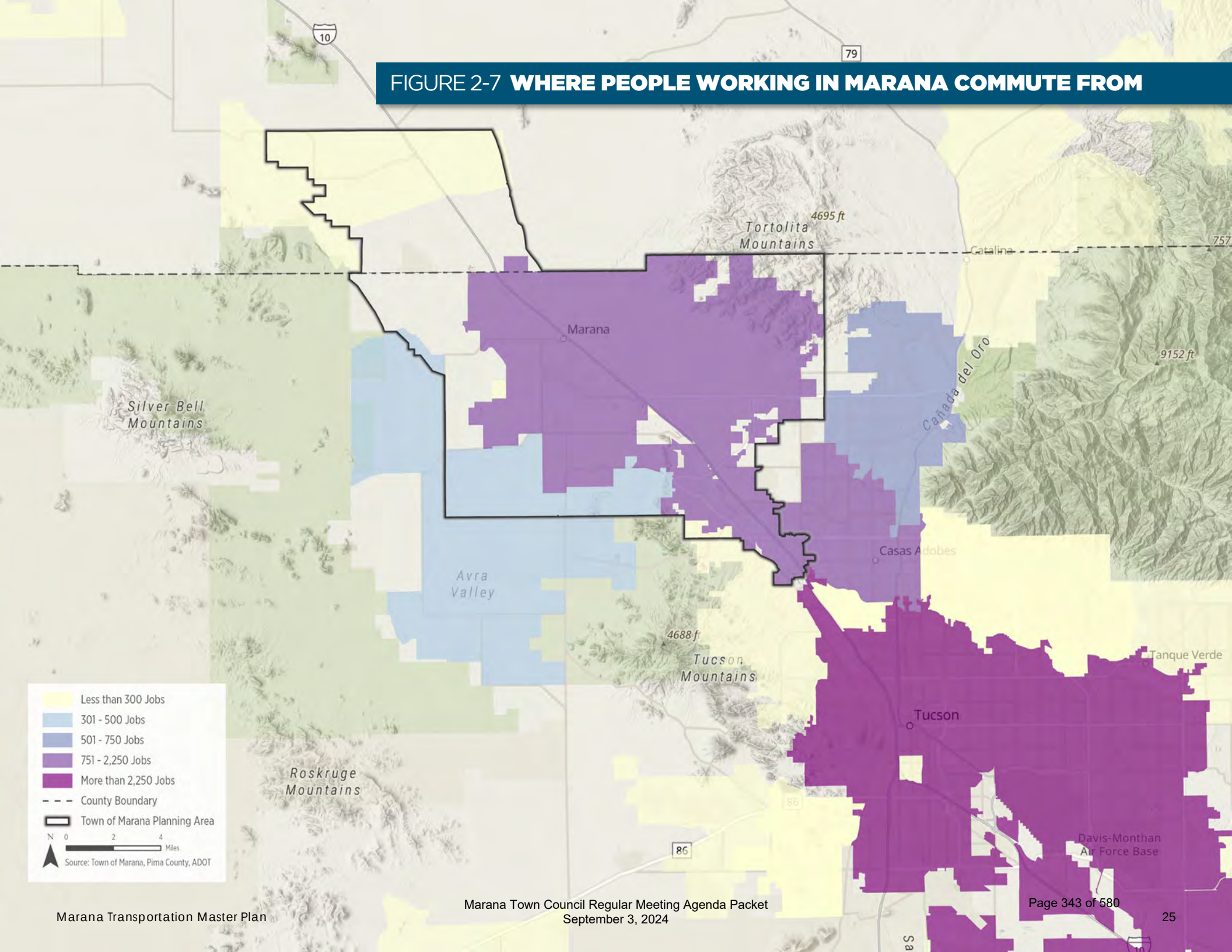
Place	Percent Share
Tucson	39.1%
Marana	11.6%
Phoenix	8.2%
North Tucson	6.0%
Oro Valley	4.1%

FIGURE 2-6 **WHERE MARANA RESIDENTS COMMUTE TO**



PAGE INTENTIONALLY LEFT BLANK

FIGURE 2-7 **WHERE PEOPLE WORKING IN MARANA COMMUTE FROM**



WHERE WE SHOP, PLAY, AND LEARN

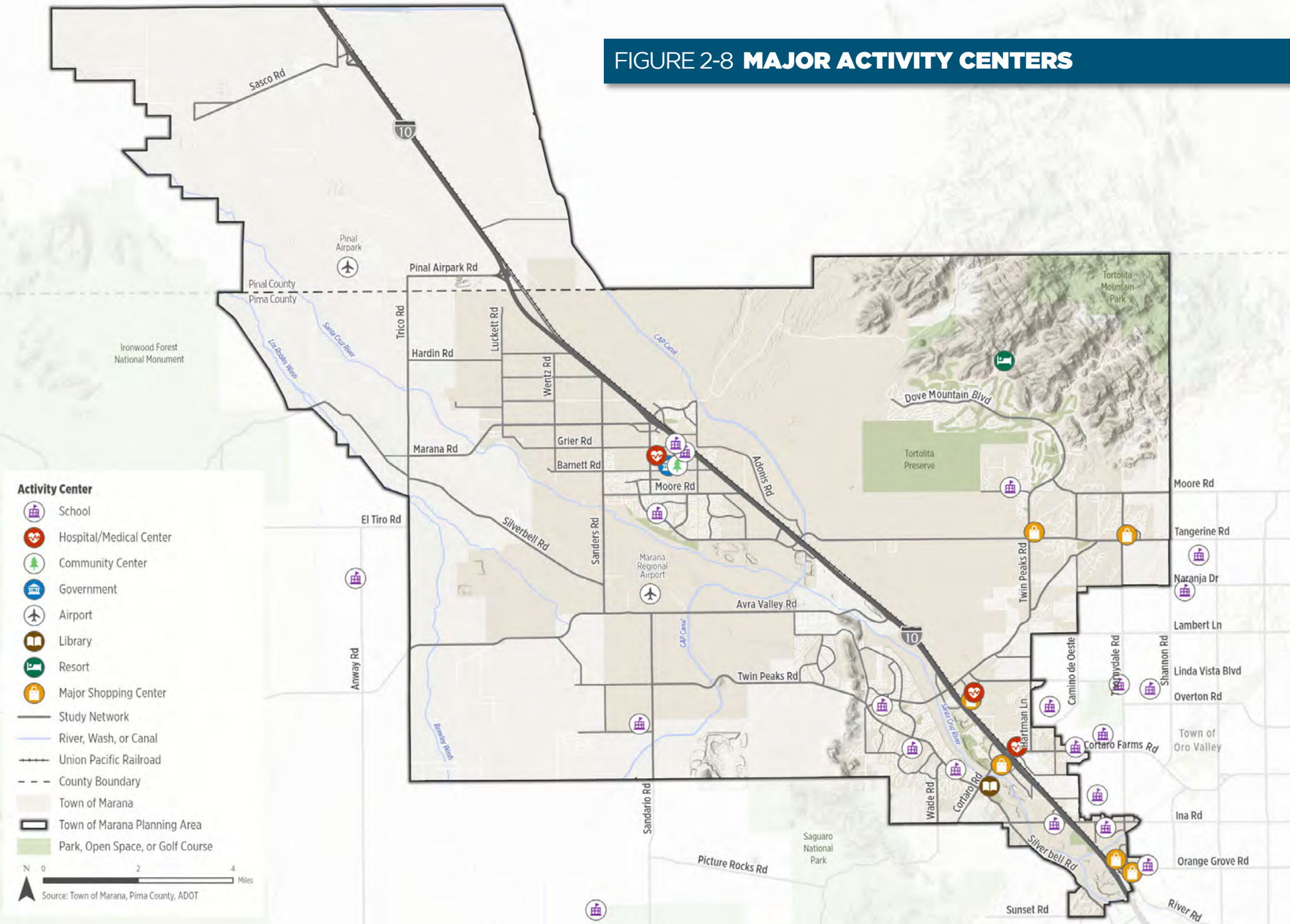
Activity centers represent key destinations that generate transportation trips for people looking to work, play, live, and learn. Activity centers are made up of a variety of land uses such as shopping and retail, commercial, hospitals, or education centers among others. Understanding where key activity centers are located is imperative to developing a transportation system that conveniently connects major transportation generators through a variety of modes. **Figure 2-8** illustrates major activity centers and transportation generators in the Town, including:

- **K-12 Schools.** In total, there are 23 public, charter, and private schools in Marana. The Marana Unified School District serves approximately 13,000 students in ten elementary schools; a K-8 school; a CSTEM K-8 school; two middle schools; three high schools, and the Early Learning Resource Center.
- **Health Care Facilities.** There are several major healthcare facilities within Marana including the Carondelet Marana Hospital, Northwest Emergency Center, and MHC Healthcare. It is expected that Tucson Medical Center will open a new medical facility near West Twin Peaks Road.
- **Commercial Centers.** Big box stores like Walmart, Target, and Costco are located along I-10. The major retail within Marana is along the Ina and Cortaro corridors. Commercial Centers such as The Shoppes at Tangerine Crossing, Dove Centre, Marana Center, Cortaro Ranch, Arizona Pavilions, and the Marketplace Marana serve adjacent subdivisions and regional shoppers.
- **Recreation.** Marana maintains over 210 acres of developed parks and 17.4 miles of shared use paths. In addition, the Marana Municipal Planning Area is home to a variety of county, state, and national parks and trails. Among the largest recreation sites are the Tortolita Preserve, Tortolita Mountain Park, the Crossroads at the Silverbell District, and the Santa Cruz River Park. Four golf facilities with multiple courses exist within Marana including the Pines Golf Course at Marana, Heritage Highlands Golf and Country Club, Dove Mountain Golf Course, and the Gallery Golf Course.
- **Airports.** The Marana Municipal Planning Area is served by Pinal Airpark and Marana Regional Airport, although neither is currently serviced by a major commercial airline.

Major Residential Areas

Providing direct and convenient multimodal transportation connections between major residential communities and key activity centers creates opportunities to connect residents to the places they need to travel. In Marana, just over 55 percent of the area is zoned as residential. Large residential developments and master planned communities sometimes create obstacles to creating connected facilities as the communities may have discontinuous roads, are far removed from existing facilities, or have walls limiting access. The Gladden Farms community went against this trend by developing walkable and bikeable trails within the community, dense walking and biking access points to the main roads surrounding the community, and nearby municipal trails and recreation to parks including the Marana Heritage River Park, Gladden Farms Community Park, Compass Park, Stonegate Park, and Willow Glen Park.

FIGURE 2-8 **MAJOR ACTIVITY CENTERS**



HOW WE GET AROUND

Today, we have more choices than ever before to get to the places we want to go and the people we want to see. Understanding how we get around can help define needs and opportunities for the transportation system today and in the future, regardless of whether we choose to walk, bike, ride transit, or drive. This analysis considers average weekday and weekend days to gain an understanding of how we move around. The analysis uses data from Replica, a software that incorporates anonymized data from a variety of sources like the US Census Bureau, mobile location data, land use, economic activity, and others to create a simulation of an area to model how people get around, where they are going, and when they travel.

Where We Want to Go

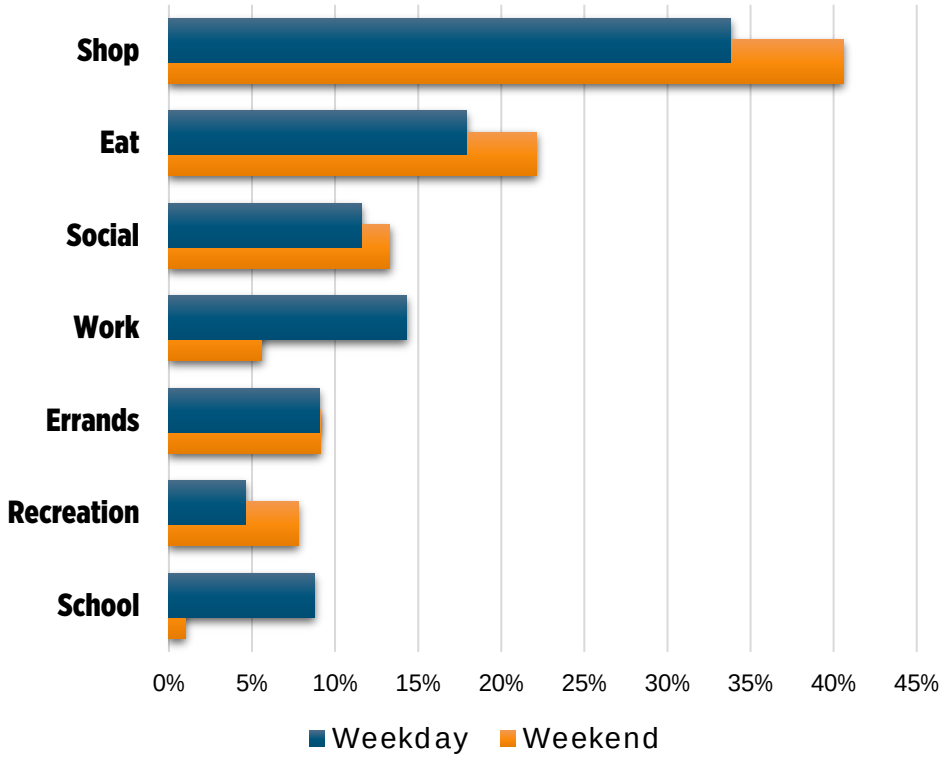
We travel for many reasons every day. This analysis considered several trips we might take:

- **Getting to Work:** all trips that end at a person's workplace (including commute trips and things like a trip back from lunch).
- **Getting to School:** all trips to a person's school or college.
- **Traveling for Daily Needs:** all social trips and trips to places where people shop, dine, and run errands.
- **Getting Outside:** all trips to recreational destinations like parks and trailheads (this does not include trips without a destination, like walking the dog or jogging).

As shown in **Figure 2-9,** more than 3 out of every 4 trips we take are to do the things that make up our quality of life, like shop, eat, socialize, and run errands. However, we travel differently on weekdays and weekends:

- While trips for shopping, eating, and socializing always make up most of our trips, we tend to do these things more on weekends than on weekdays.
- We travel much more for work and school on weekdays than on weekends. In fact, even when combining these trips, they make up the lowest percentage of weekend trips evaluated.
- We travel slightly more for recreation on the weekends.

Figure 2-9 **Typical Trip Purpose (Destination)**



Source: Replica
Southwest Fall 2022

How We Get There

We choose to travel in different ways depending on where we are going, as shown below. While we are more likely to drive longer distances to work, we are much more likely to walk or bike for our shorter trips to get to school, meet daily needs, and get outside for recreational activities. We also tend to choose to drive more for our trips on weekends than we do on weekdays.

Table 2-4 **How We Travel (Weekday / Weekend)**

	WEEKDAY							WEEKEND						
	Drive	Transit	Bike	Walk	Other	Average Travel Time	Average Travel Distance	Drive	Transit	Bike	Walk	Other	Avg Travel Time	Average Travel Distance
Getting To Work	94%	<0.5%	0.5%	2.5%	2.5%	35 min.	20.5 mi	95.5%	<0.5%	0.5%	2%	1.5%	28 min.	17 mi
Getting to School	82%	<0.5%	6%	11%	1%	25 min.	11 mi	96%	<0.5%	<0.5%	1%	3%	38 min.	27 mi
Travel for Daily Needs	85.5%	<0.5%	1%	11%	2%	21 min.	13 mi	86.5%	<0.5%	1%	10%	2%	22 min.	13 mi
Getting Outside	88%	<0.5%	1%	8%	2.5%	23 min.	13.5 mi	92%	<0.5%	1%	4%	2%	23 min.	14 mi

Source: Replica Southwest Fall 2022

Getting to Work

- We mostly choose to drive alone to work, and our travel patterns are similar on weekdays and weekend days.

Getting to School

- Most students are driven to school, but almost one in five students walk or bike to school on weekdays.
- Weekend students tend to overwhelmingly drive and go to school significantly further away.

Traveling for Daily Needs

- We generally choose to travel in the same ways, go similar distances, and spend a similar amount of time on weekends and weekdays.
- One in ten trips to meet daily needs are done by walking.

Getting Outside

- Almost one in ten trips for recreation are made by walking or biking on weekdays, but we choose to drive much more often for these trips on weekends.

Making Short Trips

- We tend to travel longer distances and choose to drive for those longer distance trips. However, when we are traveling two miles or less to get to work, school, daily needs, or outside, our travel patterns look different. In fact, when traveling these shorter distances, we choose to walk more than one third of the time.

OUR SOCIAL NEEDS

Often, transportation and land use decisions place unfair burdens on disadvantaged communities. Conducting an analysis of traditionally underserved populations helps identify locations with high concentrations of people or groups who may not be physically or financially capable of owning or driving a vehicle and rely on walking, riding bicycles, and transit to meet their daily travel needs.

Disadvantaged Population Groups

The following are metrics for the Town of Marana

- **Age 65 and Older:** 21.9%
- **Minority Population:** 38.4%
- **People with a Disability (<65 years):** 12.1%
- **Population below the Poverty Level:** 5.6%
- **Limited English Proficiency Households:** 2.8%
- **Households with no Vehicles:** 2.4%

Justice40 Disadvantaged Communities

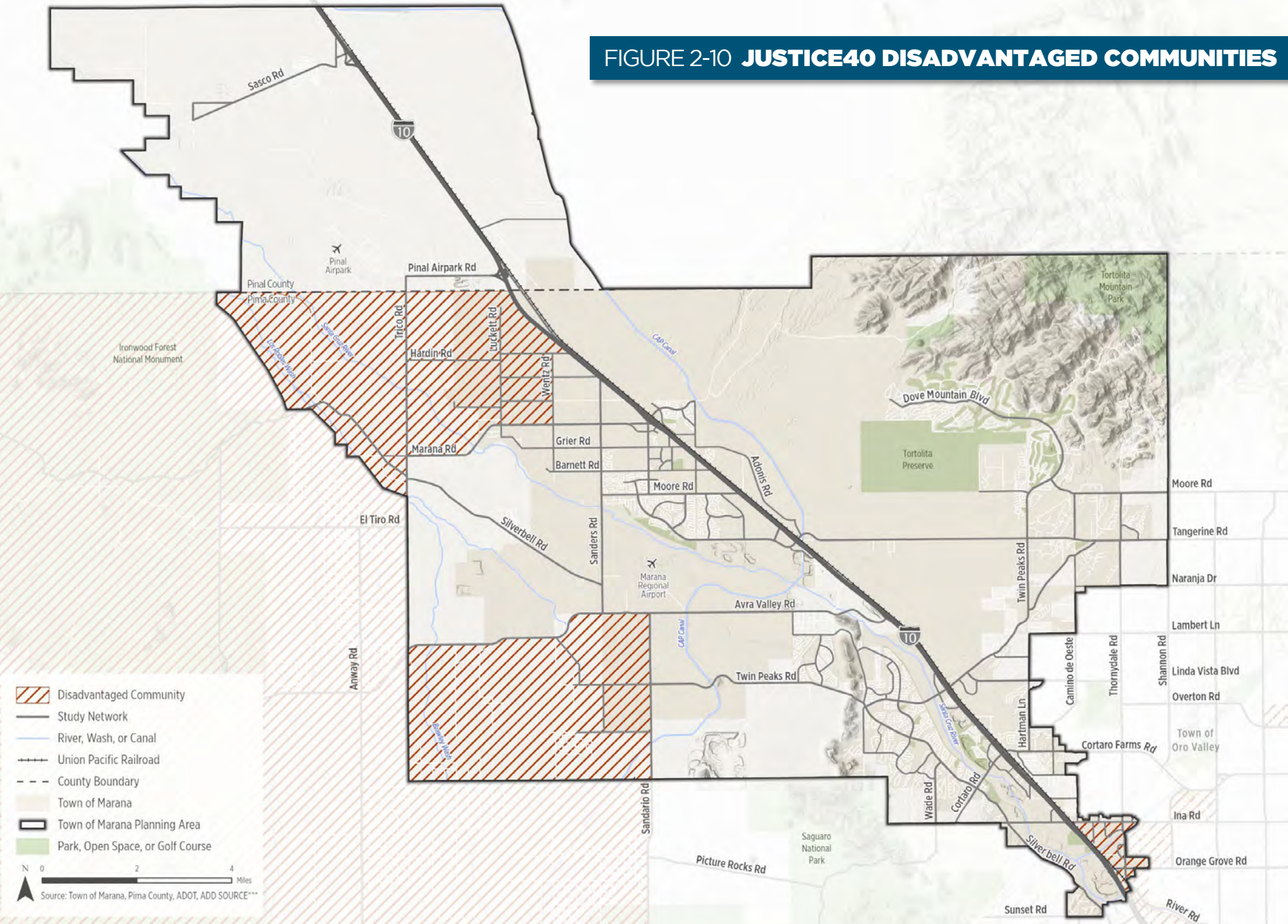
Justice40 is a federal initiative and policy goal that 40 percent of Federal investments should flow to disadvantaged communities. To define disadvantaged communities, the Climate and Economic Justice Screening Tool (CEJST) was developed that defines seven categories for which a community may be disadvantaged (including health, housing, transportation, workforce development, among others). Three areas within Marana are considered disdvantaged failing one or more of the thresholds defined for each of the seven categories and are shown in **Figure 2-10.**

The area west of Sandario Road and south of Avra Valley Road is considered disadvantaged because compared to the rest of the US it is in the 90th percentile for expected agricultral loss and in the 90th percentile for flood risk in the next 30 years—failing the climate change category. In addition, the area is also considered to have legacy pollution because it has had at least one Formerly Used Defense Site (FUDS). Residents of this area also experienced greater transporation barriers. Finally, the area also failed in the workforce development category as this location is in the 90th percentile of people experiencing unemployment.

The census tract south of the Pima County border, west of the I-10 and Wentz Road and just south of Marana Road failed on climate change due to expected agricultural loss and risk of flooding in the next 30 years. It also failed transportation as residents experience higher transportation barriers compared with the rest of the nation.

Finally, the last disadvantaged area in Marana is in the south eastern portion of the town and is considered disadvantaged due to leaky wastewater underground storage tanks.

FIGURE 2-10 JUSTICE40 DISADVANTAGED COMMUNITIES



HOW HEALTHY ARE WE?

Transportation networks shape how people move, and influence when, where, and what modes people use to travel. Because the transportation system is used by people daily, it can provide opportunities to incorporate physical activity into their daily lives. One opportunity to engage in daily physical activity is during a person's daily trips; however, driving is the predominant travel mode in Marana. Providing opportunities for people to walk or bike for short, daily trips instead of using their car may help mitigate public health concerns, such as diabetes, heart disease, stroke, and other chronic health conditions.

Public Health Trends

Table 2-5 provides key public health conditions in the Town of Marana in comparison to nationwide averages. Generally, residents of Marana have positive health habits as residents smoke less, are more physically active, and are less obese than the nation. This has led Marana to have lower rates of disabilities, physical distress, and high blood pressure.



17.1%
Adults have limited activity



26.5%
Marana adults are obese

Table 2-5 **Public Health Indicators**

Place	Marana	Nationwide
Obesity	26.5%	30.8%
Limited Physical Activity	17.1%	25.8%
Diabetes	7.2%	9.9%
Smoking	13%	16.2%
Life Expectancy	79.0 years	79.1 years
Frequent Physical Distress	10.4%	12.4%
High Blood Pressure	27.3%	29.5%

Source: PLACES Project, Centers for Disease Control (2019)



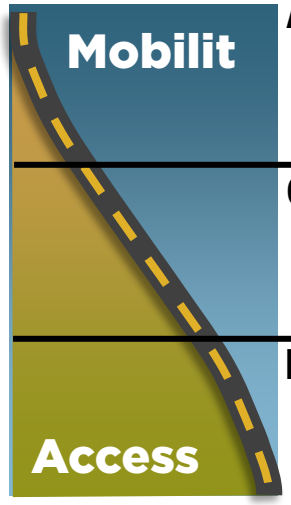
3 DRIVING IN MARANA

OUR STREETS TODAY

This section outlines key characteristics and conditions of Marana's roadway network.

Functional Classification

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. All vehicle trips include two distinct functions: mobility and land access. Functional classification is a hierarchy of roadway classes based on their role in providing access and mobility. **Table 3-1** provides a summary of the study network's functional classification based on ADOT's Functional Classification System. However, based on current traffic volumes, speeds, number of lanes, accessibility, and other factors, several roads do not seem to operate as intended. Current traffic volumes indicate that the street operates as a collector. The final Marana TMP reviewed current/future traffic volumes and other criteria to recommend revisions to the functional classification of roadways.



Arterials
- Higher mobility
- Low degree of access

Collectors
- Balance between mobility and access

Locals
- Lower mobility
- High degree of access

Table 3-1 **Functional Classification of the Marana TMP Study Network Today***

Classification	Study Network Mileage	Percentage of Study Network
Arterial	103.44	46%
Collector	79.49	35%
Frontage Road	41.96	18%
Local	2.57	1%
Total	**227.5**	

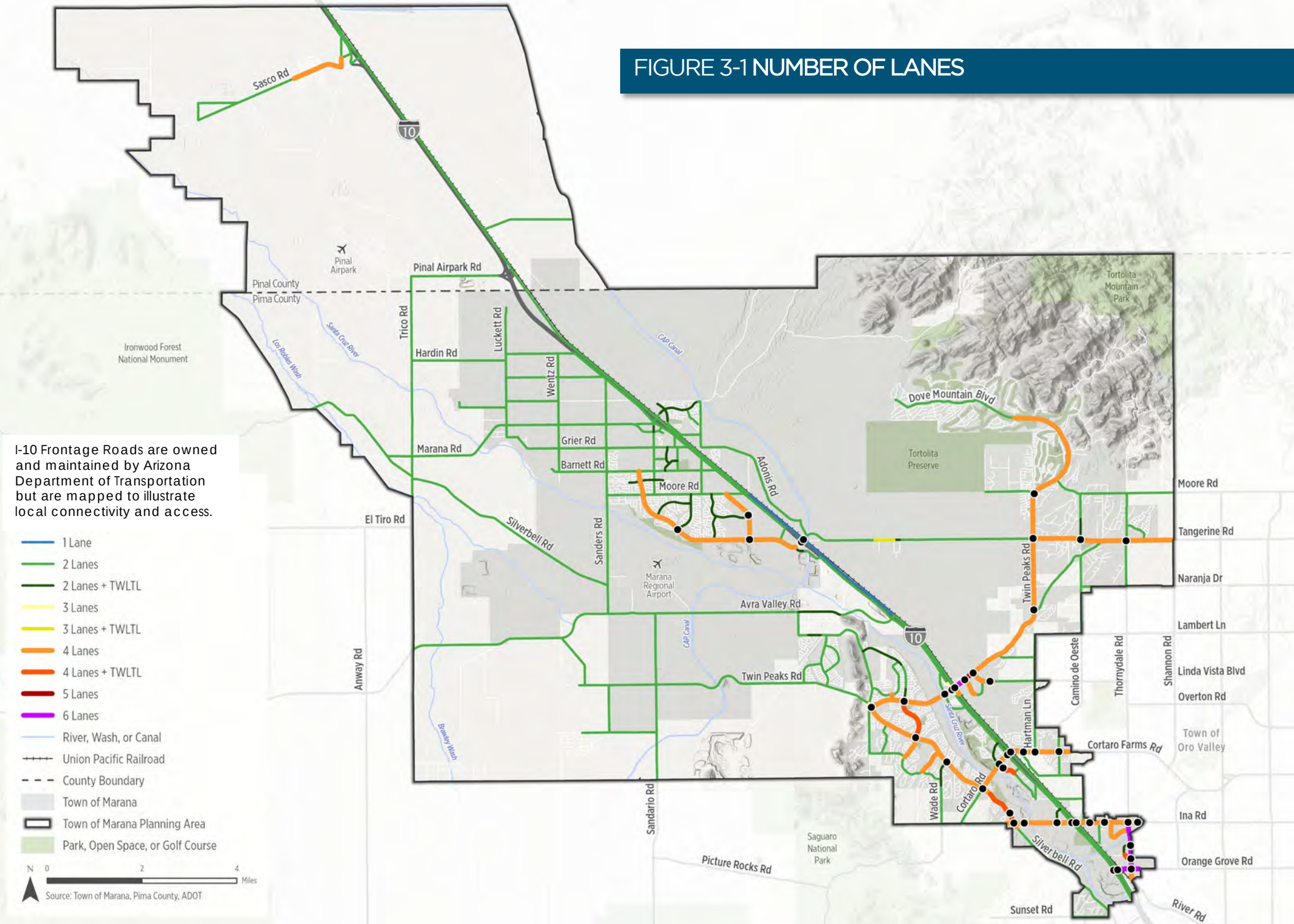
Source: ADOT, Town of Marana

Travel Lanes

As illustrated in **Figure 3-1,** the number of travel lanes throughout the Municipal Planning Area varies from two lanes on local to six lanes on arterials. It is important to note that the figure represents the general number of through lanes and there may be short sections with more lanes where development has occurred. The number of lanes provided at individual intersections also varies. There are locations where additional through and/or turn lanes exist to improve intersection capacity. Key findings show:

- **Arterials** are typically 2 or 4 lanes; however, there are portions of arterials that are 6 lanes. Approximately 30 percent of arterials streets do not have a median present.
- **Collectors** in the Municipal Planning Area mostly have one through lane in each direction with some exceptions.
- **Frontage Roads** run parallel to high-speed, limited access roads. Frontage roads exists along Interstate 10.

FIGURE 3-1 NUMBER OF LANES



Posted Speed Limit

The speed limit of a corridor not only impacts traffic flows, but also can be a critical factor in the number and severity of crashes. Speed impacts crash severity in many ways - at higher speeds, a driver's peripheral vision is reduced and a car's stopping distance is greater. As shown on the right, the likelihood that a pedestrian hit by a vehicle will survive sharply decreases when speeds increase.

To determine the posted speed limits of study corridors, speed limits were compiled from readily available GIS data from the Town and via a Google StreetView review of conditions. **Figure 3-2** and **Table 3-2** outlines current posted speed limits. Findings observations show:

- Posted speed limits vary from 25 to 55 MPH.
- Arterials largely have posted speed limits of 40 MPH or higher.



Source: Impact Speed and a Pedestrian's Risk of Severe Injury or Death. Brian Tefft, AAA Foundation for Traffic Safety, 2011

Table 3-2 **Posted Speed Limits on the Study Network**

Posted Speed Limit	Mileage	Percent of the Study Network
25 MPH or Less	25.2	11%
30 – 35 MPH	60.4	27%
40 – 45 MPH	68.2	30%
Greater than 45 MPH	73.6	32%

Traffic Control

Traffic control devices help manage the movement of people and goods in an efficient manner. Traffic control devices include:

- **Traffic Signals:** controls the flow of vehicles on the roadway network. Improving traffic signal timing can increase mobility and reduce overall congestion. Currently there are 30 traffic signals in the Town and 6 currently in design.
- **High Intensity Activated CrossWalK (HAWK):** Also referred to as a Pedestrian Hybrid Beacon (PHB), HAWKs are designed to help pedestrians safely cross busy or higher-speed roadways at midblock crossings and uncontrolled intersections. Unlike traffic signals, the HAWK is activated only when a pedestrian pushes the crossing button. Vehicles are free to move when no one is crossing the street unless it is solid red. There are three HAWK signals in the Marana Planning Area.
- **Traffic Signs:** A STOP or YIELD sign notifies drivers to bring their vehicle to a full stop or yield at intersections.

Figure 3-3 illustrates the location of traffic signals and HAWK beacons on the study network.

FIGURE 3-2 POSTED SPEED LIMIT

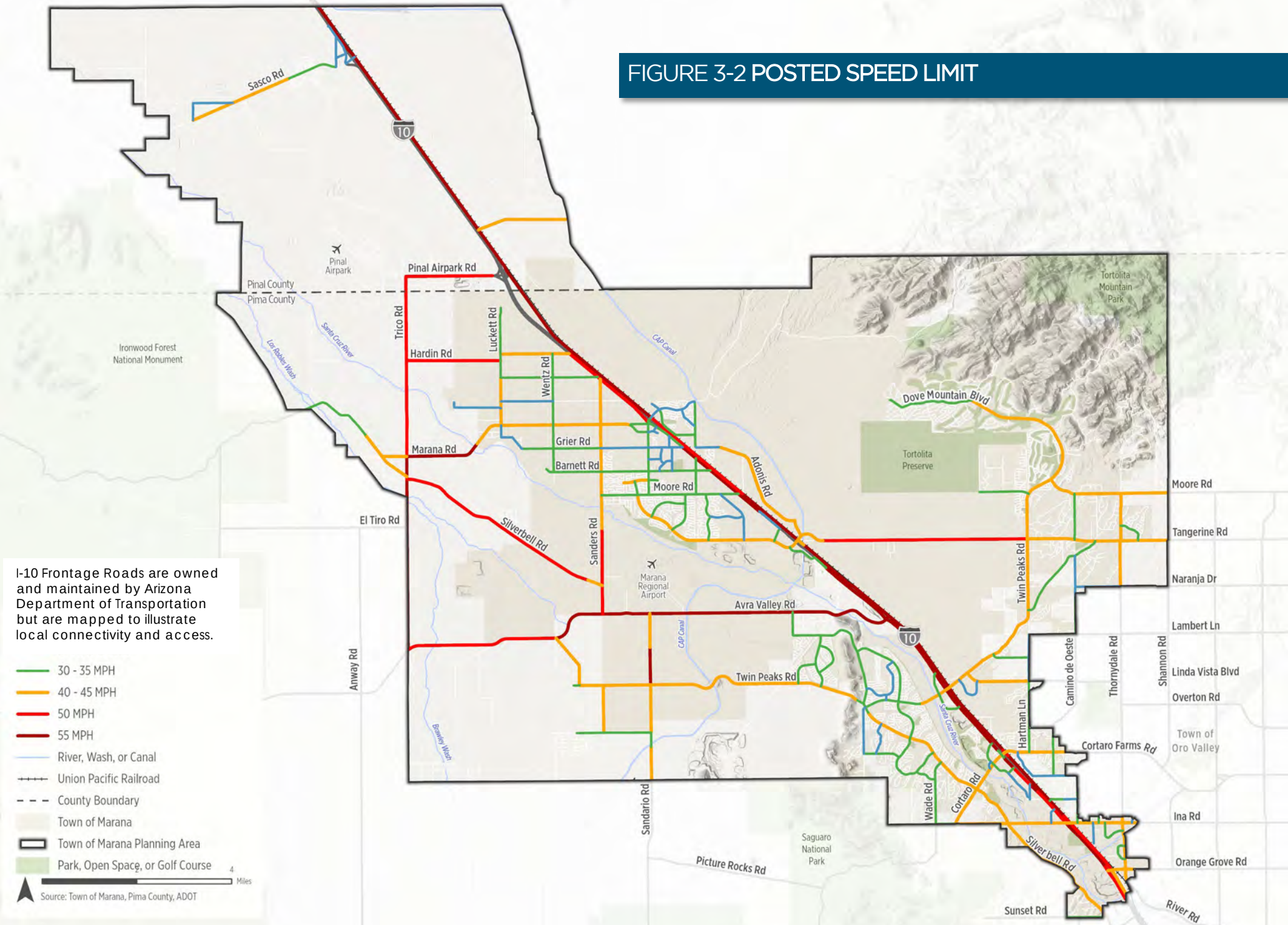
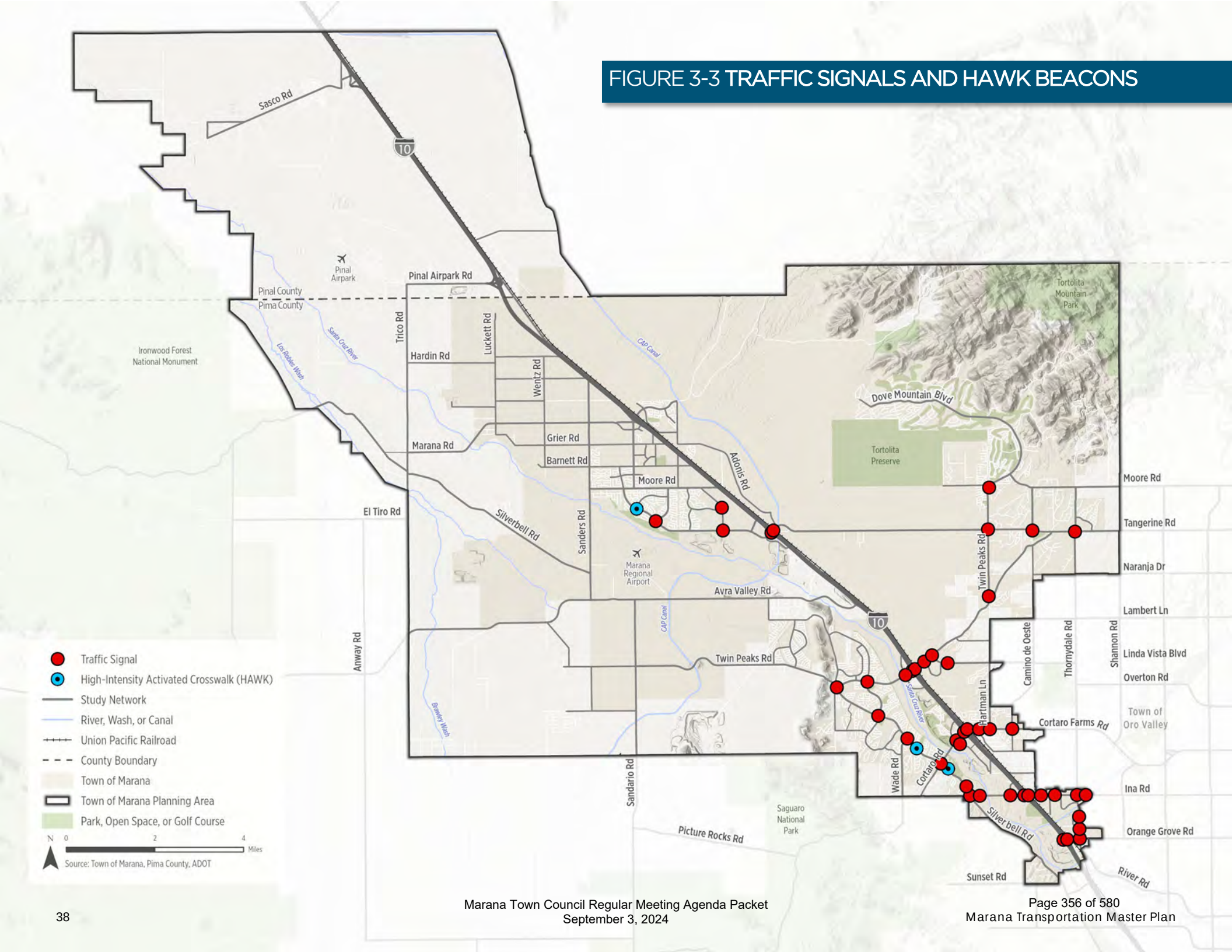


FIGURE 3-3 TRAFFIC SIGNALS AND HAWK BEACONS



SYSTEM MANAGEMENT

Marana has made a tremendous investment in our transportation network, and maintaining these facilities in good working order is no small task. Essential maintenance not only provides the public with safe infrastrucutre but also reduces costly repairs.

Pavement Condition

Figure 3-4 Illustrates the current pavement conditions based upon the Town's Pavement Management System (PMS). Most of the roadways that are in poor condition are located in Downtown Marana and in west Marana. The deterioration may be due to ongoing repair and construction. Key findings include:

- **Good Condition:** 75 percent
- **Fair Condition:** 16 percent
- **Poor Condition:** 9 percent

Structures

Maintaining bridges and culverts in a state of good repair is essential for preserving mobility and connectivity. Weight limits or closures on structurally deficient bridges negatively impact freight and traffic movement, while out of date structures that inadequately carry current traffic volumes may cause traffic congestion. To analyze structure conditions in the study network, bridge condition ratings were obtained from the Town and the National Bridge Inventory Database.

Figure 3-5 illustrates the location and condition of structures along the study network. It is important to note that the construction year and/or age of the structure does not reflect more recent reconstructions or bridge improvements. Key findings include:

- **Total Structures in the Marana Municipal Planning Area:** 107 structures
- **Good Condition:** 63 percent (67 total bridges)
- **Fair Condition:** 35 percent (37 structures)
- **Poor Condition:** 3 structures all located in the Municipal Planning Area, outside of current town limits
- **Average Structure Age:** 55 years since the structure was built.
- Bridges in poor condition were primarily constructured prior to 1962.

FIGURE 3-4 **PAVEMENT CONDITIONS**

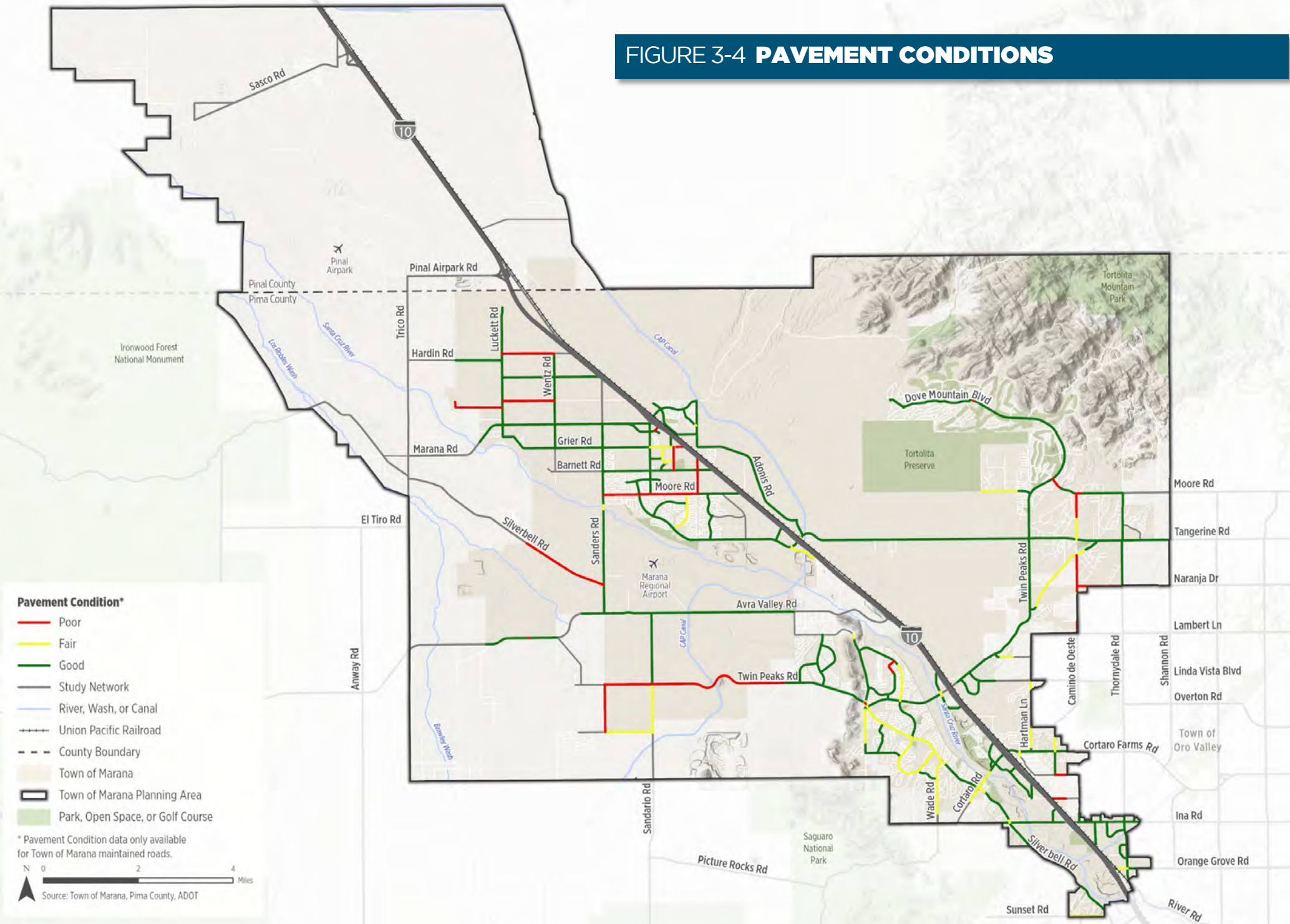
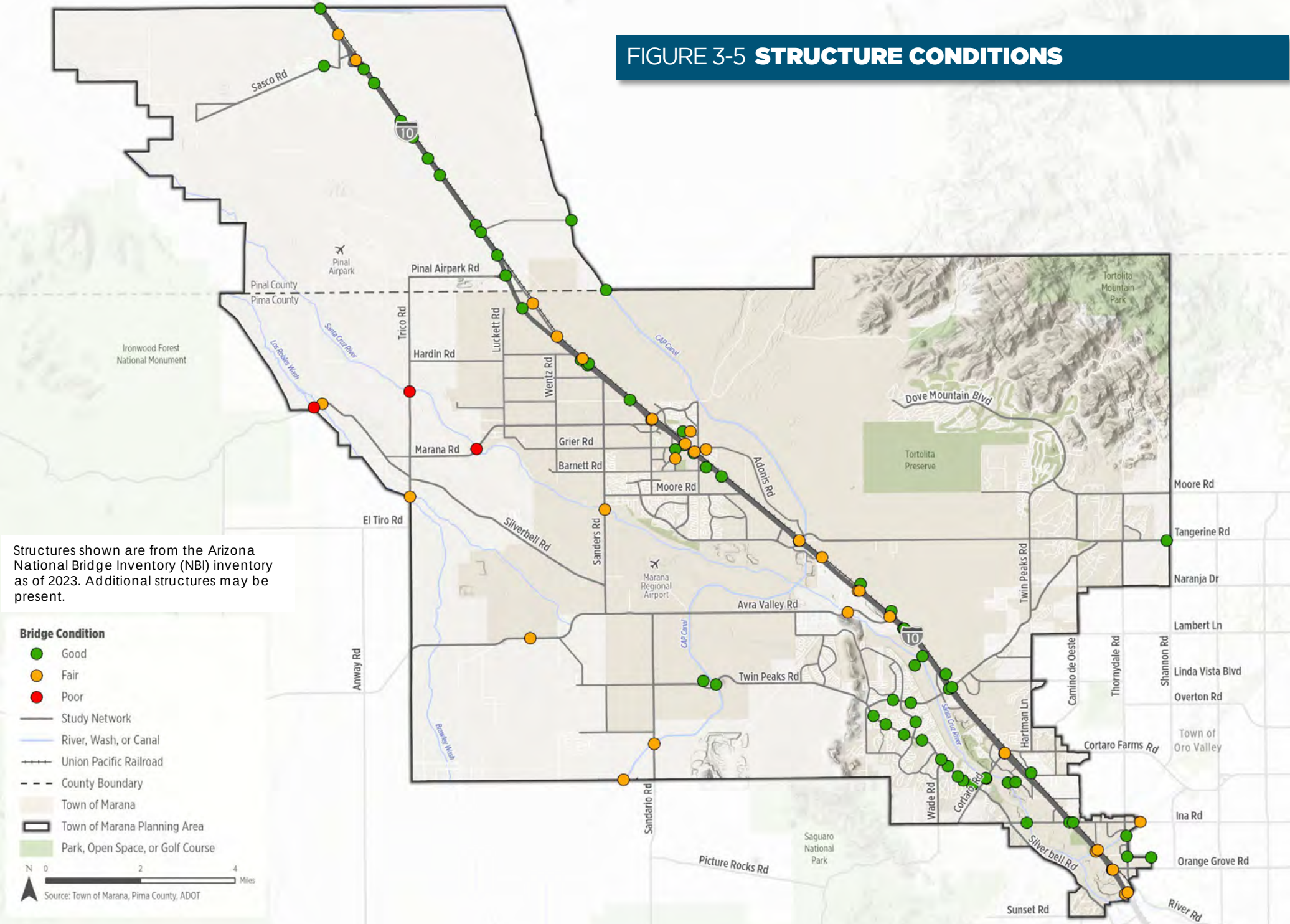


FIGURE 3-5 **STRUCTURE CONDITIONS**



Structures shown are from the Arizona National Bridge Inventory (NBI) inventory as of 2023. Additional structures may be present.

Bridge Condition

- Good
- Fair
- Poor
- Study Network
- River, Wash, or Canal
- Union Pacific Railroad
- County Boundary
- Town of Marana
- Town of Marana Planning Area
- Park, Open Space, or Golf Course

N 0 2 4 Miles

Source: Town of Marana, Pima County, ADOT

Medians

Figure 3-6 illustrates the location of medians on the study network. Medians on arterials range throughout the study area between raised medians, two-way-left-turn lanes, and no median. Collectors largely have a two way left turn lane or no median present. During future phases of the plan, a review of street designs will occur to determine median needs.

Key Observations/Findings: A road featuring four travel lanes and a two-way left-turn lane may not align with the street context, as observed in the image to the right on Silverbell Road south of Cortaro Road.



Silverbell Road South of Cortaro Road

Railroad Crossings

The Union Pacific Railroad (UPRR) line traverses through Marana along the I-10 corridor. This segment of UPRR is an active line with numerous trains each day and night. Within Marana town limits, the UPRR has 16 total trains during the day and 16 total trains each night. The rail corridor includes six at-grade street crossings. Traffic volumes on Cortaro Farms Road and Tangerine Road are significant, and with the number of trains each day, traffic volumes may impact safety and mobility along the corridors. In addition, the high number of train crossings may cause delays and congestion issues.



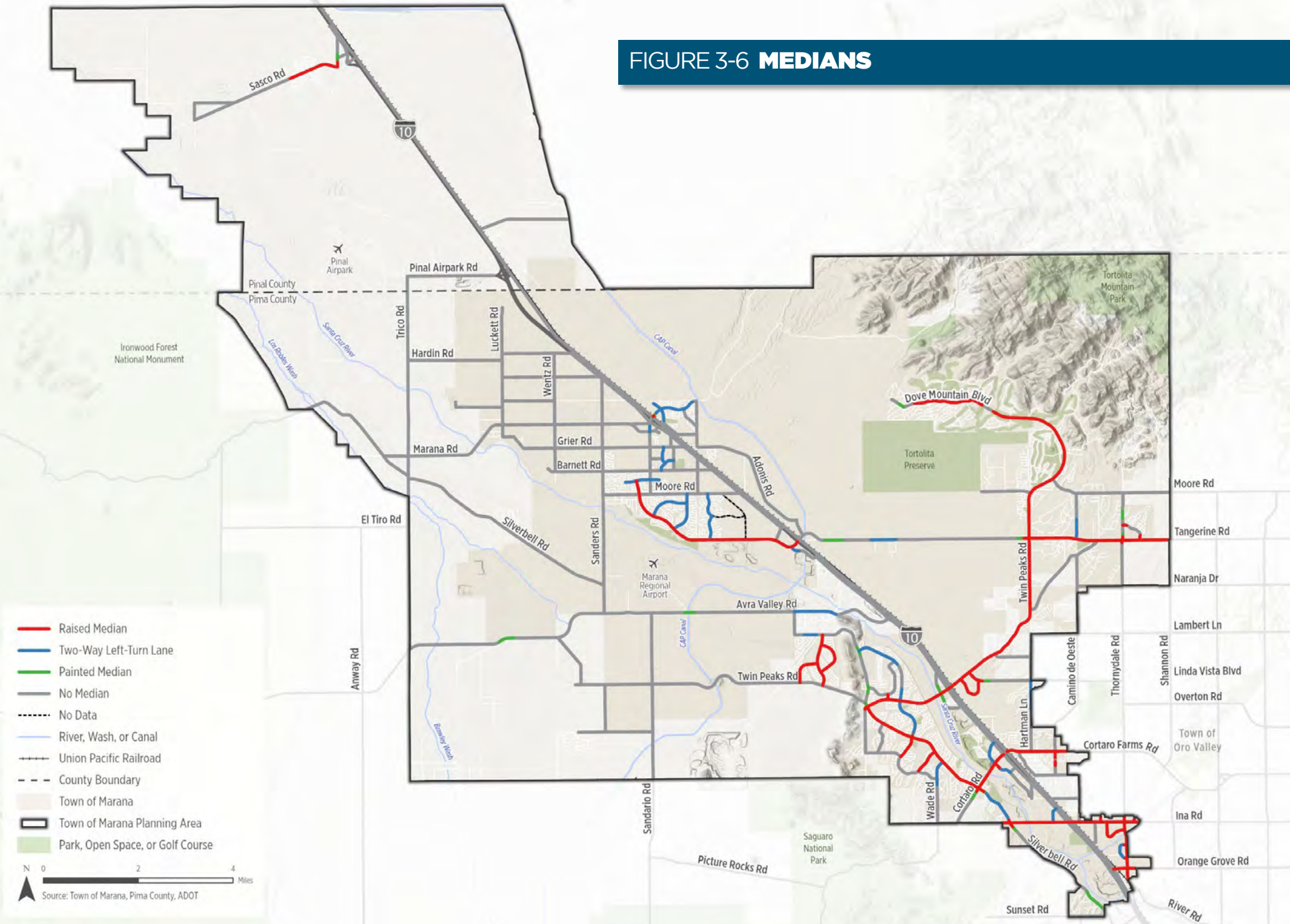
Train delays on Cortaro Farms Road

Table 3-3 Public Railroad Crossings

Street Crossing	Crossing Type	Train Crossings Per Day
Joiner Road	At-grade	32
Massingale Road	At-grade	32
Cortaro Farms Roads	At-grade	32
Tangerine Road	At-grade	32
I-10 Frontage Road	At-grade	2 trains switching tracks
Cochie Canyon Trail	At-grade	40

Note: There are two additional private crossings between Tangerine Road and Cortaro Farms Road.

FIGURE 3-6 **MEDIANS**



SYSTEM PERFORMANCE

A road's performance is often evaluated using *Level of Service* (LOS) methodology, a traditional metric that has been used by transportation professionals and agencies for several decades. LOS reflects vehicle traffic volume and does not integrate how motorists feel along a street. For instance, a collector road with an active street environment surrounded by dense mixed use naturally attracts traffic, creating a poor LOS rating, whereas a local roadway within an area with closed businesses and blight conditions may score a good LOS rating. This section reviews roadway performance using LOS and additional metrics that are reflective of user experience.

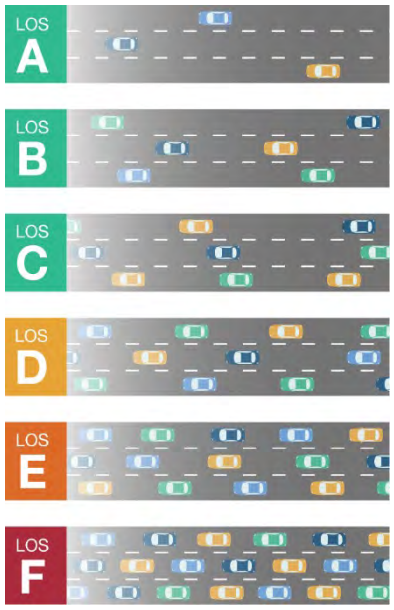
Traffic Volumes

Traffic volume is an important variable in understanding the operation of a corridor. Current daily traffic volumes were obtained from the Town and supplemented with counts from Replica, ADOT's MS2 data portal, and PAG. **Figure 3-7** illustrates existing daily traffic volumes in Marana today. Key observations and findings include:

- Portions of Tangerine Road, Cortaro Road, Twin Peaks Road, Ina Road, Orange Grove Road, and Thornydale Road have daily traffic volumes greater than 20,000. The lack of adjacent parallel corridors to and acorss I-10 may be a contributing factor.
- The highest traffic volumes are largely on arterials connecting drivers to the I-10 highway.

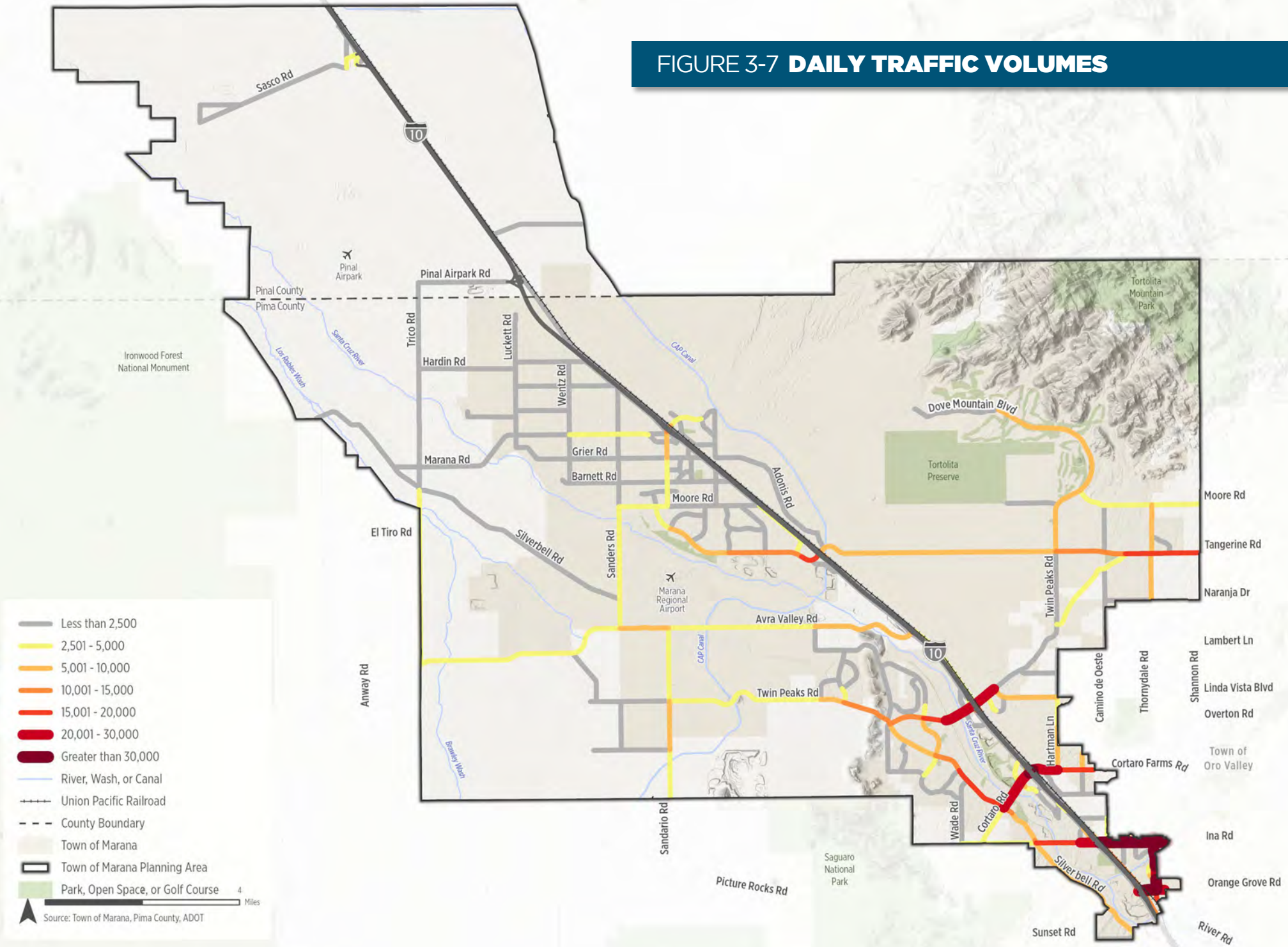
Level of Service

Level of Service (LOS) is a term used to describe traffic operations. Level of Service can be calculated for the various elements of a street system including road segments, signalized intersections, and unsignalized intersections. The various levels of service range from LOS A (free flowing traffic) to LOS F (forced flow, or very congested), and are described as:



- **LOS A:** free flow with low volumes and no delays
- **LOS B:** stable flow with speeds restricted by travel conditions and with minor delays
- **LOS C:** stable flow with speeds and maneuverability controlled because of higher volumes. Speed and maneuverability are severely restricted and the driver or pedestrian's experience is generally a poor level of comfort or convenience.
- **LOS D:** operating conditions near capacity level. High density traffic affects speeds and restricts maneuverability.
- **LOS E:** operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform value. LOS E is unstable and can quickly deteriorate to LOS F.
- **LOS F:** forced flow with very low speeds caused by traffic volumes exceeding the capacity of the corridor. Users experience long delays with stop-and-go traffic.

FIGURE 3-7 **DAILY TRAFFIC VOLUMES**



Corridor Segment Level of Service

Figure 3-8 illustrates existing LOS by corridor segment. Generally, LOS D is considered the lowest acceptable level of service for an urban area. **Table 3-4** outlines corridor segments that currently operate at LOS E or F based on average daily traffic volumes. As the figure and table show, portions of the I-10 frontage roads, Ina Road, and Cortaro Road have the highest congestion/worst operating conditions in the Municipal Planning Area. The majority of congestion issues are along corridors that connect to the I-10 corridor.

Table 3-4 Corridor Segments Operating at a LOS E and LOS F

Corridor	Location	Level of Service
Ina Road	East of I-10 to Town boundary	E -F
Cortaro Road	Silverbell Road to I-10	E -F
I-10 Westbound Frontage Road	Marana MPA Boundary to Ina Road	F
	At Cortaro Road	F
	At Tangerine Road	F
I-10 Eastbound Frontage Road	Star Commerce Way to Ina Road	E
	At Cortaro Road	F
	At Twin Peaks Road	F

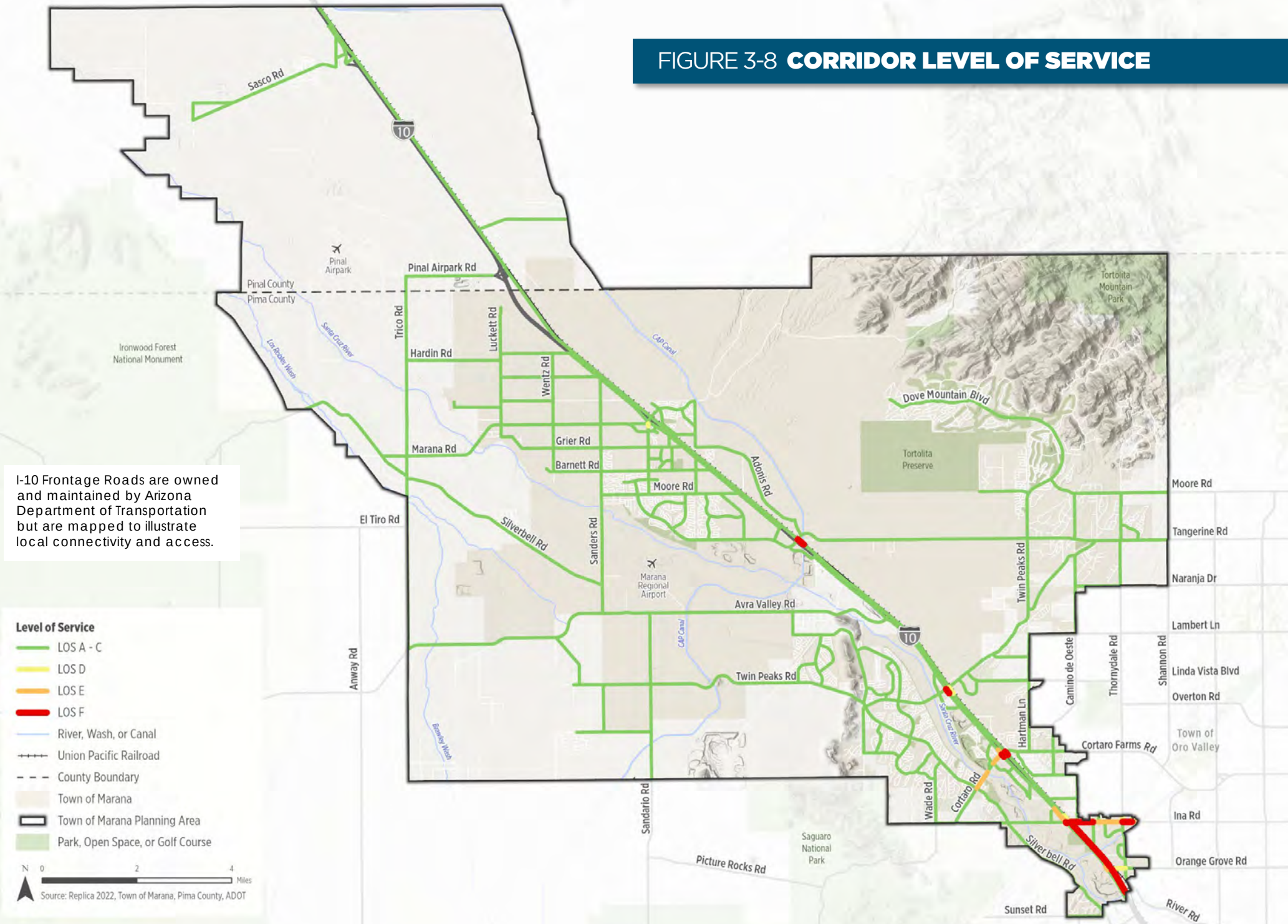
Intersection Level of Service

To understand how intersections are operating in Marana, 38 different intersections were evaluated to determine their LOS**. Figure 3-9 and Figure 3-10** illustrate existing LOS by intersection during the AM and PM peak periods, respectfully. As shown in the figures and **Table 3-5**, the majority of intersections experience congestion issues in southeast Marana. Cortaro Road and Cortaro Farms Road have four major intersections failing during AM or PM periods.

Table 3-5 Top Congested Intersections

Intersection	AM Peak Period	PM Peak Period
Thornydale Road/Ina Road	E	E
I-10 Frontage Road WB/Cortaro Farms Road	C	E
I-10 Frontage Road EB/Cortaro Farms Road	C	D
I-10 Frontage Road WB/Orange Grove Road	D	D
I-10 Frontage Road EB/Orange Grove Road	D	E
Thornydale Road/Orange Grove Road	D	E
Thornydale Road/Costco Drive	D	D
Cortaro Road/Arizona Pavilions Drive	C	D
Cortaro Road/Silverbell Road	D	D
Camino de las Capas/Ina Road	D	C
Silverbell Road/Ina Road	D	C

FIGURE 3-8 **CORRIDOR LEVEL OF SERVICE**



I-10 Frontage Roads are owned and maintained by Arizona Department of Transportation but are mapped to illustrate local connectivity and access.

FIGURE 3-9 INTERSECTION LEVEL OF SERVICE – AM PEAK

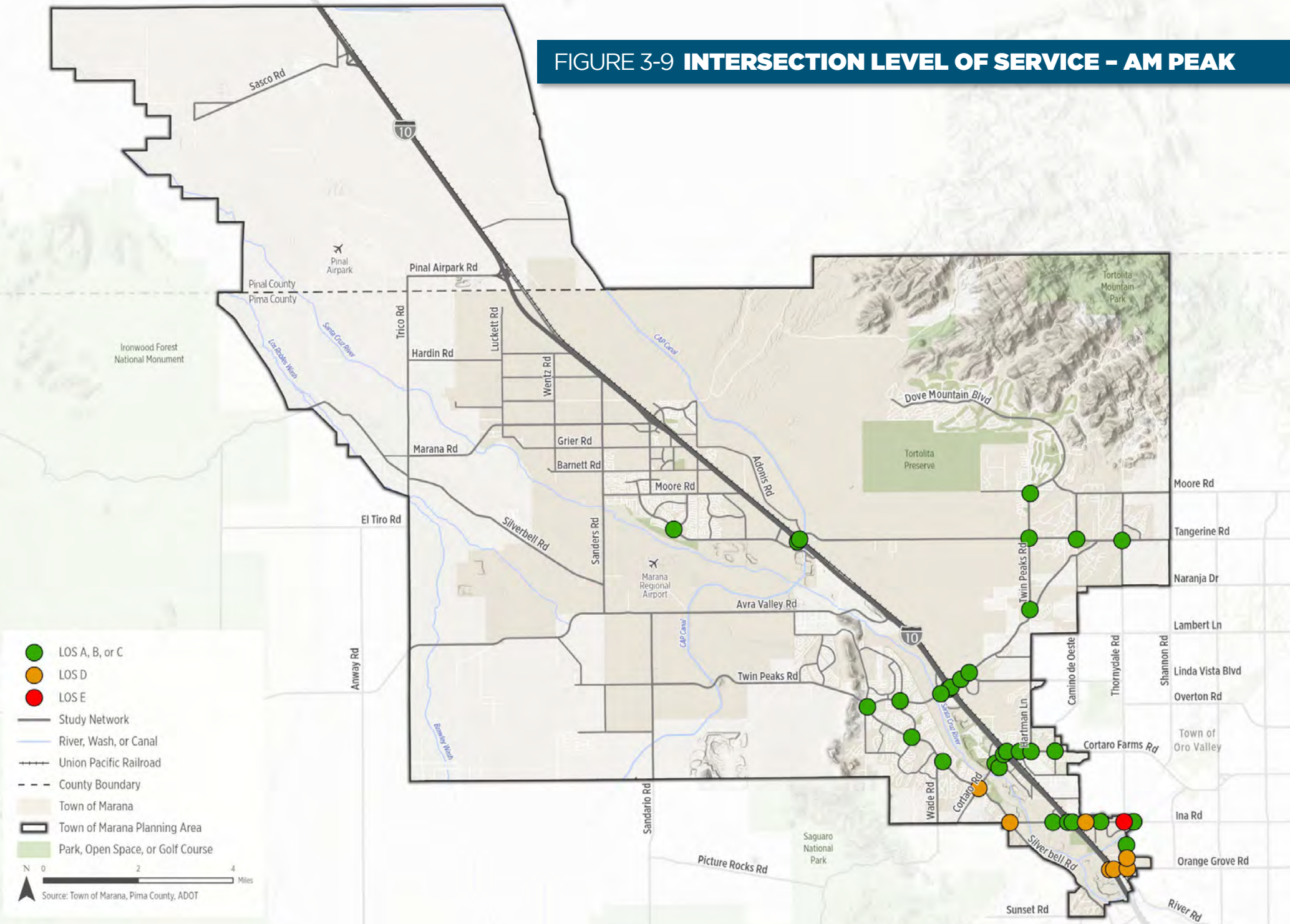
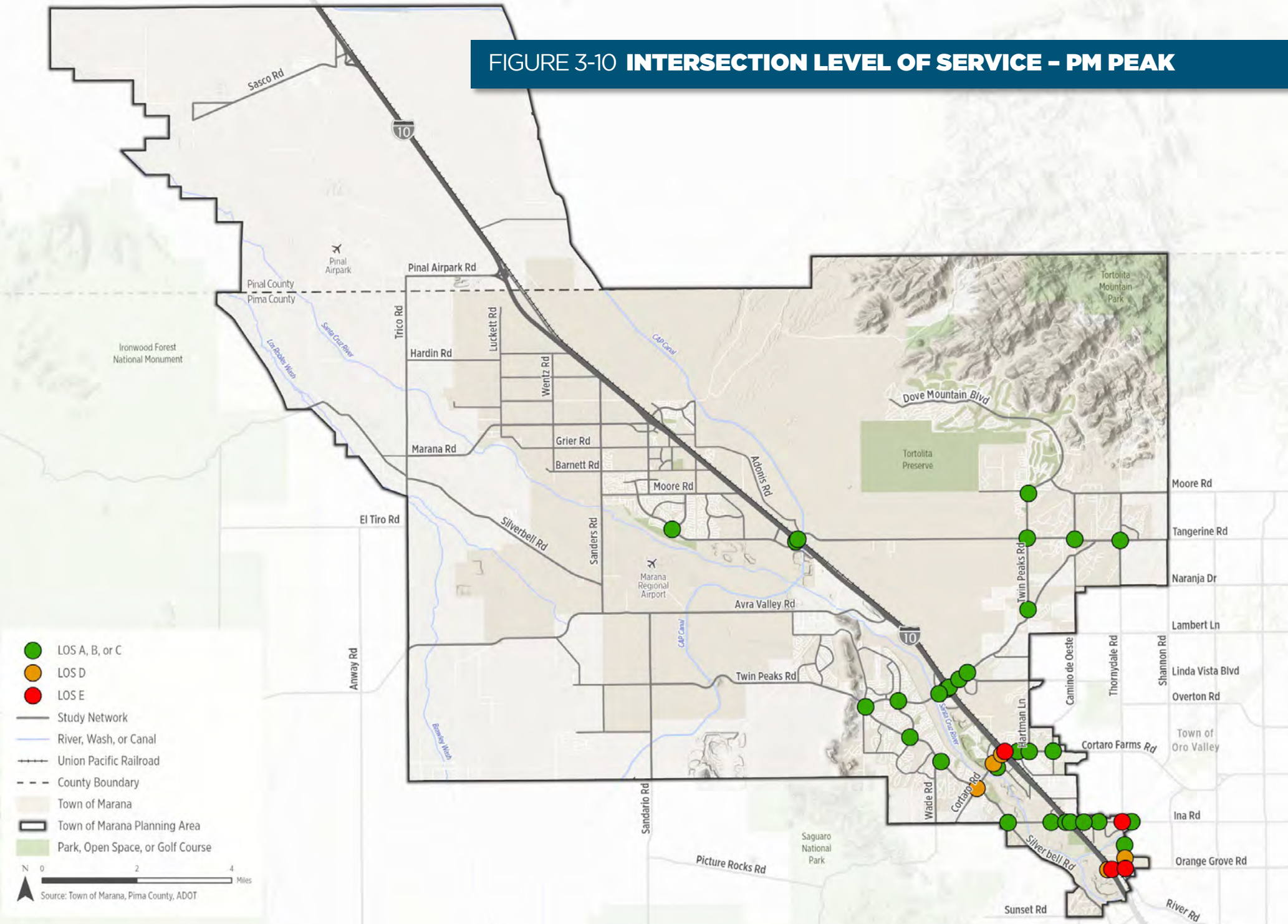


FIGURE 3-10 **INTERSECTION LEVEL OF SERVICE – PM PEAK**



Travel Time Reliability and Speeds

Travel time reliability and travel speeds are other measures of congestion conditions and can help gauge how motorists feel about traveling across the network. While most drivers expect some form of congestion, particularly during peak hours, having predictable travel times is important for users so they can get to where they are going on time. Freight carriers also require dependable travel times to remain competitive.



Travel Delay

Another metric often used to quantify travel time reliability is Travel Delay. Travel Delay is the average amount of additional time (in seconds per mile travelled) that it will take a motorist to traverse a road segment during a peak period in comparison to free-flow conditions. A delay value of 20 indicates that travel times are slower by 20 seconds for each mile compared to free-flow conditions. As illustrated in **Figure 3-11**, arterials with higher delays are located largely off the I-10 and in the southern portion of Marana, including Ina Road, Orange Grove Road, and Cortaro Road.



Making it There On time, All the Time

Travel time reliability provides a valuable metric for assessing roadway performance. While congestion and travel times can vary greatly from day to day, motorists depend on having a consistent, predictable travel route to get to where they are going on time, all the time. Travel Time Index provides a metric for quantifying how reliable travel times are on a given corridor. The Travel Time Index represents a ratio of travel time in free-flow conditions to the travel time in peak periods. A Travel Time Index of 1.3 indicates that a 30-minute free-flow trip takes approximately 39-minutes during peak periods. As shown in **Figure 3-12**, Travel Time Index values are the highest on east-west corridors connecting to the I-10, including Marana Road, Cortaro Road, Orange Grove Road, and Ina Road. Delay on Cortaro Farms Road can be attributed to the number of train crossings per day.

FIGURE 3-11 **AVERAGE TRAVEL DELAY**

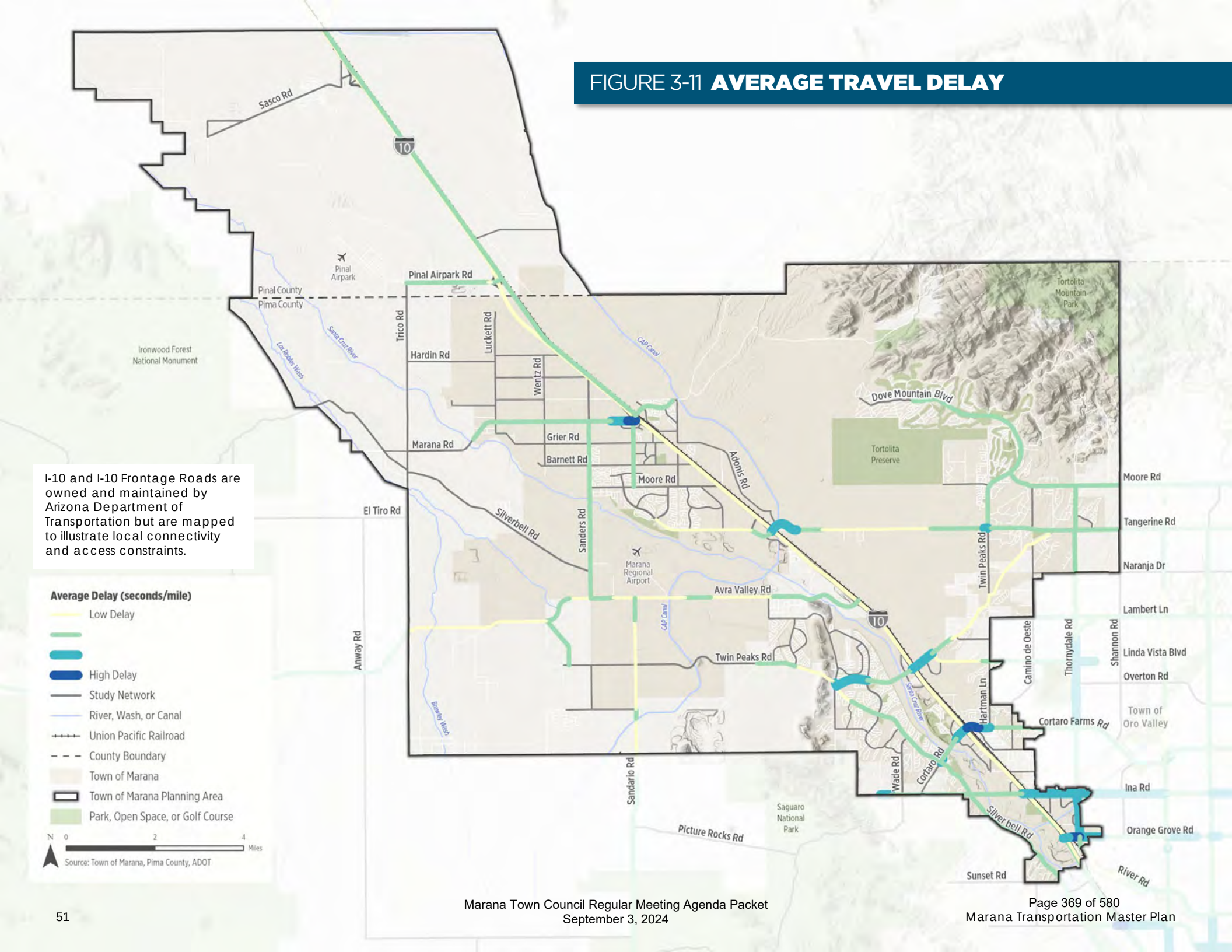
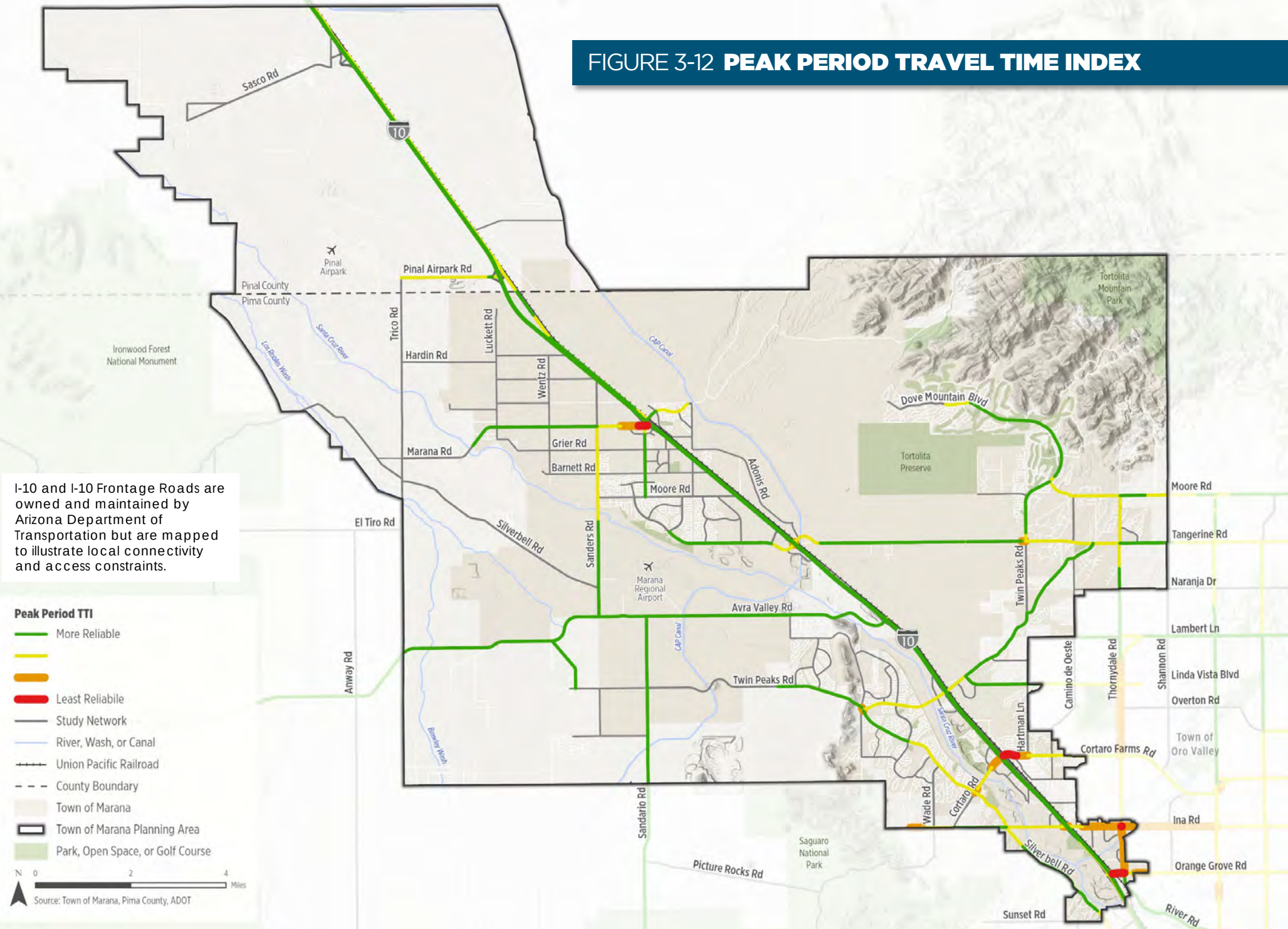


FIGURE 3-12 **PEAK PERIOD TRAVEL TIME INDEX**



I-10 and I-10 Frontage Roads are owned and maintained by Arizona Department of Transportation but are mapped to illustrate local connectivity and access constraints.

Peak Period TTI

- More Reliable
- Least Reliabile
- Study Network
- River, Wash, or Canal
- Union Pacific Railroad
- County Boundary
- Town of Marana
- Town of Marana Planning Area
- Park, Open Space, or Golf Course

N 0 2 4 Miles

Source: Town of Marana, Pima County, ADOT

HOW SAFE ARE OUR STREETS?

Street safety is a top concern for Marana for all users – motorists, transit riders, pedestrians, and bicyclists. According to the National Highway Traffic Safety Administration (NHTSA), Arizona has one of the highest bicycle and pedestrian fatality rates in the Nation, and the Tucson metropolitan area consistently ranks as one of the highest regions in the nation for fatalities. However, according to the *Pima Association of Governments Strategic Transportation Safety Plan*, Marana has one of the lowest fatality and serious injury rates in the PAG region.

Traffic Volumes

Crash data analysis helps identify trends, patterns, predominant crash types, and high crash rate corridors and intersections. This analysis also helps identify potential safety improvements to reduce the frequency and severity of crashes. Crash analysis presented in this section is based on data obtained from ADOT's Arizona Crash Information System (ACIS) for the five-year period of July 2017 to July 2022.

Between 2017 and 2022, a total of 2,662 crashes were reported within the Marana Municipal Planning Area. As the chart on the right illustrates, crashes have slightly increased over the five-year period. **Figure 3-13** illustrates locations with the highest density of crashes. As the figure shows, crashes occur throughout the Municipal Planning Area but are largely located at the business intersections and corridors in south Marana off I-10. Crash density tends to be positively correlated with traffic density, meaning that as traffic volume increases in an area, the likelihood of accidents occurring also tends to rise.

The following section outlines key crash characteristics to help better understand the "who," "what," "when," "where,", and "how" of transportation safety in the Marana Municipal Planning Area.

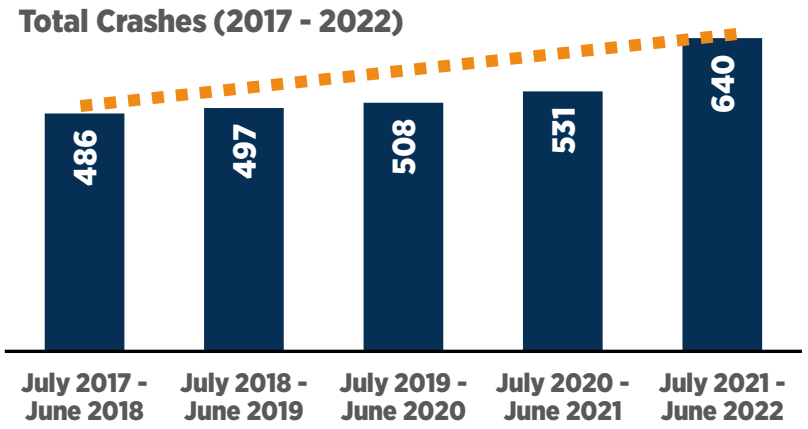
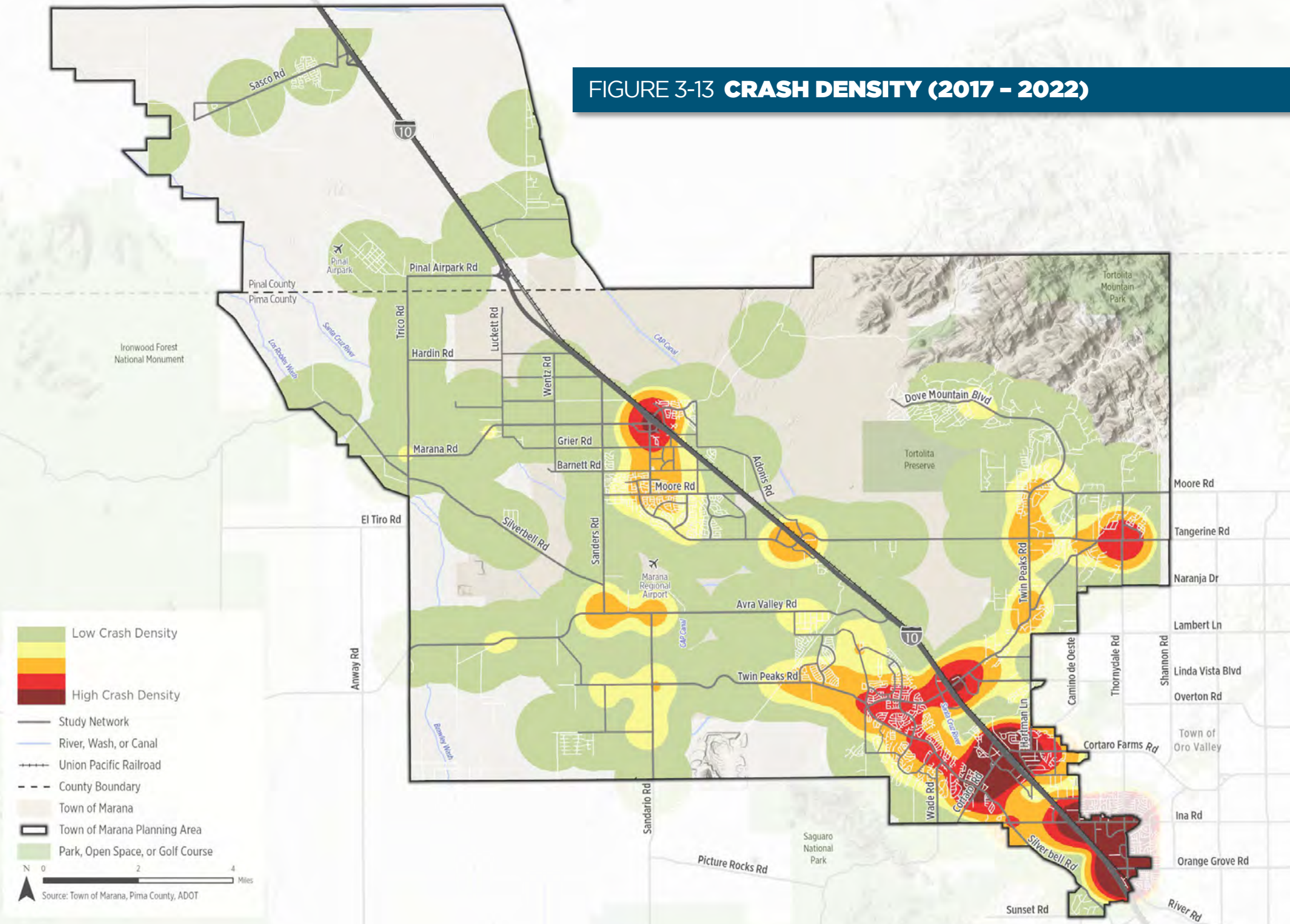




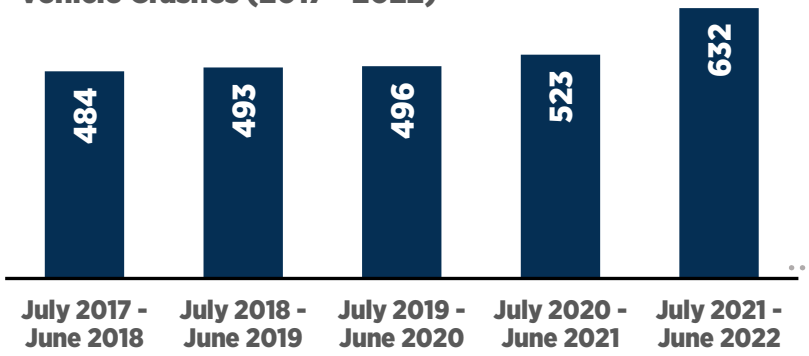
FIGURE 3-13 **CRASH DENSITY (2017 – 2022)**



Who is Involved?

In a traditional crash data report, passenger vehicles and freight vehicles are grouped together in the crash database as vehicles. Vehicles make up the largest percentage of user types involved in crashes in Marana.

Vehicle Crashes (2017 - 2022)

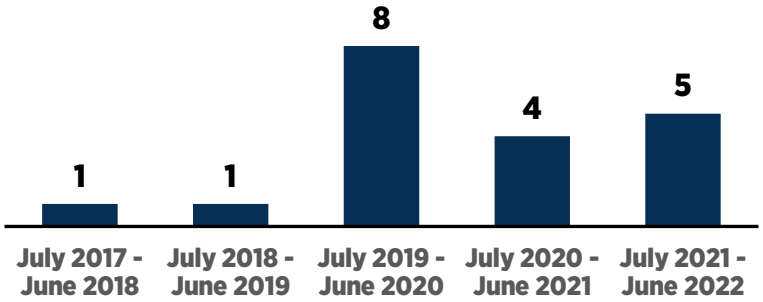


98.7% of crashes involved vehicles only

Crashes have slightly increased since 2017



Bicycle Related Crashes (2017 - 2022)

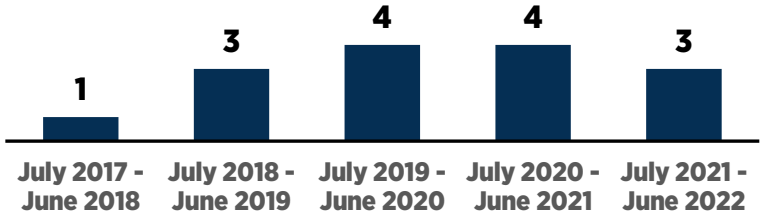




Bicyclist involved crashes have increased by 400% since 2017

0.7% of crashes involved a bicyclist from July 2021 – July 2022

Pedestrian Related Crashes (2017 - 2022)



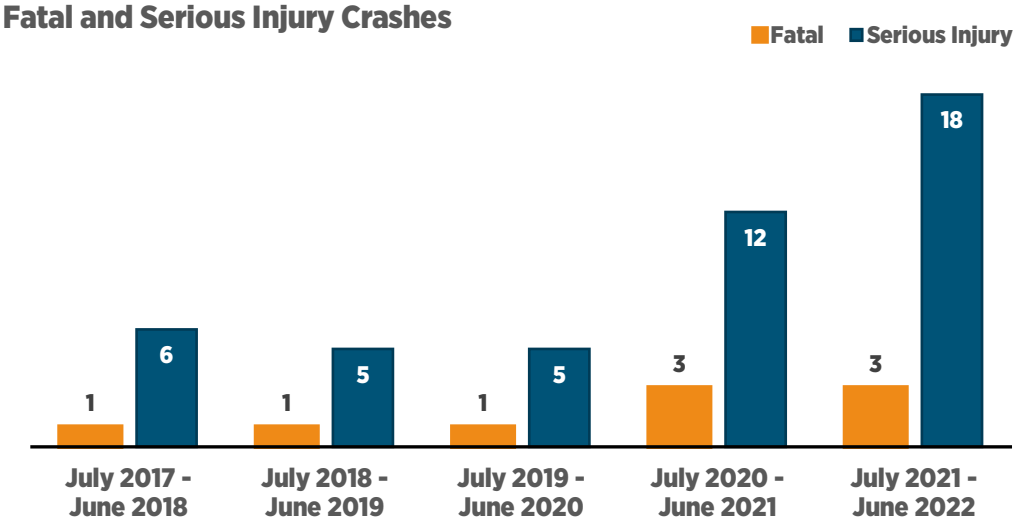


0.6% of crashes involved a bicyclist from July 2021 – July 2022

Pedestrian-related crashes have slightly increased since 2017

How Severe Are the Crashes?

Figure 3-14 illustrates locations of fatal and serious injury crashes in the Marana Municipal Planning Area. Fatal crashes result in casualty while serious injuries result in broken bones or severe lacerations. As the figure shows, fatal and serious injury crashes occur throughout the Municipal Planning Area but are largely located along arterial corridors. Since 2017, Marana has experienced a significant increase in fatal and serious injury crashes.



Marana by the Numbers

(July 2021-June 2022)

640 total crashes reported

3 fatal crashes

18 serious injury crashes

Fatal crashes have tripled since 2017.

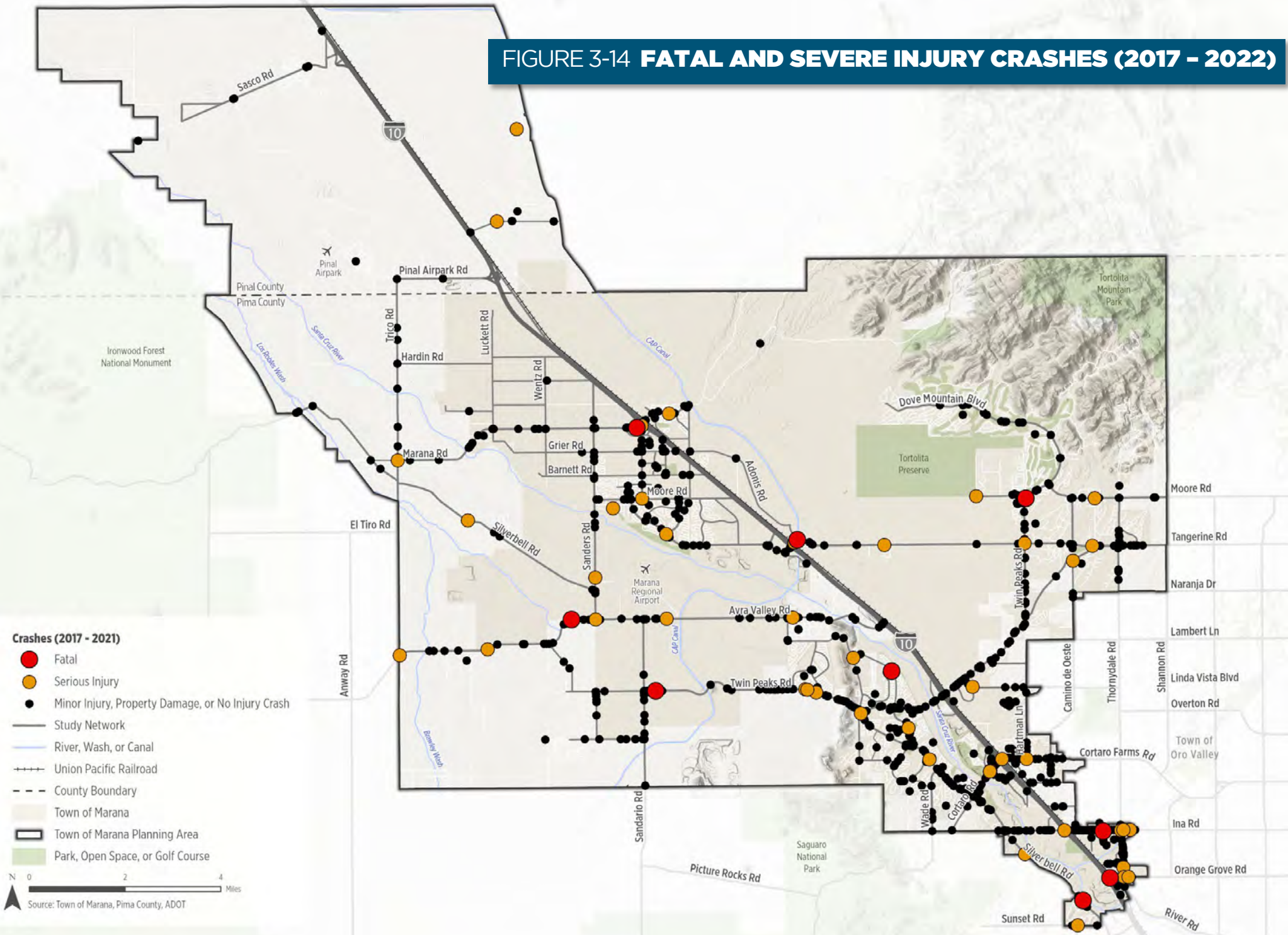
Fatal crashes accounted for 0.3% of all crashes reported.

Fatal crashes have stayed consistent from June 2020 to June 2022.

Serious injury crashes are on the rise.

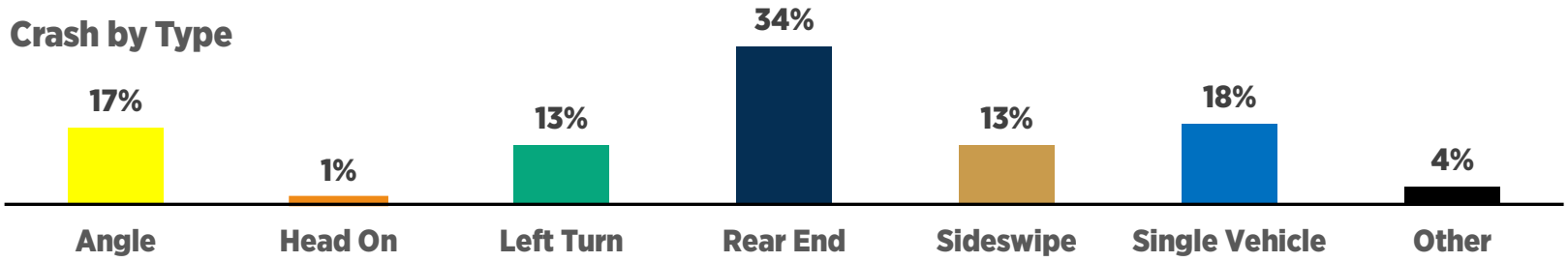
260% increase in serious injury crashes since July 2019.

FIGURE 3-14 FATAL AND SEVERE INJURY CRASHES (2017 – 2022)



What Type of Crashes are Occurring?

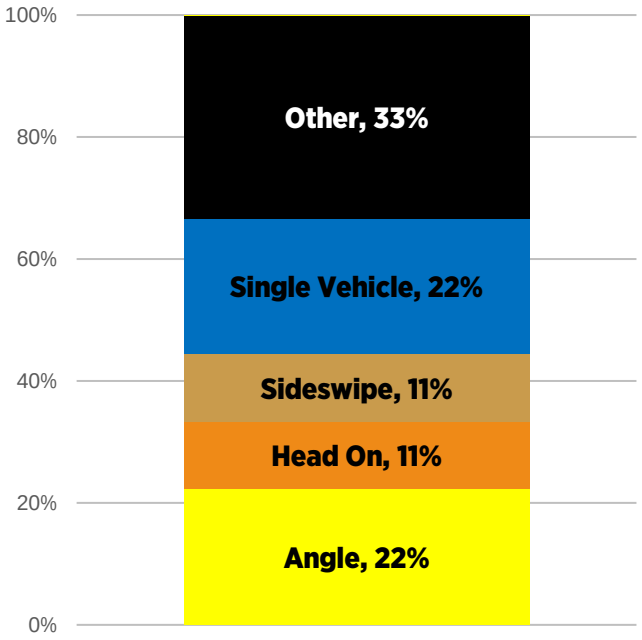
While every crash is unique, they are often categorized according to the circumstances of the crash. Each vehicle crash can be grouped into different collision types, including rear-end crashes, angle crashes, left/right hand turn crashes, and head on crashes. Each crash type can indicate a particular problem that may be addressed through a targeted engineering, enforcement, or behavioral countermeasure. As illustrated below, rear-end and angle crashes make up over 51% of all crashes in Marana historically.



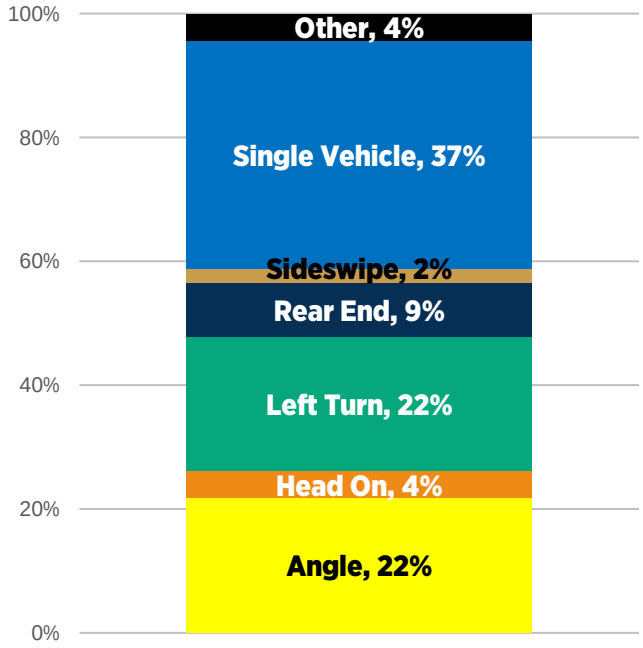
What Types of Crashes Resulted in Serious Injuries and Fatalities?

The graphs below illustrate the distribution of fatal crashes and serious injury crashes by crash type, respectively. Pedestrian and bicyclist fatalities account for 33% of all fatal crashes in the Town, in addition to another 4.3% of serious injury crashes. There are a total of 9 fatal crashes that have occurred in the Town between 2018 and 2022, 2 involving pedestrians and 1 involving a bicyclist.

Fatal Crashes by Type

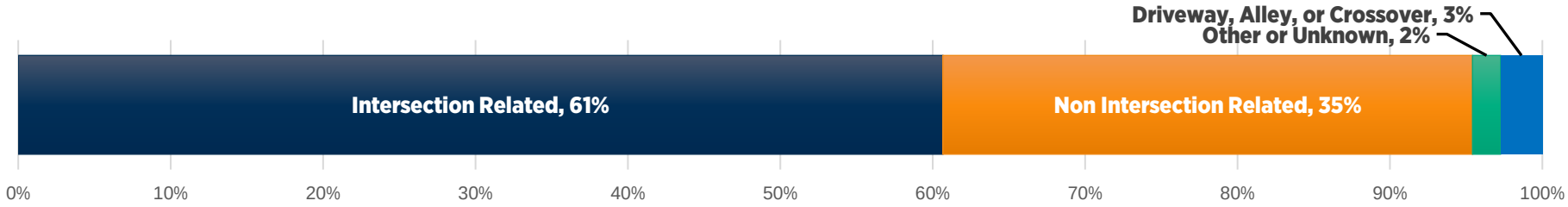


Serious Injury Crashes by Type



Where are the Crashes Happening?

Understanding the locational context of crashes is an important step in identifying location specific safety issues that may be addressed through targeted engineering, enforcement, or behavioral countermeasures. Within Marana, there is a disproportionate split between crashes occurring at intersections and along corridors, with nearly 61% of all crashes occurring at intersections. Of the corridor and intersection crashes, few cause fatal or serious injuries (0%-2%) as most crashes result in minor, possible, or no injury (97%-99%).



Crash Severity by Location

According to the Arizona Strategic Traffic Safety Plan, between 2016 and 2018, 28% of all fatalities and 44% of all serious injuries in Arizona occurred at or were related to an intersection. Marana is in line with these statewide rates with 33% of fatal and 43% of serious injury crashes occurring at or related to an intersection.

To gain a better understanding of why high severity crashes may be occurring and possible mitigation strategies, high severity crashes at intersections and roadways were broken down by crash types, see **Table 3-6** below.

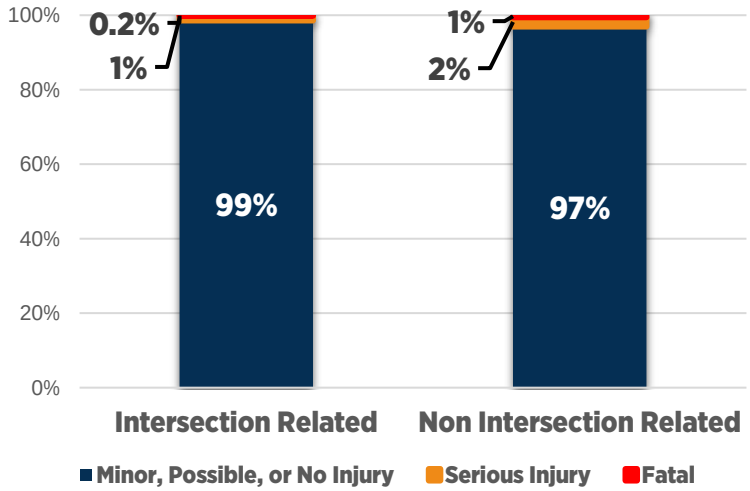


Table 3-6 Injury Classification on Crash Type by Location

	Not Intersection Related		Intersection Related	
	Serious Injury	Fatal	Serious Injury	Fatal
Angle	8%	17%	67%	40%
Head On	8%	17%	-	-
Left Turn	12%	-	-	35%
Rear End	12%	-	-	5%
Sideswipe	-	17%	-	5%
Single Vehicle	58%	-	33%	10%
Other	4%	50%	-	5%



33% of all fatal crashes were intersection related



43% of all serious injury crashes were intersection related

4 WALKING AND BIKING



WALKING IN MARANA

Marana is experiencing rapid development and population growth, transforming once rural areas into places where people live, work, and play. As Marana develops, the demand for additional transportation options is changing. In addition to driving, people want safe and comfortable places to walk and bike, whether it is to take kids to school or the park or to walk the dog around the block. The Covid-19 pandemic resulted in more people working remotely than ever before, while also reintroducing people to walking and biking for fun and to get to places.

In order to address these changing needs and desires, it is important to understand what makes a place safe and comfortable for walking. People walking are:

- Very sensitive to detours that increase the time or distance to their destination;
- More comfortable when routes provide shade, water, and places to rest; and
- In need of walkways with safe and comfortable designs for people who use mobility devices and people with hearing and visual impairments.

The changing environment in Marana has provided new opportunities to address the needs for people walking and better connect people to places. **Figure 4-1** illustrates walking facilities available today in Marana.

Increasing Walking Opportunities

New municipal and private developments throughout Marana are creating new walkable landscapes. Marana's new Downtown area, which includes recently installed Main Street and Civic Center Drive, provides ample amenities for people who walk. These streets are lined with planted buffers that both provide shade trees and separates people walking from car traffic. Periodic benches and shade-covered bus stops provide opportunities to rest. New developments like Gladden Farms are also creating pedestrian access paths that help create a denser more interconnected walking network within the neighborhood.

Example of benches for resting, shade trees, and planted buffers between the sidewalk



Roundabout at the intersection of Main Street and Civic Center Drive with a pedestrian island



Pathway for people walking and biking from Greenberry Drive to Tangerine Farms Road in the Gladden Farms neighborhood



No sidewalks or ADA facilities are available to reach the entrance to Marana Middle School or Estes Elementary



Sidewalk on one side of the road may limit access. Fencing from community does not have frequent pedestrian access points causing people to walk long distance to access the neighborhood.



Barriers to Walking

While new streets in Marana are being built with high quality infrastructure for people who walk, older roadways either do not meet current best practices or provide no accommodations at all. Many of these older roadways are adjacent to newer developments resulting in potential barriers for those wanting to walk.

While many developments have created access points specifically for people walking and biking in and out of the neighborhood, others have few access points. This forces people walking and biking to travel longer than may be comfortable.

Crossing the Street

Crossings deserve special attention, as the highest chance for interaction between people walking and driving is at crossing points. In Marana:

- Signalized intersections provide walk phases and crosswalks to indicate to all road users when and where people walking should travel.
- Signalized mid-block crossings are provided primarily near major activity centers and schools.
- Pedestrian warning signs and marked crosswalks are provided at some uncontrolled intersections. While unsignalized crosswalks are provided along low-speed roadways, some require pedestrians to navigate crossing roadways with posted speeds of 30 mph or above which may be uncomfortable for some users.

HAWK on Silverbell Road in front of Coyote Trail Elementary School



Shared use underpass connecting Gladden Farms Community Park to Compass Point Park



Crosswalk at the intersection of Sand Dune Place and Pima Farms Road



Unique Biking and Walking Experiences

Off-street shared-use paths that provide connections between neighborhoods and towns provide unique experiences that are sought after locally and by visitors alike. In Marana, these ADA-accessible paths provide connections to various destinations but also allow people to connect with nature and get over extended distances without interruption. Further, off-street shared-use paths allow families and others sensitive to traffic a safe place to enjoy active recreation. Some of these popular paths in Marana include:

- The Tangerine Road shared use path (with funded extensions coming soon)
- The Tucson Loop shared use path that connects Pima County, Marana, Oro Valley, Tucson, and South Tucson. In Marana, the Tucson Loop ("the Loop") extends from the southern extent of the town to Avra Valley.
- The Santa Cruz River Park Trail currently provides recreation and connectivity between the Gladden Farms community to Marana Heritage River Park, Gladden Farms Park, and to the Santa Cruz River. Santa Cruz River Park is also along Santa Cruz River south of Avra Valley Road. This path will eventually be incorporated as part of the Loop.

Pima County and Marana leaders celebrating the newly built Loop path just north of Ina Road



Further, Marana has many equestrian trails and dirt paths for those looking to hike or go on mountain biking expeditions. Especially popular are the Tortolita Rails which includes 29 miles of hiking, biking, and equestrian opportunities.

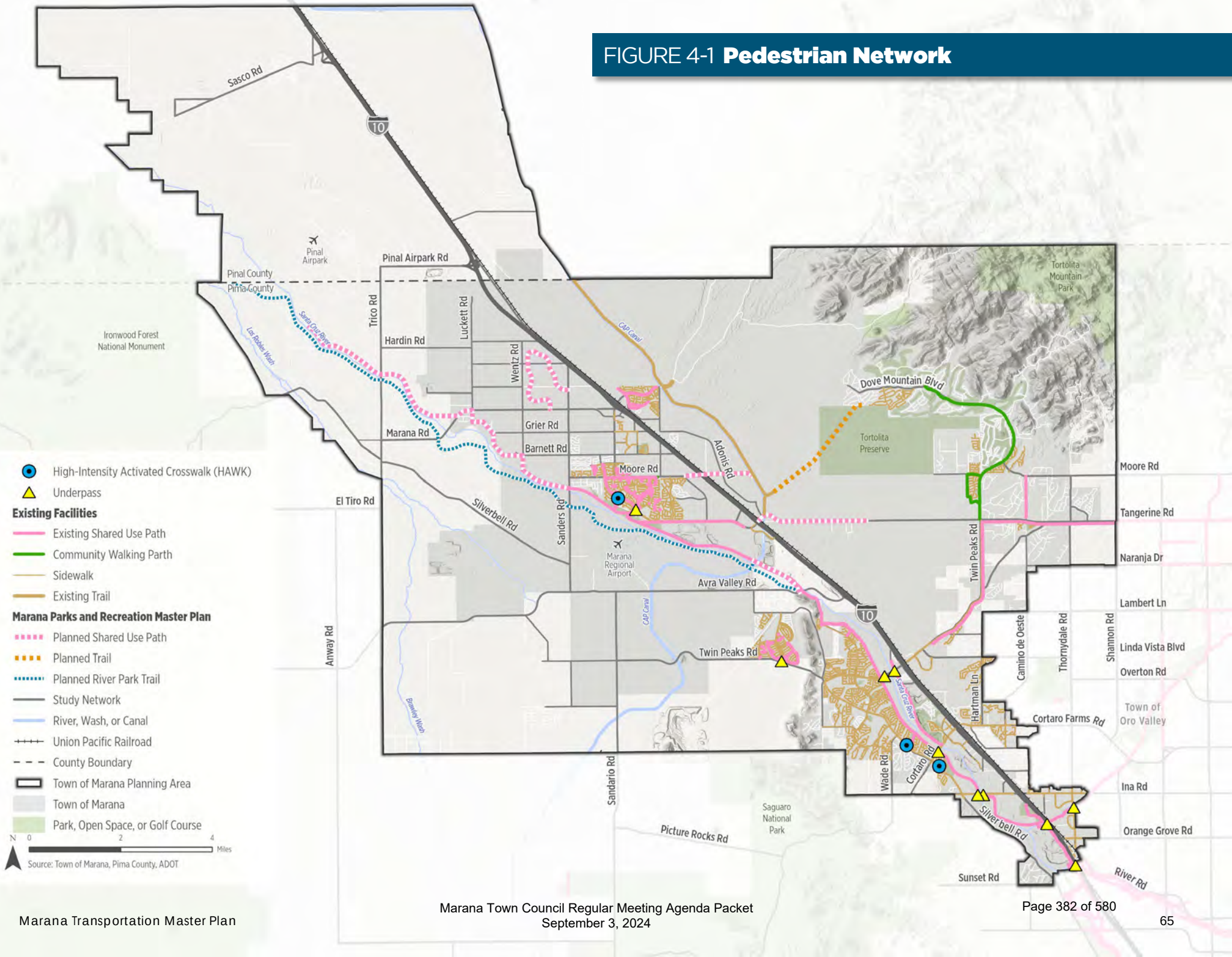
Speeds and Walking

A variety of factors impact safety and comfort for people walking (and biking), but interaction with vehicles is one of the most critical to consider. Significant research has been conducted which indicates that speeds along a roadway are a major indicator of the potential of death or serious injury in the event of a crash. The likelihood of a pedestrian suffering death or serious injury when struck by a car while walking increases from 18% when the vehicle is moving at 20 MPH to 77% when the vehicle is traveling at 40 MPH.

As driving speed increases, a driver's line of sight of the roadway and its surrounding is also impacted. Research shows that when driving at a higher speed, the location on the road one naturally focuses on while driving, is further down the road. Because of this, the area a driver can see on the periphery is reduced, and therefore drivers at faster speeds are less likely to notice a person waiting to cross the street or biking in the bike lane. On the other hand, people driving at slower speeds are more likely to have better awareness of people around them.

In Marana, the speeds on neighborhood streets are often slow (25 MPH or less), creating comfortable walking and biking environments. However, most streets that connect to destinations outside of a neighborhood, like schools, shopping, and employment, tend to be 35 MPH or greater, making it less attractive for people to walk or bike to destinations.

FIGURE 4-1 **Pedestrian Network**



PAGE INTENTIONALLY LEFT BLANK

Where are People Walking?

Understanding how our streets are used today is a critical first step in determining transportation improvement needs and can ultimately help to prioritize investments in areas where they might be used most.

Strava Data

To understand usage patterns, walking, running, and bicycling information was extracted from Strava data. Strava is a mobile fitness application that allows people walking and biking to track their activities using Global Positioning System (GPS)-enabled mobile devices. As Strava predominantly advertises to athletes, it is likely to represent people walking or jogging for fitness purposes over other trip purposes. However, it is expected people who walk or jog for fitness do so on walking facilities where they feel the least amount of stress from traffic and that Strava can help identify places where others may prefer to walk.

As shown in **Figure 4-2,** the most frequented paths and streets tend to be those in residential areas or nearby path systems accessible from residential neighborhoods. For instance, the Dove Mountain community has a dense concentration of inter-neighborhood paths that connect into a broader Townwide path system. People utilize the residential paths to travel around their community and to the larger townwide path systems that are part of the Tortolita Preserve, Tortolita Mountains, and Dove Mountain Community paths that provide a path along Dove Mountain Boulevard.

Replica Data

To further understand walking trips, Replica data was used to determine where non-recreational walking trips (trips which have a destination, as opposed to looping trips like going for a run or walking the dog) originate. As shown in **Figure 4-3**, the most densely populated and developed areas of Marana see the highest number of walking trips. As the Town continues to develop, it is likely that new areas with great walking infrastructure and mixed uses, like Downtown Marana, will see increases in recreational and non-recreational walking trips.

FIGURE 4-2 **STRAVA WALKING AND JOGGING DATA**

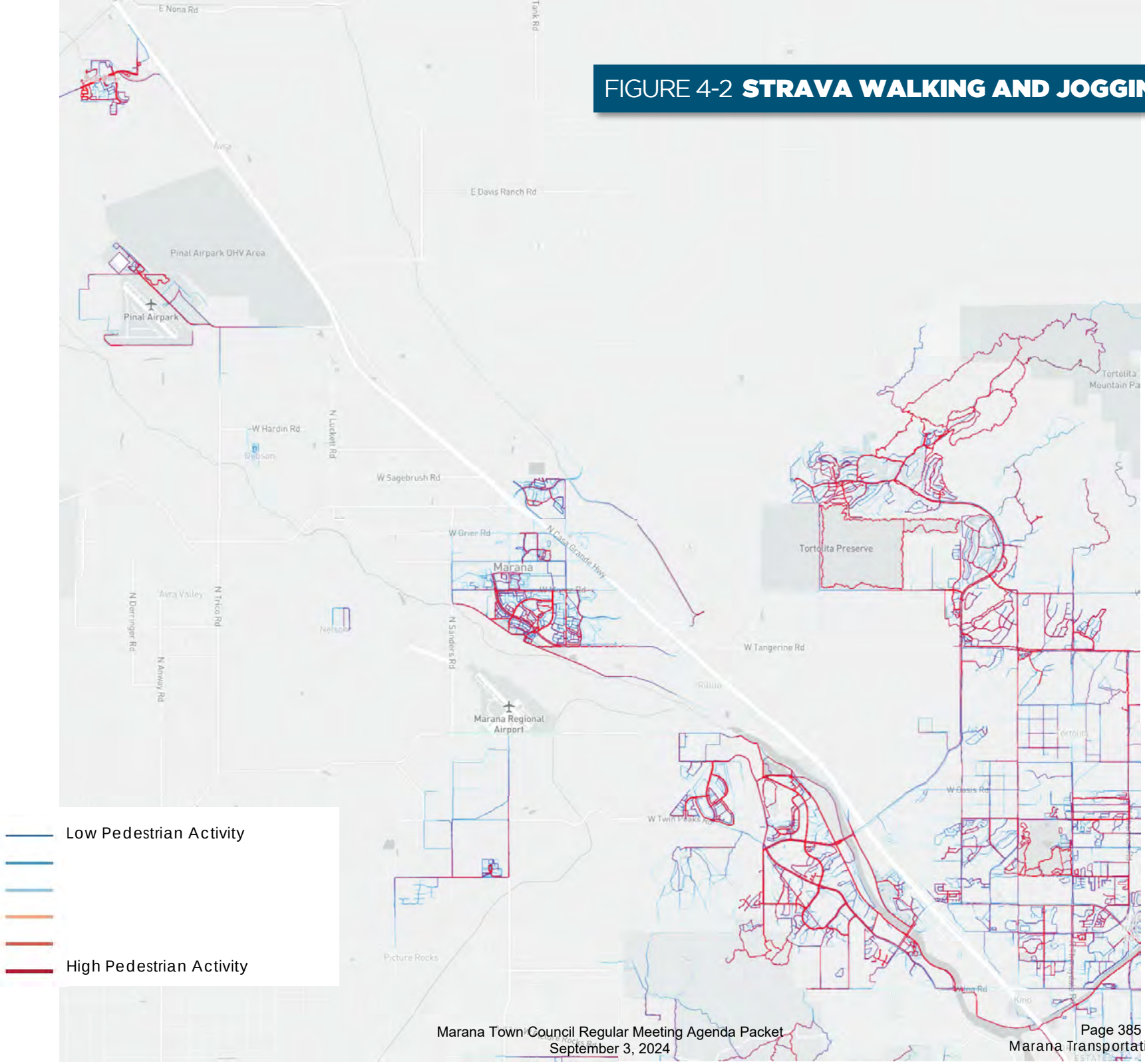
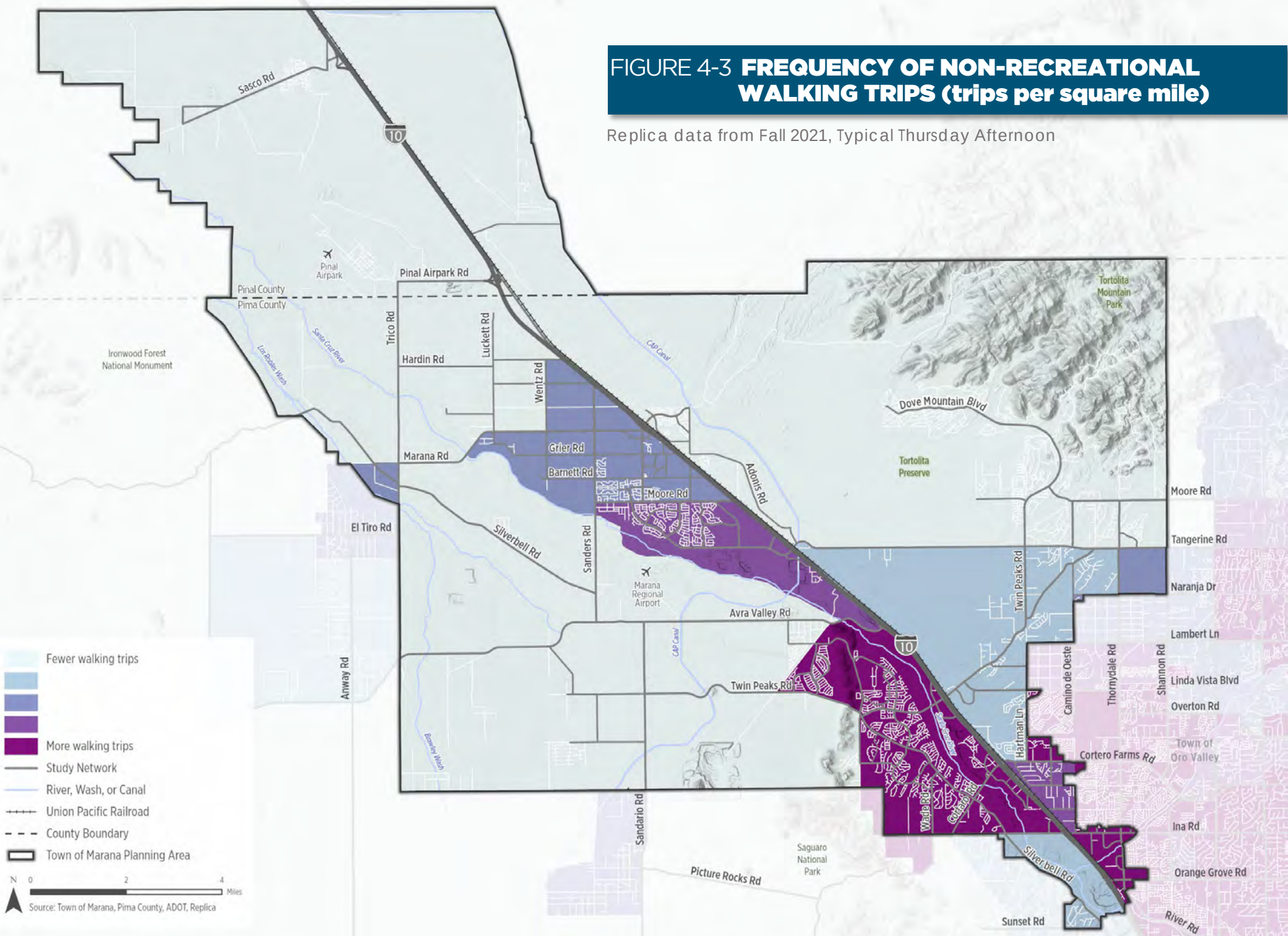


FIGURE 4-3 FREQUENCY OF NON-RECREATIONAL WALKING TRIPS (trips per square mile)

Replica data from Fall 2021, Typical Thursday Afternoon



BIKING IN MARANA

A complete, connected bike network that is comfortable and safe for people of all ages and abilities is critical to making biking a viable transportation option in Marana. Expanding and enhancing the bicycle network can help reduce congestion and stress on the Town's streets, as people can choose to bike rather than drive. However, not everyone who bikes has the same needs or level of comfort biking on the same types of facilities.

People who Bike

Generally, people who bike in Marana can be categorized into the following, recognizing people may fit into multiple categories:



Utilitarian. People who walk or bike for everyday errands like shopping, medical appointments, to visit friends/family, etc.



Commuters. People who walk or bike to work or school, including those who walk or bike to access transit.



Kids & Families. Parents and children (under 16) who walk or bike, often to parks, schools, or neighborhood destinations.



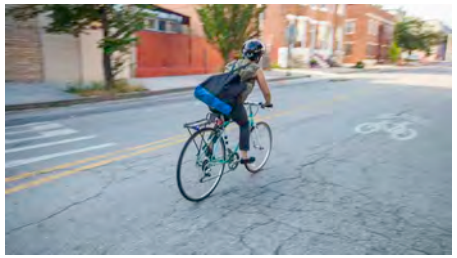
On Small Wheels. People who use scooters, skateboards, and other small devices.



Recreational. People who walk or ride for fun, generally on the trail network.



Sports & Fitness. People who bike for sport, generally at higher speeds and longer distances.



Road Enthusiasts. People who prefer to bike in the street in mixed traffic.

Examples of Bikeways

Figure 4-4 illustrates the existing designated bike facilities in Marana. As shown, the Town is dominated by shared-use paths and on-street bike facilities like multi-use lanes and paved shoulders.

Bikeway designs vary in complexity, each offering varying levels of comfort and separation from vehicles. Bikeway design include:



Shared Use Paths

Shared use paths provide a dedicated facility for people biking, walking, or rolling. To make a shared use path comfortable for most users, it's important that driveway access is minimized.

- **Comfortable for** most bike users.
- **May be uncomfortable for** large groups of sports or fitness riders and sports enthusiasts who may not have enough space to pass slower riders.



Bike Lanes

Bike lanes are a portion of road designated for people biking through use of pavement markings and optional signs.

- **Comfortable for** sports or fitness riders, some roadway enthusiasts.
- **Acceptable for** utilitarian, commuters, on those on small wheels depending on roadway speeds, volumes, and number of lanes.
- **May be uncomfortable for** some kids and families, depending on roadway speeds, volumes, and number of lanes.



Paved Shoulders

When adequate width is provided, shoulders can serve bicycle travel on roads, providing a more comfortable alternative to shared roadway travel.

- **Comfortable for** some sports or fitness riders and roadway enthusiasts.
- **May be uncomfortable for** kids and families, small wheel users who require well maintained surface, and utility or commuter riders depending on roadway speeds, volumes, and number of lanes.



Buffered Bike Lanes

These bike lanes include a painted buffer between the bike lane and vehicular traffic or parking.

- **Comfortable for** sports or fitness riders, some roadway enthusiasts.
- **Acceptable for** more utilitarian, commuters, and small wheel users will find these comfortable than bike lanes given similar roadway conditions.
- **May be uncomfortable for** some kids and families, depending on roadway speeds, volumes, and number of lanes.



Local Streets/Mixed-use Streets/Bike Boulevards

While residential streets may not be a formal part of the bike network, they often have low traffic volumes and lower speeds that make them comfortable for use by all people biking. Bike boulevards are enhanced with features intended to manage traffic speeds and volumes.

- **Comfortable for** all road users so long as observed traffic speeds and volumes are very low.

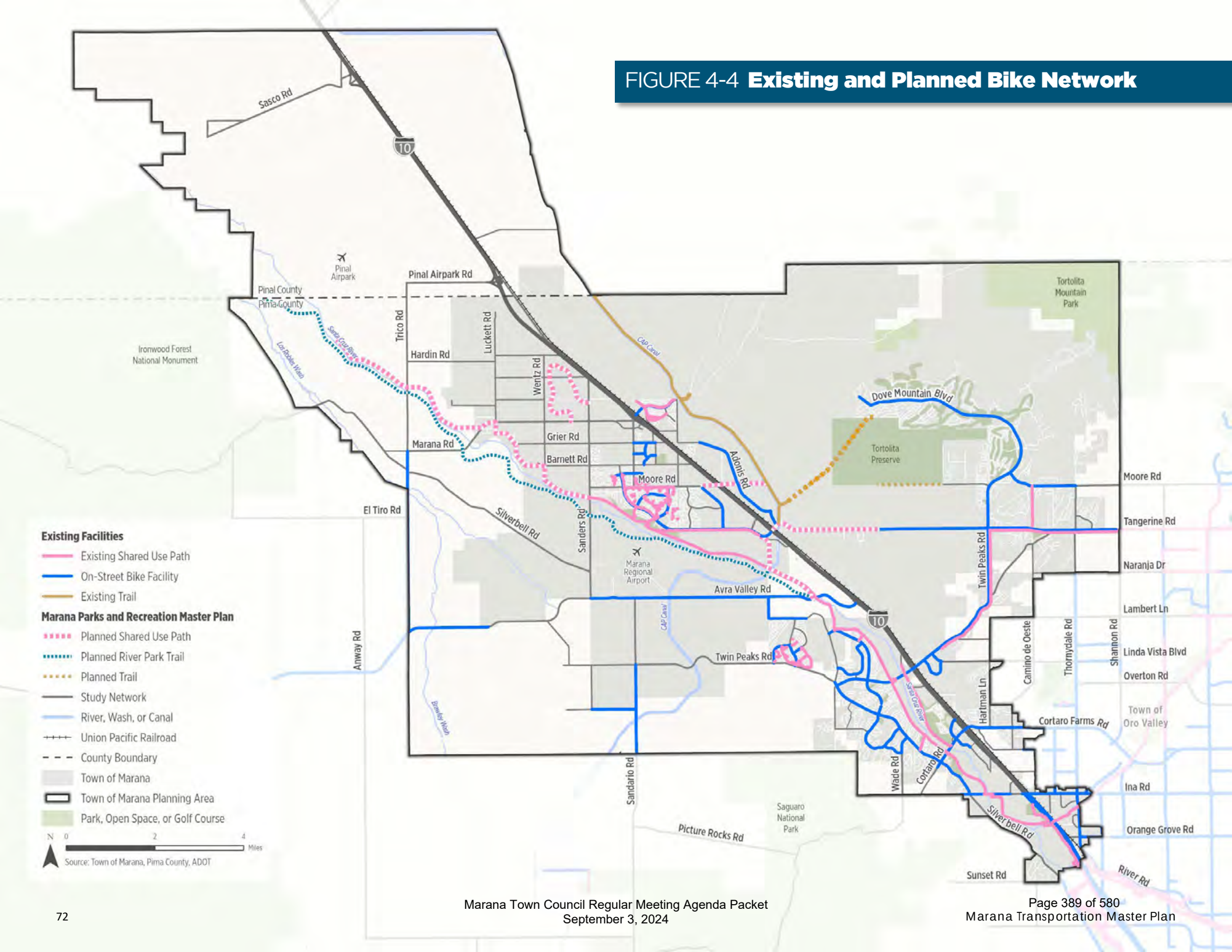


Separated Bikeways

These one- or two-way bikeways are exclusive to bicyclists and are physically separated from vehicular traffic by a vertical element.

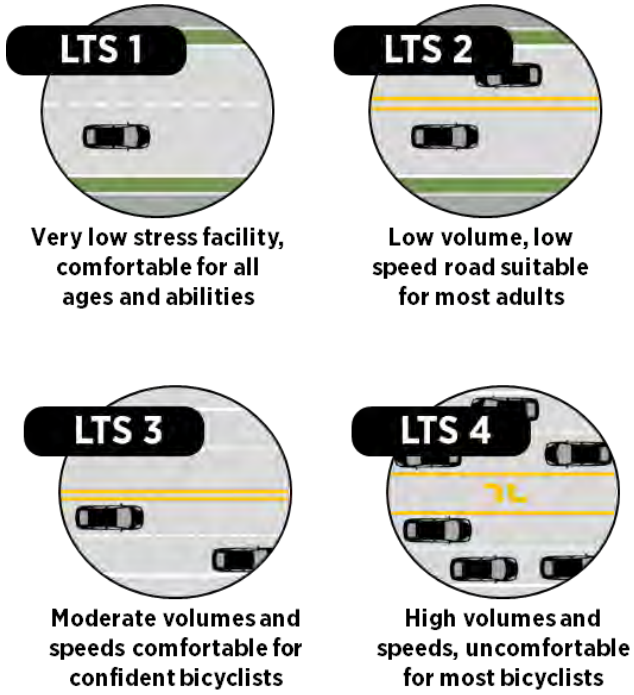
- **Comfortable for** most bike users.
- **Acceptable for** kids and families depending on the type and degree of physical separation.
- **May be uncomfortable for** some road enthusiasts prefer greater space to maneuver and prefer to ride in the roadway.

FIGURE 4-4 **Existing and Planned Bike Network**



Bicycle Level of Traffic Stress (LTS)

The Bicycle Level of Traffic Stress (LTS) is a method of quantifying the perceived sense of comfort for a person biking along a given roadway. A variety of factors are known to influence comfort for biking, such as the speed and volume of traffic, presence, and type of bicycle facility, the design of the road, and the individual needs of the person biking. As illustrated to the right, LTS ranges from low-stress streets suitable for families and children (LTS 1) to high-stress streets only suitable for experienced riders such as sports cyclists and road enthusiasts (LTS 4). Roads with high LTS scores may deter potential bicyclists from riding, leading them to choose a different mode of transportation or forcing them to make lengthy detours to avoid high-stress streets.



LTS Scoring

The criteria shown in **Table 4-1** were used to determine the LTS score for each street and bike facility in Marana, considering the following:

- "Bike routes with striped shoulders" were treated as mixed traffic streets as shoulder widths vary and may require people biking to temporarily use a travel lane.
- Shared-use paths or side paths were assigned LTS 1; however, those without a buffer were assigned LTS 2. This design enhances bicyclist safety and aligns with FHWA recommendations.

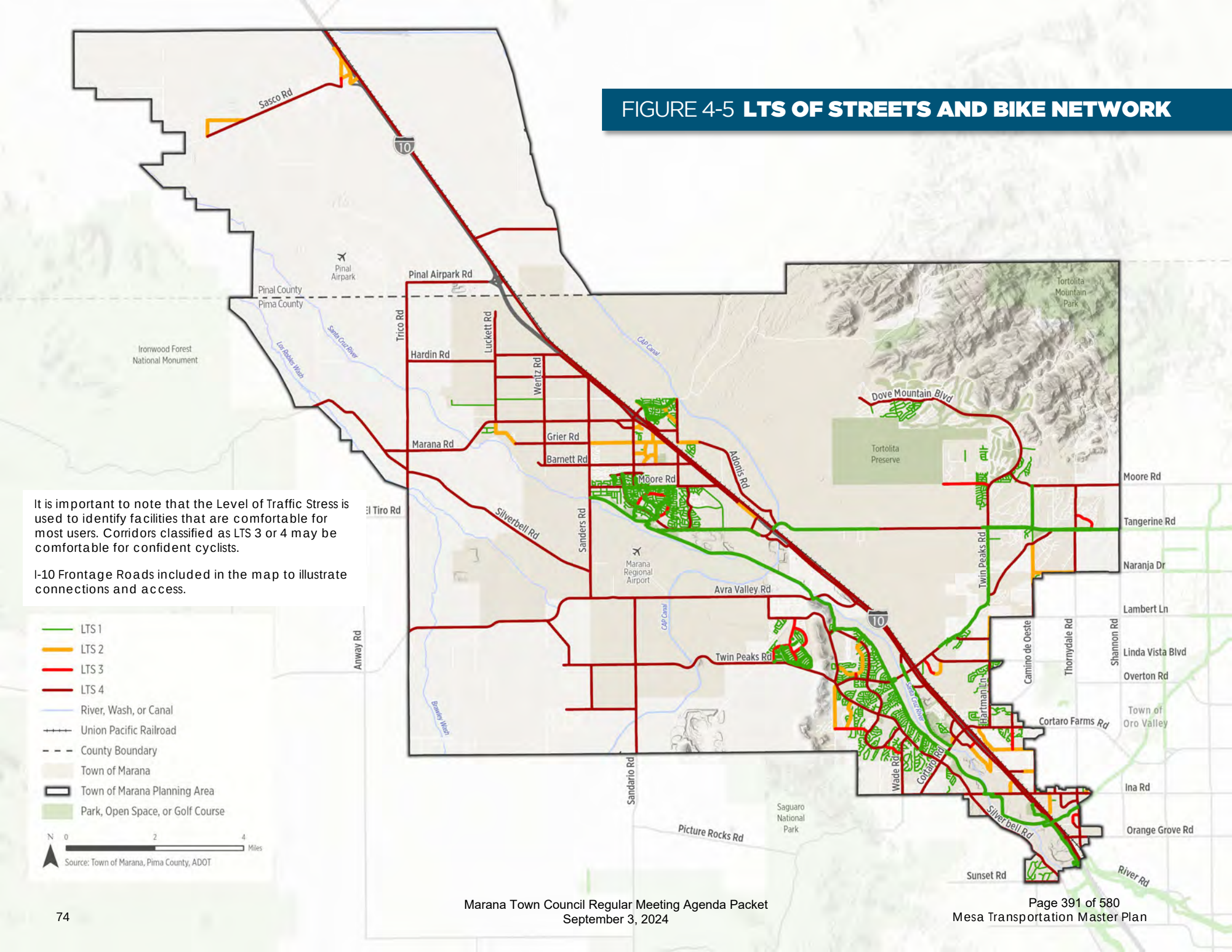
The results of these scores are shown in **Figure 4-5**.

Table 4-1 Level of Traffic Stress Criteria for Streets in Marana

LTS 1 LTS 2 LTS 3 LTS 4

Speed Limit	Number of Lanes	Facility Type						
		Mixed Traffic / Paved Shoulder	Bicycle Boulevard	Striped Bike Lane	Buffered Bike Lane	Protected Bikeway	Shared Use Path (adjacent)	Shared Use Path (buffered)
25 MPH or Less	2 Lanes							
	3 Lanes							
	4+ Lanes							
30 MPH	2 - 3 Lanes							
	4-5 Lanes							
	6+ Lanes							
35 MPH	2 - 3 Lanes							
	4-5 Lanes							
	6+ Lanes							
40 MPH or Greater	2 - 3 Lanes							
	4-5 Lanes							
	6+ Lanes							

FIGURE 4-5 LTS OF STREETS AND BIKE NETWORK



It is important to note that the Level of Traffic Stress is used to identify facilities that are comfortable for most users. Corridors classified as LTS 3 or 4 may be comfortable for confident cyclists.

I-10 Frontage Roads included in the map to illustrate connections and access.

Where are People Biking?

Strava is a useful tool to understand where people bike. For biking, Strava is advertised to recreational, and sports riders and the data collected is from a self-selecting pool of typically whiter, wealthier, and more athletic individuals. Even so, a recent study determined that while Strava data is not representative of the demographics of the population as a whole, it still provides an accurate estimation of where people of all income levels, races, genders, and skill levels are biking.

Strava Data

Figure 4-6 shows where people who use Strava are biking. Some conclusions from this data indicate higher levels of biking occur at:

- Shared use paths like the Santa Cruz River Park Trail, the Loop, the Tangerine Road shared-use path, and the Twin Peaks Road shared use path. These paths provide comfortable spaces for people to ride casually or for recreation.
- Some streets with paved shoulders, including Tangerine Farms and Tangerine Road, Avra Valley Road, Twin Peaks Road, Dove Mountain Road, and Silverbell Road. This is particularly true on streets which continue for long distances, allowing riders to travel further without many turns, which may support people traveling for sport or as a form of transportation.
- Dirt paths and trails in the Tortolita Preserve where many people go to mountain bike.

Replica Data

The most densely populated and developed areas of Marana see the highest number of biking trips, as reported by Replica and shown in **Figure 4-7**. As new areas develop and new bike facilities are constructed that are comfortable for people of all ages and abilities, the patterns of where people choose to bike may change.

FIGURE 4-6 **STRAVA BIKE HEAT MAP**

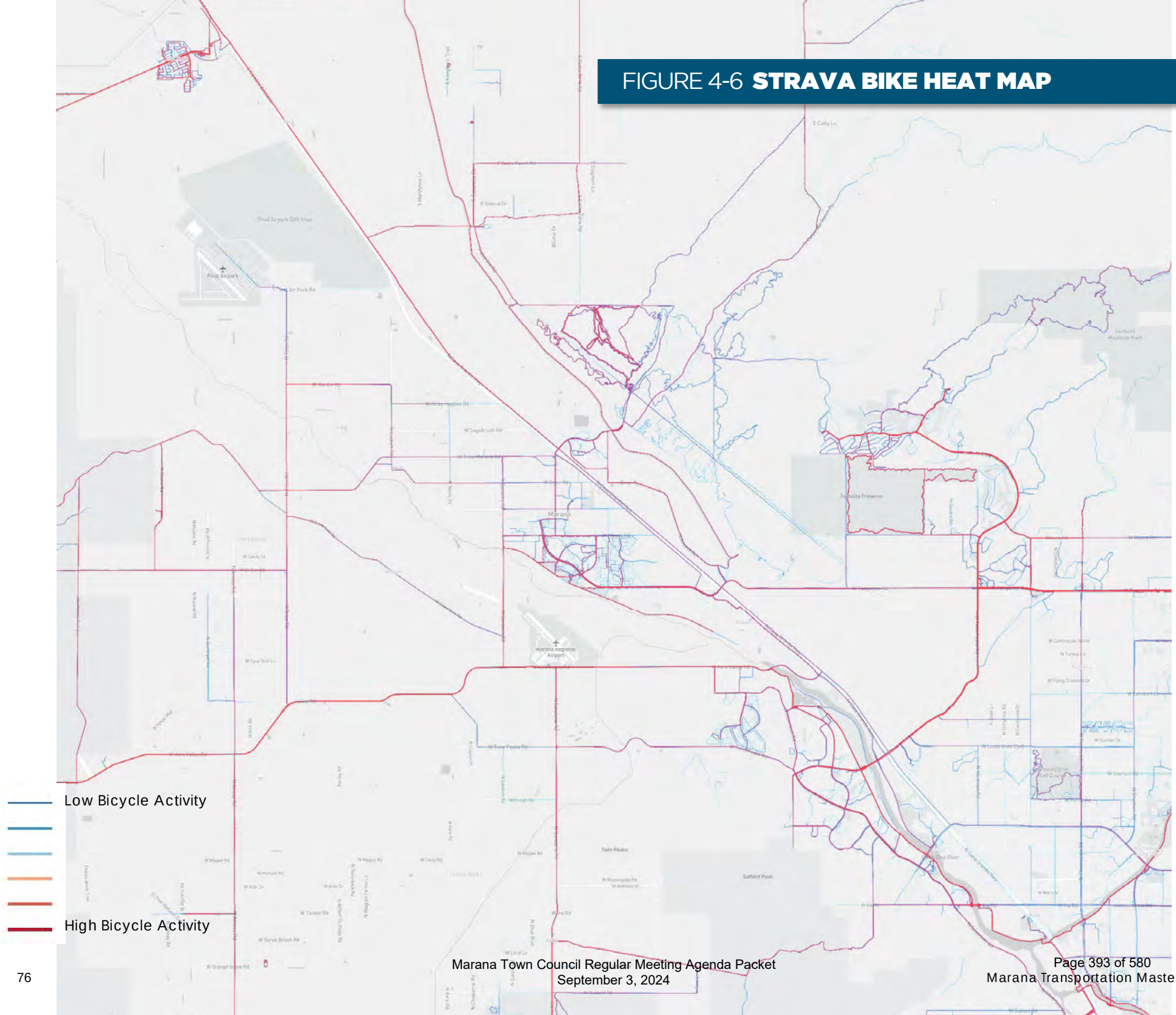
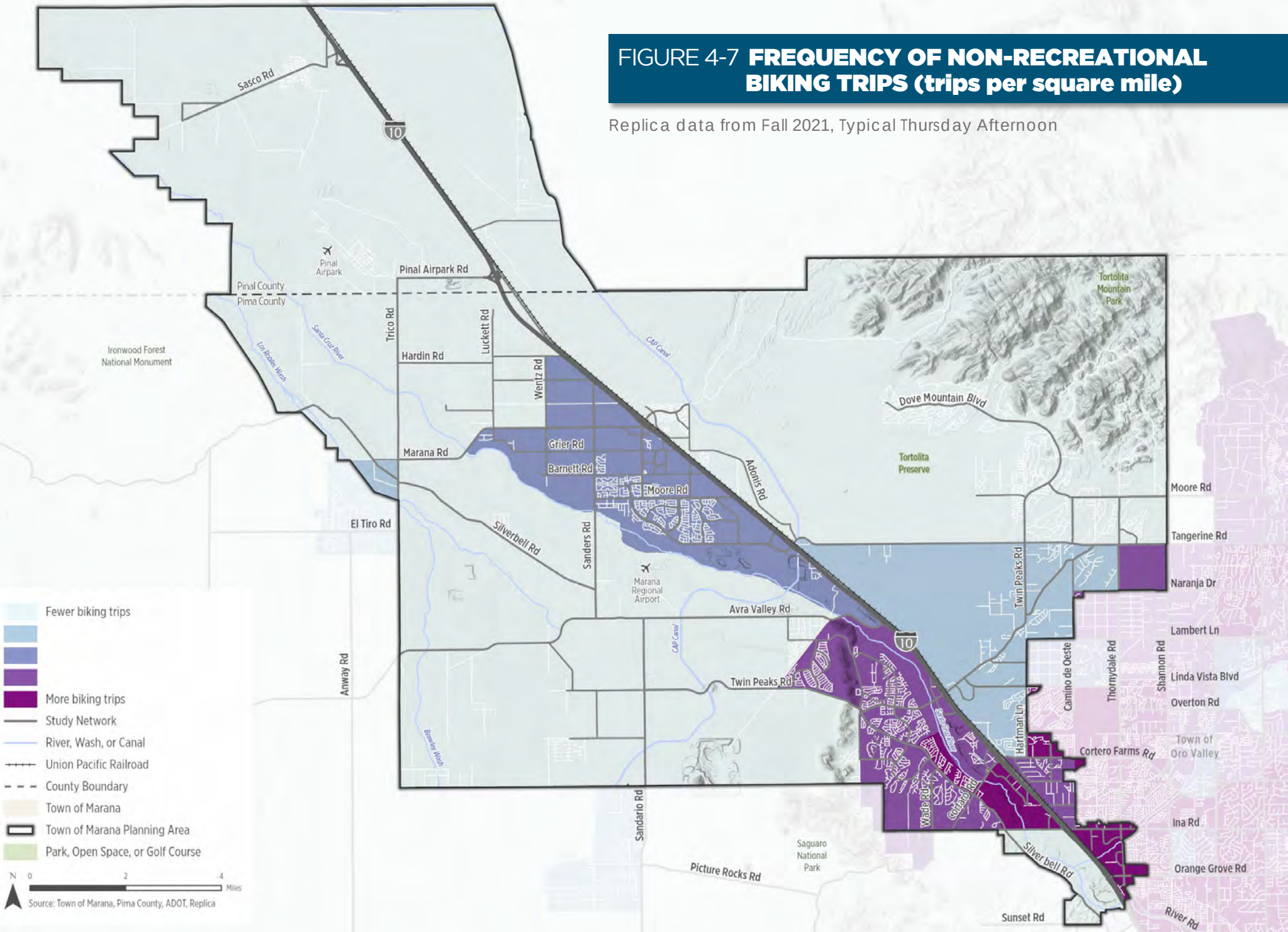


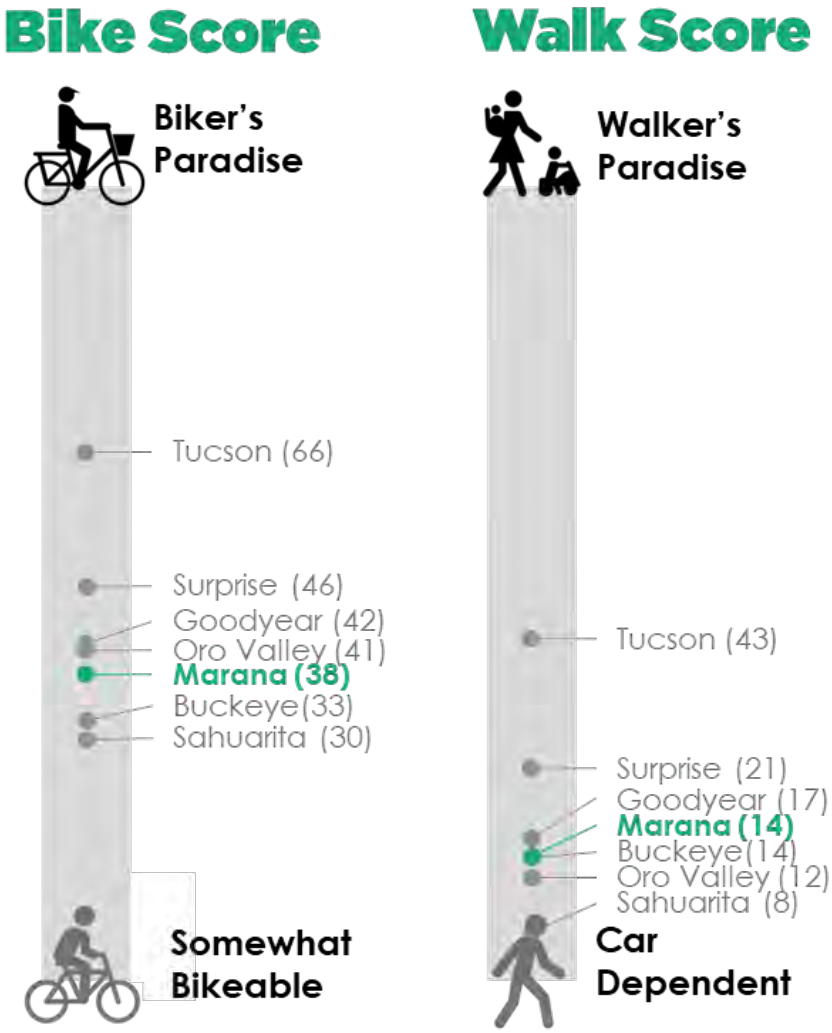
FIGURE 4-7 FREQUENCY OF NON-RECREATIONAL BIKING TRIPS (trips per square mile)

Replica data from Fall 2021, Typical Thursday Afternoon



ACCESS TO DESTINATIONS

The layout of the street network dictates the directness and convenience of every trip we make, whether driving, walking, or biking. A street grid with shorter block lengths and four-way intersections maximize access to destinations, minimizes trip distances, and increases the possible number of routes from Point A to Point B. Walkscore.com measures how "walkable" and "bikeable" a community is by measuring walking and biking routes and connectivity to nearby amenities. As shown to the right, Marana is the middle of the pack among its peer cities, Surprise, Goodyear, Oro Valley, Buckeye, and Sahuarita with low bike scores and even lower walking scores. Marana's walking and biking scores were significantly below its metropolitan neighbor, Tucson.



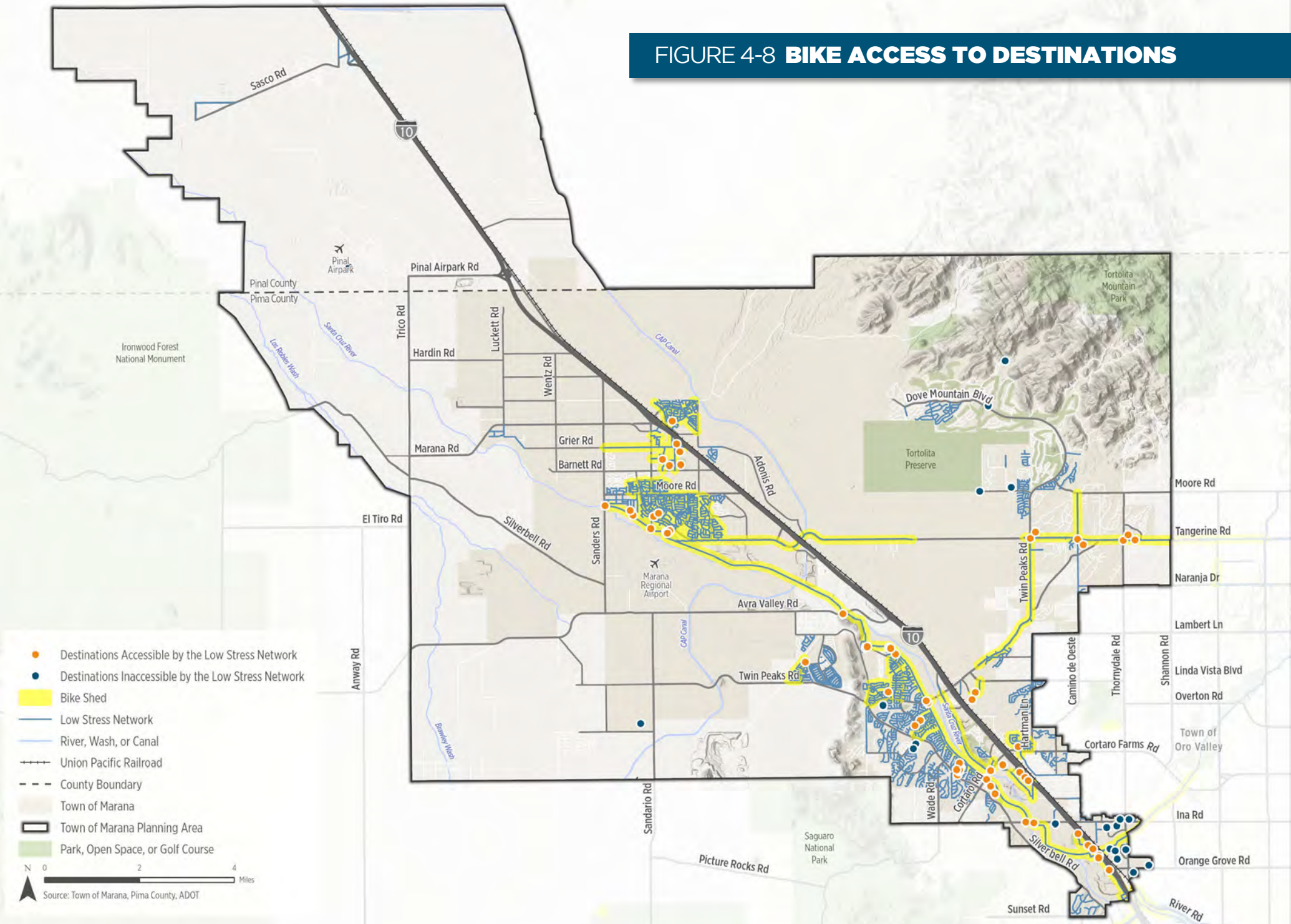
Accessibility Assessment

Access to destinations is fundamentally different for people walking and biking than those who drive. Drivers can travel much longer distances and access many more destinations than people walking or biking within the same time frame. In addition, people walking or biking experience the roadway differently and may be dissuaded from riding or walking entirely if the infrastructure does not feel safe.

People biking have different experience levels and needs in order to determine what feels safe. Those who ride for exercise or for sport have very different needs than families biking with children to a park or to school. Bike LTS was used to establish a "Low Stress Network" where most people would feel comfortable biking to destinations regardless of their age or their ability. The Low Stress Network was then used to develop 15-minute biking sheds. The 15-minute bike shed is defined as a 15-minute bike trip from origin to destination as shown in **Figure 4-8**. Steps in the biking assessment include:

- Key destinations were identified including parks, libraries, airports, schools, major employers, shopping centers, and recreational paths.
- Evaluate roads for Biking LTS and define the Low Stress Network as LTS 1 & 2 roads and paths.
- High-stress roads (LTS 3 & 4) are considered barriers to cyclists and are not displayed or analyzed as part of the network. Only signalized intersections that provide a place for people bicycling to cross these roads are included in the Low Stress Network.
- Based on the available Low Stress Network, create 15-minute biking sheds.

FIGURE 4-8 **BIKE ACCESS TO DESTINATIONS**



Figures 4-9 and 4-10 illustrate the results of the accessibility assessment to schools and recreational paths.

While many destinations in Marana are well connected to the Low Stress Network, few residents can reach it. Results of the assessment show:

- Nearly all civic institutions like Parks, Community Centers, Libraries, other Government uses as well as Hospitals and Medical Centers are accessible using the Low Stress Network (**Table 4-2**).
- Less than half of schools and shopping centers that generate significant daily trips are connected to the network.
- Less than 30% of all residential parcels can reach any destination using the Low Stress Network and only 20%--or one in five--can use the Low Stress Network to access Schools, Parks, and Recreational Paths (**Table 4-3**).

Table 4-2 Destinations Accessible by the Low Stress Network

Destinations	% of Destinations Accessible by the Low Stress Network
Airport	0%
Community Center, Library, or Government	100%
Hiking Access	0%
Hospital/Medical Center	100%
Major Employer	63%
Park	91%
Schools	36%
Shopping Center	40%
All Destinations	**74%**

Table 4-3 Residential Parcels with Access to the Low Stress Network

Low Stress Network Access	% of Residential Parcels with Access
Access to All Destinations	28%
Access to Schools and Parks	20%
Access to Major Connecting Shared Use Paths	20%

FIGURE 4-9 BIKE ACCESS TO PARKS AND SCHOOLS

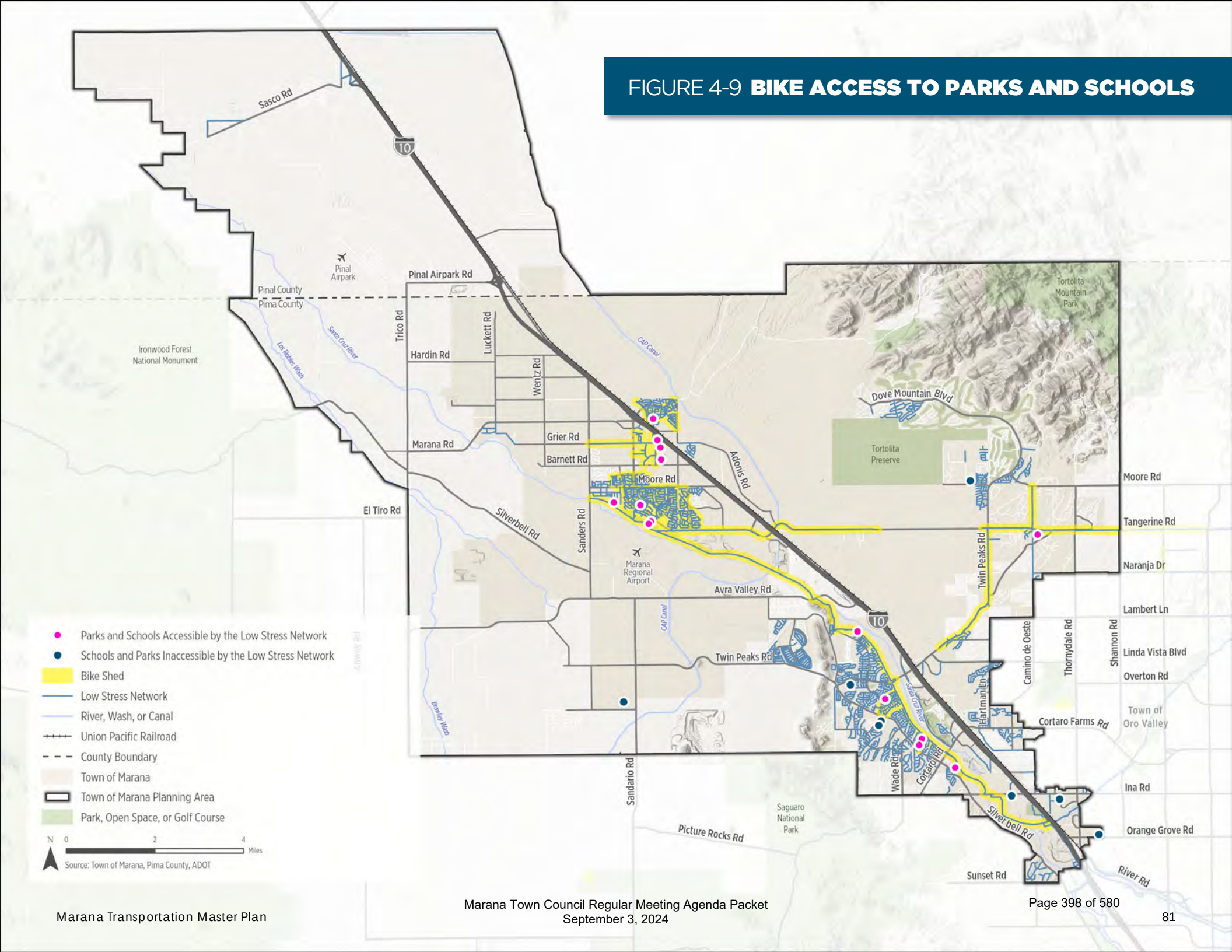
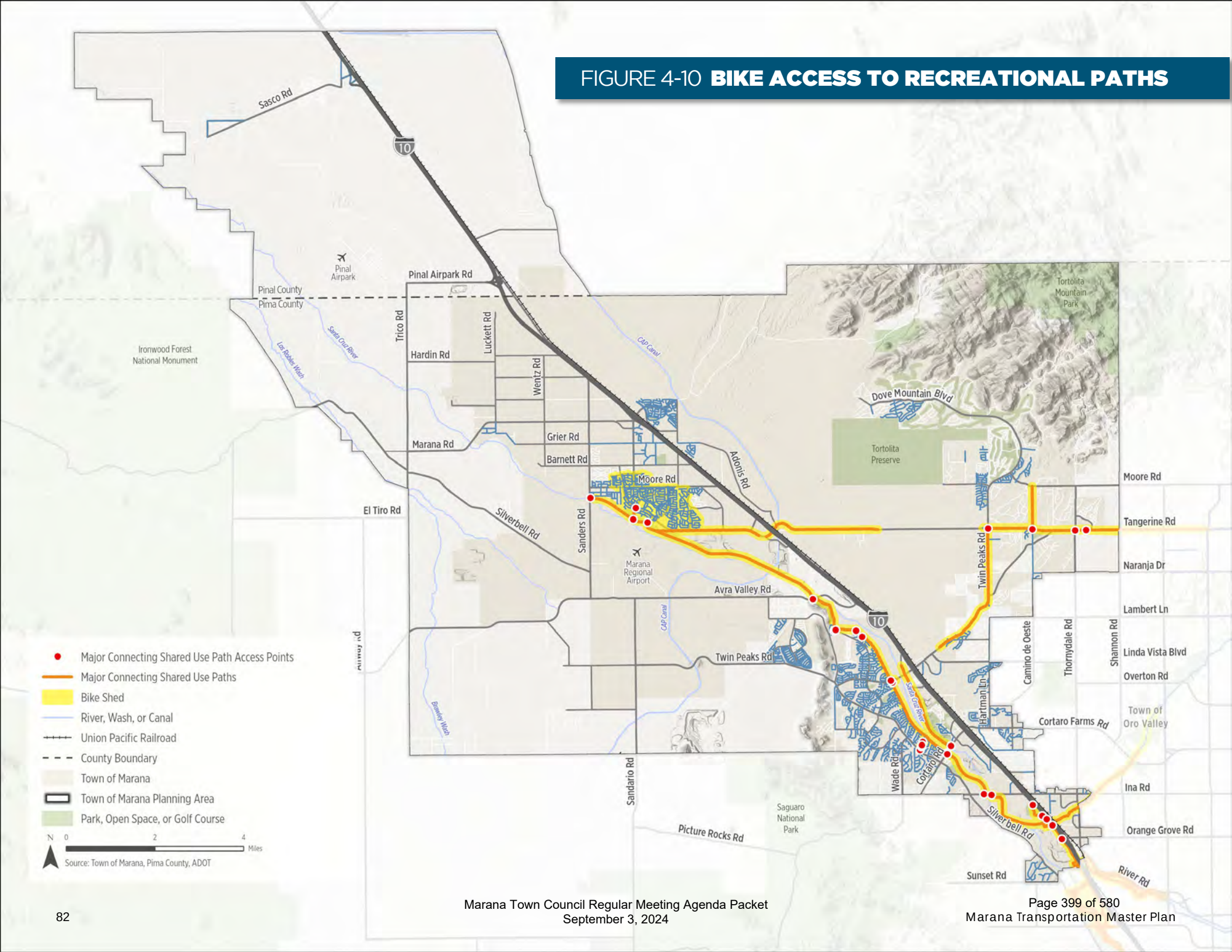


FIGURE 4-10 **BIKE ACCESS TO RECREATIONAL PATHS**



Observable Accessibility Gaps

- Access for biking is relatively limited given the Town's current network, which is segmented by high stress roads and developed in pockets.
- Many segments of Marana's Low Stress Network connect to high stress roads but lack any comfortable or direct crossing disconnecting residents walking or biking from destinations or other neighborhoods. Frequent and safe crossings or alternative paths for people walking or biking can help bridge the gap that high stress roads create.
- Some developments also do not provide regular pedestrian or bicycle access due to the presence of fences or other barriers. Lack of comfortable crossings and access points have resulted in some adjacent destinations and residential neighborhoods being inaccessible to each other even though they are adjacent or across the street from each other.
- Lack of formally designated facilities have driven some residents to use informal infrastructure as access points.
- Drainage ditches and dirt pathways are used by residents as access points to the Loop and other destinations, but they remain inaccessible to all users and especially to those using mobility devices, are hard of hearing, or have impaired sight.

These observable gaps are illustrated and discussed further in **Figure 4-11.**

Drainage channel providing informal access from the Continental Ranch Community to the Loop.



Shared use path that leads to the Loop terminates midblock without crossing or entrance into adjacent neighborhood.



Unsignalized crossing across Coachline Boulevard.



Areas with High Accessibility

Some areas, like Downtown Marana and Gladden Farms have great access due to high quality walking and biking networks. For example, the "low stress network" in Gladden Farms is enhanced by shared use paths that create a dense walking and biking network throughout the community. An underpass and HAWK signal provide comfortable crossings of Tangerine Farms Road (an LTS 4), so residents who live to the east still have access to Gladden Farms Park, Marana Heritage Park, and the Santa Cruz River Trail.

IDENTIFIED GAPS AND OPPORTUNITIES

LTS is one measure of biking stress, but there are many other elements that may impact comfort of people biking. For example, observed speeds of people driving on the roadway, conditions of the infrastructure, and width or type of separation from vehicles can also impact user comfort. The following gaps and opportunities were identified within Marana and their locations are displayed in **Figure 4-11** on the facing page.

High Stress Network
Roads with high speeds and multiple lanes create barriers for people biking. Inconsistent paved shoulder widths force bicyclists to share the road with fast-moving traffic. These include roads with LTS scores of 3 and 4.

Low Stress Network
Many neighborhood streets have low speeds and volumes and are comfortable to walk and bike on. However, high stress streets often bisect neighborhoods, creating "islands" of low stress streets and limiting the area people can access on these networks. These include roads with LTS scores of 1 and 2.

Crossings
There are few places to comfortably cross high stress streets, with long distances between signalized intersections that require people to travel far out of their way to access destinations.

Access to Destinations
While many destinations are connected to some portion of the low stress network, the lack of comfortable crossings and presence of high stress roadways limits the number of people who can access them.

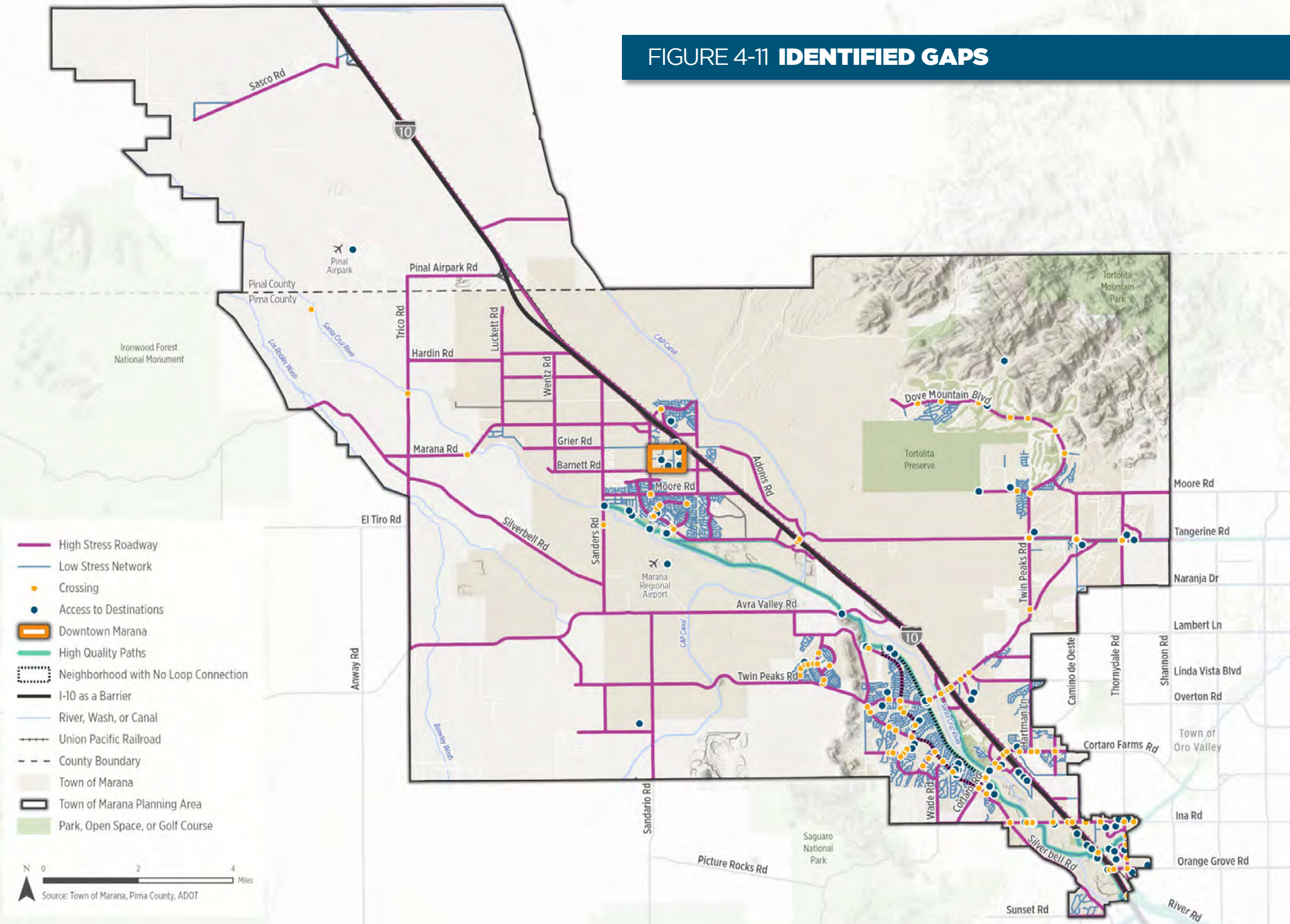
Downtown Marana
While this area is planned to have mixed uses and a street network comfortable for people to walk and bike on, it is disconnected from the surrounding neighborhoods due to a lack of low stress connections and comfortable crossings, limiting the number of people who can access it on foot or by bike.

Recreational Paths
There is an existing high quality path system that continues to be expanded and runs adjacent to many destinations. However, the paths often lack direct connections to neighborhoods and destinations. For example, the Loop trail lacks connections to the circled neighborhoods (▭) as well as to Costco, which it runs directly behind it.

Gaps in the Loop Trail
There is a gap between the Santa Cruz River Park Trail and the Loop which effectively divides the northern and southern areas in Marana for people who walk and bike.

I-10 as a Barrier
While I-10 provides an important regional and statewide connection for vehicles, it acts as a barrier that divides Marana. There are very few places to cross, and the crossings that do exist often lack comfortable walking and biking infrastructure.

FIGURE 4-11 **IDENTIFIED GAPS**



Existing Network Plans

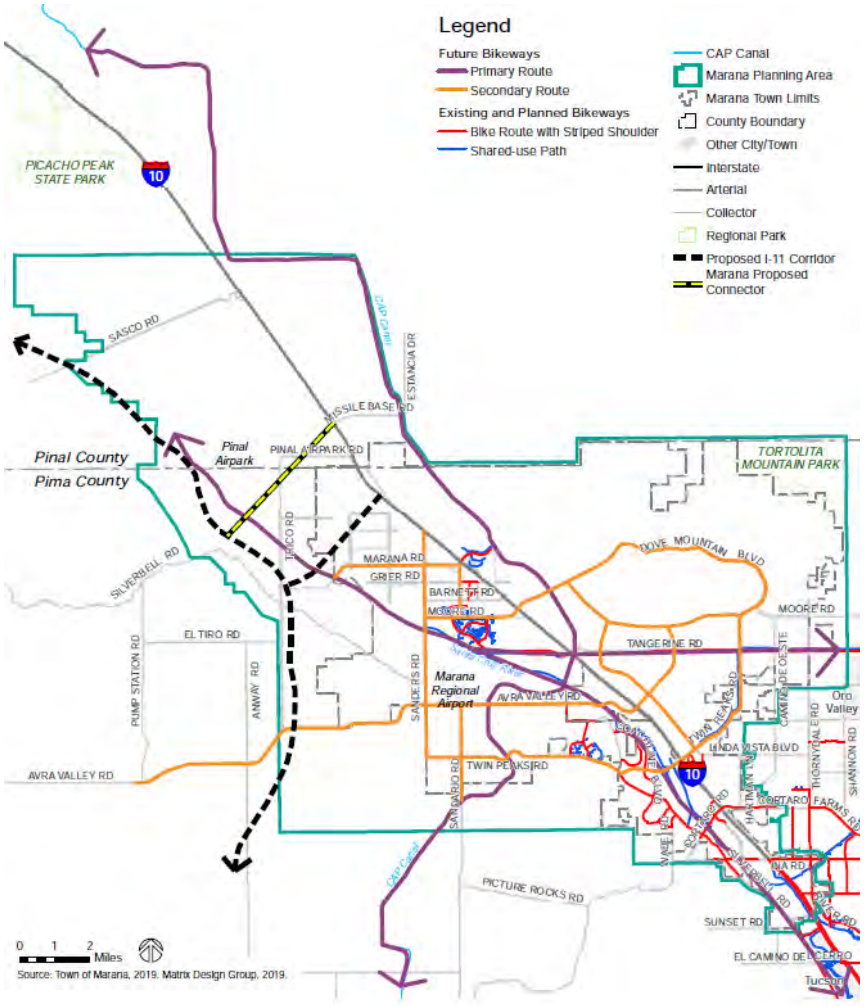
Existing community plans can help indicate where the community would like to invest in additional active transportation infrastructure. In 2019, the Town completed its "Make Marana 2040 General Plan" which included transportation goals for the community. This plan was developed through significant community outreach and community feedback that included surveys and town hall sessions. Transportation goals included:

- Safe and efficient mobility for all users
- A system that is accessible to all persons
- A multi-modal transportation network
- A network sustainable within available funding
- Sensitivity to the region's wildlife and natural environment

Make Marana 2040 also identified a walking and biking network and defined two types of routes:

- Primary bike and pedestrian routes that create the spine of the active transportation system. These routes follow major linear features across Marana including the Santa Cruz River, Tangerine Road, and the Central Arizona Project canal. When complete, these connections will close the Santa Cruz River Trail / Tucson Loop gap noted in the previous section.
- Secondary routes that provide local connections to the primary routes. These routes include major roads that connect to this spine including Avra Valley Road, Twin Peaks Road, Moore Road, Marana Road, and Sanders Road. This network also includes new roadways that do not yet exist but are planned due to new developments occurring in the area.

Of the secondary routes, Avra Valley Road, Twin Peaks Road, and Sanders are all currently bike hot spots and may help increase connections between neighborhoods and across the Town of Marana. However, these routes by themselves will not close the gaps within neighborhoods or guarantee that residents can access these secondary and primary routes as identified.



DESIGN STANDARDS TODAY

Design standards guide how our streets are built, how space is allocated, and what the walking and biking environment looks like. Understanding these standards helps to identify opportunities and constraints that can be addressed through the planning process. The following documents control where and how facilities for walking and biking are designed and built in Marana:

- **Make Marana General Plan 2040 (December 2019)**: intended to guide growth and development in Marana. Among other elements, it defines the street's functional classification in Marana.
- **Town of Marana Design Standards (March 2022):** provides standard details for the design of streets in Marana, including lane widths and the presence and design of walking and biking facilities, among other things. These standards supersede the Subdivision Street Standards Manual.
- **The Town of Marana's Subdivision Street Standards Manual (March 2022):** lays out requirements for street design on public and private local streets to provide safe streets for people driving, biking, and walking within neighborhoods.
- **Marana Land Development Code:** defines requirements for all development in Marana. These codes are broad, but they provide important guidance on things like where and when developers must include walking and biking facilities and amenities.

This section summarizes the relevant elements from the standards noted above as they relate to walking and biking.

Functional Classification

The Town of Marana consists of several broad street types. While people may walk and bike on many types of facilities, local, collector, and arterial streets are the most common street types. The Town's standards define these as follows:

- **Arterials:** the main corridors within a community that support high traffic volumes. Arterials generally provide limited access to adjacent development.
- **Collectors:** used to collect vehicles traveling from local roads and distribute them to roads with higher volumes of traffic. Collectors typically balance the need for access to adjacent properties and the mobility of through traffic.
- **Local Roads:** provide access to nearby properties, businesses, and residences over mobility. Traffic generated from nearby land uses is generally light and speed limits are low.



Local Streets & Commercial & Industrial Subdivision Streets
Design Speed: 25 mph (min.)
Design Volume: 1,000 Average Daily Trips (ADT)
Context: access to residences, businesses, etc.
Cross Section: 2 lanes, undivided
Commercial & Industrial Subdivision Streets must be designed to accommodate heavier weight commercial vehicles.



Minor Collectors
Design Speed: 35 mph (30 mph posted speed)
Design Volume: not specified
Context: access to subdivisions and local streets. Not intended to provide direct access to properties.
Cross Section: 2 lanes, divided

Design Standards Related to Walking and Biking

Generally, with exceptions, the standards related to walking and biking noted in the aforementioned documents are as follows:

- 4 FT (minimum) sidewalks (both sides) for Local Streets and Minor Collectors with curb.
- 5 FT (minimum) sidewalks (both sides) on local streets with curb way, Urban Collectors, 4-Lane Collectors, and Arterials
- 7 FT (minimum) multiuse lanes--which can be used by people biking--are allowed on Collectors and Arterials with alternative options for a 10 FT (minimum) shared use path.
- A 10 FT (minimum) meandering shared-use path can be placed next to 4-lane Collectors or Arterials and 6-lane Arterials.
- Sidewalk ramps (directional or diagonal) are required at all curb returns.
- Detectable warning strips are required at locations per ADA requirements.
- Shared use paths and bicycle facilities are not addressed in the Subdivision Street Standards Manual.

Land Development Code Requirements

The Town's land development codes generally default to the standards mentioned previously. However, the Mixed Use Streets areas have additional requirements and standards as noted below.

Subdivision Requirements

- The Subdivision Recreation Area Design Manual allows for trails, linear parks, and greenways (such as shared-use paths that can accommodate bikes and pedestrians) to be counted toward a subdivisions required Minimum Recreational Area but is not required.
- A minimum of four bicycle parking spots are required as part of a sub divisions Minimum Recreational Area.
- Marana's Town Code requires subdivisions of 30 or more lots that are connected to existing Shared Use Paths to develop Shared Use Paths that "provide for access to nearby existing or future parks, schools, playgrounds, shopping centers, public transportation, and other community facilities."

Mixed Use Streets

These areas occur within Mixed Use Zoning Districts (Blended-Use, Downtown, and Downtown Neighborhood) and have special standards that supersede the other design guidelines in the Town. The following elements are included in these districts:

- 10 FT minimum sidewalks are required on both sides.
- "Connectivity for bicycles and pedestrians should be created and maintained where possible, even when there is no vehicular connectivity."
- Cul-de-sacs are discouraged, and there is a requirement for a street grid network, which has benefits for people walking, biking, and driving.
- Block face standards of 300- to 500 FT are provided. Short blocks allow for people walking and biking to cross the street more frequently, which improves access to destinations.

- Block faces exceeding 500 FT must be subdivided with a sidewalk that is at least 12 FT wide.
- A set of cross sections is included addressing a variety of street types within Mixed Use Streets zones, with wide sidewalk requirements, narrower vehicular travel lanes, and landscape requirements. No bike facilities are noted.
- Buildings are required to be set closer to the street. Smaller setbacks place storefronts where people passing by can easily see and enter them. Smaller setbacks also help to create a sense of enclosure for people walking, biking, and driving, thus calming traffic.
- Parking is required to be behind buildings or otherwise screened from the street. Shielding parking from the street can create a more pleasant walking environment and improve access to buildings for people who walk and bike.
- There are no minimum parking requirements, and in some cases, there are parking maximums. Removing parking requirements can help developers conserve land or provide more space for other features, like landscape or walking, biking, and living space. This can also help encourage people to choose to access sites via modes other than driving.
- Joint driveways are encouraged for properties to minimize the number of access points to streets, which also helps limit the number of times people walking and biking must interact with drivers.

Bicycle Parking

The Town provides some requirements for bicycle parking and design. Specifically, bicycle parking should be located in visible and well-lit areas, accessible, attached to the ground, and installed so the full capacity can be utilized. Bike racks should provide a minimum six feet of clearance for people walking and must not be installed within five feet of hydrants, loading zones, and bus stop markers. Per the Subdivision Recreation Area Design Manual, a bicycle crack with at minimum four-bicycle capacity is required as part of a subdivisions' minimum recreational area requirements.

Summary

When reviewing the design standards and codes, several conclusions can be drawn:

- Lack of design standards make it difficult to include consistent bike facilities in Marana; especially for people who may be less comfortable biking on streets with vehicular traffic.
- Providing wider sidewalks, shared use paths, and marked bike facilities could make streets with higher vehicular speeds and volumes more comfortable for people walking and biking.
- Neighborhood streets are designed with a minimum speed of 25 mph, which is the maximum recommended design speed for shared bike / vehicular traffic lanes if one is designing for people of all ages and abilities.
- Minor Collectors are designed for 35 mph (posted 30 mph). In spite of these low speeds, many people may not be comfortable biking on them.
- Marana's Town Code includes many provisions for paths and comfortable walking and biking in Mixed Use Streets, but currently Mixed Use Streets are only zoned in limited parts of the Town.
- The bicycle parking guidance provides valuable information regarding how to site bike parking but only provides minimum bike parking requirements for recreational areas inside of subdivision developments and does not provide requirements for other destinations such as businesses.

PAGE INTENTIONALLY LEFT BLANK



5 PUBLIC TRANSIT

OUR SYSTEM TODAY

A strong public transit network is a key component of a great transportation network. Public transit provides important access and connectivity to key destinations and regional access to employment, education, shopping, and services. Transit services in Marana are provided by Sun Tran, the regional public transportation authority for the Tucson metropolitan area, and a variety of social service agencies. This section outlines existing public transit conditions in Marana today.

Existing Services

To meet different trip purposes, a variety of transit route types are needed. For example, express bus routes and the light rail excel at taking commuters and residents to major employment and activity centers. Local bus routes, however, provide increased neighborhood connectivity through frequent stops, fixed service, and closer access to destinations/origins. **Figure 5-1** illustrates current transit routes in Marana. Existing transit services include:

- **Sun Tran**: Sun Tran operates 29 regular fixed routes with daily service in Tucson, the Tohono O'Odham Nation, Pasqua Yaqui Tribe and Pima County. Route 16 serves Ina Road in Marana and reaches several destinations including downtown and Tucson Mall.
- **Sun Shuttle Routes:** Sun Shuttle operates 12 neighborhood circulator routes throughout the Tucson metropolitan area, with several connections traveling through or to destinations in Marana. Routes in Marana include the 412, 413, and 414.
- **Sun Express:** Sun Express is a fast commuter transportation service that makes limited stops from outlying areas to major destinations. Marana currently is served by three Express routes:
    - **102X Northwest - UA Express:** connects multiple stops along Ina Road to downtown Tucson and Oro Valley.
    - **103X Northwest - Downtown Express:** connects multiple stops along Ina Road to downtown Tucson.
    - **104X Marana - Downtown Express:** provides direct service from Ina Road/ Star Commerce Way and the Crossroads at Silverbell District Park to downtown Tucson.
    - **203X Oro Valley – Aero Park Express:** connects multiple stops from Oro Valley to Downtown Tucson.
    - **204X Northwest – Aero Park Express:** connects multiple stops from Laos Transit Center to the Crossroads at Silverbell District Park.
- **Sun Shuttle Dial-A-Ride:** Sun Shuttle provides curb to curb paratransit service to 22 stops in the Marana/Avra Valley area for persons with, as shown on the right.
- **Vanpool:** Commuter vanpools allow groups of employees to self-organize and lease a vehicle from Sun Tran to operate a carpool service, providing a flexible transit solution for those trips not well served by more conventional fixed route service.

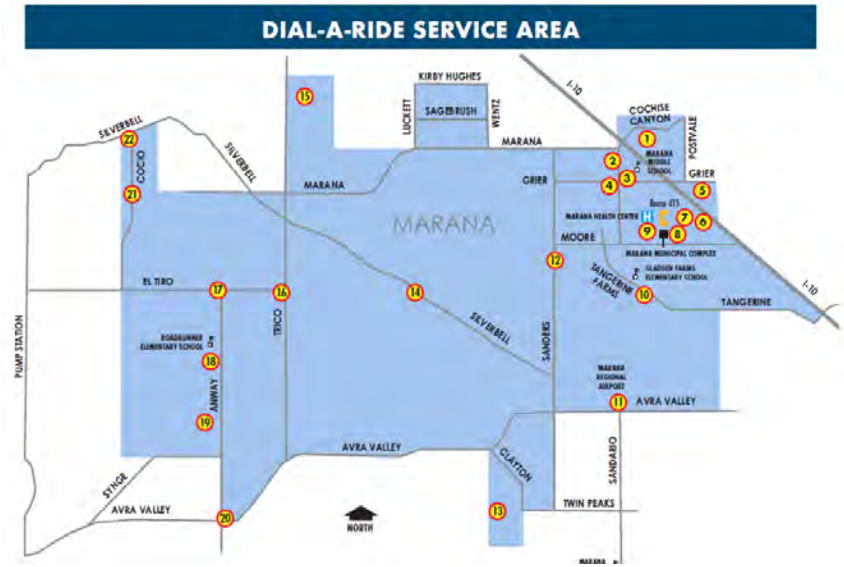
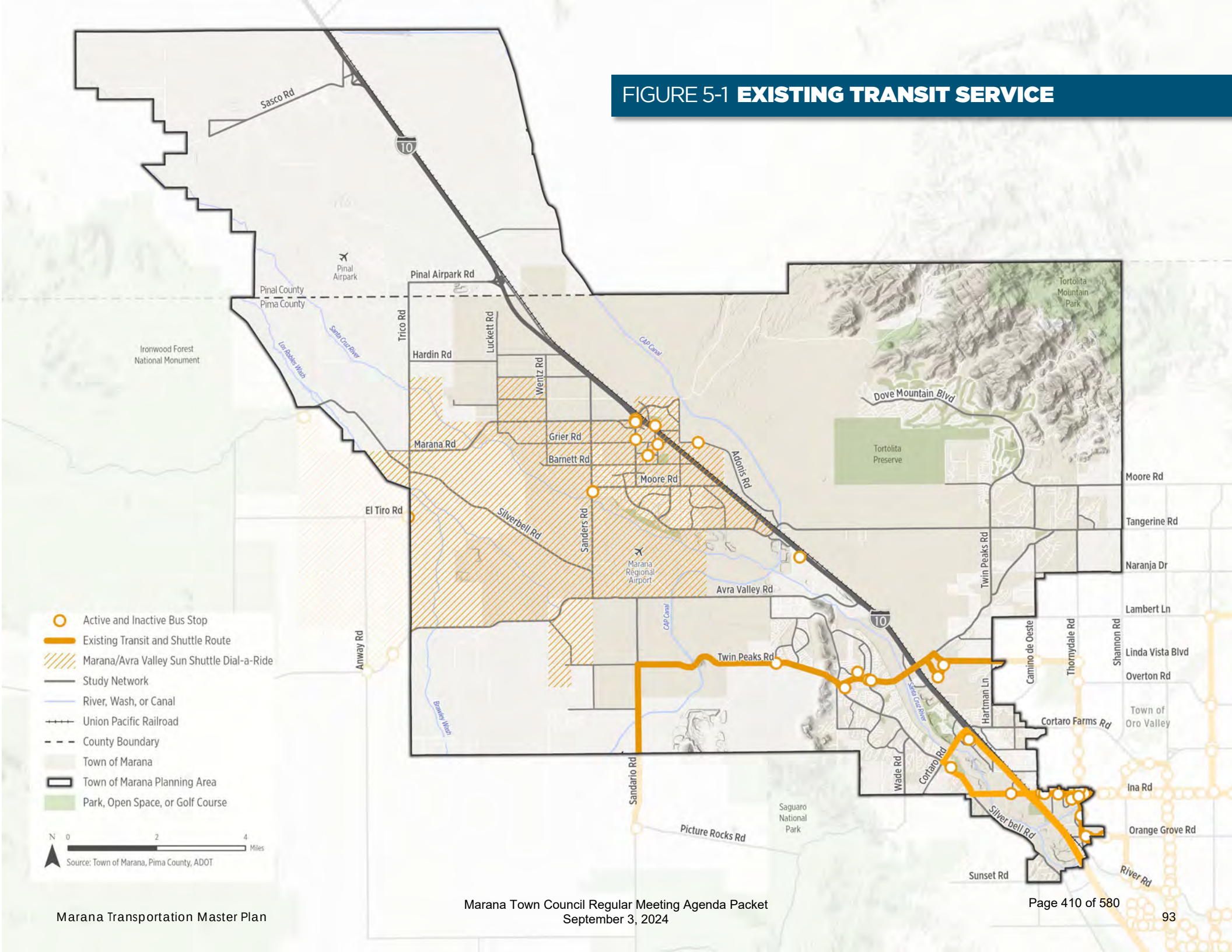


FIGURE 5-1 **EXISTING TRANSIT SERVICE**



RIDERSHIP

Understanding where transit users are traveling to is important to address the multimodal needs of Marana. Sun Tran tracks dozens of performance indicators and routinely analyzes the data to improve those metrics and stay competitive with peer systems benchmarks, including ridership by route. **Table 5-1** outlines the total number of boardings on routes that connect to Marana from May 2022 – April 2023 per Sun Tran's Monthly Operations Report. As the table shows, ridership varies month to month. Over the one-year span, five of the seven routes listed have experienced an increase in ridership. Route 16 had the largest decrease in ridership with a 9% decrease from May 2022 to April 2023.

Table 5-1 **Ridership by Route (May 2022 – April 2023)**

Route	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23
16 - Oracle/Ina	97,594	90,692	95,247	105,326	103,154	105,204	97,308	96,952	95,112	88756	96,127	88,755
61 - La Cholla	7,323	6,690	6,731	8,408	8,167	8,414	8,282	7,817	8,133	7,936	9,283	8,615
102X Northwest - UA Express	441	462	420	575	609	609	546	420	483	380	391	420
103X Northwest - Downtown Express	189	242	180	322	357	378	357	210	294	320	322	320
104X Marana - Downtown Express	252	374	460	414	315	378	378	378	378	260	345	260
203X Oro Valley – Aero Park Express	483	506	480	575	588	609	567	420	546	600	713	680
204X Northwest – Aero Park Express	714	770	720	989	756	882	735	693	840	740	759	840

Source: Sun Tran Monthly Operations Reports

MULTIMODAL CONNECTIVITY

Understanding where bicycle and pedestrian facilities exist and where they offer connections to transit stops is critical to creating a sustainable and accessible transit system. Barriers that interfere with first and last mile connections should be addressed and play a role in determining the most advantageous locations for transit stops.

First/Last Mile Connections

Walking and biking are complementary to transit, as every transit rider is either a pedestrian or a bicyclist at some point of their trip. For example, a rider must first walk, bike, drive, or roll themselves to and from the nearest bus stop. This is commonly referred to as "first/last mile". Some riders have a short walk from a parking lot and others have a longer walk or ride from their home, office, or shopping center. The majority of bus stops in Marana have direct sidewalk connections. Some bus stops, however, lack sidewalk connections or sidewalks present are in poor condition, making it difficult for users to access the bus, particularly those that use a wheelchair or mobility device.

During future phases of the project, special detail will be given to address first/last mile connectivity along corridors.



Sun Tran bus at Silverbell Road/Crossroads Park Bus Stop

Transit Stop Amenities

Amenities can include stop signage, bus shelters, benches, timetables, trash cans, bike racks, and more. Transit shelters are important to improving rider satisfaction as they improve a rider's perception of safety, provide an area to wait during hot summer days or during rain, and help riders recognize bus stop locations. Currently, several stops in Marana lack a shelter and are currently either just a sign, or a sign with a bench.



The Ina Road/Camino de Oeste lacks shelter and lighting for passengers waiting for the bus to arrive

PAGE INTENTIONALLY LEFT BLANK



6 GOODS MOVEMENT

GOODS MOVEMENT TODAY

Another major function of the transportation system is to move goods and services for commercial purposes. The efficient movement of freight, goods, and packages is extremely important to Marana and the region's economic prosperity. This section outlines existing conditions in relation to the movement of goods in and through the Marana planning area.

Existing Truck Routes

Currently, the Town of Marana does not have a formally designated truck route designation in place; however, Marana does have some freight-related regulations. According to Marana Ordinance's the following regulations are in place:

- **Ordinance 12-3-12:** Commercial trucks and oversized vehicles shall not be parked on a residential-area public street at any time, except while actively carrying on the activity for which the truck or vehicle is designed.
- **Ordinance 12-9:** It is unlawful to operate or move any overdimensional vehicle on a town street without a special permit issued by the town.

In addition, I-10 is included in the FHWA's Primary Highway Freight System (PHFS), which is a federal desgination for the most critical highway portions of the U.S. freight transportation system. During future phases of this plan, we will identifiy specific freight corridors in the Marana TMP to aid in addressing corridor needs.

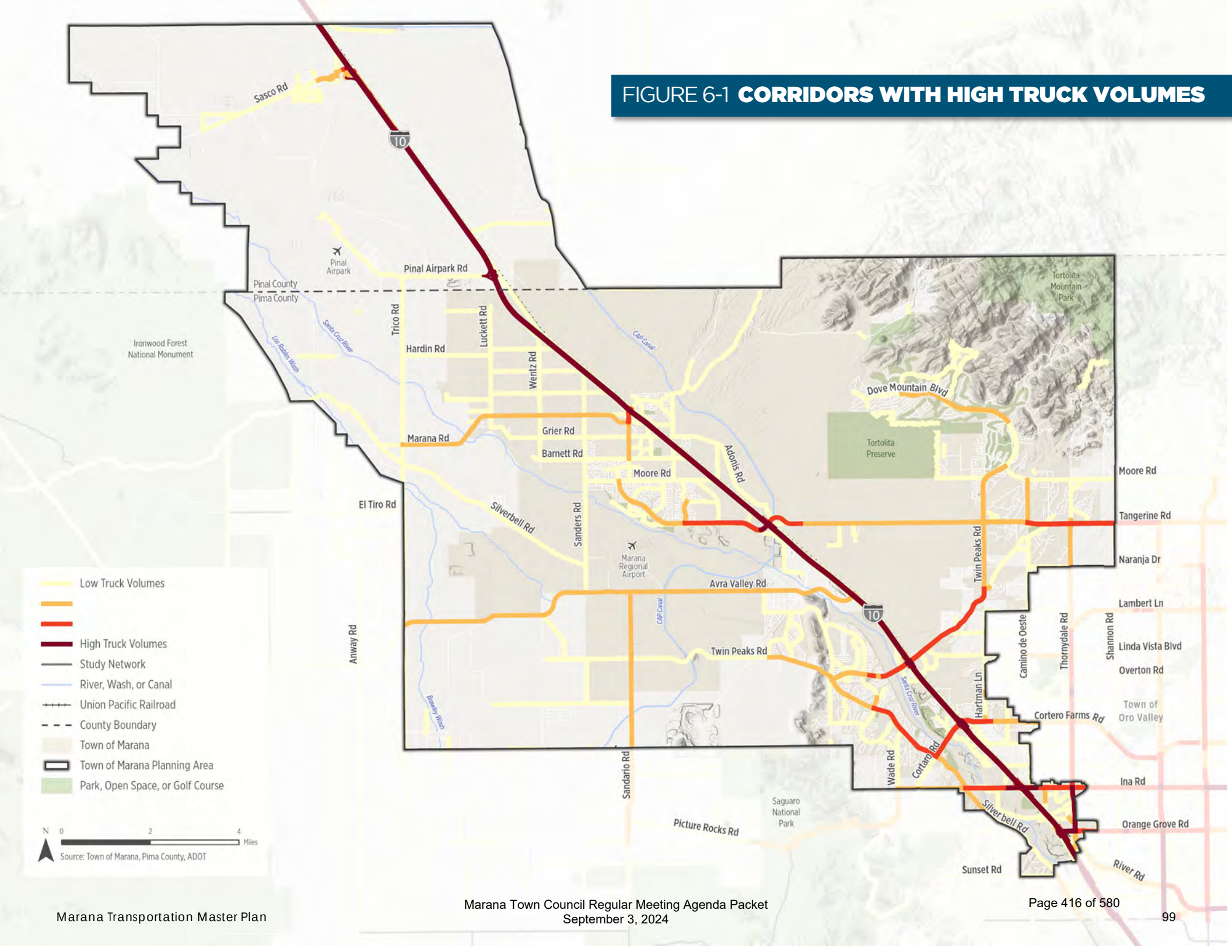
Where Trucks are Traveling

Replica data provides truck usage estimates for vehicles classified by Federal Highway Administration (FHWA) as Class 4 or higher, which ranges from medium size city delivery trucks to large freight vehicles. Using Replica data, key routes heavily used by trucks can be identified. As illustrated in **Figure 6-1,** higher truck volumes can be found on freeways and several key arterials. Many of these corridors not only have high truck volumes, but also have high percentages of trucks. As illustrated in the figure, corridors with high truck usage include:

- I-10 corridor
- Tangerine Road (Tangerine Farms Road to east of I-10)
- Tangerine Road (east of Camino de Oeste)
- Twin Peaks Road (Coachline Boulevard to Camino de Manana)
- Cortaro Farms Road (Silverbell Road to Hartman Lane)
- Ina Road (Silverbell Road to Thornydale Road)
- Orange Grove Road (east of I-10)
- Silverbell Road (Cortaro Farms Road to Coachline Boulevard)
- Thornydale Road (Ina Road to Orange Grove Road)

In addition, the 2022 ADOT Statewide Freight Plan identified the I-10/Cortaro Road TI as a recurring urban congestion bottleneck that may substantially impact cargo movement.

FIGURE 6-1 **CORRIDORS WITH HIGH TRUCK VOLUMES**



AVIATION IN MARANA

Many businesses associated with the logistics of moving goods and freight or providing services to the community often benefit by having an operating location on, or immediately adjacent to, an airport.

Marana Regional Airport



The Marana Regional Airport (AVQ) is classified as a general aviation reliever airport for Tucson International. Located at the Airport are a variety of businesses, flight schools, and general aviation facilities. Located at the Airport is the Tucson Aeroservice Center that provides service for personal and business/corporate transportation, flight instruction and training, air ambulance, law enforcement, skydiving, and special events including fly-ins and air shows. According to the *2021 ADOT Arizona Aviation Economic Impact Study*, AVQ has over 360 employees and had $17,283,000 earrings in 2021.

The *Marana Regional Airport Master Plan* identified 35 airport development projects and $35.2 million (2016 dollars) in capital needs over the 20-year planning period as an outcome of the facility requirements and development alternatives portions of the Master Plan. In addition, the Marana Regional Airport's Strategic Business Plan identified air freight, trucking and logistics, and other air freight services as a growth opportunity for the airport. While the Airport currently does not support cargo aircraft, commercial and industrial development at the Airpark may increase vehicle and freight movements along Avra Valley Road.



Pinal County Airpark

Pinal County Airpark (MZJ) is a non-towered, Pinal county-owned, public-use, general aviation airport located 8 miles northwest of downtown Marana. MZJ is one of the largest aircraft storage facilities in the world, and on-airport tenants Ascent Aviation Service and Jetyard provide maintenance, repair, and overhaul (MRO) services for commercial passenger jets. These companies also provide "end-of-life" aircraft services such as disassembly and "part-out," where working parts of retired aircraft are removed for reuse in the repair and maintenance of active aircraft. The airport also supports military readiness via the adjacent Special Operations Command and Silverbell Army Heliport which trains more than 1,000 paratroopers each year. Similar to Marana Regional Airport, growth and development surrounding the Pinal County Airpark may increase vehicle and freight volumes to/from the Airpark.



Literature Review

Town of Marana Literature Review

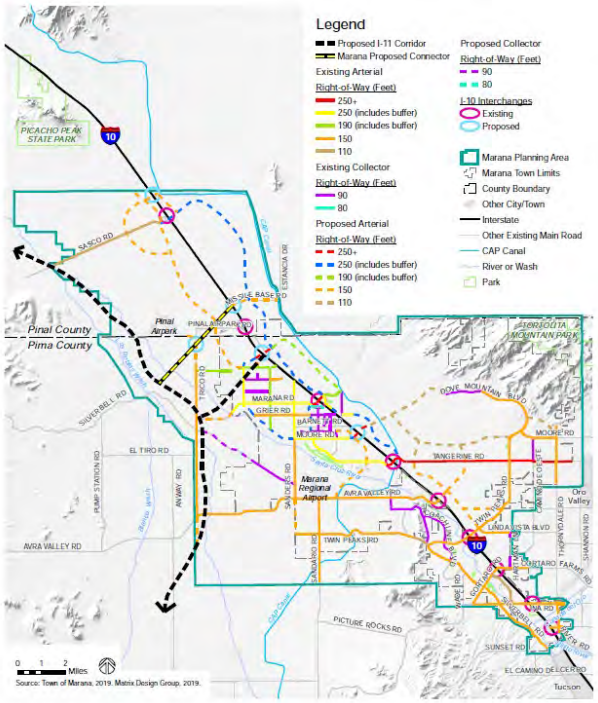
Make Marana General Plan (2020)

The Marana General Plan is a comprehensive vision for the Marana Planning Area and has the following goals for transportation: that it be safe and efficient for all users, accessible to all persons, and be multi-modal. Transportation options should be available to all residents, sustainable within available funding, and sensitive to the region's wildlife and natural environment. The following plans are recommended based upon the goal and vision established by the plan:

Roadways

Additional improvements are needed as the area continues to grow. I-10 serves as an integral part of the CANAMEX trade corridor and is listed as a critical corridor of the National Highway Freight Network. Long-range plans for I-10 include adding additional lanes, reconstructing existing interchanges, and eliminating conflicts with the UPRR. In addition, ADOT is planning a second high capacity CANAMEX trade corridor through Arizona through the Town. The planned I-11 highway will provide an additional north-south connector on the west side of Marana that will impact land use and mobility in the region. Although the project is not currently funded, it is critical to coordinate new plans around this significant improvement. Lastly, as the Town develops, several new roadways are proposed to accommodate more growth and homes, especially on the northern and west sides of the Town. New and existing roadways are shown in **Figure 1**.

Figure 1: Future Roadway Network



Bike and Pedestrian Networks

The general plan identifies both primary bike and pedestrian routes that create the spine of the active transportation system and secondary routes that provide local connections to that spine. The primary routes identified follow major linear features across Marana including the Santa Cruz River, Tangerine Road, and the Central Arizona Project canal. Secondary routes primarily follow major roads throughout Marana.

Transit

Sun Shuttle circulators are fixed routes within Marana that connect residents with shopping, employment, government, and medical services. Additional on-demand, door-to-door services are provided by Handicar and Sun Van provide Americans with Disabilities Act (ADA) for qualified residents.

Aviation

The Marana Regional Airport is owned by the Town and is a general aviation facility with two runways. Land use changes planned around the airport include industrial, commercial, and hospitality uses to help establish a new business and employment center. Pinal

Airpark is also classified as a general airport but is planned to be developed to better complement freight movement by air, rail, and truck.

Rail

The UPRR Sunset Route that runs parallel to I-10 through Marana was recently double tracked creating new opportunities for industry-serving spurs. As I-10 continues reconstruction, at-grade rail crossings are being removed in favor of overpasses to increase safety and efficiency of the corridor.

Marana Parks & Recreation Master Plan 2020-2030

The Parks and Recreation Master Plan is intended to service as a guide for the development of the Towns developed parks, community center and aquatic facilities, linear parks and trails, natural resource parks and preserves, and recreational programs. **Figure 2** shows the existing and proposed facilities in the Town. Most relevant to transportation is the Linear Park and Trail Element which has the following major initiatives in its plan:

- Eliminating the gap in the Santa Cruz River Park at the Arizona Portland Cement Plant and extending the Santa Cruz River Park west of its terminus at Sanders Road
- Collaborate and support Pima County in the development of the Central Arizona Project (CAP) Trail and construction of the CAP Trail Bridge over I-10 and the UPRR
- Complete the Tangerine Road Greenway and begin construction of the Barnett Greenway
- Develop additional trials within the Marana portion of the Tortolita Mountain Park, the Tortolita Preserve, the Tortolita Fan, the El Rio Preserve, and the Water Reclamation Recharge Basins
- Develop shared-use pathways (SUP) as shown in **Figure 3** on Moore Road, Camino de Oeste, Thornydale Road, Twin Peaks, Adonis Road, Avra Valley Road, Sandario Road, Sanders Road, High School Loop, Lambert Lane, Linda Vista Boulevard, San Lucas, Sanders Grove, and Canal West

Figure 2: Overall Master Plan Map

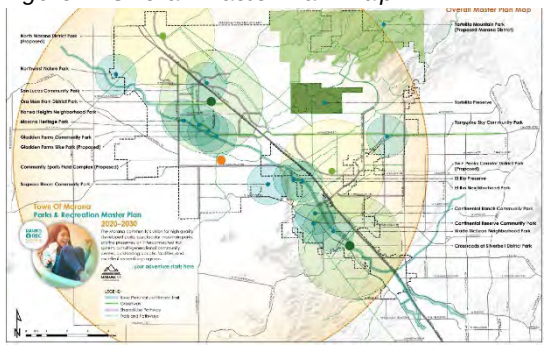


Figure 3: Linear Parks & Trails Map

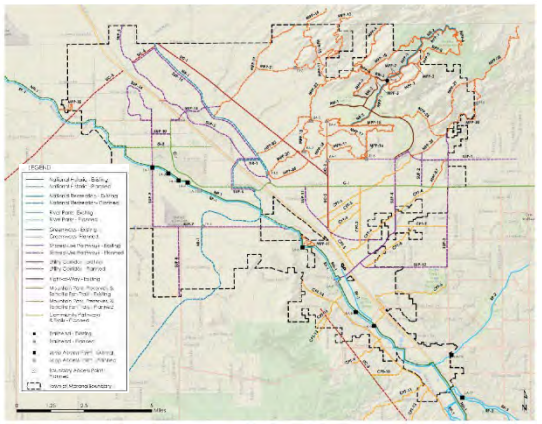


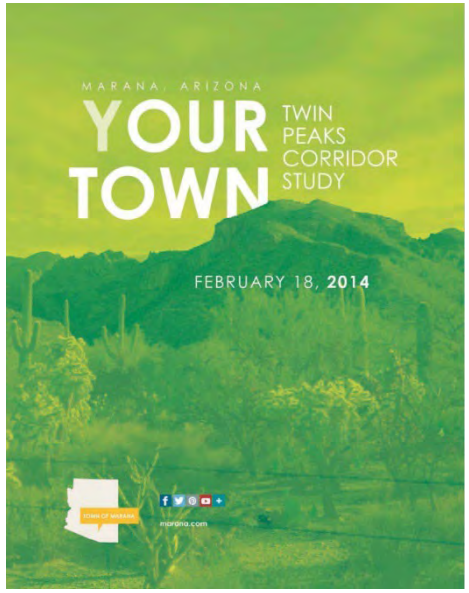
Figure 4: Marana Airport Master Plan



Marana Airport Master Plan (2018)

The Airport Master Plan, **Figure 4**, provides a pathway to develop the Marana Airport in a safe, efficient, economical, and environmentally sound manner. The plan recognizes the historic strong growth and continued plan growth of the area and the expectation of increased aviation activity. The plan recommends a unique strategy that would group the landside development of the airport into three complexes: A corporate complex, aviation complex, and specialty aviation complex to suit the growing and diverse demands of the area. Major airport upgrades are planned within the next 6-10 years including construction of a new parking lot, a new air traffic control tower, new taxi lanes, reconstructing a taxiway. In the next 11-20 years it is recommended to extend the existing runway and construct a new runway with a partial-parallel taxiway.

Figure 5: Twin Peaks Corridor Study



Twin Peaks Corridor Study (2014)

The Twin Peaks Corridor Study, **Figure 5**, incorporates relevant excerpts from the Marana General Plan and Land Development Code, providing a comprehensive synthesis of adopted polices and regulations. The study highlights the community's desire for development in Marana to prioritize the preservation of the natural desert environment and quality of life for the Town's residents. Design guidelines are established to support quality development. Development includes enhancing native landscaping and providing amenities throughout neighborhoods that unify the Corridor.

Pima County Literature Review

Pima Prospers Comprehensive Plan (2015)

The Pima Prospers Comprehensive Plan, **Figure 6**, was created over an eighteen-month planning period that included extensive community involvement and involvement with other jurisdictions. The intention of the plan is to align future budgets, capital improvement programs, and future bonding programs with the needs, goals, and of the residents of Pima County.

Figure 6: Pima Prospers Comprehensive Plan



The following transportation goals were identified by the plan:

- **Goal 1:** Provide a cost-effective, comprehensive, and multi-modal transportation system while providing mobility for all users and goods and all modes of travel including automobile, transit, bicycling, and walking which will reduce carbon emissions
- **Goal 2:** Maintain the county roadway system in a state of good repair
- **Goal 3:** Improve traffic safety and reduce accidents on county roads
- **Goal 4**: Promote economic development with strategic transportation investments

Stressing the importance of the trail system to Pima County residents, specific goals were identified for the trail system:

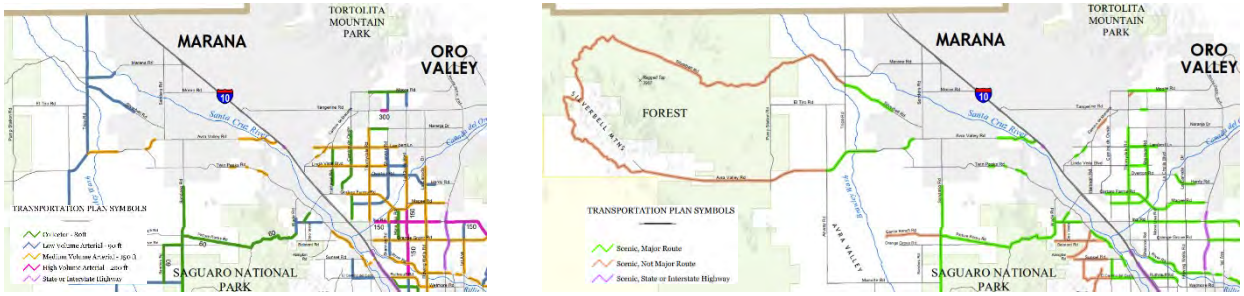
- **Goal 1:** Continue to support the development of a high quality, integrated and multi-use countywide trail system
- **Goal 2:** Integrate trail system, transportation modes, economic development, and land use patterns with healthy community principles

The economic element section stresses the importance of supporting a north-south CANAMEX corridor and continuing to develop the I-10 corridor focused on supply chain development, logistics, and cross-border opportunities.

Major Streets and Scenic Routes Plan (2015)

Major and Scenic Routes Plans are ordinances passed by Pima County that establishes future street widths, setbacks, and other development regulations along these designated roadways. The roads governed by these special design considerations are shown below in **Figure 7**.

Figure 7: Major Streets and Scenic Routes Plan

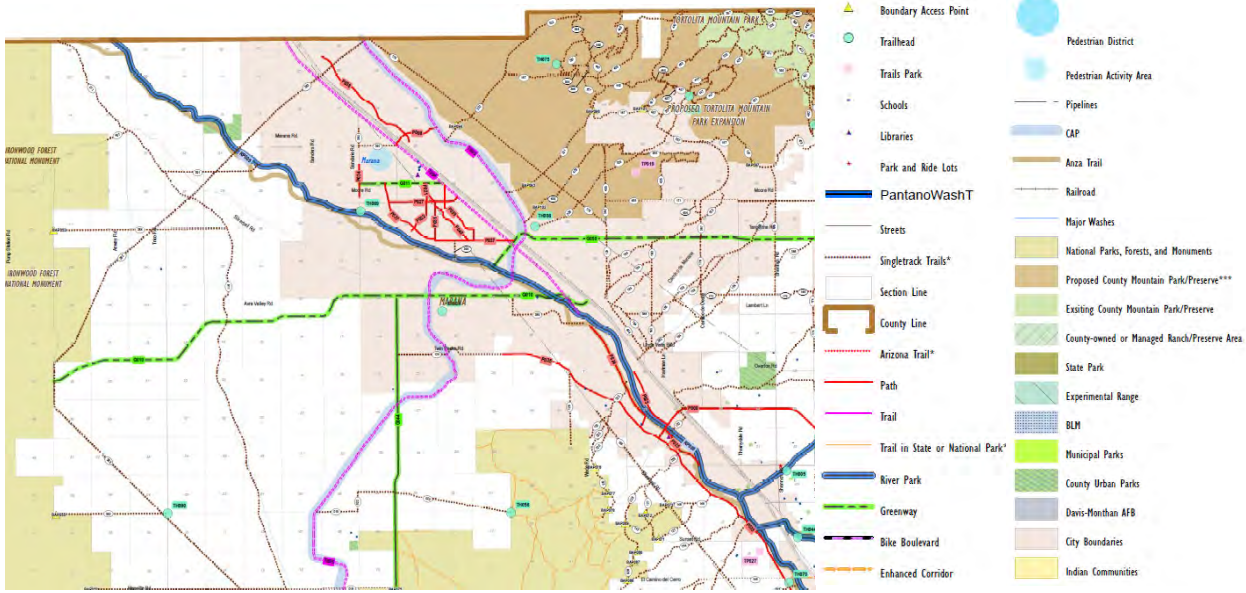


Pima Regional Trail System Master Plan (Adopted 2010, Updated in 2012 and 2015)

The Pima Regional System Master Plan is intended to serve as the guide for the development of the regional trail system in eastern Pima County, seen in **Figure 8**. The Plan includes a vision for trails within the community including trails, paths, greenways, enhanced bicycle and pedestrian corridors, bike boulevards and trail parks. The goals of the Regional Trail System Master Plan are the same as they have been since 1989 and are to:

- Create connectivity between homes, schools, jobs, and commerce
- Increase opportunities for interpretive experiences
- Encourage a wider range of involvement and use of the Trail System from the community

Figure 8: East Pima County Trails Map (2015 Update)



- Improve safety measures throughout the trail system

The Pima Regional System Master Plan presents the Master Plan as a built-out network of trails that exist, trails that need maintenance, and trails that need to be built. For the Marana Planning Area, the trail system would comprise of the following proposed major trails:

- Paths along parts of Cochie Canyon, Cortaro Farms Road, Lon Adams Road North and South, Moore Road, Postvale Road, Sanders Road, Silverbell Road, Tangerine Road, Tortolita Mountain Parkway, and two unnamed paths that would run semi-parallel and connect Tangerine Road and Moore Road.
- Greenways include Avra Valley which would connect the Ironwood Forrest National Monument to the Santa Cruz River Park, the Barnett Road Greenway in the town of Marana, the Sandario Greenway, and the Tangerine Road Greenway.
- Major trail parks would include Atturburry which starts at the border of Pinal County to the Santa Cruz River Park and the Canoa Ranch Trail Park that would also stretch from the Pinal County border to the Pascua Pueblo Yaqui Reservation.
- The Santa Cruz River trail which extends from the Pinal County line, connects to and is part of the Urban Loop in Tucson, and continues south until terminates at the Pascua Pueblo Yaqui Reservation.
- Extensive single track and dirt trails in the Tortolita Mountain Park, Oro Valley, and Saguaro National Park Tucson Mountain Unit to the south.

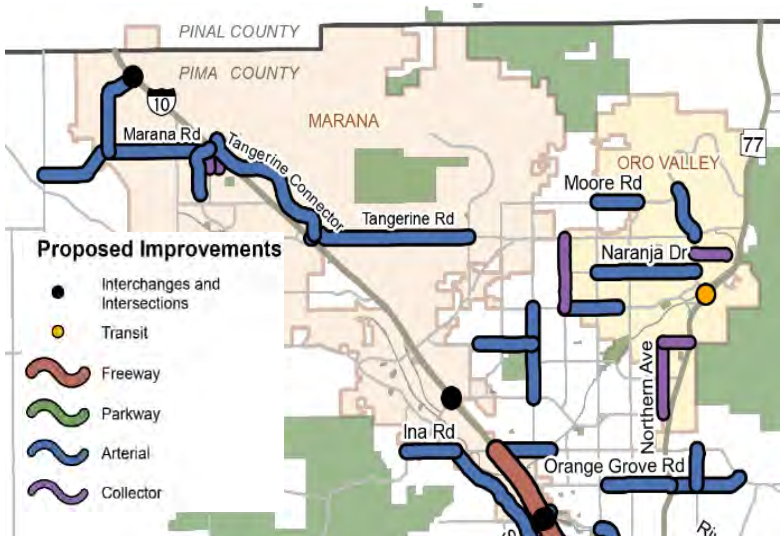
Pima Association of Governments (PAG) Literature Review

2045 Regional Mobility and Accessibility Plan (Adopted 2016, Updated 2020)

Adopted in May 2016 by the Pima Association of Governments (PAG) Regional Council, the 2024 Regional Mobility and Accessibility Plan (RMAP) guides the long-range transportation planning efforts in Pima County where large portion of the Marana Planning Area resides. The plan includes roadway, transit, bicycle, and pedestrian projects. Examples of proposed roadway improvements are seen in **Figure 9**. The following regional projects are planned for the Marana Planning Area and are from the updated 2020 project list:

- Construct a new four-lane segment of Adonis Road connecting San Lucas to Tangerine Road
- Reconstruction of the I-10 and Cortaro Road interchange with grade separated railroad tracks
- Widening I-10 to eight lanes from Ina Road to Ruthrauff Road and reconstruct the Sunset Road traffic exchange
- Widen Ina Road from Wade Road to Silverbell Road to three lanes and from I-10 to Camino de la Tierra to six lanes
- Widen Luckett Road / Moore Road to a four-lane roadway between Marana Road to the Tortolita traffic exchange with I-10
- Construct a two-lane roadway from Grier Road to Tangerine Farms Road
- Widen Marana Road from Trico Road to Tangerine Farms Road to four lanes
- Widen Sandario Road from Grier Road to Tangerine Farms Road to three lanes
- Extend Shannon Road by constructing a new four lane roadway from Lambert Lane to Tangerine Road
- Widen Silverbell Road from Goret Road to Ina Road to a four-lane divided roadway that includes bike lanes and drainage improvements
- Extend Tangr4ine Farms Road by constructing a new four-lane segment with multipurpose lanes and sidewalks from I-10 traffic interchange e to Clark Farms Road
- Widen Tangerine Road from I-10 to Dove Mountain Boulevard to a four-lane divided road with bike lanes and drainage improvements
- Construct a new Tortolita Boulevard Traffic Exchange approximately 1.3 miles southeast of the Pinal Airpark Traffic Interchange

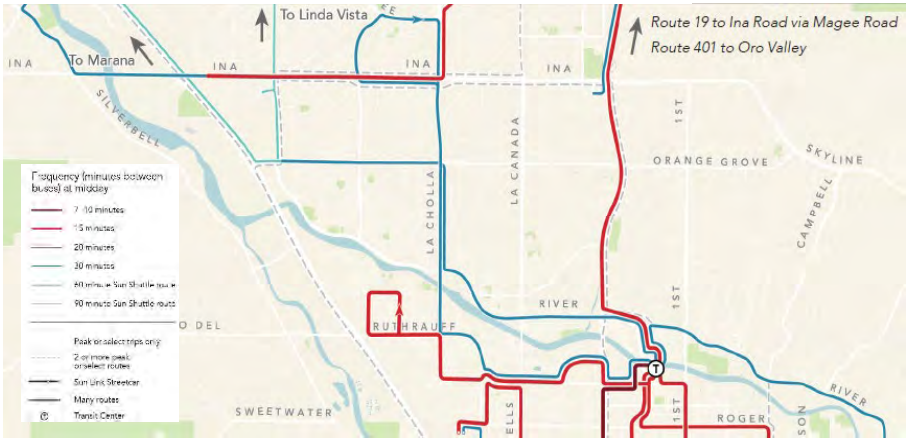
Figure 9: 2045 RMAP Update Multimodal Roadway Improvements



PAG Long-Range Regional Transit Plan (2020)

The Long-Range Regional Transit Plan (LRRTP) establishes the need and benefits for offering high quality transit in service in Pima County. The LRRTP outlines how to increase transit service to be a viable alternative to car transportation. The recommended strategies to improve transit service include offering consistent transit service seven days a week, improving evening service, expanding the frequent transit network, and create target expansions to the suburbs including into Marana and Oro Valley. Short-term plans included adding a 30-minute bus service to Cortaro via Ina Road, adding 60-minute service from Sun Shuttle route to Linda Vista and Marana to Tohono Transit Center for direct trips and fewer transfers to reach destinations in Tucson. Long term plans, seen in **Figure 10,** include the addition of a 15-minute bus service from Casas Adobes to Tohono Transit Center on Ina Road, Magee Road, and North Oracle Road.

Figure 10: Long-term Scenario Transit Network



PAG Regional Freight Plan (2018)

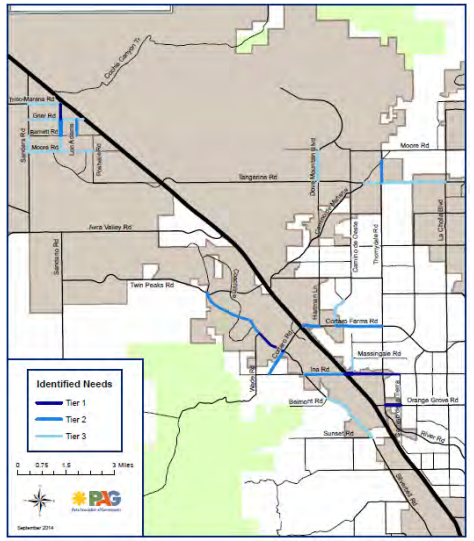
The Regional Freight Plan reviews projects that already exist in other plans but are designated within the Regional Freight Plan as specifically contributing to freight movement within the area. The report emphasized the importance of the planned I-10 east corridor improvements as the interstate connects the region to its most important trading partners including Los Angeles and Phoenix and serves multiple industrial, freight-generating areas in Pima County. Funding for I-11 has not been identified but was recognized in this report as an important corridor that would directly connect Tucson, Phoenix, and Mexico to Los Vegas and—when fully realized—to Canada as part of the CANAMEX corridor. Non-interstate projects in the Marana Planning Area were also deemed important for freight movement including those recommended for Avra Valley Road, Ina Road, La Cholla Boulevard, railroad grade separation at Cortaro Farms Road, Sandario Road, and Tangerine Road.

PAG Regional Pedestrian Plan (2014)

The PAG Regional Pedestrian Plan provides a framework for achieving the region's vision for making a safe and walkable region for all residents. The driving vision behind the plan is to include "A region where people of all ages and of all abilities have the opportunity to walk in an environment that is safe, accessible, comfortable and well connected." The Pedestrian Plan includes the following goals for the region: a safe region for walking; a region where people will choose to walk; and a well-funded pedestrian system

Included in the plan is a full review of walking conditions in the region and a walkability toolbox. The RPP has identified locations within the Marana Planning Area that has sidewalk gaps, partial ramp access, lack of curb ramps, and other impediments to pedestrian access as shown in **Figure 11**. While this list is not exhaustive of all pedestrian impediments and barriers, they are intended to service as a guidance to help develop each Jurisdiction develop their own pedestrian plans and prioritization for their capital improvement programs.

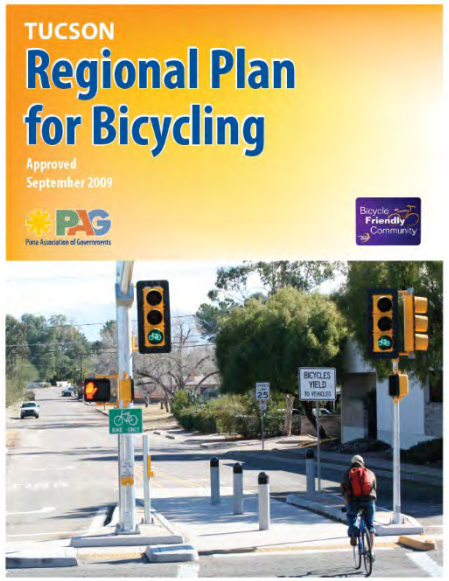
Figure 11: High Scoring Pedestrian Needs in Marana



PAG Regional Plan for Bicycling (2009)

The vision for the Regional Plan, **Figure 12**, is to provide facilities that accommodate safer bike travel across the region and provide better access to activity areas, transit stops, schools, parks, natural resources, employment areas for those who ride bikes. The following planned bike facilities are recommended for the Marana area to achieve this vision:

Figure 12: PAG Regional Bike Plan



Re-construction Gap Closure Program

- Along Avra Valley Road from Airline Road to I-10
- Lambert Lane from Thornydale Road to 1st Avenue
- Orange Grove Road from I-10 to Thornydale Road and from La Cañada Drive to Skyline Drive
- Sanders Road from Trico-Marana Road to Avra Valley Road
- Tangerine Road from I-10 to Breakers Road and from ¼ mile east of Thornydale Road to La Cañada Drive
- Thornydale Road from Tangerine Road to Linda Vista Boulevard
- Trico-Marana Road from Trico Road to Sandario Road

Shared-use Path Projects

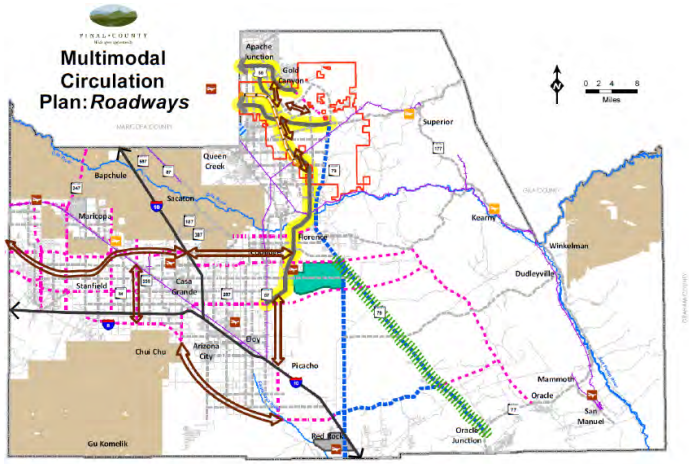
- Santa Cruz River Park from Ina Road to Curtis Road
- Cañada Del Oro River Park from La Cholla Road to La Cañada Drive

Pinal County / CAG / RTA Literature Review

Pinal County Comprehensive Plan 2020 (2019)

The Pinal County Comprehensive Plan is a long-term planning document for Pinal County that was developed to help manage growth of the region, promote environmental stewardship, and ensure the economic vitality, health, and quality of life of its residents. The comprehensive plan considers land use, growth areas, cultural resources, multimodal circulation, economic development, open spaces and places, environmental planning, water resources, energy, housing, the cost of development, education, and the implementation of the planning vision.

Figure 13: Pinal County Roadway Circulation Plan

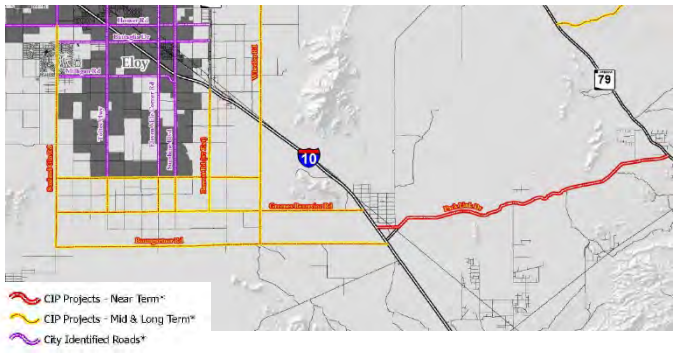


While on going widening projects along I-10 is recognized, the plan calls for future additional widening of I-10 to five lanes in each direction to accommodate the growth of the megapolitan area from Phoenix to Tucson. I-10 along with the Union Pacific Railroad (UPRR) is identified as major freight corridors that connects the region to Southern California where ports distribute to Asian markets. Other major projects, seen in **Figure 13**, that would impact the Marana Planning Area include a proposed North-South Freeway connecting US Route 60 to I-10, an east-west high-capacity connector entering Pinal County from far eastern Maricopa County and proceeding east in the vicinity of the Val Vista, Barnes, McCartney, and Bartlett Road alignments, and a north-south potential high-capacity corridor connecting I-8 with the previously described corridor. It is expected that freight, existing transit services, special needs transit services, regional airport shuttles, and vehicular travel would all benefit from these new roadway connections. In addition, bicycles are permitted on all state highways in Pinal County except for I-10 and new developments should develop multiuse pathways.

Pinal County Small Area Transportation Study and Transit Element (2006)

The purpose of this report was to proactively plan for the transportation needs of the rapidly growing areas of Pinal County. This plan contains recommendations for roadway improvements, seen in **Figure 14**, including the construction of Park Link Drive, and improvements to Greenes Reservoir Road, Baumgartner Road, an extension of 87 to Greens Reservoir Road, and Sunland Gin Road which all would make new pathways to connect to the Red Rock area, the largest development within the northern portion of the Marana Planning Area.

Figure 14: Roadway Improvements

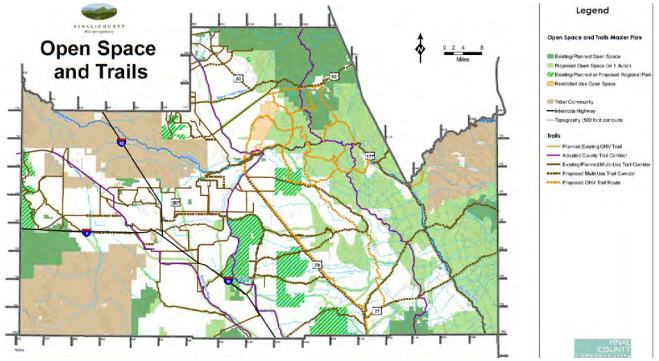


The transit element identified that a regional bus service is needed between Elroy to Tucson along I-10 and that commuter rail could be established between Phoenix and Tucson and would likely run in parallel to I-10 within the Marana Planning Area.

Pinal County Open Space and Trails Master Plan (2007)

The Pinal County Open Space and Trails Master Plan, **Figure 15**, was intended to function as the Open Space and Recreational Element of the prior Pinal County Comprehensive Plan (2001, amended 2007). The current Pinal County Comprehensive Plan 2020 (2019) reflects the Pinal County Open Space and Trails Master Plan and is heavily referenced as the foundational trail system. There are two major County Trail Connectors in the Marana Planning Area: the Santa Cruz River Trail and the Central Arizona Project Canal National Recreation Trail.

Figure 15: Open Space and Trails Master Plan from the County Comprehensive Plan (2020)



Pinal County Regionally Significant Routes for Safety & Mobility (2008)

This study developed mobility and safety throughout Pinal County. This is intended to serve as guidance for the County and other stakeholders to implement, fund, and preserve the right-of-way of Regional Significant Routes. Through the process of analyzing existing conditions and future population needs, the following routes were determined to be significant and either serve or are within the Marana Planning Area:

- I-10 – Widening is recommended in addition to adding new traffic interchanges, and separating railroad conflicts
- Park Link Drive – Recommended paving
- Greenes Reservoir Road - Planned to expand into a six-lane arterial, but has alignment constraints as it abuts Picacho Peak State Park
- SR 87 – Planned as a four-lane major arterial

Southern Pinal County Regional Corridor Study (2015)

This study was prepared as part of the Arizona Department of Transportation Planning Assistance for Rural Areas (PARA) program to address existing and future multimodal travel demands in southern Pinal County, seen in **Figure 16**. The study recommends adding additional road segments to make Boumgartner Road a continuous two-lane roadway from Sunland Gin Road to the I-10 intersection with Park Link Drive. In addition, the report recommends expanding Pinal Airport Parkway past Pinal Airport and then connecting a new roadway from it to Coachway Road. These new roadways around the Pinal Airport Parkway could provide new opportunities to expand cargo airport services to and to zone the area for surrounding compatible industrial uses. The traffic interchange at Pinal Air Park Road could also be shifted to Mission Base Road.

Figure 16: Recommended Build-out Network in South Pinal



Pinal County Strategic Safety Plan (2019)

The Pinal County Strategic Safety Plan, **Figure 17**, identified one major safety project within the Marana Planning Area. The intersection of Pinal Airpark Road and I-10 was determined to be a substandard interchange but did not quality for Highway Safety Improvement Program funding. It was recommended the interchange be addressed as other funding sources became available.

Figure 17: Pinal County Strategic Transportation Safety

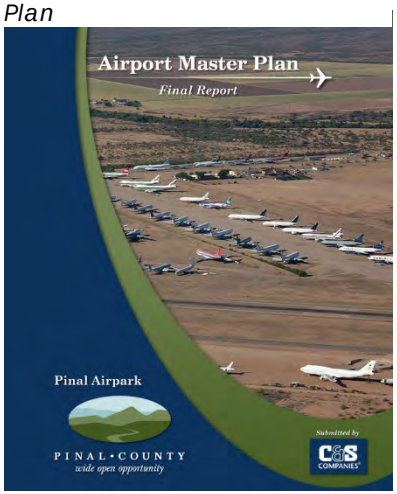


Pinal Airpark Master Plan (2015)

The Pinal Airpark Mater Plan, **Figure 18**, outlines the goals and vision for development of Pinal Airport and provides a guide for short-term, intermediate-term, and long-term projects. Currently aviation activity is helicopter activity by the Arizona Army National Guard and other users of the Silver Bell Army Heliport. Fixed wing activity is dominated by maintenance, repair, and operation (MRO) services and parachute training and testing by the United States Special Operations Command (USSOCOM). With the recommended improvements, Pinal Airpark hopes to increase general aviation activity in addition to the MRO services that are expected to grow. The plan also notes the interest and potential for the Airpark to support cargo operations. Based upon existing and future demand significant recommendations and improvements amount to $81 of capital improvements in the following phases:

- Short-term (2015-2019): Address taxiway and runway rehabilitation to meet FAA design standards
- Intermediate term (2020-2024): Address the need for additional taxiway and apron improvements
- Long-term (2025-2034): Reconstruct runway and acquire land to bring RSA and ROFA onto airport property

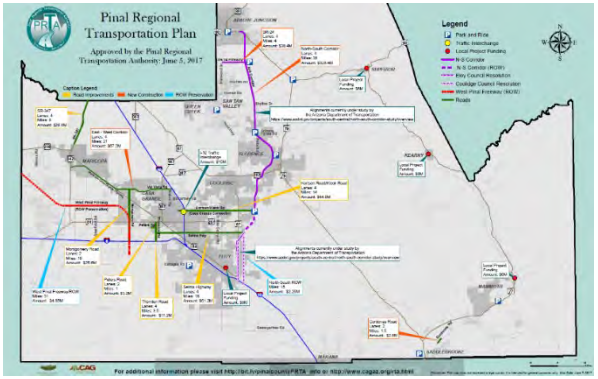
Figure 18: Pinal Airpark Master Plan



Pinal County Regional Transportation Plan (2017)

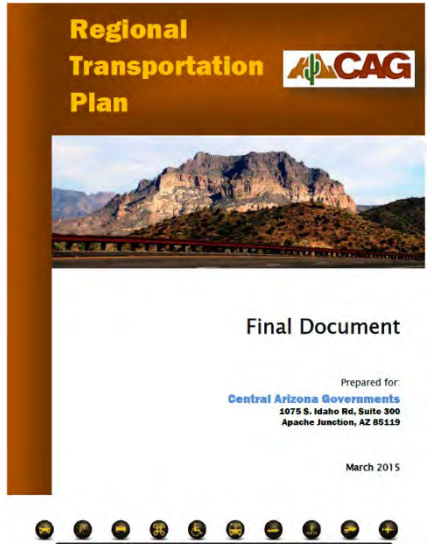
The Pinal County Transportation Plan, **Figure 19**, determines key roadway and public transportation projects to be developed between 2018 – 2037. While the current Pinal County RTP does not include projects directly within the Marana Planning Area, the North-South Connector that will connect SR-60 to I-10 will impact how residents get to south Pima County including the Marana Area.

Figure 19: Pinal Regional Transportation Plan



Central Arizona Governments (CAG) Regional Transportation Plan (2015)

Figure 20: CAG Regional



The CAG region includes all of Gila and Pinal Counties at the time the CAG RTP was developed, although the boundaries of the metropolitan planning area have shifted since. The CAG RTP, **Figure 20**, provides a framework for funding transportation improvements throughout the CAG region from the adoption of the plan until 2040.

The plan calls for the development of the trail systems as planned in the Pinal County Open Space Trails Master Plan (2007) and the implementation of the Pinal County Comprehensive plan which discusses establishing new multimodal options as new development is built throughout the County.

Long term transit recommendations include building new Red Rocks and Naviska Park & Rides along I-10 with a new Regional Bus Route that goes from a future Eloy Park and Ride and along I-10 to Avra Valley in Marana.

Currently passenger rail is operated by Amtrak that uses the UPRR tracks to operate the Sunset Limited and Texas Eagle service. The plan summarizes the Arizona State Rail Plan which includes the intention to reestablish Amtrack service directly from Phoenix to Tucson with a potential stop in the Town of Marana. A further, long-term objective of the Arizona State Rail Plan is to explore an Intercity high-speed rail that connects Phoenix and Tucson with service to Pinal County.

The UPPR Sunset Route carries large amounts of freight between the Pacific Coast to hubs in the Midwest and Texas. An existing intermodal freight facility exists in Tucson but has limited capacity, and a new Red Rock Rail Yard is proposed within proximity to the Pinal Airpark to increase the capacity of the region. The Pinal Airpark is currently used as a maintenance, repair, and overhaul airport but has the capacity to accommodate commercial air cargo services—but is currently too remote for large-scale customers without additional rail and roadway improvements near the airport.

Red Rock Small Area Transportation Study

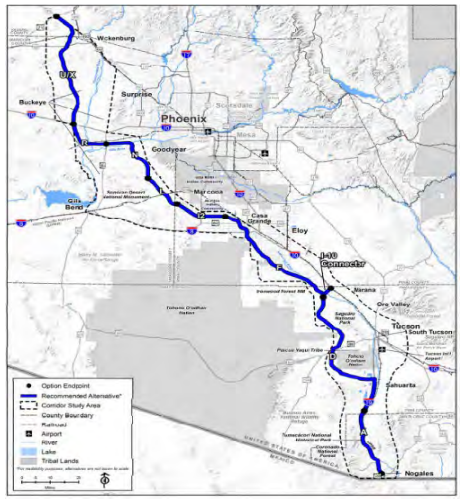
The Red Rock Small Area Transportation Study is an ongoing study intended to understand the exiting needs of Red Rock and to plan for future growth. The study will consider roadway access into the community, multimodal network needs, future roadway classifications, and potential improvements of the I-10/Red Rock traffic interchange.

State

I-11 Corridor Final Tier 1 Environmental Impact Statement: Nogales to Wickenburg

The concept of a new north-south trade corridor that could help relieve freight congestion along I-10 and could provide continuous Mexico-to-Canada interstate routes west of Texas has been a documented idea for decades. The proposed I-11 corridor running from Nogales to Wickenburg, **Figure 21**, is one segment that would be part of this greater vision. The Nogales to Wickenburg segment runs north-south along the west side of the Marana Planning Area. Locally, I-11 can provide an alternative route to I-10 which can help alleviate congestion and prevent bottlenecks during emergencies. In addition, it helps accommodate additional vehicular capacity in fast-growing Marana. The I-10 Connector is also planned and would connect the I-11 and I-10 corridor just above the Red Rock area and would connect with Park Link Drive. Specific interchanges were not part of the Built Corridor Alternatives analysis and would be part of a further Tier 2 Environmental Impact Statement.

Figure 21: I-11 Recommend Alternatives



Passenger Rail Study: Phoenix-Tucson (2015)

The Passenger Rail Corridor Study was a five-year study that was conducted by the Arizona Department of Transportation in coordination with other federal agencies to determine the feasibility of passenger rail between Tucson and Phoenix. Although no funding or schedule is identified for the project, a Tier 1 Draft Environmental Impact Statement was published that considered two potential routes named "Orange" and "Yellow" and shown in **Figure 22**. The segment within the Marana Planning Area is a common corridor between both alternatives which uses the Union Pacific Railroad (UPRR) track that runs parallel to I-10. Conceptual stations were created for the EIR, but finalization of the stations would require additional outreach and be part of a Tier 2 EIS process; however, during public workshops Marana was identified as a desirable intermediate stop. While three potential station locations within Marana were identified near the intersections of Ina Road and I-10, Tangerine Road, and I-10 (Marana Tangerine), and at Orange Grove Road and I-10 (Marana Orange Grove) only the former two were part of the alternatives analysis.

Figure 22: Yellow and Orange Passenger Rail Alternatives





MARANA AZ

TRANSPORTATION MASTER PLAN

APPENDIX E. FUTURE CONDITIONS TECHNICAL MEMO

TABLE OF CONTENTS

MARANA TOMORROW..... 1
How Marana is Growing and Changing? 7
Future Traffic Conditions 8



Marana Tomorrow

HOW MARANA IS GROWING AND CHANGING?

As one of the fastest growing towns in Arizona, Marana is hot! During the 2022 fiscal year, the Town issued over 1,300 single family residential permits alone, the highest number of residential permits issued in a single year within the last decade. This rapid growth and maturing urban development, however, not only creates opportunities, but it poses challenges to Marana's transportation system. Understanding where growth is greatest is imperative to creating a plan that manages the increased demands of the Town's transportation system.

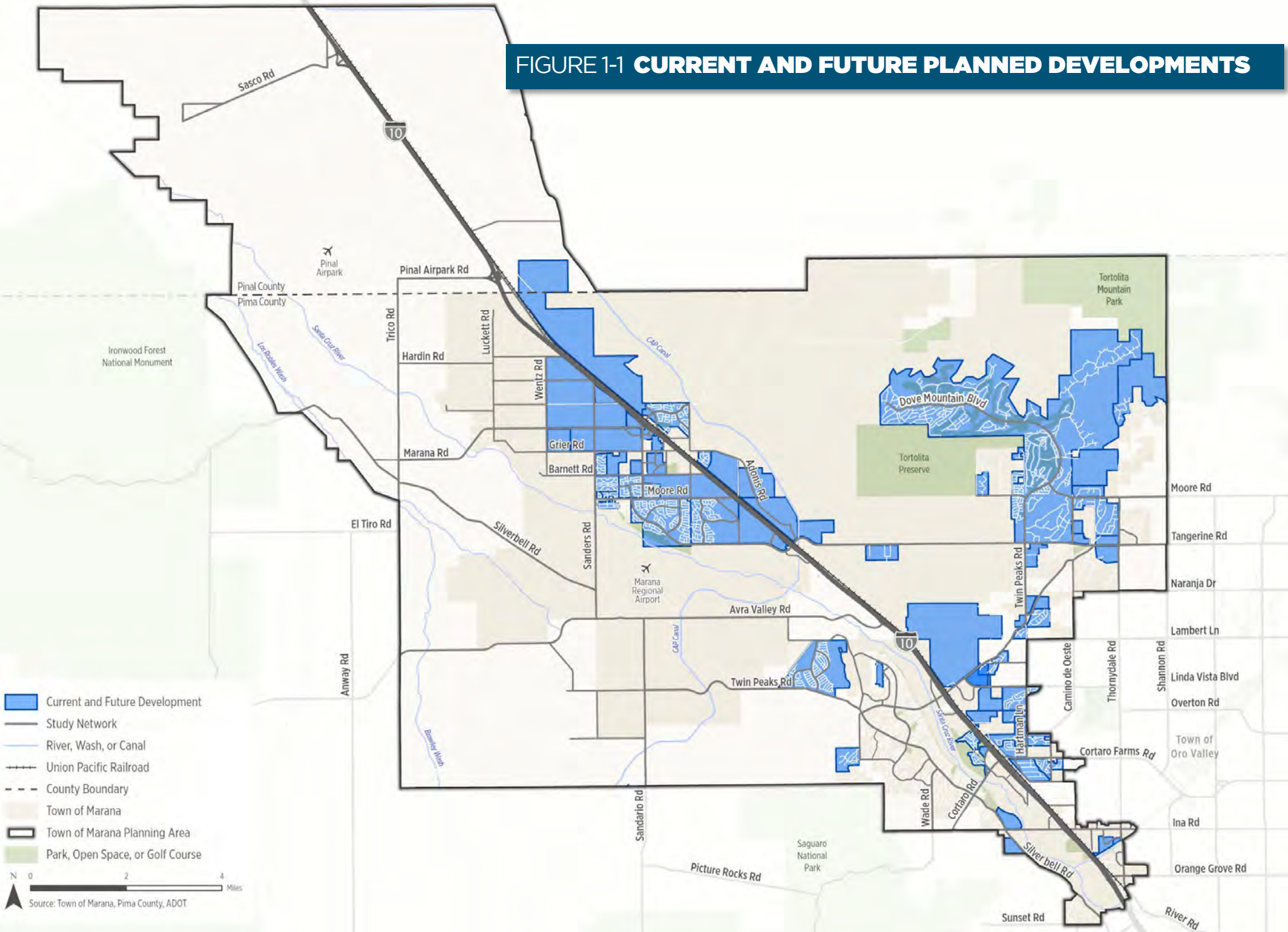
Planned Developments

Figure 1-1 illustrates current and future planned development in the Town of Marana. It is expected that Marana's traditional suburban growth and development patterns will continue in undeveloped land along the I-10, northwestern portion of the Town, and surrounding existing major developments and commercial areas. Major planned developments in the Town include, but aren't limited to:

- **Mandarina South:** 162-acre parcel proposed east of I-10 on Tangerine Road that could bring as many as 1,300 new residential units.
- **Villages of Tortolita:** 1,780-acre area located east of I-10 stretching from Marana Road to north of the Pinal County line. The development is expected to be a mix of residential, commercial, and industrial land uses that would more than likely require an additional I-10 traffic interchange.
- **Cascada:** 1,400-acre master planned community located east of I-10 off Twin Peaks Road.
- **Additional developments include:**
    - Marana Community and Aquatics Center at the corner of Marana Main Street and Bill Gaudette Drive.
    - Construction of a K-8 school at Tangerine Farms Road and Clark Farms Boulevard.
    - American Furniture Warehouse east of I-10 off Twin Peaks Road.
    - Southern Arizona Logistics Center west of I-10 off Clark Farms Road.

The Town's future growth holds the promise of positive change and increased opportunities for its residents. As new businesses emerge and existing ones expand, job opportunities are expected to grow, contributing to a more robust local economy. As the Town's population and developments continue to grow, increased demand on roadways highlights the need for strategic infrastructure development.

FIGURE 1-1 CURRENT AND FUTURE PLANNED DEVELOPMENTS



Projected Socioeconomic Conditions

Over the past decade, Marana has experienced an average population increase of nearly 1,900 per year! Forecasting future socioeconomic conditions allows the Town to anticipate changes in future travel demand and to envision potential solutions. Development of rational projections for population, housing units, and employment for the future is vital to the process of forecasting realistic traffic volumes. Future population, housing units, and employment are quantified by PAG into Traffic Analysis Zones (TAZ) for the PAG travel Demand Model. TAZs are geographic subdivisions of the study area bounded by roads, political boundaries, natural and man-made geographical constraints (such as rivers, washes, etc.). Building off the PAG Travel Demand Model and the Arizona Office of Economic Opportunity (OEO) population projections, a multi-step process was used to determine long-term population and employment projections for the Marana Planning Area. The process included:

1. **Set the Long-Term Horizon Year**: To be consistent with PAG's ongoing 2055 RMAP Plan, the year 2055 was chosen as the long-term horizon year for the Marana TMP.
2. **Create Baseline Projections:** Using the PAG Travel Demand Model, projected 2045 population, housing unit, and employment estimates (aggregated at the TAZ level) were used to create a baseline for long-term socioeconomic conditions.
3. **Update Baseline Projections to Integrate Known Developments:** Population, housing unit and employment estimates for each TAZ were updated based on planned development timelines and housing unit and employment estimates provided by the Marana Planning Department.

Table 1-1 shows a tabular summary of the projected population and employment within Marana Planning Area boundary. It is important to remember that the Marana Planning Area is much bigger than the current Town limits and therefore, the population projections are higher than those estimated by the Arizona Commerce Authority which estimates projections for the current Town limits.

Table 1-1. **Projected Year 2055 Population and Employment Growth – Marana Planning Area Boundary**

	Current (2023)	Long-Term (2055)
Population	59,464	123,020
Employment	14,280	29,089

Projected Population and Employment Growth

Figures 1-2 and 1-3 illustrate the projected population and employment growth for the long-term horizon year, respectively. As illustrated in the Figures,

- Areas of high future population include portions of northeast Marana north of Marana Road and north of Tangerine Road.
- Future employment growth is expected to be the highest along I-10 north of Avra Valley Road and south of Twin Peaks Road.

FIGURE 1-2 **PROJECTED 2055 POPULATION**

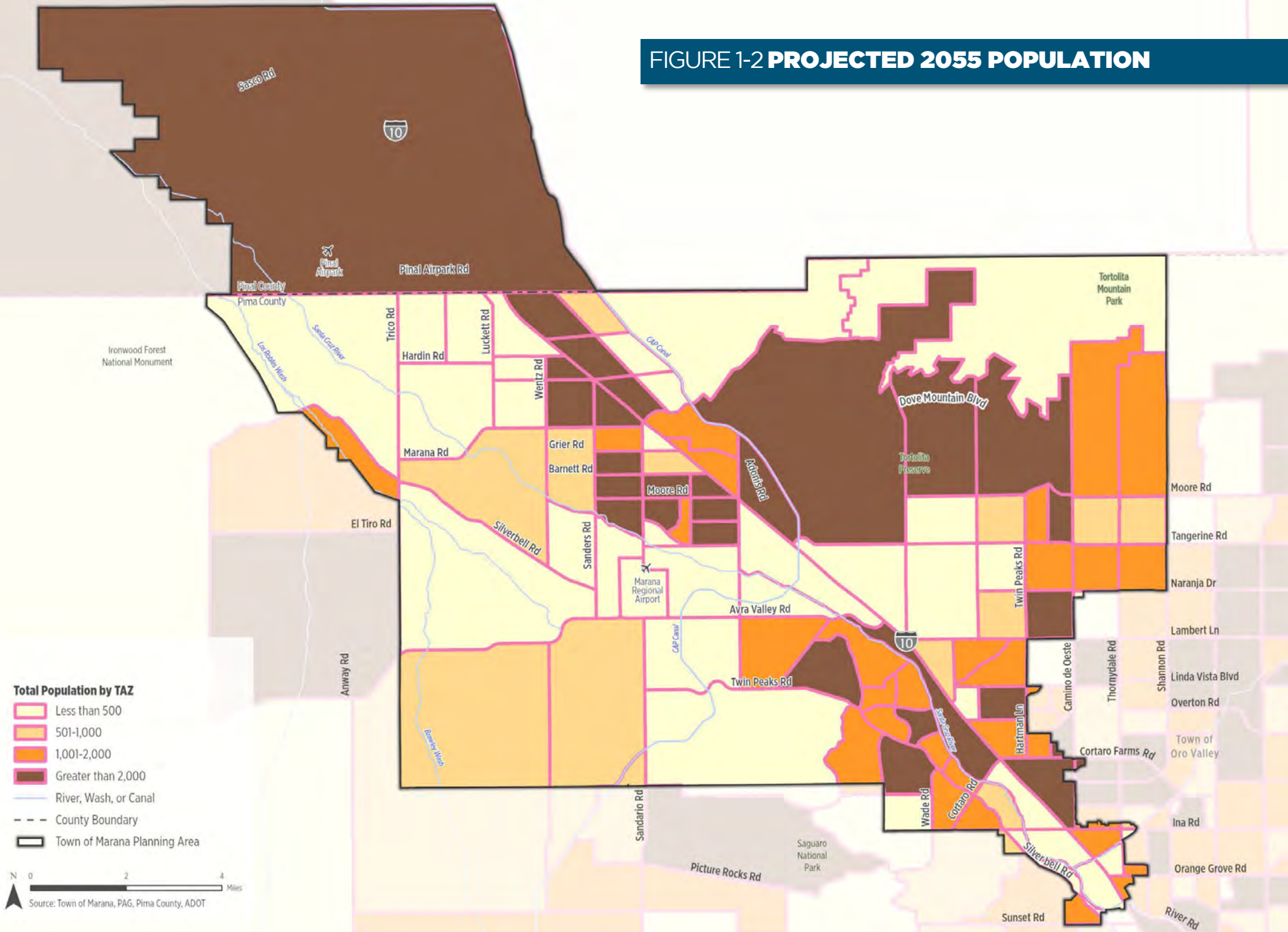
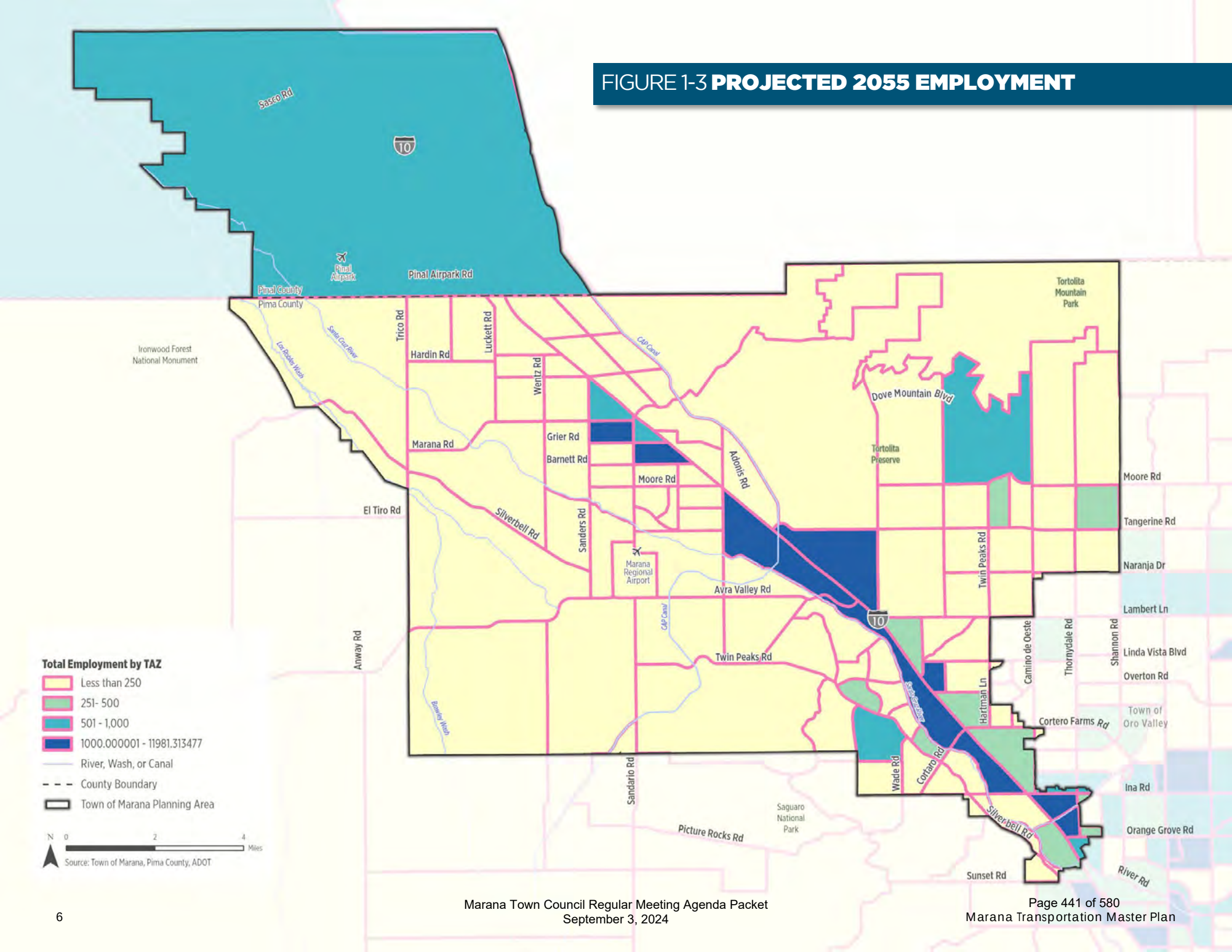


FIGURE 1-3 **PROJECTED 2055 EMPLOYMENT**



FUTURE (2055) TRAFFIC CONDITIONS

The primary purpose of forecasting future (2055) traffic volumes is to estimate the additional travel demand added to existing roadways and to forecast congestion levels due to projected growth in population and employment. This analysis also provides valuable insight into potential transportation solutions. The following section presents corridor traffic volumes and levels of congestion if no roadway improvements are made (No-Build).

No-Build 2055 Projected Traffic Conditions

Figure 1-4 displays the projected traffic volumes and Figure 1-5 displays the Level of Service for the near-term planning horizon, if *no roadway improvements are made.* As more people move in and the town grows, the increased traffic is expected to make roads less efficient and slower. As illustrated, traffic volumes are greatest along:

- Interstate 10
- Ina Road
- Tangerine Road
- Dove Mountain Boulevard
- Twin Peaks Road
- Cortaro Farms Road
- Silverbell Road

2055 Projected Level of Service

If no roadway improvements are made, the following corridors are expected to operate at LOS E or worse:

- Orange Grove Road east of I-10
- Ina Road
- Silverbell Road south of Coachline Boulevard
- Cortaro Road east of Silverbell Road
- Hartman Lane
- Camino de Oeste north of Cortaro Farms Road
- Camino de Oeste north of Tangerine Road
- Twin Peaks Road east of I-10
- Thornydale Road
- Avra Valley Road
- Sanders Road between Avra Valley Road and Moore Road
- Tangerine Road
- Moore Road west of I-10
- Sandario Road north of Barnett Road
- Marana Road east of Wentz Road
- Adonis Road north of Tangerine Road
- Cochie Canyon Road
- Pinal Airpark Road
- Portions of I-10 Frontage Road

FIGURE 1-4 **2055 NO-BUILD TRAFFIC VOLUMES**

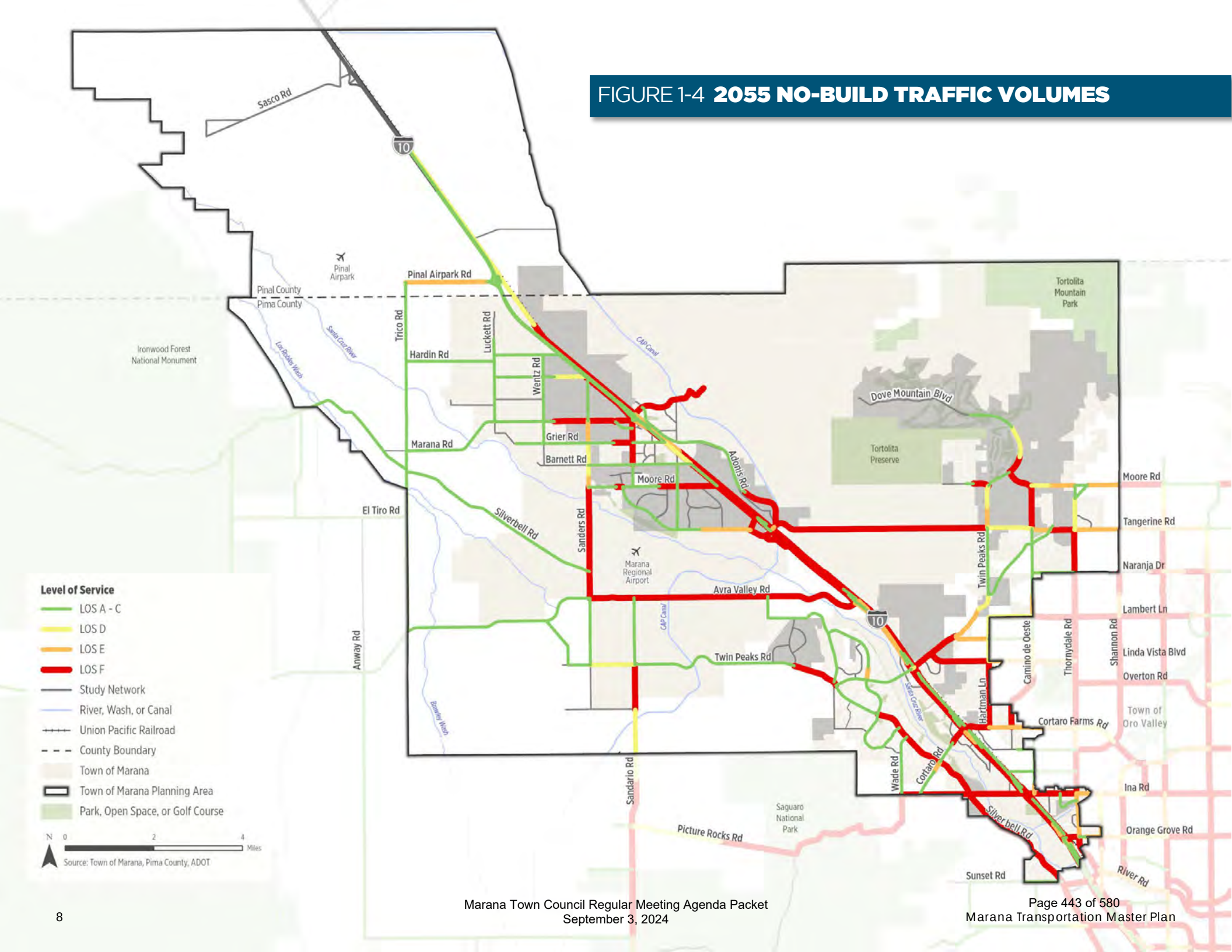
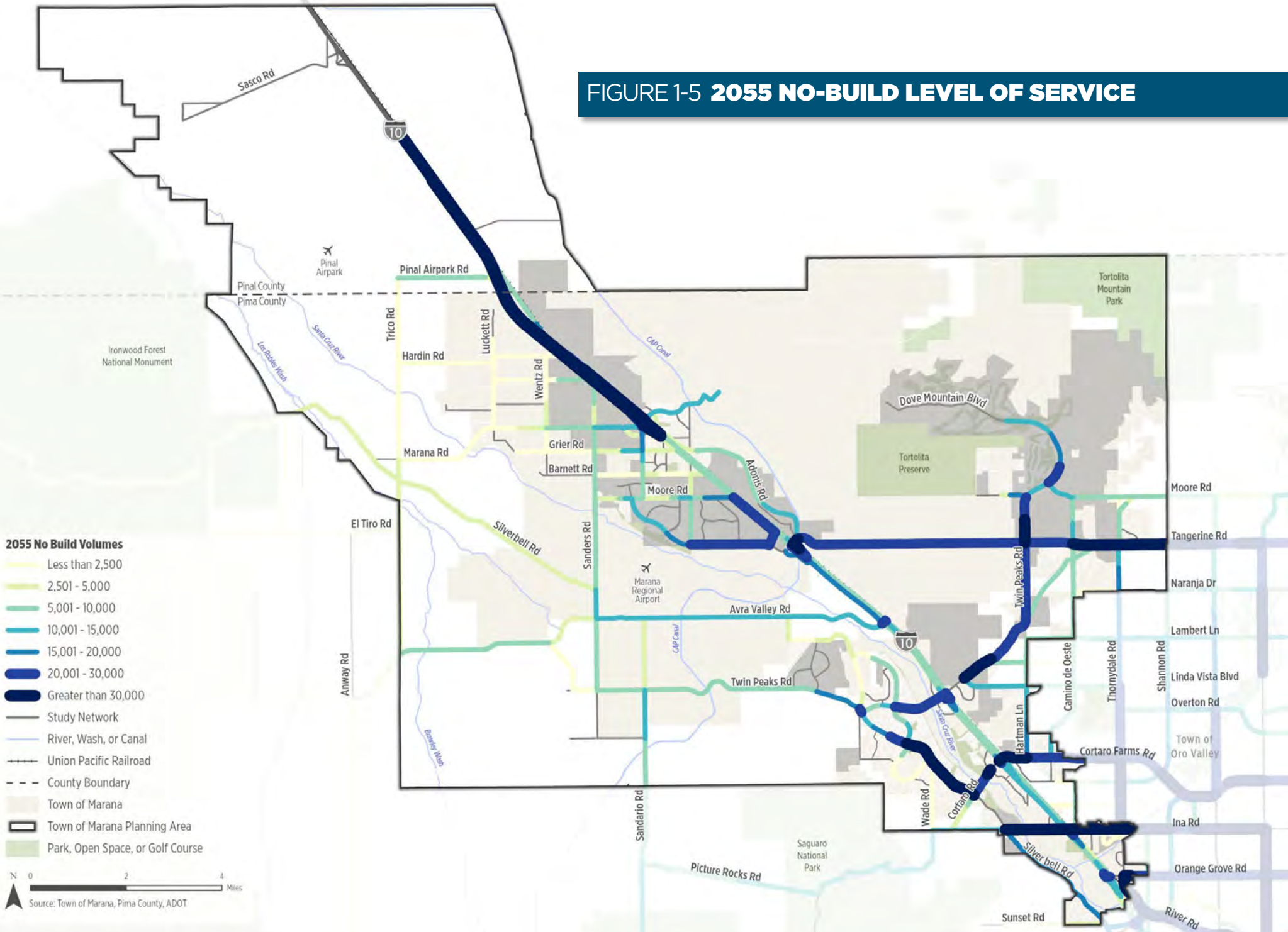


FIGURE 1-5 **2055 NO-BUILD LEVEL OF SERVICE**





MARANA AZ

TRANSPORTATION MASTER PLAN

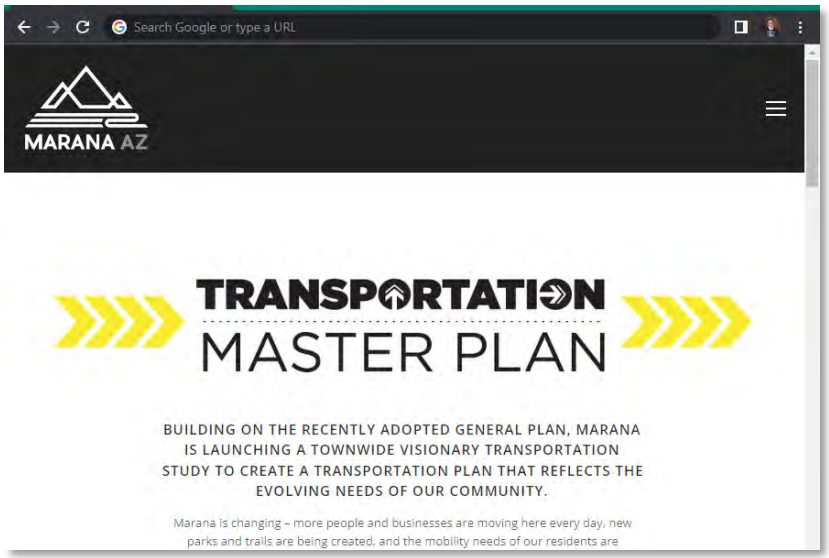
APPENDIX F. PUBLIC ENGAGEMENT SUMMARY

COMMUNITY ENGAGEMENT

The Town's transportation network is designed to serve the thousands of residents, visitors, and commuters that travel to and through Marana. Involving residents early and often allows Town staff to make informed decisions that meet the needs of those that use our transportation network the most.

Outreach Methods

The first phase of community engagement for the Marana TMP spanned January 2023 until the end of April 2023. In order to ensure that the public had easy access to important information about the Marana TMP a website a project website (hosted on the Town's server at https://www.maranaaz.gov/transportation-master-plan). The project site included document links, survey links, and a way to sign up for the project mailing list.



Advertising and Promotion

The main method of collecting feedback during the first phase of community engagement was through an online survey which linked to a feedback map. In person events, online communication, and other media efforts were focused on informing the public of these opportunities.

Television and Podcast Promotion

The local news station KOLD 13 News featured the Marana TMP on March 30th, 2023, and informed the public about the project and encouraged viewers to participate in the survey by directing them to the project website and online survey.



The Town of Marana has an official podcast titled "Real Talk with the Town" which is currently hosted by the Town Manager Terry Rozema and is available on Apple Podcasts, Spotify, and other major podcasting platforms free to the public. This podcast provides the public with updates about the Town and provides insights that inform the public on how the Town government works and often encourages public engagement. Public Works director Fausto Burruel was invited to the show to discuss varying transportation topics on March 28th, 2023, and April 4th 2023, both in which he informed listeners about the Marana TMP and promoted the project online website and solicited listeners to take the online survey. These podcasts were also cross promoted on the Town's official Facebook and Instagram pages.





Community Events

Founders Day, Concert in the Courtyard, and Camping Under the Stars are major events in the Town that draws both residents and people from surrounding communities. These events were attended by Town staff in order to promote the Marana TMP and to increase participation in the online survey and feedback map. At the events, the public was encouraged to sign up for online e-mails via a sign-up sheet and printed QR code and URL was also provided that linked to the online survey so people could take the survey directly from their mobility device. Postcard-sized flyers were also provided so that people could take the survey later or share it with others. Events included:

- Founders Day occurred on March 16th, 2023, and included a parade, food trucks, games, live music, and more and is estimated to have an attendance of 7,000 people.
- Concerts in the Courtyard, on April 20, 2023, is a popular, free live music series that occurs at the Marana Municipal Complex.
- Camping Under the Stars, held on April 22nd, 2023, is a unique event held at Ora Mae Harn District Park where families gather to camp in the park and are treated to a movie, exhibits, and other activities. During each of these events the TMP had a booth with materials to solicit feedback including for the Marana TMP.

Social Media

The Town first promoted the Marana TMP online survey on their Instagram page on February 27th, 2023, which has 2,733 followers. The Town also posted to its official Facebook page on March 17th, March 29th, and on April 24th of 2023 providing their 11,000 followers a link to the survey. Samples of these posts can be found in the Appendix.

E-mail Blasts

The Town has a general mailing list to which citizens can subscribe to receive Town updates and news. This mailing list also includes HOAs, the Marana Chamber of Commerce and interested businesses, other community organizational groups, inter and intra government agencies, among others. This mailing list notified of the Marana TMP, the availability of the online survey, and encouraged subscribers to communicate to others about the opportunity to give feedback.

A Marana TMP-specific mailing list was also created to inform subscribers about updates specifically related to the project. People were able to subscribe to the mailing list through sign-up sheets at community events and through the project website. Project updates, including advertising the online survey. In total this subscription list reached 36 recipients.

Material Drop Offs

Fliers were created that provided information about the project and the online survey. These fliers were provided to local agencies such as the Chamber of Commerce and Police Station

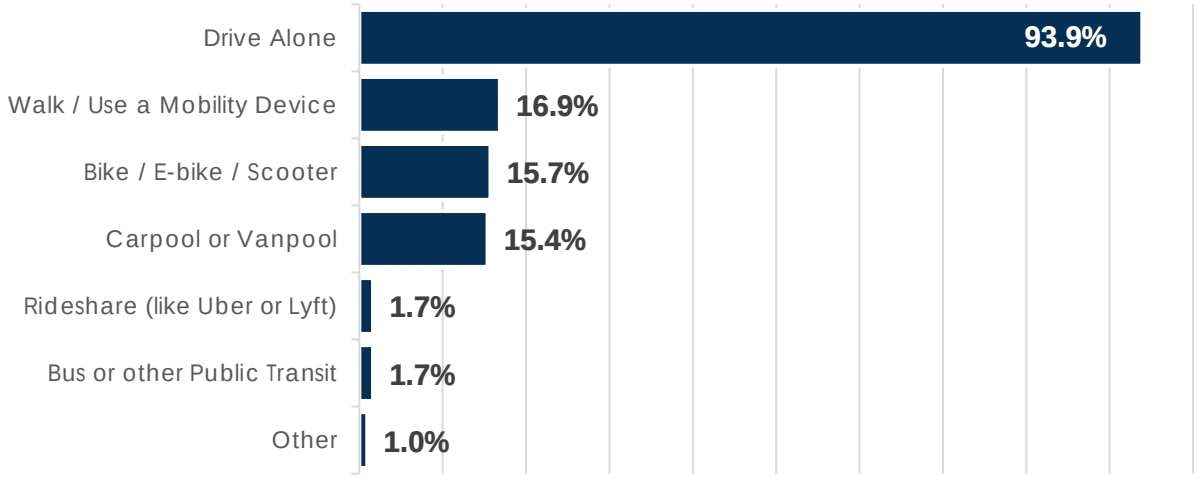
Other Promotion

A Press Release was sent to all local broadcasting and print media. The Town Council was sent an official notice that the public engagement period had formally begun for the Marana TMP and was encouraged to solicit feedback from their constituents. Both the Press Release and Town Council notice can be found in the **APPENDIX**.

Online Survey Results

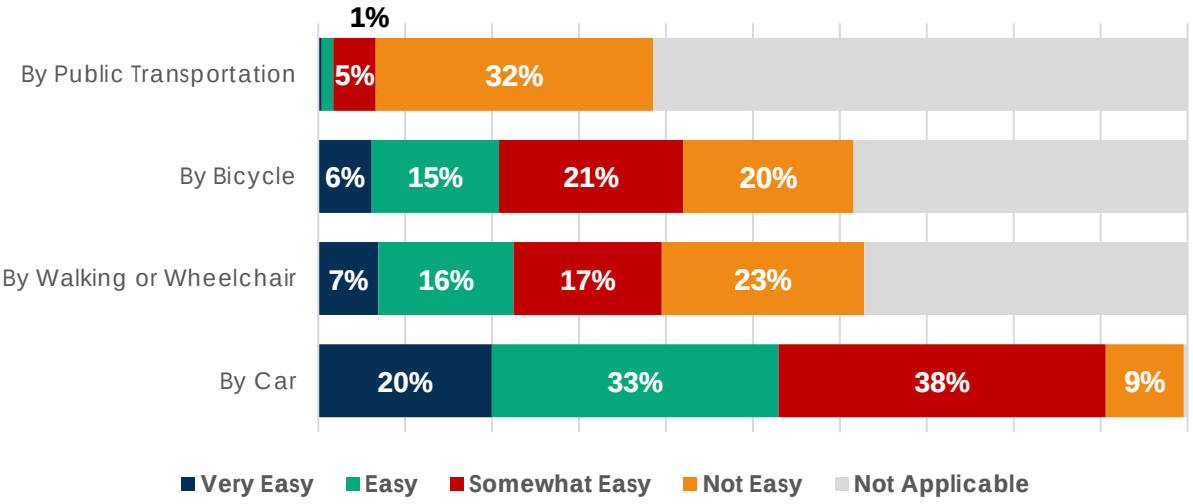
The online survey was conducted to understand how people are currently traveling in and through Marana and to garner feedback on what travel options they would like to see. Over 1,163 people participated in the community survey. After the survey, participants were asked to provide additional comments using a feedback map. The survey questions and results are summarized as follows:

Question 1: Select the ways you travel most in Marana Today



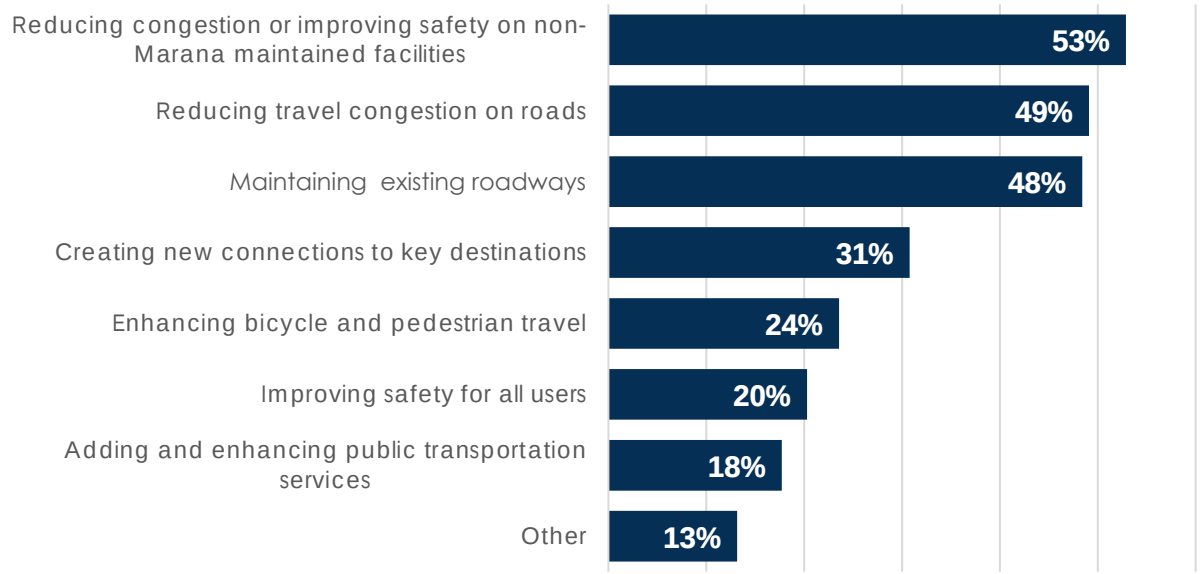
Survey responses indicate that people using private vehicles for transportation, either by driving alone or by carpooling with others, is the main way people are getting around. However, a significant portion of responses show that people are also walking or using a mobility device (16.9%) or are biking, using an eBike, or scooter (15.7%).

Question 2: How easy is it for you to travel around Marana today?



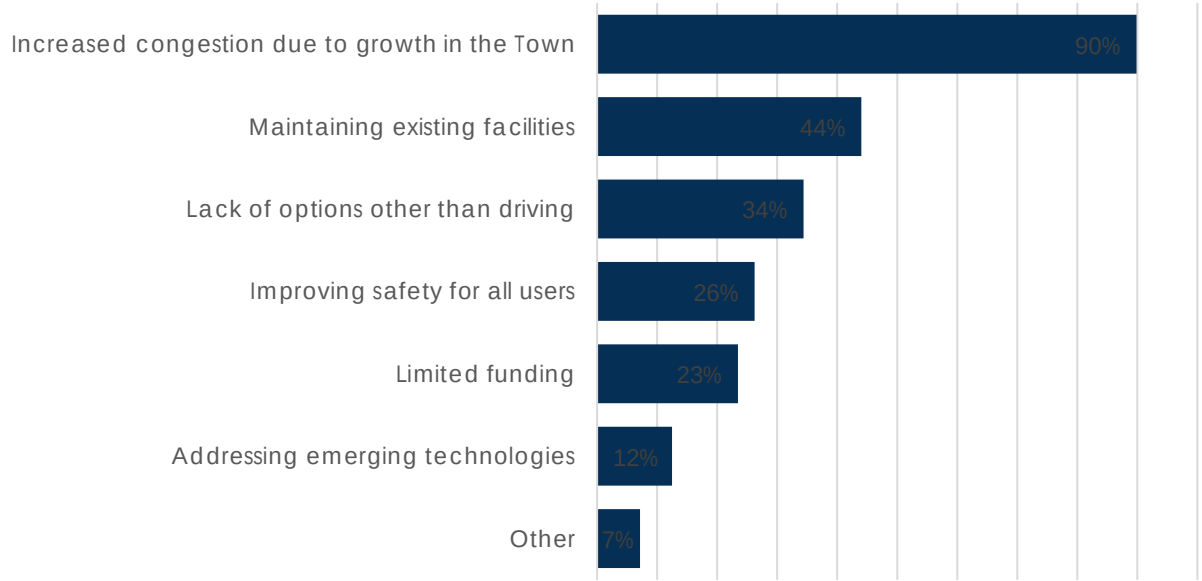
While the majority (53.2%) of respondents found it more easy than not to get around Marana using a car, 95.% found it only somewhat or not easy to take public transit. Likewise, most people walking or using wheelchairs (64.2%) or getting around by bike (66.2%) also found it only somewhat or not easy to do so.

Question 3: What is the greatest transportation need in Marana today? (Select up to 3)



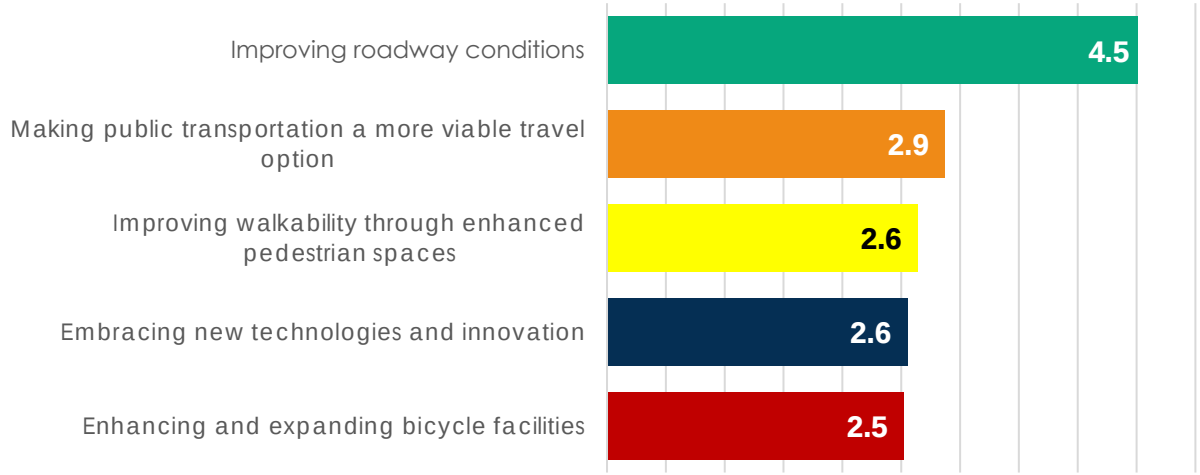
Survey participants top concerns in Marana were related to the needs of driving with nearly 50% of respondents indicating "reducing congestion" and "improving roadway safety" either on non-Marana maintained facilities (like I-10 or railroad intersections) or on Marana-maintained facilities, and the maintenance of roadways as their top priorities.

Question 4: In 20 years, what do you think our greatest transportation challenge will be? (Select up to 3)



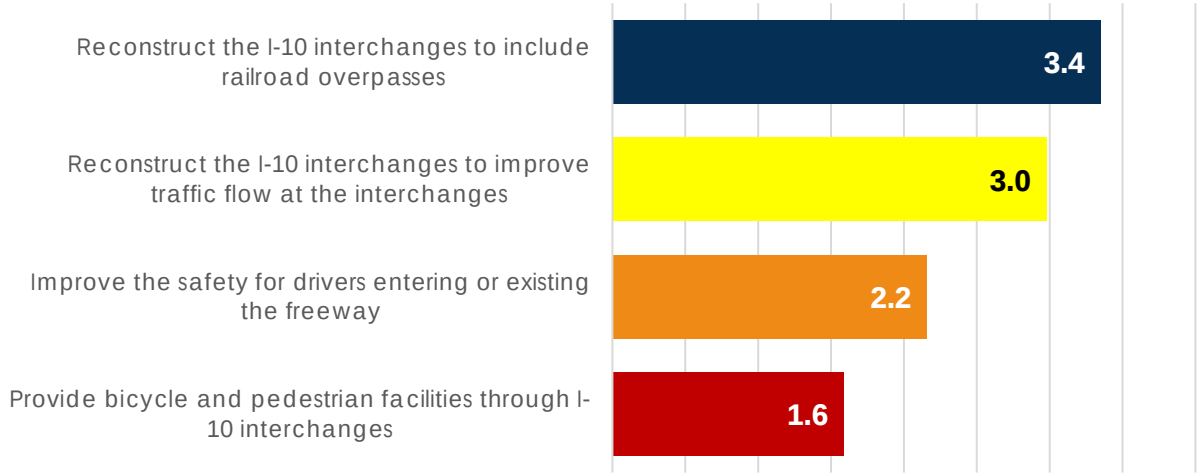
As many as 90% of all survey takers felt that increased congestion due to growth was the greatest challenge facing the town. "Maintaining existing facilities" and "lack of other transportation options to driving" were also seen as major transportation challenges facing the community.

Question 5: What transportation investments should Marana focus on? Rank from 1 (most important) to 5 (least important).



The results shown are the final ranking score for each answer which is calculated by taking the average ranking among all responses for each answer. 76% of all respondents selected "Improving Roadway Conditions" as their #1 choice for investment by the town, followed by 11% choosing "Making public transportation a viable option" as their #1 priority.

Question 6: Freeway interchanges are critical parts of Marana's transportation network but are under control of the Arizona Department of Transportation. Rank which transportation investments ADOT should prioritize within the Town of Marana.



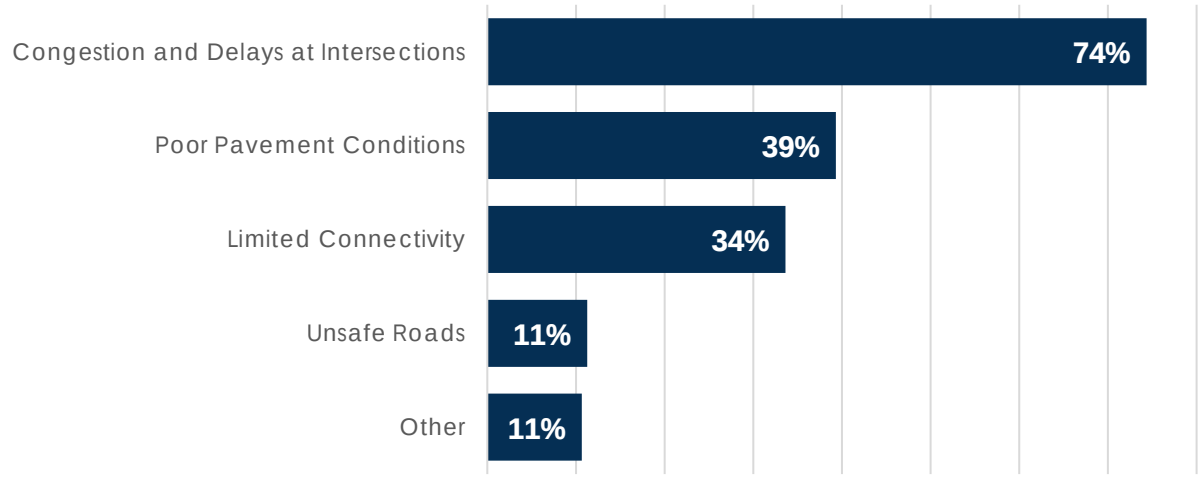
The results shown are the final ranking score for each answer. For their #1 choice, 60% of survey takers wanted ADOT to prioritize reconstruction of the I-10 interchanges while 26% chose improving traffic flow at I-10 interchanges as their priority for ADOT.

Question 7, 10, 11: How would you rate the roadway network for people driving / walking / biking in Marana today?



Participants were asked to rate the driving, biking and walking network where “5” was defined as excellent, “3” as fair, and “1” as poor. Survey takers rated the driving and biking network just above “fair” with the driving network ranking only slightly higher than biking. Walking was rated slightly worse than “fair”.

Question 8: What are the biggest challenges to driving in Marana today? (Select up to 2)



Given what survey takers had already indicated on what challenges Marana face today and in the future, in this question respondents are reiterating that congestion and delays at intersections are top of their concerns followed my road maintenance. However, only 4% fewer respondents noted that limited roadway connectivity is a big challenge to driving in Marana compared to roadway maintenance.

Question 9: What roadway improvements would you like to see in Marana?

This question was open-ended allowing respondents to write in unrestricted feedback. The following is a summary of the 823 comments received on this question. The full, unedited feedback is provide in the Appendix as "Survey Question 9 Responses". While the original intent of the roadway question was to solicit driving-specific challenges, a significant number of respondents included biking, walking, and transit recommendations. The synthesis of those themes is provided below:

Feedback Provided on Driving in Marana

- Desire for improvements to safety and congestion relief at the intersection I-10 and Cortaro Road, Tangerine Road, Marana Road/Cochie Canyon Trail and grade separations between roadways and the railroad. Several community members also indicated a need for a new interchange at I-10 and Moore Road.
- A general desire to see better maintenance of existing roadways and speedier pothole repair and construction. These specific roadways were noted for needing repair:
    - Moore Road between Thornydale and La Cholla
    - Avra Valley Road by the Airport
    - I-10 Frontage Roads
    - Silverbell Road
- Congestion improvements were most requested on:
    - Thornydale Road
    - Twin Peaks Boulevard
    - Linda Vista Road
    - Silverbell Road

  Respondents also mentioned improvements to: Avra Valley Road, Marana Road, Moore Road, Ina Road, and Sandario Road. There were also several broad comments that congestion is particularly challenging around shopping centers and specifically the Arizona Pavilions. While not in the Marana Planning Area several comments noted desired improvements on La Cholla Boulevard.
- There was a broad desire to see intersection timing improvements or alternative traffic control solutions including roundabouts. Specific requests for new intersections or improvements were made for:
    - Moore and Dove Mountain Boulevard
    - Sunflower Ridge Road and Twin Peaks Boulevard (Especially focused on pedestrian movement)
    - Wade Road and Ina Road
    - Ina Road and Cortaro Road
- Fewer conflicts between freight trucks and non-commercial vehicles.

- A need for new roadways west out of Dove Mountain community for both access and in case of evacuation. Although, many new connections were recommended including:
    - Dove Mountain Boulevard and I-10 and or other westerly connection out of the Dove Mountain community
    - Silverbell Road to Orange Grove Road
    - Tangerine Road and Avra Valley Road

Feedback Provided on Safety

- A major safety concern expressed by many respondents was poor driving behavior, especially speeding. Speeding was such a major concern that there were many calls to see more traffic enforcement and calming (such as with speed bumps). The following specific areas were indicated as having observed speeding:
    - Dove Mountain Boulevard
    - Tangerine and Moore Roads through the Gladden Farms Neighborhood
    - Twin Peaks Road
    - Within the Continental Ranch Sunflower Community
- Several commenters perceived U-Turns as being unsafe as right-hand turns appear to not yield to this movement.
- While some commenters noted that the new roundabouts were a safe and efficient intersection others deemed them confusing.

Feedback Provided on Walking and Biking in Marana

- Desired Bike and Walking Connections
    - Residential areas to shopping locations
    - Improved bike and pedestrian connections to the loop especially from residential neighborhoods
    - Safe and comfortable connections over I-10
    - Improved access to neighborhood schools
    - Completion of The Loop shared use path along the Santa Cruz River through Marana
- Improvements at high stress intersections. Specific recommendations were made for:
    - Underpasses at stressful intersections such as along Tangerine Road
    - Pedestrian Signal at Tangerine Road and Rillito Village Trail
- Significant number of requests for bike and sidewalk facilities to be physically separated from moving traffic.
- Fill sidewalk gaps or add sidewalks to:
    - Honea Heights
    - Sandario Road from Marana Road to Moore Road
    - Ina Road

    - Thornydale Road from Tangerine Road to Moore Road
- Bike infrastructure and improvements were specifically recommended for:
    - Silverbell Road
    - Linda Vista Road
    - Thornydale Road

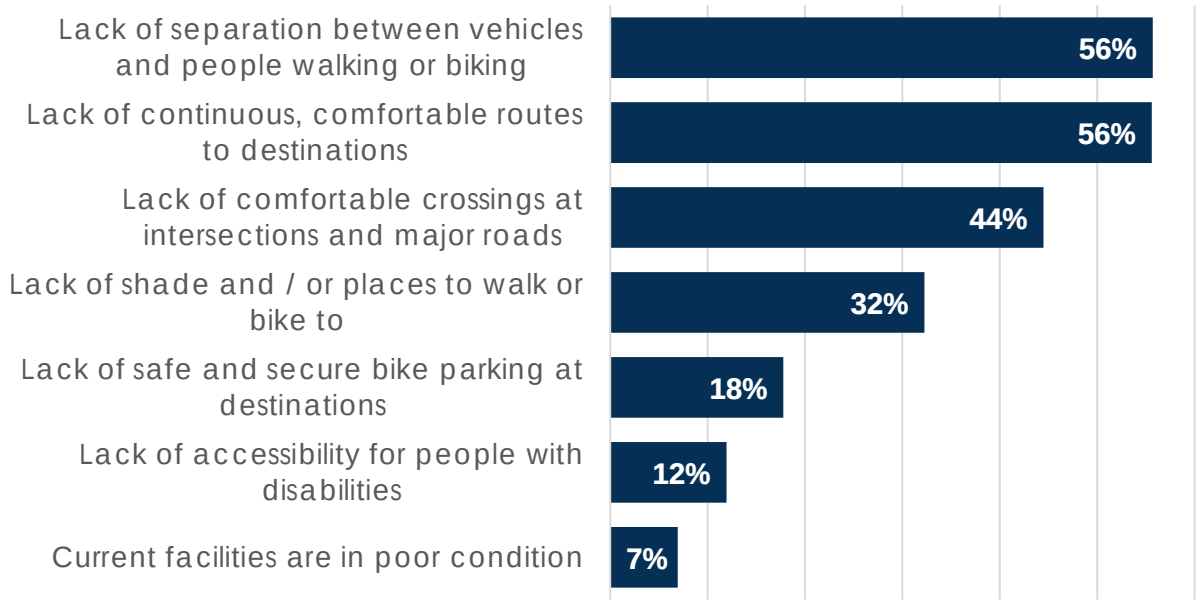
Feedback Provided on Transit

- There were several comments that wished to see a general improvement in transit access and service in Marana. One comment specified specific areas for increased transit service:
    - Gladden Farms
    - Downtown Marana
    - Crossroads / Silverbell

Feedback Provided on Environmental Concerns

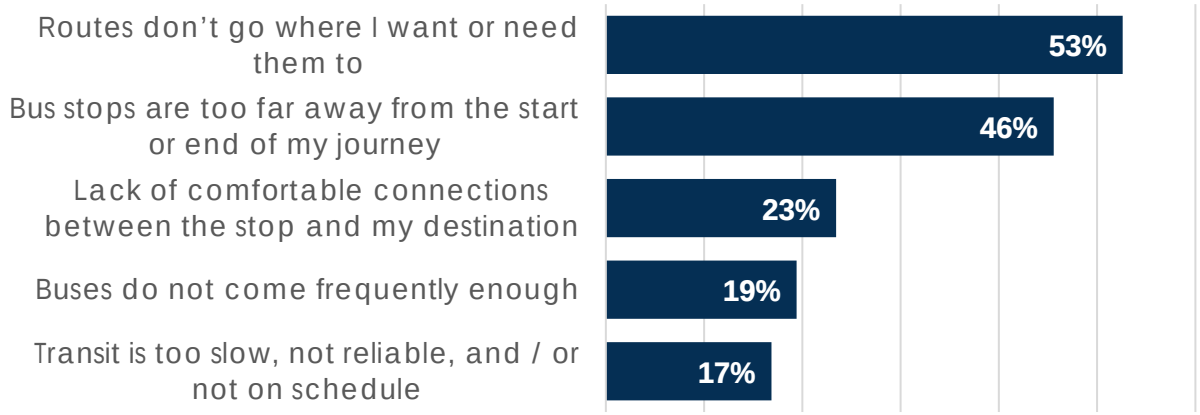
- Broad concerns about the environmental impacts of growth in Marana and specifically how the transportation and sprawl impact undeveloped land.
- Desires to see a "self-sufficiency" in Marana and alternative forms of transportation.

Question 12: What are the biggest challenges to walking and biking in Marana today? (Select up to 3)



According to survey takers, the top three challenges to walking and biking relate to a lack of walking and biking infrastructure. Tied for the biggest challenge is a "lack of separation between vehicles and people walking and biking" and a "lack of continuous walking and biking routes" to destinations. Third, is a "lack of comfortable place" to cross at intersections and major roads.

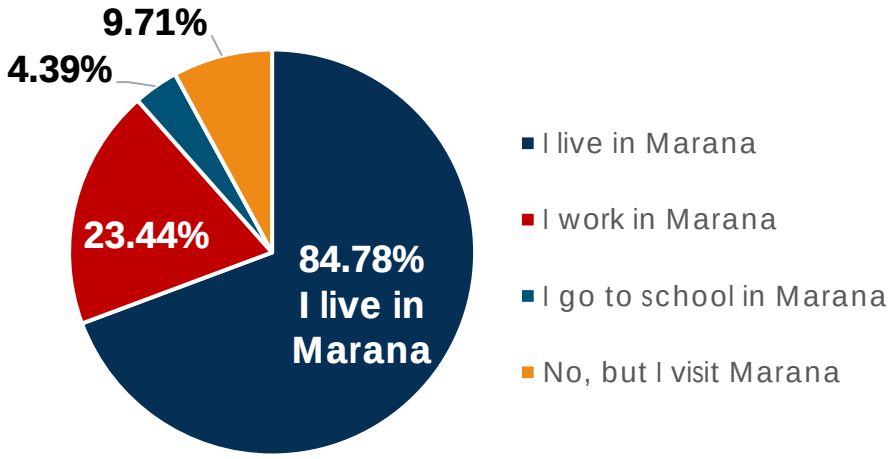
Question 13: In your opinion, what are the biggest challenges to taking transit in Marana today? (Select up to 2)



For transit, respondents indicated that "existing transit routes are not connected to desired destinations" and that "stops are too far away" from either a potential rider's origin or destination. These two reasons were voted as the biggest challenges to taking transit in Marana by over a 20% margin to other concerns.

Questions 14 – 17 were intended to help provide insight to the type of people taking the survey.

Question 14: Do you live, work, or go to school in Marana?

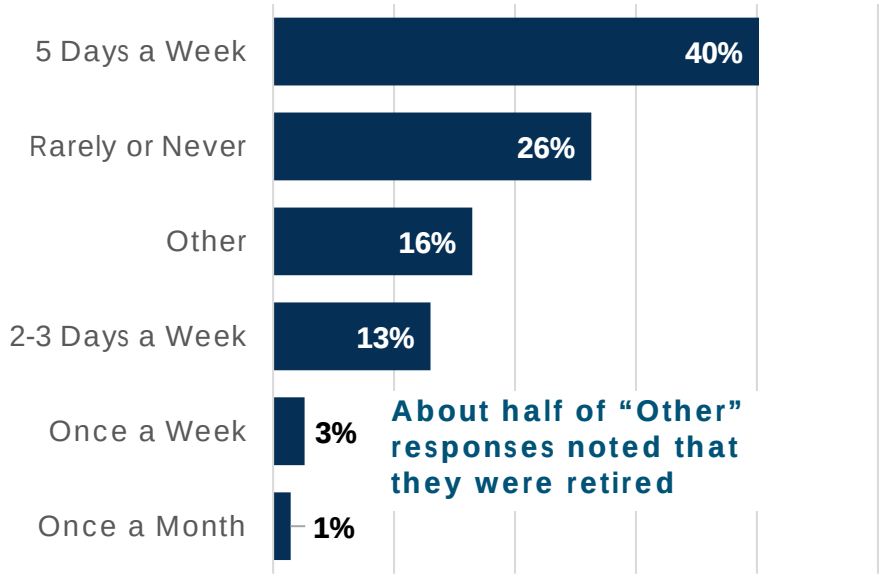


Question 14: What zip code do you live, work, or go to school in?

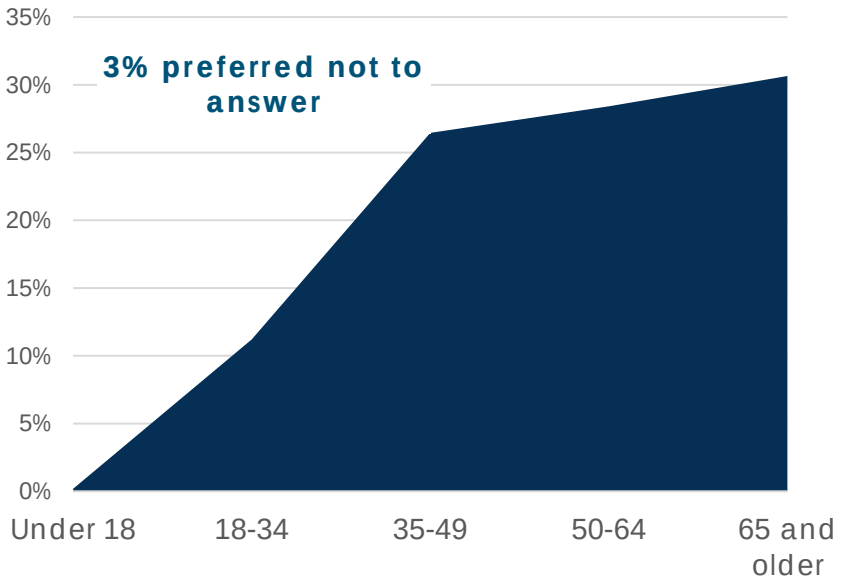
The following zip codes represent the top three zip codes for each category.

Zip Code	Live	Work	School
85743	17.6%	12.1%	20.5%
85653	32.7%	25.3%	31.1%
85658	30.6%	11.1%	14.7%
Total Responses	**1016**	**514**	**190**

Question 16: How many days a week do you commute for work?



Question 17: What is your age?



Question 18: Please note any additional comments.

Like Question 9, this question was open-ended allowing respondents to write in unrestricted feedback. In total, 232 comments were collected while 931 skipped this question. Many themes revealed in Question 18 mirrored sentiments recorded in Question 9. All responses can be seen in the Appendix "Online Survey Question 18 Responses". The following themes are those that go beyond what has already been discussed:

Additional bike infrastructure and bike improvements were recommended for:

- Dove Mountain Boulevard
- Tangerine Boulevard
- Moore Road

Transit comments:

- Desire to see regional rail from Marana specifically to Downton Tucson but also to other destinations such as Phoenix and Flagstaff
- Bus service with stops within the Continental Ranch Sunflower community
- Request for a circulator service that connects residential communities to popular shopping centers like at Arizona Pavilions

Feedback Map

The feedback map was presented as an opportunity to provide a location-based and more open form of feedback. Once the online survey was completed, a message appeared encouraging the user to provide additional with a direct link to the feedback map. The map allowed users to indicate not only the location, but the category.

Participants were able to reply to and like comments others had made. A total of 233 comments were made with 105 replies. While most comments were made about driving and safety, 18% were related to walking and biking within the Town (**FIGURE 1**). Likes are useful mechanism to help gauge enthusiasm of participants around a particular comment and are used here to help focus major themes:

Driving in Marana Comments

9 of the top 10 "liked" comments were related to congestion and requests for improvements to the intersection of I-10 with Tangerine Road, Cortaro Road, and Marana Road/Cochie Canyon Trail. Additional requests were made for additional cooperation with ADOT, grade separations at railways, and safety concerns related to I-10 interchanges and railroad crossings.

Beyond railroad and highway related concerns—the most "liked" comment by far was extending Dove Mountain Boulevard to I-10 or alternative westerly connections. Other well-"liked" comments related to congestion both in the form of requests for signal timing improvements at Tangerine Farms and Lon Adams Road and Linda Vista Road and roadway improvements to Silverbell, Twin Peaks and Thornydale Roads.

Safety in Marana Comments

Top safety comments relate to visibility at night, interactions with large vehicles including freight trucks and buses, safety at interchanges with I-10 and particularly at Tangerine Road.

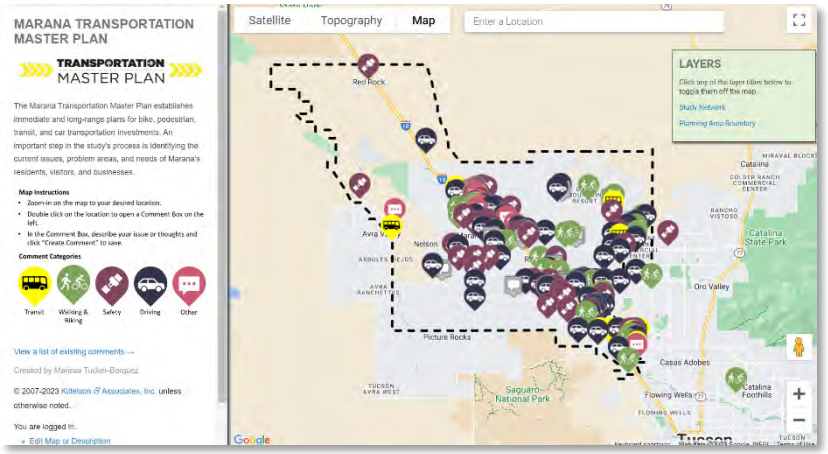
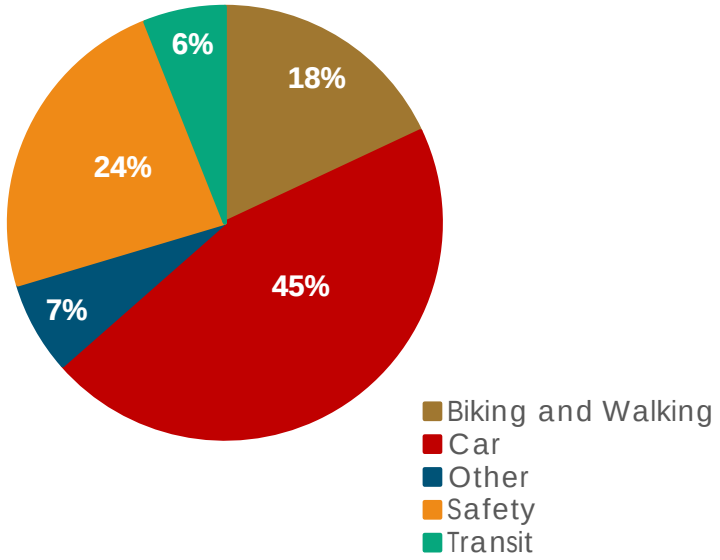


Figure 1: Category Breakdown of Comments



Biking and Walking in Marana Comments

The top three "liked" biking and walking comments received included a desire to see gaps in the Loop completed, a desire to see a network of separated bike trails to connect residential neighborhoods to businesses, and a concern that existing infrastructure is not sufficient to protect people biking against speeding vehicles.

Transit and Other Comments

The top "liked" transit comment was placed at the intersection of Trico Road and El Tiro Road expressing frustration over how a fixed transit route was converted to a dial-a-ride which the commenter felt was unreliable and that transit was still needed in the area. The next most-"liked" comment discussed concern over the condition of SunTran and SunShuttle stops. Another well-liked comment was a respondent who was expressing that there was no direct route from Marana to Downtown Tucson and that the timing of existing transit made it challenging to commute to work.

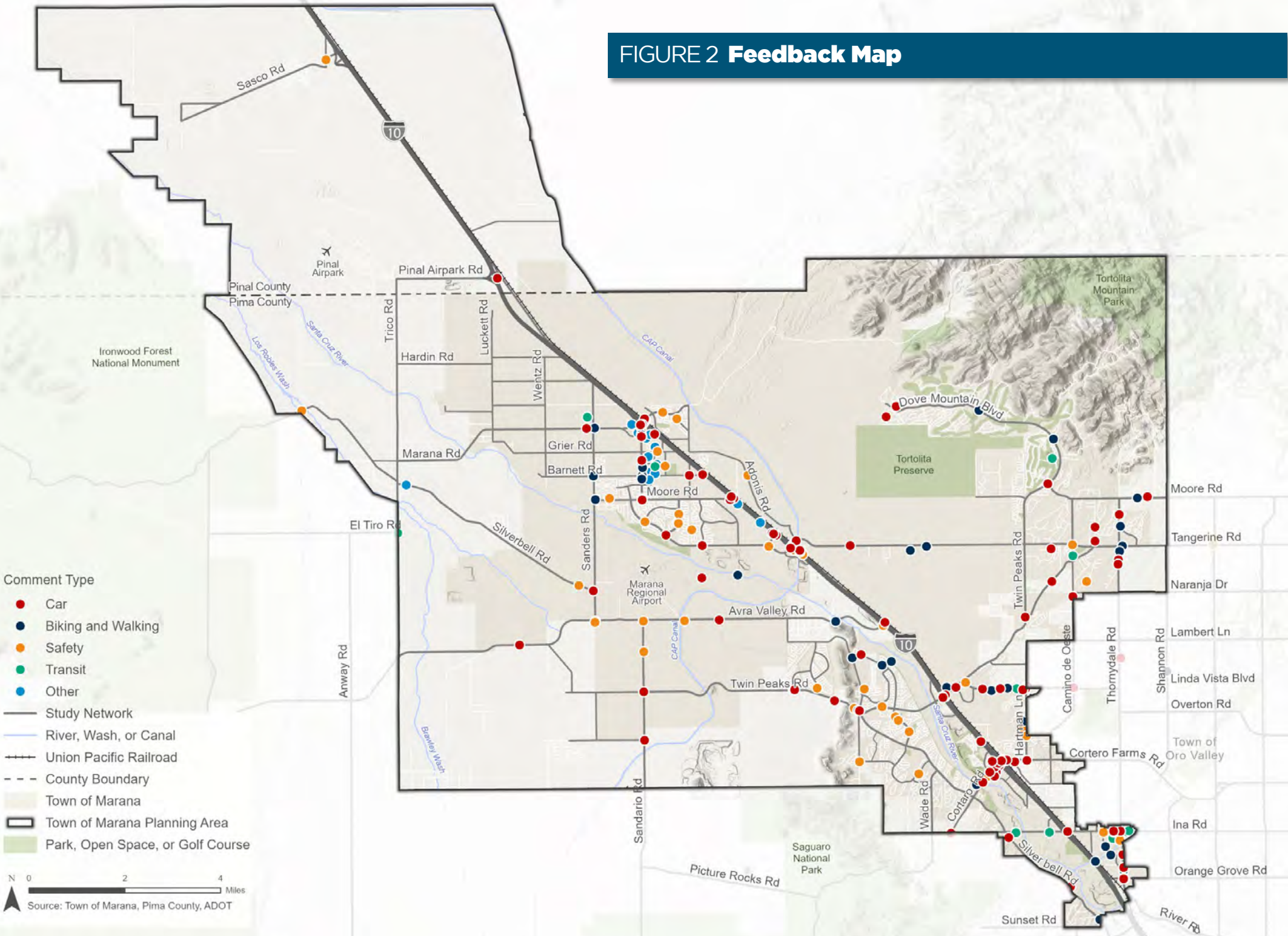
Overall Themes

The overall themes uncovered in the feedback map were consistent to those uncovered in the online survey. Findings include:

- The most commented on and "liked" items were regarding intersections and interchanges with the I-10 and requests for grade separated railroad crossings. Likewise, there was significant interest in seeing a western connection to/from Dove Mountain Boulevard. However, comments included additional requests for signal timing improvements or called for new controls at unsignalized intersections.
- Most road improvements were requested to Marana facilities were either for improved maintenance or congestion relief.
- Biking and walking map comments reiterated the need for a safe and comfortable biking and walking network with connections from residential areas to the Loop, shopping, and other destinations.
- Safety concerns matched those previously identified including the concerns of freight trucks, lighting at night, poor driving behavior and especially speeding.
- Transit comments were limited but generally related to its lack of service, especially to downtown Tucson and also from residential locations in Marana to major shopping destinations.

A map of the location comments for biking, safety, transit and driving needs are displayed on **FIGURE 2** with all comments in the Appendix under "Feedback Map Responses".

FIGURE 2 **Feedback Map**



Additional Information

Press Release Announcing the Public Survey

Town of Marana Public Works
5100 W. Ina Road
Marana, AZ 85743

PRESS RELEASE

TRANSPORTATION MASTER PLAN

The Town of Marana is actively seeking public input on the Town's Transportation Master Plan. The Transportation Master Plan will help guide the development of our streets, walking and biking facilities, and public transportation system for the next 20 years. Residents and visitors to Marana are encouraged to complete a brief survey to help the Town better understand current transportation issues and what potential solutions our residents and travelers would like to see.

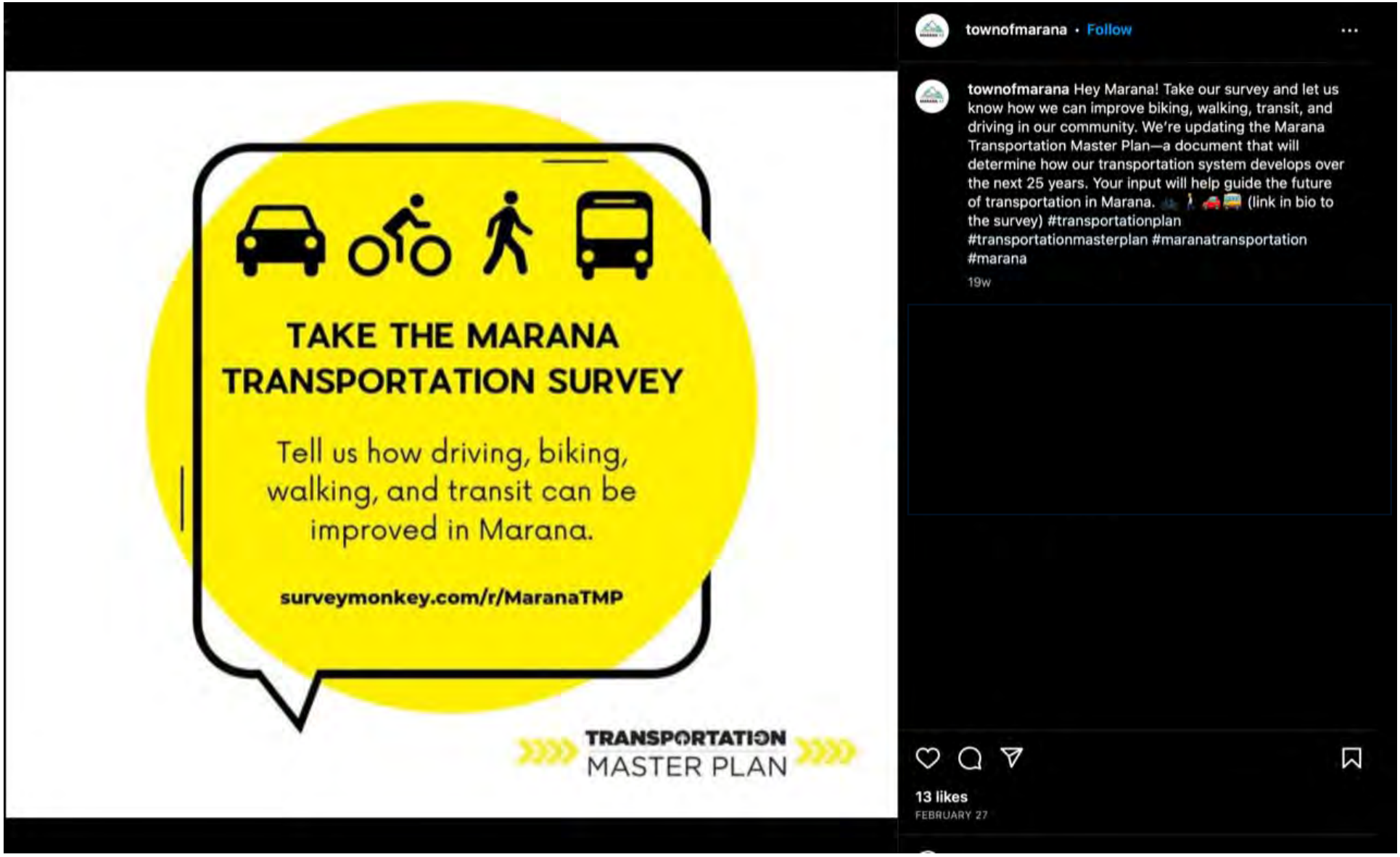
Residents and visitors interested in participating can complete the online survey at:
www.maranaaz.gov/transportation-master-plan

What is the Transportation Master Plan?

The last Transportation Master Plan Update was conducted 2001. As our town continues to grow and evolve, now is the time to review our current transportation system and develop a plan to ensure an efficient, accessible, safe, and well-connected network for all users. The Marana Transportation Master Plan will develop a 20-year vision for the Town's multimodal transportation network and will consider the needs of people who walk, bike, use a mobility device, use public transportation, drive, and deliver goods and services throughout Marana. Ultimately, the Transportation Master Plan will develop a prioritized list of transportation improvements and policies that will drive future funding decisions.

For additional information, please visit the project website at: **www.maranaaz.gov/transportation-master-plan**

Instagram Posts



Facebook Posts

Town of Marana - Government
March 17 ·

🚲🚶🚗🚌Hey Marana! Take our survey and let us know how we can improve biking, walking, transit, and driving in our community. We're updating the Marana Transportation Master Plan—a document that will determine how our transportation system develops over the next 25 years. Your input will help guide the future of transportation in Marana.

Learn more about the plan here: https://www.maranaaz.gov/transportation-master-plan
Take the survey here: https://www.surveymonkey.com/r/MaranaTMP



Town of Marana - Government
March 29 ·

TMP SURVEY REMINDER: If you haven't already please fill out this survey to help shape our future transportation needs!
https://www.maranaaz.gov/transportation-master-plan



Town of Marana - Government
April 24 ·

There's still time, but don't wait too long! The Transportation Master Plan survey is open until the end of the month. Work with Town leadership to shape Marana's transportation system. Your input is a critical part of this Plan – we want to know what is working and what is not.

To fill out the survey, visit https://www.surveymonkey.com/r/MaranaTMP



Notice to Town Council

TRANSPORTATION MASTER PLAN

Seeking Community Feedback on the Marana Transportation Master Plan

The Marana Transportation Master Plan will begin a public comment period to help better understand the current transportation issues and challenges of our residents, visitors, and businesses. The Transportation Master Plan will guide the transportation investment decisions for the next 20-years, so community input is critical to the success of the plan.

Residents and visitors interested in participating can complete the online survey at:
http://www.maranaaz.gov/transportation-master-plan
Comments will be accepted until April 1, 2023.

We believe that community input is critical to the success of this update and encourage you to spread the word to your family, friends, and constituents, so they too can be a part of the process.

Online Survey Question 9 Responses

Respondent ID	Response Date	Responses
114355506976	Jun 28 2023 07:02 AM	Tangerine Rd and the I10
114354615356	Jun 27 2023 07:11 AM	Tangerine between I10 and Dove Mountain
114344544871	Jun 14 2023 12:32 PM	New pavement fromLaCholla to dove mountain Blvd. terrible road now.
114341325182	Jun 10 2023 08:48 PM	Create bike/pedestrian paths that are separate from the road (particularly Silverbell), like seen on Tangerine rd. Biking on a busy street is not safe. The Loop is only accessible at certain points which require driving to; if a safe bike lane were available most people could use it via bike or by walking from their neighborhood to enter The Loop without risking safety on narrow or absent bike lanes/ sidewalks. The traffic congestion and common speeding makes many intersections feel unsafe for walking. Lastly, utilize The Loop. Why not build businesses along it where possible that are accessible from it. Imagine if everyone could safely ride their bikes to breakfast/lunch/dinner or to shops? Give people a reason to ditch the drive and opt to ride their bikes- and make it safe.
114320306259	May 15 2023 06:59 PM	Turn arounds under or over I-10 bridges that cars do a u-turn under or over the bridge without stopping but yield to oncoming traffic on frontage on the other side. Like freeways in San Antonio. This would really help the Cortaro exit area. First lane is turn around, then left turn, then straight, and right turn. It really works in Texas. Most of Texas large cities have them. Walls between u-turn lane and oncoming traffic from other direction
114312499748	May 05 2023 04:52 PM	fix I-10 interchange at Cortaro Rd
114309488593	May 03 2023 01:36 AM	big signs that encourage tolerance!
114307743885	May 01 2023 06:46 AM	I-10 and Cortana interchange reworked similar to Ina, replace Moore Road
114307016212	Apr 29 2023 10:23 PM	Dove Mountain Blvd connection toward I10 from the end of Dove Mountain
114306197913	Apr 28 2023 12:28 PM	Resurface Twin Peaks west of I10. the increased traffic flow has taken a toll on the roadway
114305390834	Apr 27 2023 06:09 PM	Cortaro and I-10 is terrible. Before a new overpass is built at least add a turn lane on Cortaro turning right at I-10 westbound.
114305061735	Apr 27 2023 12:13 PM	I-10 and Cortaro. Maintain quality of existing roads.
114303970547	Apr 26 2023 10:58 AM	Completion of Dove Mountain Blvd per 2040 Plan - by way of working with the State on its State Lands to accommodate and accelerate developer build-out of the entire Dove Mountain Master Plan

114303679674	Apr 26 2023 06:24 AM	An overpass over railroad at Marana exit
114303164193	Apr 25 2023 03:42 PM	traffic light at GF road and TF road near elementary school.
114303073883	Apr 25 2023 01:33 PM	Reduce congestion at freeway entrances and exits. Adding a NO UTURN sign in front of the QT in the mornings. That area is a MESS in the mornings
114303033701	Apr 25 2023 12:48 PM	I would love to see the Tangerine and I10, and cortaro and I10 intersections look like Ina and I10.
114303026666	Apr 25 2023 12:39 PM	An interchange for I-10
114302992142	Apr 25 2023 12:08 PM	More sidewalks/multiuse paths connecting major Marana housing areas to shopping areas and crossing Railway/I-10. Marana is an active community but cannot use pedestrian/bicycle methods to truly traverse the town as sidewalks and paths are in silos. Overpasses at the I-10 Railway exits need to be addressed before the land area is used and traffic demands too high. I do NOT want an option like Cortaro! Also, an increase in environmentally friend, quaint, and appealing public transportation would be a wonderful addition. The major marana hubs (gladden main and crossroads/silverbell) would be great areas for a trolley system that could be connected by other public transit.
114302933505	Apr 25 2023 10:58 AM	Cortaro and I-10 interchange
114302559849	Apr 25 2023 04:54 AM	Tangerine and Marana Exit. As a cyclist I would like to see more connectivity to pathways.
114302163949	Apr 24 2023 04:11 PM	Ideas outside of the norm. Less traffic lights, more roundabouts. Protected physical bike barriers. Initiatives that give better roadway options to those who bike or carpool. Make marana a biking Mecca.
114302160545	Apr 24 2023 04:02 PM	Roads unimpeded by railways.
114300334798	Apr 21 2023 06:23 PM	RR overpass
114299863175	Apr 21 2023 07:26 AM	Cortaro/ I 10 area Connect The Loop from Gladden Farms Marana exit at I 10 Expand bike paths
114299416849	Apr 20 2023 08:09 PM	Add right lane freeway entrance at cortaro going west on freeway

114299403999	Apr 20 2023 07:41 PM	The interchange at Tangerine and I-10 is already a safety hazard. Traffic backs up onto I-10 when taking the exit to Tangerine. It will only get worse with growth.
114299374572	Apr 20 2023 06:40 PM	Expand or reconstruct the I-10 interchange so it grows with the community. It's already very busy during rush hour and backs up on the freeway and is very unsafe.
114298338917	Apr 19 2023 07:09 PM	The I-11 freeway coming through asap. That would alleviate most congestion.
114298089969	Apr 19 2023 01:17 PM	Widen Marana road from I-10 to at least Grier
114297883471	Apr 19 2023 10:13 AM	Repaving major streets.
114297807886	Apr 19 2023 09:00 AM	Figure out a way to improve road congestion before it get even more out of control
114297072398	Apr 18 2023 02:52 PM	Resolve the I-10 Cortaro Road area. It is by far the biggest transportation issue for Marana due to the congestion in that area. Change the speed limit on Moore Road between Dove Mountain the stretch east of Dove Mountain Blvd and the Oro Valley town limit to 45 MPH. 40 MPH is too slow in that area and is understandably not followed by most motorists along that stretch. I would also like to see Marana notify GPS operators (e.g., Garmin) on a regular basis regarding the current speed limit for Marana roadways (e.g., it is 45 MPH on Tangerine Rd east of Dove Mountain Blvd/Twin Lakes, but Garmin still has it set for 45 MPH. CLEARLY mark railroad crossings (e.g., the crossing at Tangerine Road is poorly marked and dangerous when trains are approaching.)
114295921660	Apr 17 2023 11:48 AM	I-10 @ Cortaro
114294451547	Apr 15 2023 09:33 AM	Expanding Linda Vista Blvd to 4 lanes from Thornydale to Twin Peaks. There has been a lot of new construction (houses, apartments & businesses) which is causing a lot increased traffic.
114293730282	Apr 14 2023 07:54 AM	Traffic engineer work on timing at lights
114292455587	Apr 13 2023 06:57 AM	cortaro overpass
114292243030	Apr 13 2023 01:16 AM	Greater accessibility to major arteries from existing communities and requiring contractors to make appropriate road improvements (widening, turn lanes, connectivity to major arteries, etc.) when building new communities.
114292142968	Apr 12 2023 09:10 PM	Frontage road access near tangerine and the freeway next to the QT. Bridge over the train track to assist with congestion as the area grows.
114292025343	Apr 12 2023 05:21 PM	Dove Mountain Blvd extension
114290589773	Apr 11 2023 07:49 AM	a second entry and/or exit to the Dove Mountain residential community
114290099624	Apr 10 2023 05:05 PM	There are many good roads and a few that are bad. Improve the surface of the bad roads

114289852528	Apr 10 2023 10:53 AM	Traffic lights at the Marana exits intersections
114289834167	Apr 10 2023 10:28 AM	IMPROVE CORTARO ROAD INTERSECTION AT I-10
114289802338	Apr 10 2023 09:48 AM	Intersection light at Moore and Dove Mtn Blvd
114289352112	Apr 09 2023 03:54 PM	pothole and resurfacing
114289267213	Apr 09 2023 09:05 AM	Lower the speed limit--SPEED KILLS!!! Increase the number of troopers giving tickets. Use radar. ADOT needs to step up to the plate and put safety number one.
114289089083	Apr 08 2023 07:24 PM	I would like the frontage road to connect to Tangerine like it was in the past. It is the only area on the entire frontage road from Marana to Tucson that is closed and makes no sense. It would relieve congestion in the town during Interstate closures when there are collisions on I-10.
114289037986	Apr 08 2023 04:10 PM	Dove Mountain/ Moore road interchange.
114288984966	Apr 08 2023 12:43 PM	Moore and Dove Mountain
114288929364	Apr 08 2023 09:51 AM	Another exit out of Dove Mountain Blvd.
114288899389	Apr 08 2023 08:22 AM	Another road coming out of the west end of all the new housing such as near Dell Web and Matamy homes past the Gallery
114288726740	Apr 07 2023 10:09 PM	Marana includes many areas. Here in Dove Mountain it would be great to encourage more service businesses such as grocery stores and restaurants to help reduce the amount of driving most of us do.
114288650635	Apr 07 2023 06:04 PM	Interchange through railroad tracks (Tangerine) to lessen traffic congestion and safety. More bus routes for Marana in Dove Mountain/Tangerine
114288615386	Apr 07 2023 04:28 PM	Widen main thoroughfares like La Canada, La Cholla.
114288596039	Apr 07 2023 03:39 PM	More bike lanes and sidewalks
114288558303	Apr 07 2023 02:17 PM	Cortaro/I-10 congestion relief
114288532532	Apr 07 2023 01:25 PM	Cortaro/I-10 intersection improvements for smoother traffic flow.
114288505863	Apr 07 2023 12:33 PM	BIke paths everywhere - connected.
114288500966	Apr 07 2023 12:23 PM	Better pavement surfaces
114288488425	Apr 07 2023 12:03 PM	dove mtn blvd should not be a dead end. quieter pavedment material on dove mtn blvd. congestion is terrible getting on freeway at Cortaro W bound. Moore Ave from needs paving
114288474247	Apr 07 2023 11:40 AM	Better directions for road safety !
114288375820	Apr 07 2023 08:52 AM	An outlet at the west of dove Mountain blvd
114288368204	Apr 07 2023 08:44 AM	EASY ACCESS TO DOWNTOWN MARANA AND A RAILROAD OVERPASS
114288083176	Apr 06 2023 09:55 PM	Cortaro Farms on and off ramps

114288077141	Apr 06 2023 09:34 PM	Find a way to get Pima County to fix county roads!
114288053872	Apr 06 2023 08:28 PM	Sidewalks on Sandario from marana Rd to Moore
114287979438	Apr 06 2023 05:47 PM	Tangerine road 2 lanes in both directions with dedicated turn lanes from east of I-10 to Thornydale. Thornydale 2 lanes each way and dedicated turn lanes.
114287780012	Apr 06 2023 12:27 PM	I-10/Cortaro road overpass over train to reduce congestion.
114287742854	Apr 06 2023 11:38 AM	Improvements on Sandario from San Lucas to Grier
114287560585	Apr 06 2023 08:22 AM	Improving the Cortaro and I-10 area. It's crazy that the east bound Cortaro road left turn to get onto I-10 is stopped when there is a train. It should allow the left turn to drain. ADOT needs to reevaluate this intersection with the Town and come up with the right fix not another bandaid.
114287504860	Apr 06 2023 07:29 AM	Dirt roads taken care of. You took claim to them when you put a government street sign on them so know you need to main tame them…??!!!!!!!!
114287445168	Apr 06 2023 06:20 AM	Adding overpasses to all railroad crossings so traffic can run much smoother and safer.
114287439620	Apr 06 2023 06:13 AM	Stop emphasizing car infrastructure and improve other modes of transportation.
114287390202	Apr 06 2023 05:11 AM	Less bottleneck at underpasses beneath I-10. It seems like the lights aren’t timed correctly for correct traffic flow.
114287381318	Apr 06 2023 04:57 AM	The Marana Rd and I-10 interchange is just too congested now with no light. Specially for those traveling the frontage road
114287162299	Apr 05 2023 10:18 PM	More lanes on major roads but with less stop lights and cross walks. More use of side roads in communities. Fix the Cortaro I-10 intersection
114287135548	Apr 05 2023 09:13 PM	Thorndale
114287065008	Apr 05 2023 07:03 PM	A better solution than what we currently have for the I-10 cortaro overpass.
114287055147	Apr 05 2023 06:45 PM	Resurfacing and widening Camino de Mañana
114287019365	Apr 05 2023 05:48 PM	Connecting dove mountain to I 10
114287019804	Apr 05 2023 05:46 PM	I10 and Cortaro
114287015826	Apr 05 2023 05:40 PM	Tangerine and I10 congestion
114287008960	Apr 05 2023 05:30 PM	Cortaro intersection overpass
114286977424	Apr 05 2023 04:46 PM	Tangerine and marana exits easier on and off freeway.
114286917768	Apr 05 2023 03:12 PM	Fix potholes.
114286912925	Apr 05 2023 03:08 PM	When it's either raining or very sunny it can be a challenge to see pavement markings. I've been to other states that paint black first then paint white on top. This actually makes the markings visible in all weather conditions.
114286903157	Apr 05 2023 02:51 PM	Traditional intersections. Not traffic circles.

114286887023	Apr 05 2023 02:27 PM	Signs and enforcement directing slower traffic to stay right. That is a huge cause of congestion in marana
114286882414	Apr 05 2023 02:20 PM	Reevaluate speed limits in areas where it is obvious that special, local interests had the speed limits decreased.
114286865711	Apr 05 2023 02:01 PM	The Dove Mt. housing needs a second entrance/exit point for safety and convenience of the thousands of residents now required to use the one way in and out on Dove Mt. Blvd.
114286851319	Apr 05 2023 01:42 PM	Dove Mountain Blvd to look and feel like Camino de Oeste.
114286836153	Apr 05 2023 01:22 PM	Make builders widen roadways prior to construction of master/planned communities
114286816270	Apr 05 2023 12:58 PM	I-10/ Cortaro
114286806157	Apr 05 2023 12:49 PM	Tangerine at I-10 is having warehouses built now but no current enhancements for traffic flow which is already congested.
114286803248	Apr 05 2023 12:43 PM	Sidewalks
114286793450	Apr 05 2023 12:34 PM	Sidewalks
114286779008	Apr 05 2023 12:12 PM	Eliminate grade crossing at Cortero.
114286724025	Apr 05 2023 11:14 AM	I think limited connectivity negatively impacts residents of Marana that need to travel to and from most of Tucson.
114286694593	Apr 05 2023 10:49 AM	People drive private cars. Increase emphasis on efficient traffic flow for autos by adding lanes and traffic lights. Dedicated bicycle paths should be paid for by cyclists. Build a highway to connect W Twin Peaks to Avra Valley rd. /I10.
114286682992	Apr 05 2023 10:28 AM	1). I-10 @ Cortaro interchange 2) I-10 @ Marana interchange 3) Marana Main Street construction and completion
114286595579	Apr 05 2023 08:48 AM	Make tangerine rd exit ramps like twin peaks
114286564370	Apr 05 2023 08:15 AM	Bypass rail road crossing at i-10 and cortaro. It backs traffic up significantly every time a train passes.
114286556931	Apr 05 2023 08:13 AM	More police on Avra Valley Road people are going to fast and don't care about others passing with a double yellow line and blind spots are just an example to dangerous!
114286549108	Apr 05 2023 08:02 AM	Larger print road signs.
114286531797	Apr 05 2023 07:46 AM	expand Silverbell Rd between Ina & Sunset
114286485237	Apr 05 2023 06:55 AM	Please fix the side roads
114286466104	Apr 05 2023 06:35 AM	Cotero Farms and i10 interchange

114286465807	Apr 05 2023 06:34 AM	Cortaro road and I-10 intersection is a nightmare - delays and congestion and confusion.
114286458515	Apr 05 2023 06:27 AM	Actual turn lanes on busy roads like Tangerine so traffic doesn't have to stop to wait for turning cars.
114286454893	Apr 05 2023 06:22 AM	Moore needs works and stop signs.
114286422024	Apr 05 2023 05:42 AM	Cortaro and i10 intersection is horrible and needs complete rework to avoid stoppage due to railroad.
114286409152	Apr 05 2023 05:25 AM	Cortato near the freeway is my biggest concern.
114286243271	Apr 05 2023 12:42 AM	More bicycle and walking paths to connect from neighborhoods to the Santa Cruz path would be awesome
114286199985	Apr 04 2023 11:21 PM	Better access to Marana from I10 and the cortaro exchange at I10
114286166331	Apr 04 2023 10:11 PM	Cortaro and I 10 interchange and the train
114286158648	Apr 04 2023 09:56 PM	Cracker Barrel road intersection “improvement” for water dispersement is an abysmal joke. My 6th grader could do better
114286145770	Apr 04 2023 09:33 PM	Cortaro and I-10
114286096081	Apr 04 2023 09:18 PM	Fix on ramp to marana 365 east bound. New interchange at cortaro and i10. Fix tangerine and i10 interchange.
114286133381	Apr 04 2023 09:06 PM	Widening existing high traffic roads. Improve traffic signals and congestion. Sidewalks. No traffic circles.
114286119014	Apr 04 2023 08:33 PM	Widen tangerine, widen thornydale, getoverpass at I 10 and Tangerine simular to Ina and I 10
114286118054	Apr 04 2023 08:31 PM	I won't use Arizona Pavilion because I can get in but I cannot get out and back to Dove Mountain. Cortaro and I-10 interchange needs to be reworked to be safe and usable. As of now I use Silverbell Rd to Twin Peaks just to be safe.
114286118238	Apr 04 2023 08:29 PM	Larger traffic circles. The ones being built are too small to facilitate smooth traffic flow.
114286111893	Apr 04 2023 08:14 PM	I10 an Cortaro. Very congested there an long delays with the trains.
114286106704	Apr 04 2023 08:06 PM	Cortaro/ I-10 intersection is horrible. The railroad and light timing is a constant problem.
114286102608	Apr 04 2023 07:54 PM	Overpass over railroad crossing. Bike lanes
114286097577	Apr 04 2023 07:45 PM	Speed signs on the roads. Especially busy ones and near schools and parks.
114286086853	Apr 04 2023 07:22 PM	Less pot holes, more turn lanes amd more lanes all together
114286068818	Apr 04 2023 06:47 PM	The frontage coming from missile base and San Lucas and traffic of the freeway going into Marana is a cluster.

114286067431	Apr 04 2023 06:46 PM	Marana rd wide ened
114286063014	Apr 04 2023 06:39 PM	Expand thornydale rd to 4 lanes all the way to tangerine rd. Expand aura valley rd to 4 lanes.
114286059776	Apr 04 2023 06:29 PM	Red lights on Ava Valley
114286058781	Apr 04 2023 06:27 PM	Bridge over railroad
114286052164	Apr 04 2023 06:16 PM	Extension of Dove Mountain Blvd to I 10. Only one way in and out is not safe.
114286050107	Apr 04 2023 06:12 PM	Better infrastructure planning being done
114286042446	Apr 04 2023 06:02 PM	Pave moore rd handle truck situationonI10
114286038184	Apr 04 2023 05:52 PM	Moore Road. As soon as you enter Oro Valley the road greatly improves.
114286025987	Apr 04 2023 05:28 PM	Cortaro and I10 exchange is a daily nightmare, since it does not go over the train tracks
114285985556	Apr 04 2023 04:15 PM	Improve the bike trails so we can stay off the road, but also let us know in advance of closures. The second section of Twin Peaks section that closed was not well known.
114285974055	Apr 04 2023 04:08 PM	Enforcement of speed limit on Dove Mountain Blvd and the road to the Ritz Carlton, especially during morning and afternoon "rush hours". Repaving Moore Road between Thornydale and LaCholla.
114285978029	Apr 04 2023 04:02 PM	Overpass Cortaro road over Railroad tracks!!!!!
114285960017	Apr 04 2023 03:35 PM	An exit between Marana Rd and Tangerine Rd to accommodate all the semi trucks from Southern AZ Logistics that will create extreme congestion and traffic hazards from the current arteries turning onto Tangerine. Traffic on Tangerine west of I-10 is horrendous as it is now, and we don't even have all the truck traffic from CTI and SAL.
114285946152	Apr 04 2023 03:06 PM	fix potholes
114285940856	Apr 04 2023 02:58 PM	Moore rd. East of Thornydale needs resurfacing
114285930542	Apr 04 2023 02:51 PM	Concentrate on improving most traveled roads and intersections. Roundabouts are a good idea and people are beginning to understand them
114285914979	Apr 04 2023 02:21 PM	Just keep up with road mantainence (no potholes)
114285906622	Apr 04 2023 02:11 PM	Speed enforcement on Tangerine and Moore road in Gladden Farms
114285905854	Apr 04 2023 02:11 PM	Install lights at the bottom of exit 236 ramps, and fix the holes in all roads and highways
114285875718	Apr 04 2023 01:30 PM	Alternate to Dove Mountain Blvd to service areas north of the Gallery
114285854473	Apr 04 2023 01:06 PM	Adequate pavement surfacing and pothole elimination. Highway access should be provided before industrial complexes are built.

114285851326	Apr 04 2023 01:03 PM	Walkway on Thornydale from Tangerine to Moore and traffic circle at Sky Heaven and Thornydale
114285841245	Apr 04 2023 12:49 PM	Overpass at Cortaro @ I-10
114285822879	Apr 04 2023 12:28 PM	Improve Dove Mountain area- we are still part of Marana. Better driving routes to businesses, improve walking paths and widen bicycle paths.
114285809952	Apr 04 2023 12:13 PM	I 10 Tangerine interchange overhaul to overpass railroad
114285800195	Apr 04 2023 12:02 PM	First of all shout-out to all the construction workers that do these roads i know climate has to be apart of the damage to the roads and wear and tear but it would be nice to have them get fixed all the potholes and new houses going up cause more potholes from the roads being used more often
114285799231	Apr 04 2023 12:01 PM	Don’t have an answer
114285784175	Apr 04 2023 11:42 AM	Cortaro Road! Horrible.
114285780596	Apr 04 2023 11:39 AM	Moore Rd. Thornydale are both two lanes and under par for volume of traffic.
114285779093	Apr 04 2023 11:37 AM	Traffic light on Tangeriine and Gladden Farms Dr
114285778947	Apr 04 2023 11:35 AM	More bike paths
114285776148	Apr 04 2023 11:33 AM	Moore Road/I-10 Interchange, and upgraded Marana Rd., Tangarine Rd., and Cortaro Rd. Interchanges. More sidewalks and street lighting for enhanced safety.
114285726651	Apr 04 2023 10:40 AM	Improved interchanges. Establish a better road hierarchy, using more “express” arterial roads with minimal stop lights. This would help improve capacity (throughput) when targeted in the right areas.
114285602810	Apr 04 2023 08:30 AM	Connection from the top of Dove mountain to Tangerine
114285429759	Apr 04 2023 05:38 AM	Fix the intersection at Cortaro and I10. If a train is coming traffic going eastbound on frontage road should still be able to go through. I have waited almost 5 minutes due to train.
114285209053	Apr 03 2023 10:57 PM	Resurfacing roads where the pavement has come up or is chipping away.
114284904078	Apr 03 2023 01:28 PM	Fixing/installing traffic lights at the multiple dangerous intersections
114284823603	Apr 03 2023 11:53 AM	Double lane exit at Tangerine and I-10 to stay out of the interstate.
114284791064	Apr 03 2023 11:18 AM	Cortaro and I 10 overpass
114284764680	Apr 03 2023 10:50 AM	I10 and Tangerine as well as the I10 and Cortaro congestion.
114284745271	Apr 03 2023 10:30 AM	The roads on Lon Adams really need to be repaired. They are very difficult to walk on or drive on.
114284722170	Apr 03 2023 10:07 AM	1. I-10 interchange at Cortero 2. I-10 interchange at Tangerine 3. Added connectivity from Gladden Farms to Twin Peaks

114284689213	Apr 03 2023 09:32 AM	Improve: bike and pedestrian options, safety, and connectivity. Right now you basically have to have a car if you want to get anywhere, or if you don't want to worry about being hit by someone speeding everywhere.
114284644875	Apr 03 2023 08:45 AM	I-10 interchanges are the absolute biggest problem. A partnership with ADOT to expedite improvements for the entrance and exit ramps is crucial. This will become a MUCH bigger issue with all of the commercial traffic that will come with the new trucking warehouses and Shamrock Farms when that is constructed.
114284603998	Apr 03 2023 08:05 AM	Speed enforcement on Twin Peaks.
114284488622	Apr 03 2023 06:05 AM	Railroad overpasses, road maintenance
114284478049	Apr 03 2023 05:55 AM	I-10 at RR is a mess, holds up traffic. Silverbell could be 4 lanes to give alternate route of travel.
114284472822	Apr 03 2023 05:47 AM	Repaving of numerous side streets used for cross-town traffic (in particular Camino de Oeste
114284468955	Apr 03 2023 05:44 AM	Cortaro & I-10 HAS to be totally reworked: RR overpass, larger pass through; traffic light synchronization.
114284441895	Apr 03 2023 05:07 AM	ALWAYS have designated turn lanes, especially on bends in the road (Tangerine by proposed grocery store)
114284308547	Apr 03 2023 01:08 AM	cortaro i 10 railroad overpass
114284222012	Apr 02 2023 09:46 PM	Widen and improve Thornydale Road from Cortaro Rd to Tangerine Rd. Widen Ina Rd to six lanes from I-10 to Lā Cholla.
114284202992	Apr 02 2023 08:41 PM	Cortaro and I 10
114284183446	Apr 02 2023 07:52 PM	Tangerine and Marana Road need to be completely reworked like the Ina road project
114284128786	Apr 02 2023 05:30 PM	A round about at corner of Silverbell and Twin Peaks going to west bound.
114284118278	Apr 02 2023 05:00 PM	Improvement to existing roads. I just paid 2k to repair my suspension because of the roads here and was told the spot in question (on derringer between sandy and Moore) was in “very good condition”. Laughable.
114284080774	Apr 02 2023 03:03 PM	congestion at RR crossings fixed
114284056814	Apr 02 2023 01:48 PM	Improve and redesign the Tangerine and Marana exits. Reconfigure the Cortaro exit on I-10. Reduce congestion on Cortaro and Ina Roads.
114284022071	Apr 02 2023 12:53 PM	Redo I-10/Cortaro interchange; connect avra valley to Tangerine east of airport; Fix Rattlesnake pass w/ tunnel through mountain so wildlife and hikers can go over top.
114284037034	Apr 02 2023 12:46 PM	Paved shoulders and Moore road between Thornydale and La Cañada repaved
114284033583	Apr 02 2023 12:35 PM	Turn lanes.washes improved

114284007806	Apr 02 2023 11:14 AM	More pedestrian/bike lanes and more opportunities to ride share/public transportation
114283995285	Apr 02 2023 10:37 AM	Better payment on roads
114283948649	Apr 02 2023 08:12 AM	I would like to see the interchange at Tangerine and I-10 be expanded BEFORE there is so much traffic that it is even more of a hassle to get it fixed. I would also like to see the frontage road be parallel to I-10 like everywhere else. The way it is set up now is bizarre. I understand WHY it's like that, I just think it cause a lot of confusion
114283945748	Apr 02 2023 08:01 AM	Railroad overpass at cortaron and the I-10 freeway.
114283927072	Apr 02 2023 07:07 AM	Smoother replaving. The paving on the roads is quickly wearing down the treads on our tires. If you repaved our roads like we all lived in Dive Mountain, that would be appreciated. Filling potholes quicker than you are currently doing.
114283882079	Apr 02 2023 04:12 AM	No "third world" roads
114283807881	Apr 01 2023 10:16 PM	Cotaro near I - 10 Tangerine Exit
114283806551	Apr 01 2023 10:09 PM	Linda Vista approaching Twin Peaks should have the dotted lines replaced with solid lines. Fix Cortaro between AZ Pavillions and I-10.
114283784435	Apr 01 2023 08:27 PM	New I-10 interchange over Cortaro and the train tracks and a new traffic circle at Twin Peaks and Silverbell. With all the development west of Rattlesnake Pass and north on Coachline, the Silverbell and Twin Peaks intersection needs better flow and speed controls.
114283777542	Apr 01 2023 07:50 PM	Redesign the Cortaro / I-10 interchange.
114283766613	Apr 01 2023 07:02 PM	Cortaro is a disaster and so is the area near the marana exit. They are both death traps.
114283761076	Apr 01 2023 06:38 PM	Signaled light at Marana exit and a better repair of potholes
114283757878	Apr 01 2023 06:22 PM	-
114283700184	Apr 01 2023 02:39 PM	Smoother roads, greater city/town connectivity (alternate routes)
114283698069	Apr 01 2023 02:36 PM	Repaving on Moore with shoulder improvement for cycling. Focus with county to pave from Thornydale to LaCholla.

114283670287	Apr 01 2023 12:57 PM	Cortaro and i10 Tangerine exit off i10 is horribly dangerous with the growth of gladden farms Exit at Marana off i10 is headed the route of tangerine Worry about marana exit and railroad overpass being too close to residential areas upon improvement
114283659512	Apr 01 2023 12:23 PM	Renovate the intersection of Cortaro and I-10. Put in an overpass like the one at Twin Peaks for example.
114283659211	Apr 01 2023 12:22 PM	Cortaro and I-10 Tangerine Road Dove Mountain Blvd return access to Tangerine
114283635290	Apr 01 2023 11:11 AM	Fix the potholes.
114283631081	Apr 01 2023 11:00 AM	I-10 / Cortaro need overpass
114283584595	Apr 01 2023 08:55 AM	Cortaro and I10 crossing
114283577572	Apr 01 2023 08:37 AM	I10 & cortaro intersection is terrible
114283547629	Apr 01 2023 07:32 AM	Connecting retail to frontage roads (i.e. QT on Tangerine), adding lights or connections, expanding and enhancing I-10 on/off ramps as well as the lights/roadway at Tangerine and Cortaro. I'm stopped on the highway coming home on Tangerine almost daily. It is dangerous and people do unsafe actions all the time. Please also consider picking up trash on the I-10 it's getting bad out there.
114283548283	Apr 01 2023 07:26 AM	More four lane roads, more turning lanes, new paving
114283540002	Apr 01 2023 07:08 AM	Wider roadways on important roads (multiple lanes in each direction) more turning lanes, traffic lights, repaving of roads
114283533682	Apr 01 2023 06:54 AM	Interstate 11 not being built on top of interstate 10. Four lanes of I-10 in both directions to twin peaks. Tangerine a freeway from I-10 to oracle. All freeway interchanges in Marana being the same as ina's and twin peaks'. Fewer traffic lights.
114283518760	Apr 01 2023 06:14 AM	Better and additional exits from I10
114283515858	Apr 01 2023 06:06 AM	Remove the roundabouts very unsafe.
114283396245	Mar 31 2023 11:54 PM	Enhance, rebuild I 10 and tangerine
114283390842	Mar 31 2023 11:37 PM	Cortero rd and 1-10 needs immediate improvement. More lanes. Over pass over the railroad. Improvement in traffic light timing as well as preventing vehicles from blocking 1-10 south on ramp turning.

114283387833	Mar 31 2023 11:27 PM	Open Pinal Airpark exit ti the frontage road. Improve Marana & Tangerine exits.
114283366171	Mar 31 2023 10:12 PM	Cortaro overpass
114283357451	Mar 31 2023 09:51 PM	Flood control like ditches on side of neighborhood roads and gravel or something else so we can get to work without getting stuck in the mud..
114283353439	Mar 31 2023 09:29 PM	Cortaro and interstate
114283338120	Mar 31 2023 08:45 PM	Traffic control at Marana exit
114283335785	Mar 31 2023 08:37 PM	Resurfacing and pothole removal
114283331283	Mar 31 2023 08:23 PM	I-10 and Cartaro. I-10 and Tangerine
114283317559	Mar 31 2023 07:46 PM	An overpass at Cortaro and I-10 would be ideal, but not sure if it's physically feasible. Maybe widening Linda Vista to include turn lanes. Also filling in potholes before they get worse.
114283309067	Mar 31 2023 07:20 PM	Trucks having their own lanes off the I-10
114283307014	Mar 31 2023 07:14 PM	Cortaro Rd interchange redone
114283306245	Mar 31 2023 07:10 PM	Tangerine exit/ on ramp and Cortaro/ I-10 intersection
114283299469	Mar 31 2023 06:51 PM	Thornydale
114283299120	Mar 31 2023 06:51 PM	Better timed lights/ intersections near all on ramps/ off ramps in Marana
114283288841	Mar 31 2023 06:25 PM	I-10/Marana Rd Pathways to the high school so hundreds of teenage drivers do not have to deal with dangerous flooding in roads
114283275985	Mar 31 2023 05:54 PM	Widen twin peaks west of silverbell.
114283266279	Mar 31 2023 05:31 PM	Widen main roads before subdivisions are built
114283266164	Mar 31 2023 05:30 PM	I'd like to see more pedestrian and bike paths around town that is separated from car roadways. They are cheap to build and maintain
114283261551	Mar 31 2023 05:20 PM	More Bike lanes
114283260265	Mar 31 2023 05:18 PM	Tangerine and marana road overpasses for I 10. It will take sometimes 5-6 rounds of traffic lights to cross I 10 at tangerine after work. Backed up past trico
114283259168	Mar 31 2023 05:15 PM	We need a light at the Marana exit. I can’t tell you how many times I have almost been hit by people coming off the highway that don’t realize through traffic does not stop. Today I saw traffic backed up past the roundabout because of a slow train. We need infrastructure overhaul or Marana will become the next cortaro (not a good thing).

114283255532	Mar 31 2023 05:13 PM	Cortero/I-10 interchange, connections from Avra Valley up to Tangerine, widening of twin peaks past silverbell.
114283253778	Mar 31 2023 05:06 PM	Less congestion at main intersections such as Cortaro and i10.
114283251929	Mar 31 2023 05:05 PM	We have great biking trails but lack connection to the in newer neighborhoods
114283254192	Mar 31 2023 05:05 PM	Sidewalks added. Bike lanes. Greater connectivity to different areas
114283240446	Mar 31 2023 04:37 PM	I10 and Cortaro Farms need to be addressed. The trains cause horrible road congestion!
114283221962	Mar 31 2023 04:00 PM	I-10/Cortaro at freeway and railroad crossing. It will be painful during construction but worth it. What wasn't it done years ago???
114283212013	Mar 31 2023 03:45 PM	Overpass for I10 and cortaro.An improvement on the I10 and Tangerine offramp congestion and traffic light function
114283212245	Mar 31 2023 03:43 PM	Repairs and widening of roadways.
114283204304	Mar 31 2023 03:32 PM	Larger circles like twin peaks at other intersections or lights with pedestrian\bike access.
114283171649	Mar 31 2023 02:35 PM	overpass I 10 and Cortaro
114283158544	Mar 31 2023 02:17 PM	overpass on cortaro and freeway
114283159294	Mar 31 2023 02:17 PM	Marana exit place a light ASAP
114283150028	Mar 31 2023 02:04 PM	Marana exit and Sandario rd. Sandario is too narrow, and a two lane road with that traffic with the new businesses is not good
114283135493	Mar 31 2023 01:45 PM	1-10 light and on and off ramp on tangerine and cortaro.
114283125901	Mar 31 2023 01:37 PM	Coordinated stoplights, so traffic can flow. Consider ways to not have to stop twice when getting on the freeway. (Turning north from the west side on Cortaro)
114283120034	Mar 31 2023 01:32 PM	Widening Tangerine and more traffic lights. A separate lane for bikes all over. Bikes make it dangerous for us to get around them.
114283120313	Mar 31 2023 01:29 PM	Reconstruct Cortaro Farms i10 exchange and widen Thornydale road to 2 lanes each way up to Tangerine.
114283090458	Mar 31 2023 12:54 PM	I would like to see improvements to traffic interchanges with I-10, especially Cortaro Road. I would also like to see better drainage on roads, so they don't have water running over them and washing out roads during Monsoon season.

114283051660	Mar 31 2023 12:36 PM	1. A light and crosswalk at the QT at Tangerine and Rillito Village trail intersection 2. Sidewalks, walking trails and sufficient street lights that start at the intersections of Sanders Rd & Moore Rd, Sanders Rd & Barnett Rd & Sanders Rd & Grier Rd. Also, down Sandario from Moore Rd to the round-a-bout. 3. For God Sake make the responsible party fix and smoothen Avra Valley road from I-10 to Sanders. You need ear plugs to travel the road with all the road noise. 4. Better Street lighting and signage at Avra Valley & Sander's road. 5. Widen or make into a 4 lane Barnette Rd at Sandario down to the Frontage Rd 6. Do something different to eliminate the congestion and confusion exiting from the McDonalds side street onto Sandario. 7. If Marana and Oro Valley are going to continue to grow at this pace, be proactive and work together to build a Belt-loop or highway to quickly get you from the i-10 Tangerine Exit to Tangerine & Oracle
114283068349	Mar 31 2023 12:30 PM	Keep up on paving.
114283063162	Mar 31 2023 12:25 PM	Bike lane on Linda Vista
114283044473	Mar 31 2023 12:06 PM	More police patrolling roads. People need to learn the rules of the road. Slow down
114283036422	Mar 31 2023 11:56 AM	Improve the quality of the road surface when repaving, address potholes immediately with quality product.
114283021657	Mar 31 2023 11:41 AM	an additional exit off Dove Mountain you have a disaster waiting to happen
114283014687	Mar 31 2023 11:32 AM	More lanes of travel, no more single lane roads. More designated turn lanes into residential communities. Bridges over the railroad tracks.

114282959389	Mar 31 2023 10:40 AM	Cortaro and I-10. Traffic Light timing. Side streets with lights should not get automatic green lights when there are more cars on main street
114282955659	Mar 31 2023 10:37 AM	Repave and make high traffic interchanges more manageable
114282933896	Mar 31 2023 10:20 AM	Bicycle pathways off main road. Back thru roads like Tres Aroyos be maintained better
114282915432	Mar 31 2023 10:05 AM	Would love to see the frontage road connect to the freeway at tangerine, especially with increasing trucks on the road due to shamrock foods center
114282904217	Mar 31 2023 09:54 AM	CORTARO OVERPASS
114282882769	Mar 31 2023 09:30 AM	Widen Thornydale Rd between Tangerine and Cortaro Farms
114282873137	Mar 31 2023 09:25 AM	Improvement of traffic flow and a second major access intersection to Walmart and Arizona Pavillions on Cortaro.
114282876022	Mar 31 2023 09:23 AM	Easier access to public transportation
114282871179	Mar 31 2023 09:18 AM	Widen Thornydale
114282867705	Mar 31 2023 09:17 AM	Increased surveying of road conditions, especially after weather events and/or on roads that have high volume or high gross vehicle weight (cement trucks, etc)
114282866706	Mar 31 2023 09:14 AM	Cortaro and I10 needs significant improvement because of the high volume of traffic and the congestion gets very frustrating
114282844461	Mar 31 2023 08:52 AM	Cortaro farms I10
114282839460	Mar 31 2023 08:48 AM	Improved and added highway interchanges.
114282831167	Mar 31 2023 08:40 AM	Cortaro Road at I-10. Gotta make that railroad overpass like Twin Peaks.
114282826032	Mar 31 2023 08:36 AM	Cortaro Rd I-10 overpass like Ina Rd Reconstruct Magee from Thornydale to Cortaro-Shannon-Magee
114282825043	Mar 31 2023 08:33 AM	Maintenance, and upkeep of existing roadways.
114282793784	Mar 31 2023 08:03 AM	Freeway on/off safety. Wider lanes on freeway ramps. Less congestion due to trains & trucks. Another exit on Moore road. Modernize the Marana rd exit.
114282792013	Mar 31 2023 08:02 AM	Don't be Tucson and not plan ahead for.road repaving maintenance.....thornydale took way too long. Work with the state now for all future growth so that freeway intersections can start being upgraded before the growth hits....i.e. should have done cortaro and tangerine freeway intersections years ago....you know that Marana freeway intersection will be needing it so work on it now.

114282766374	Mar 31 2023 07:37 AM	Completely redesigned I-10 & Cortero Rd intersection in all directions. Next, fix the I-10 & Tangerine intersection in all directions, this is going to be the hub of Marana with all the new businesses being built. It will soon be completely overrun with semi trucks and residents of Gladden Farms, it's a nightmare waiting to happen.
114282763952	Mar 31 2023 07:33 AM	Better exits for tanerome and marana road Comtaro looks like a lost cause
114282756516	Mar 31 2023 07:30 AM	Better upkeep
114282742924	Mar 31 2023 07:19 AM	Less congestion at Cortaro/I-10
114282699440	Mar 31 2023 06:28 AM	Traffic light congestion, specifically traffic on cortaro.
114282696278	Mar 31 2023 06:26 AM	Safer bike/car lanes. It seems some bikers spread into the road rather than staying in the bike lane.
114282670291	Mar 31 2023 06:00 AM	Cortaro and I10 interchange needs to be fixed. Possible double turn lanes onto I10, better signal control and railroad overpass.
114282635766	Mar 31 2023 05:23 AM	Tangerine is about to be a mess at I-10. Cars exiting westbound are now stacking up on freeway in an unsafe area. It is inly a matter if time before there is a bad wreck. Needs 2 turn lanes onto freeway eastbound. The West exit is too short for the congestion here into Gladden with new growth, which will only be exacerbated by addition of Shamrock and the new warehouse space which is a horrible addition. Also, Tangerine should be focus for growth, not old Marana Rd. We need to figure out some improvements for east/west options through twin peaks /Thornydale etc in the future.
114282578313	Mar 31 2023 03:47 AM	Interchange at freeways and widening of Tangerine and Thourneydale.
114282572336	Mar 31 2023 03:37 AM	Construction on singular projects not taking so long to complete.
114282509344	Mar 31 2023 01:34 AM	More roundabouts, especially in new developments (Gladden Farms).
114282494991	Mar 31 2023 01:05 AM	The major points of traffic congestion center around the tangerine and sandario freeway interchanges, which need expansion since the amenities and therefore traffic at those intersections have increased dramatically. Additionally, zillow rates the houses near sandario as 100% vehicle dependant, it would be nice to see large bike/pedestrian paths like those in oro valley, especially connecting the large neighborhoods to downtown Marana, as that area continues to develop
114282489040	Mar 31 2023 12:50 AM	Access and connectivity
114282463386	Mar 30 2023 11:49 PM	Find a fix for the Cortaro I-10 interchange. But given the development that was allowed so close to I-10, this seems like a civil engineering challenge.

114282439291	Mar 30 2023 10:46 PM	Improvement at Cortaro I-10 interstate to decrease congestion and improve railroad interruptions to traffic.
114282438973	Mar 30 2023 10:43 PM	Connect Dove Mountain RD to Marana Exit area
114282435537	Mar 30 2023 10:34 PM	I 10 exits improved at tangerine, Marana sba cortaro. and railroad overpasses built
114282433975	Mar 30 2023 10:29 PM	E bike accessibility
114282433293	Mar 30 2023 10:27 PM	Bicycle lanes
114282419039	Mar 30 2023 09:47 PM	Thornydale
114282402632	Mar 30 2023 09:01 PM	Over pass at I-10 and Cortaro Farms to go over railroad tracks Resurface the crumbling roads
114282401602	Mar 30 2023 08:57 PM	widen road ways
114282401596	Mar 30 2023 08:57 PM	Less reliance on cars.
114282401082	Mar 30 2023 08:56 PM	Widening of Ina and reduced congestion around Cortaro and Arizona Pavillion
114282397927	Mar 30 2023 08:47 PM	Older roads like thornydale are falling apart and need to be reconstructed for safety. Also widened
114282395662	Mar 30 2023 08:41 PM	Improved public transportation
114282391851	Mar 30 2023 08:30 PM	The Cortaro and I-10 intersection and Marana Rd and I-10 improved.
114282376081	Mar 30 2023 07:56 PM	Planned communities with retail, restaurant, shopping schools to reduce traffic, congestion and pollution . Marana is using 20 year old planning schemes and it is making it soulless
114282376706	Mar 30 2023 07:55 PM	Congestion Cortaro to AZ Pavilions
114282374986	Mar 30 2023 07:52 PM	Separated bike paths
114282374039	Mar 30 2023 07:50 PM	all in all I think it's great unlike Tucson that sucks
114282373794	Mar 30 2023 07:49 PM	Sandario and Picture Rocks Rds to be better maintained. Sometimes months go by before a pothole is fixed and it is too dangerous to take a photo of the pothole to report.
114282373270	Mar 30 2023 07:47 PM	Marana rd and I-10 needs help
114282372935	Mar 30 2023 07:46 PM	Tangerine and I 10
114282372320	Mar 30 2023 07:45 PM	Overpass on cotaro and also tangerine.
114282371775	Mar 30 2023 07:44 PM	Cortaro and I-10
114282363255	Mar 30 2023 07:25 PM	Cortaro intersection and pot holes fixed
114282362246	Mar 30 2023 07:22 PM	Walkways. Public transportation.
114282350302	Mar 30 2023 07:05 PM	Modernize Cortaro & Avra Valley Interchanges; upgrade Avra Valley Rd; construct Sunset Dr. Connector; finish Silverbell widening; finish Tangerine upgrade to I-10 interchange; and connect Orange Grove to Silverbell.

114282352015	Mar 30 2023 07:05 PM	Less cars, means less people allowed from moving into Marana & will save Marana money

114282293311	Mar 30 2023 05:07 PM	Making turning lanes down town Marana. Also making more two line roads like tangerine road!
114282289930	Mar 30 2023 05:00 PM	Would love to see a traffic light at the Marana exit off of I-10. As it grows more out here traffic will become a nightmare. Also would love to see Cortaro have traffic cross over the railroad with an overpass.
114282286448	Mar 30 2023 04:51 PM	Moore rd. I-10 ON/OFF Ramp Frontage road north of tangerine fixed.
114282282662	Mar 30 2023 04:45 PM	Widen Thornydale, Widen Tangerine to I-10, repair and maintain the roads throughout Marana.
114282281944	Mar 30 2023 04:43 PM	Improve congestion at I10/Cortaro
114282281808	Mar 30 2023 04:42 PM	Interchange Improvements at I-10
114282277371	Mar 30 2023 04:37 PM	The exiting off ramp at I-10 and Tangerine westbound regularly has about 10 vehicles parked on the freeway shoulder waiting to get on the off ramp during rush hour. It's very dangerous since the high rate of traffic is coming by. They need two lanes of traffic to exit the freeway.
114282278339	Mar 30 2023 04:36 PM	Extend Dove Mountain Blvd west towards I 10
114282277616	Mar 30 2023 04:35 PM	The roads in place now need to be maintained, first.
114282269752	Mar 30 2023 04:20 PM	More handicap parking with available ramps
114282264764	Mar 30 2023 04:09 PM	Railroad overpass on Cortaro and I-10
114282261432	Mar 30 2023 04:06 PM	Speed control enhancements
114282260752	Mar 30 2023 04:03 PM	Maintain roads that's it! Widen the street in town!!!!
114282255674	Mar 30 2023 03:56 PM	The mess that has been made of Avra Valley road NEEDS to be fixed. It causes excessive wear and tear, makes it harder to control vehicles, and is overall a horrific experience to drive since the asphalt was torn up. The Avra Valley on ramp to I-10 is terrifyingly unsafe with so many truckers using the uphill on ramp to merge with freeway traffic that is going 75 mph. Trucks should not be allowed to use the on ramp as is
114282252074	Mar 30 2023 03:51 PM	The Walmart in Karana, the excess of traffic, and the underpass, a Cortaro, and I 10
114282252226	Mar 30 2023 03:46 PM	New roads other than marana
114282249947	Mar 30 2023 03:42 PM	No more growth
114282245066	Mar 30 2023 03:37 PM	Safer roads, more access to I-10.
114282240909	Mar 30 2023 03:34 PM	Improved timing of signal lights, and address the traffic mess on Cortaro. There needs to be a way to increase the means to enter and exit the Walmart shopping area.
114282242525	Mar 30 2023 03:33 PM	Repave roads where needed

114282242868	Mar 30 2023 03:31 PM	More traffic control. Way to many individuals speed
114282243419	Mar 30 2023 03:31 PM	I-10 and Cortaro fix it.
114282241339	Mar 30 2023 03:30 PM	The intersection of Wade and Ina
114282240182	Mar 30 2023 03:26 PM	I-10 and Cortaro underpass.. very dangerous
114282239030	Mar 30 2023 03:25 PM	Connectivity that would include all surrounding communities by constructing a more complex freeway system similar the Phoenix metro area.
114282236071	Mar 30 2023 03:22 PM	Widen Tangerine to four lanes from Dove Mountain to I10, Extend Dove Mountain Blvd to the Adonis Rd
114282237049	Mar 30 2023 03:21 PM	Cortaro and railroad.. an overpass would be nice Avra Valley on-Ramp going East bound... All those big trucks cannot get up to speed entering the highway. Very dangerous and scary
114282234898	Mar 30 2023 03:17 PM	I 10 cortaro ramps rebuilt to pass over I 10 and train tracks
114282228626	Mar 30 2023 03:16 PM	Improved access around Dove Mountain K-8. We live at the north end of Tortolita (off of the roundabout at Tortolita and Moore) and it would be nice to have another option to get to the school. If there was a pedestrian/biking path through the neighborhood to get from our development to Dove Mtn K-8 without having to go straight down Tortolita to Moore, then right to the school (also, a bike/ped path along Moore would be awesome).
114282233188	Mar 30 2023 03:14 PM	Safe roads for bicycles and motorists. As it expands, Public transportation as well.
114282230768	Mar 30 2023 03:11 PM	Something done about the Marana Rd I /10 area. That area can be very congested at certain times.
114282231843	Mar 30 2023 03:10 PM	Congestion is the biggest challenge.
114282229303	Mar 30 2023 03:09 PM	Better maintenance, better traffic flow at the I-10 Cortaro Interchange and more sidewalks that connect the city. Sidewalks are always a nice addition to any community.
114282228969	Mar 30 2023 03:06 PM	Grade separated interchanges at Tangerine and Cortaro. Moore Road interchange, connection to Dove Mountain.
114282226820	Mar 30 2023 03:05 PM	Widen And straighten Twin Peaks through and beyond Rattlesnake Pass at least to the new roundabout.
114282224316	Mar 30 2023 02:59 PM	Holes in Pavement fixed without making them into a speed bump.
114282223327	Mar 30 2023 02:58 PM	Widen Twin Peaks between Sandario and Silverbell. Overpass at Cortaro-I-10. Connect Dove Mountain area to I-10. Overpass at Tangerine and I-10.

114282221628	Mar 30 2023 02:56 PM	Improvement to I-10 and Cortaro. Addition of a center lane on Linda Vista from Thornydale to the Premium Outlets
114282211369	Mar 30 2023 02:42 PM	Cortaro and tangerine, Marana interchange
114282212187	Mar 30 2023 02:40 PM	Cortaro Road/I-10 intersection!
114282209411	Mar 30 2023 02:38 PM	Another access road to Dove Mtn area, other than exixting Dove Mtn Blvd.
114282207715	Mar 30 2023 02:35 PM	I-10 Tangerine Interchange cannot support the current traffic flow.
114282203832	Mar 30 2023 02:30 PM	• Dedicated, isolated bike/pedestrian lanes (i.e. a raised curb between vehicular and bike/ped traffic). • Wider corridors with dedicated turn lanes and higher speed limits.
114282198472	Mar 30 2023 02:23 PM	I-10 access
114282193514	Mar 30 2023 02:16 PM	Thornydale Road widening with bike lane and multipurpose trail
114282191103	Mar 30 2023 02:14 PM	Make bicycling in Marana safer, and connect public transportation, ideally railways to Tucson and Oro Valley. Create more walkable spaces within the town and connect to existing trail networks
114282188664	Mar 30 2023 02:11 PM	Road maintenance for sure.
114282186648	Mar 30 2023 02:07 PM	I 10 at Cortaro
114282178805	Mar 30 2023 01:58 PM	All highway exist and entrances.
114282169546	Mar 30 2023 01:48 PM	Railroad overpasses at Cortaro/I-10 and Tangerine/I-10. Street lights to aid in congestion on Tangerine, west of I-10.
114282168350	Mar 30 2023 01:46 PM	The underpass road on cortaro.
114282164082	Mar 30 2023 01:42 PM	Overpass at cortaro and I10
114282161616	Mar 30 2023 01:38 PM	Extend Moore Road to I-10 and add exit. This would decrease trafic at Tangerine exit.
114282161463	Mar 30 2023 01:37 PM	STREET LIGHTS!
114282159147	Mar 30 2023 01:35 PM	Cortaro I-10 interchange. Better public transport, walkability, and safe bike lanes.
114282157013	Mar 30 2023 01:32 PM	More options to get places
114282155025	Mar 30 2023 01:30 PM	overpass for railway at Cortaro and 1-10, reduce congestion around the Cortaro area
114282155745	Mar 30 2023 01:30 PM	Add a light for the Ina onramp to control traffic merging onto i10. After the construction for the ina exit completed, traffic is considerably worse than before.
114282001090	Mar 30 2023 01:12 PM	CORTARO OVERPASS!!!!!!!

114282127273	Mar 30 2023 12:58 PM	I-10 and Cortaro interchange.
114282126991	Mar 30 2023 12:57 PM	Cortaro at I10
114282120320	Mar 30 2023 12:49 PM	Cortaro intersection
114282114881	Mar 30 2023 12:43 PM	Thornydale from south from Tangerine
114282109854	Mar 30 2023 12:37 PM	Rebuild Cortaro and I10 interchange
114282103948	Mar 30 2023 12:31 PM	Cortaro and I-10 with out a doubt.
114282099900	Mar 30 2023 12:30 PM	Generally Marana does a good job. Certainly better than Tucson. Maybe more bike lanes especially on rural stretches, and connections to the Loop.
114282103067	Mar 30 2023 12:30 PM	Complete Loop link from Gladden farms to Avra Valley. Finish paving Avra Valley Rd by airport, better, longer-lasting road repairs (not "lowest bidder" garbage work).
114282101141	Mar 30 2023 12:28 PM	Connection from silverbell rd to orange grove rd
114282100383	Mar 30 2023 12:27 PM	More bicycle/walking paths
114282100284	Mar 30 2023 12:26 PM	Fix Cortaro rd at I 10
114282095734	Mar 30 2023 12:22 PM	Cotaro
114282090167	Mar 30 2023 12:16 PM	I-10 at Cortaro overpass is a MUST!!! With all the new businesses and housing in that area it's only getting worse and worse
114282085474	Mar 30 2023 12:11 PM	I-10 and Cortaro intersection being redone and including a railway overpass. Widening and improving of Linda Vista from Twin Peaks to Thornydale.
114282076093	Mar 30 2023 12:00 PM	Wider roadways
114282069697	Mar 30 2023 11:53 AM	Maintenance and bicycle paths
114282065717	Mar 30 2023 11:49 AM	I-10 Marana rd/I-10 Cortato Rd and I-10 Tangerine improvements
114282063040	Mar 30 2023 11:45 AM	Roads improved pavement
114282061289	Mar 30 2023 11:44 AM	Roundabouts so traffic doesn't get backed up.
114282061437	Mar 30 2023 11:44 AM	Railroad overpass at Cortaro
114282054541	Mar 30 2023 11:42 AM	Expand I-10 frontage road on east side of interstate to accommodate two way travel all the way from Marana Rd to Tangerine Rd.
114282054668	Mar 30 2023 11:39 AM	We need fewer policy. They slow traffic, interrupt people's days, and they tend to drive distracted and drift around in their lanes.
114282056086	Mar 30 2023 11:38 AM	Repave roads. Patching pot holes is NOT working!

114282045243	Mar 30 2023 11:31 AM	Tram-trains to connect Marana altogether as well as connecting Oro valley. This solution would eliminate our reliance on car to get to basic places that doesn't require cars. Like from home to the Mall, or Home to school. This will reduced the over all unnecessary congestion on the roads, thus increasing safety and a better quality of living for residence. This would overall be the best solution to public transportation. I would love for marana to become the best example in a pedestrian friendly city.
114282046417	Mar 30 2023 11:30 AM	Addressing the need for future growth by making roads wide/ multiple lanes to begin with. Much like phoenix Valley. Not like Tucson.
114282041290	Mar 30 2023 11:23 AM	Overpass at cortaro. Or someway around the railroad
114282036940	Mar 30 2023 11:19 AM	Add bike paths
114282032182	Mar 30 2023 11:18 AM	I would like the bike trail that runs parallel to Tangerine to have underground passage for bikers and walkers at all the intersections. Waiting for people to cross disrupts traffic during peak travel hours and makes things unsafe for everyone.
114282033593	Mar 30 2023 11:16 AM	Improved roads, better flowing of traffic lights need to be adjusted to flow of traffic on highly traveled intersections
114282032702	Mar 30 2023 11:14 AM	On ramps onto I-10 plus more lanes to accommodate increasing congestion from so much building.
114282026206	Mar 30 2023 11:08 AM	Cortaro/I-10 interchange
114282015996	Mar 30 2023 11:00 AM	I live in Oro valley and would like to see a way to travel to Marana without having to stop at a freeway intersection. It would be nice to bypass the freeway so there's a peaceful flow between cities.
114282016936	Mar 30 2023 10:58 AM	NO TOUR DE TUCSON!!!!
114282014438	Mar 30 2023 10:56 AM	Widen Thornydale up to Tangerine
114282002698	Mar 30 2023 10:44 AM	I10 n cortaro
114281998309	Mar 30 2023 10:43 AM	Cortaro and I-10 is a mess and should be top priority, next would be 1-10 and Marana Rd. There are too many roadways with the new businesses and it's confusing to people not familiar with the area.
114281990204	Mar 30 2023 10:33 AM	Widen Thornydale from Cortaro to Tangerine, Railroad overpass at Cortana and I-10
114281990807	Mar 30 2023 10:32 AM	A bunch! Less congestion for one.
114281987897	Mar 30 2023 10:30 AM	Marana/I-10 intersections, Cortaro/I-10, Tangerine/I/10
114281987418	Mar 30 2023 10:30 AM	Better protection for bike lanes. There are too many vehicle/bicycle accidents and near misses.
114281977683	Mar 30 2023 10:20 AM	Overpass over railroad crossing at Cortaro & I-10 and at Tangerine and I-10.

114281974835	Mar 30 2023 10:17 AM	Preserve 2 lane neighborhood roads by redirecting traffic on to larger, faster roads. For example, Ina West of Silverbell should be protected from too much traffic by diverting traffic farther north on Silverbell and then using those roads to get to Picture Rocks and environs.
114281974365	Mar 30 2023 10:14 AM	Bridge on Cortaro that goes over I10 and the train tracks.
114281971365	Mar 30 2023 10:12 AM	Stop putting traffic lights so close together and having them run on different cycles (IE: green light and stop 500 feet later at a red light). It just seems to create more traffic and angry drivers. Also, there needs to be another way to access Arizona Pavillions other than just from Cortaro. Just building a road that would go through to Ina would help.
114281970242	Mar 30 2023 10:12 AM	Review the traffic flow at major intersections and adjust the traffic lights.
114281965992	Mar 30 2023 10:10 AM	Better traffic control. For instance the Cortaro Farms I-10 intersection. Sometimes traveling East or West bound on Cortaro Farms the green arrow is on, but by the time you get to it (from the light being red at the start of the intersection) it turns red. Letting it stay green for 30 seconds before allowing the other traffic to go would improve the flow and cars blocking the intersection under the freeway. See Speedway and Broadway at I-10.
114281969205	Mar 30 2023 10:09 AM	Cortaro Road overpass
114281957738	Mar 30 2023 10:00 AM	Pave roads that need paving. Stop spending money on roads that don't need to be fixed
114281951112	Mar 30 2023 09:54 AM	I-10/Cortaro interchange rebuilt with single point traffic control. Ina/Cortaro intersection rebuilt with signalization and lighting. Twin Peaks Rd west of Silverbell needs to be widened to 4 lanes and lighting added. Use of roundabouts needs to be greatly expanded.
114281953377	Mar 30 2023 09:52 AM	Repair/Repave the roads, stop wasting money on overpasses.
114281950799	Mar 30 2023 09:51 AM	More bike/walk paths. Better I-10 exits and overpasses. Cortaro and Silverbell traffic congestion solutions.
114281950380	Mar 30 2023 09:51 AM	Flow along the Thornydale corridor between Ina and Orange Grove could be better, which might alleviate some pressure on Ina Road. The west leg of Horizon Hills needs to be widened. Grade separating Cortaro Road at the railroad tracks is also critical.
114281950764	Mar 30 2023 09:50 AM	Better movement of traffic thru Cortaro & I-10 intersection

114281947664	Mar 30 2023 09:49 AM	The I-10 and Cortaro interchange desperately needs to be reconstructed to be like the I-10 and Twin Peaks, and I-10 and Ina interchanges. It is too busy and very unsafe in its current state with the amount of traffic crossing the busy train tracks.
114281947908	Mar 30 2023 09:48 AM	I'd like to see more use of culverts to help with drainage. Also would like Orange Grove Road to be continuous from interstate 10 to Anway road.
114281948636	Mar 30 2023 09:48 AM	Cortoro
114281947183	Mar 30 2023 09:48 AM	Any SEPARATE roadway for bicyclists would be a huge safety plus. Drivers can not see or hear bicyclists in car lanes, or anticipate their individual motives
114281943632	Mar 30 2023 09:42 AM	I 10 and Cortara
114281936489	Mar 30 2023 09:38 AM	Fix the traffic lights so that 12 cars are not waiting for the light to change when there is no traffic
114281938515	Mar 30 2023 09:36 AM	Cortero and tangerine at the I10 are a mess.
114281936003	Mar 30 2023 09:35 AM	Speed control.
114281936405	Mar 30 2023 09:35 AM	More walking paths
114281932387	Mar 30 2023 09:29 AM	Cortaro/RR overpass
114281929368	Mar 30 2023 09:27 AM	Cortaro/ I10. I find it hard to believe that this intersection wasnt in the last decade of planning. I'm absolutely flabbergasted that TOM is allowing additional construction to proceed in areas that would be needed to construct a proper interchange.
114281922574	Mar 30 2023 09:21 AM	New Overpass at Cortaro Road and Tangerine to avoid train traffic.
114281922215	Mar 30 2023 09:19 AM	Cortaro and I-10 interchange and improved egress to Costco blvd to thornydale
114281918629	Mar 30 2023 09:17 AM	Tangerine and I10 & Cortaro & I10 VERY CONGESTED!!! Railroad sucks and causes huge delay! No alternative routes to avoid traffic. You have 10,000+ homes and commercial lots and increase of traffic. Cortaro = no reason to spend 20 mins at a light, ever.
114281918471	Mar 30 2023 09:16 AM	Railroad overpass at Cortaro and Tangerine. Reduce congestion at Cortaro / I10, Ina / Thornydale and around Costco.
114281915151	Mar 30 2023 09:11 AM	I-10 & CORTARO OVER PASS.

114281904158	Mar 30 2023 09:03 AM	Cortaro and I-10, going from the west side of the freeway and trying to go north on I 10 is the worst. Frequently consider going silverbell to twin peaks instead of going through that interchange even though it takes longer. Also more connections between areas of marana besides the freeway. Expand Sandario near downtown marana to two lanes each way
114281902380	Mar 30 2023 09:02 AM	Interconnect pedestrian/bike paths with more neighborhoods. If we can't bike/walk to them from our neighborhood we can't use them.
114281903764	Mar 30 2023 09:00 AM	Fix potholes, repave/tar roads
114281897818	Mar 30 2023 08:57 AM	Widen Thorneydale and other 2 lane roads that carry higher volumes of traffic
114281894185	Mar 30 2023 08:56 AM	1. Tangerine I-10 entry need a down slope so truck drivers can enter at a safe speed. Needs widened for exiting off the freeway. Every time going home, off ramp is backed up to the freeway. Very unsafe. The amount of bigger trucks using the on and off ramp has become very unsafe. They can barely get up to 40mph getting on the freeway. 2. Big trucks are also having issues getting onto main roads (Tangerine) 3. Marana I-10 exits/ entry need lights and on Marana rd turning lanes to businesses 4. Tangerine and Fromtage rd need a light
114281889360	Mar 30 2023 08:51 AM	Fix the Cortaro-I-10 corridor. From Hartman to Courtney Page.
114281894961	Mar 30 2023 08:51 AM	Better street lighting
114281879458	Mar 30 2023 08:40 AM	A straight road through the monument
114281882063	Mar 30 2023 08:39 AM	Increase capacity at I-10/Tangerine interchange. Install railroad overpass at Cortaro and Tangerine.
114281867207	Mar 30 2023 08:38 AM	There's a lot of congestion getting on the freeway. Make the roads wider.
114281879670	Mar 30 2023 08:38 AM	Connect Dove Mountain North to 1-10
114281879283	Mar 30 2023 08:37 AM	Improved accessibility from interstate 10 to marana roads. Separate routes for semi trucks.
114281873685	Mar 30 2023 08:31 AM	Stop growing until transportation is improved.
114281872993	Mar 30 2023 08:31 AM	East side exit at pinal Air Park overpasse
114281873903	Mar 30 2023 08:30 AM	Light rail options

114281860013	Mar 30 2023 08:29 AM	Soften the transition from horizontal to slopped at the North end on the bike trail under N Cortaro Rd. The current transition is very sharp and in a curve (very different from all other transitions on the loop). The scraps in the concrete are evidence of several bicycles getting air and crashing. This transition caught be by surprise as well. I'm thankful I had a new helmet, which did its jobs. The signage was faded yellow paint on light gray concrete. Very hard to see. The word "SLOW" in black paint would be more effective.
114281872079	Mar 30 2023 08:28 AM	Right turn lanes on Ina from I-10 to Oracle
114281868752	Mar 30 2023 08:25 AM	Increase bike lanes.
114281864862	Mar 30 2023 08:23 AM	Improved traffic control at Cortaro and I-10, widening of or right turn lanes onIna from I-10 to La Cañada
114281863648	Mar 30 2023 08:21 AM	Change the cataro intersection
114281860741	Mar 30 2023 08:18 AM	Improve roads too many are degrading and unsafe. Provide barriers for animals too many get hit
114281858186	Mar 30 2023 08:14 AM	Eliminate bike lanes
114281840777	Mar 30 2023 08:04 AM	fix/replace worn out roads & streets, improve safety & flow of traffic on most arterial roads. reinstate red light camera's, provide more aggressive measures for speeders..TOO MANY DRIVERS IGNORE SPEED LIMITS, DANGEROUS & AGRESSIVE DRIVING. Not enough enforcement!
114281847275	Mar 30 2023 08:04 AM	Reconstruct interchanges at Cortaro, Tangerine, and Marana
114281844774	Mar 30 2023 08:03 AM	Overpass at I-10 and cortero. Decreased congestion at Tangerine exit from I-10. Decreased vehicle excursions by commercial traffic upon passenger vehicles.
114281843722	Mar 30 2023 08:01 AM	Dove mtn Blvd only ONE road in/out. Major congestion as more and more homes are being built.
114281843094	Mar 30 2023 08:00 AM	New interchanges at I-10 and Cortaro, Tangerine, and Marana
114281841517	Mar 30 2023 07:59 AM	1-10 and cortaro. Both congestion at the intersection and the road conditions turning right onto the frontage road on the east side of the highway.
114281838130	Mar 30 2023 07:54 AM	Cortaro and i10 intersection
114281827987	Mar 30 2023 07:52 AM	An overpass or underpass for the train tracks
114281834674	Mar 30 2023 07:51 AM	My main concern is congestion at I-10 with train crossings. I think this needs to be a focus and needs to be prioritized by the town in your discussions with ADOT
114281830466	Mar 30 2023 07:46 AM	Sandario and Marana Main area and I 10 and cortaro
114281823484	Mar 30 2023 07:38 AM	Linda Vista road expansion to four lanes!!! I-10/Cortaro Rd intersection improvement.

114281822157	Mar 30 2023 07:36 AM	widen Ina from Silverbell to Wade
114281819085	Mar 30 2023 07:33 AM	speed enforcement
114281816269	Mar 30 2023 07:32 AM	Please make a turn lane on twin peaks at Saguaro Bloom. Putting in that new housing without updating the traffic flow was just plain negligent.
114281813933	Mar 30 2023 07:29 AM	Tangerine to 6 lanes
114281807118	Mar 30 2023 07:22 AM	Separated bike/pedestrian paths. Increased passive traffic calming structures in key areas. Traffic circles.
114281806888	Mar 30 2023 07:20 AM	I10 cotaro
114281799791	Mar 30 2023 07:13 AM	I10 and Marana ramps
114281787160	Mar 30 2023 07:10 AM	We need a smooth Sandario bypass to go around the area where it's blocked by the subdivisions and then the airport going down towards Picture Rocks and points south.
114281797898	Mar 30 2023 07:10 AM	Cortaro at I10. The entire roadway needs to be redone.
114281798507	Mar 30 2023 07:10 AM	Cortaro Road!
114281791598	Mar 30 2023 07:03 AM	fix I-10/cortaro rd so no stopping for trains.
114281781998	Mar 30 2023 06:53 AM	Off road bike paths along roadways.
114281779199	Mar 30 2023 06:50 AM	Cortaro Rd needs elevated train pass. Dove mtn Blvd has only ONE way in and out, deadly if ever an emergency.
114281774919	Mar 30 2023 06:47 AM	Blue bonnet should be arterial Cortaro and I'10 Hi
114281770570	Mar 30 2023 06:40 AM	Better intersection and overpass at I-10 and tangerine
114281757489	Mar 30 2023 06:30 AM	a) By-pass or other option for drives from the north and north-eastern part of the metropolitan area (northern areas west of Sabino Canyon Rd) to access I-10 westbound without all the stop lights and congestion. b) Improvements for east-west traffic flow in Tucson would reduce congestion in Marana.
114281760202	Mar 30 2023 06:28 AM	I_10 & Cortaro crossing by far is the greatest challege, trains are increasing and growth as well to the area.
114281755922	Mar 30 2023 06:25 AM	Reconstruct Marana interchange, Tangerine interchange and Cotaro interchange at I-10 to go over railroad tracks.

114281751291	Mar 30 2023 06:19 AM	Clean roadways, easy access points to new facilities/ warehouse that are planning to be open without congesting the road where it leads to subdivisions.
114281749810	Mar 30 2023 06:14 AM	Safer exit onto silver bell from saguaro bloom community.
114281747620	Mar 30 2023 06:11 AM	i-10 and tangerine
114281741129	Mar 30 2023 06:03 AM	Cortaro and I-10 interchange
114281586953	Mar 30 2023 02:04 AM	I10 AND CORTARO
114281415591	Mar 29 2023 07:31 PM	Pedestrian road downtown. Make marana a place to park and walk. People and businesses will want to come. People will want to stop and take a break on I10.
114281372297	Mar 29 2023 06:07 PM	Marana/I-10 IT like Ina/I-10 IT. Increase advocation is needed with ADOT to prioritize Marana requirements as a urgent need!! As a MUST PAY/ as safely of life issue
114281032150	Mar 29 2023 10:32 AM	Pot holes taking care of on postvale and other roads leading to marana rd fwy entrance and exit. Reduce congestion on tangerine fwy entrance and exit.
114281005513	Mar 29 2023 10:03 AM	Road widening on Linda vista blvd. Toad widening of thornydale. Fill pot holes correctly. Separate bike lanes from roadways I. E curbs separating the street from the bike lane.
114279781732	Mar 28 2023 06:26 AM	New Cortaro/I-10 Interchange Bus from Mariana to U of A events/sports Do not extend Dove Mountain Blvd
114279056688	Mar 27 2023 11:43 AM	Cortaro/I10 improvements Tangerine/110 Improvement
114278917472	Mar 27 2023 09:37 AM	Marana Rd exit is dangerous. No stop light and too many roads funnel into a very small space. 4 on/off I-10 ramps and 5 frontage road on/off ramps in a space of 100 yards.
114278821666	Mar 27 2023 08:07 AM	Finish or redesign Tangerine Rd and I-10 intersection. Frontage road still bends 90 degrees west heading south before the intersection. Very inefficient use of frontage road.
114278352925	Mar 26 2023 06:10 PM	We need a tucson city highway loop
114278257728	Mar 26 2023 01:00 PM	First, construct Moore Rd interchange. Then work to improve/reconstruct Tangerine and Marana interchanges.
114278094787	Mar 26 2023 04:31 AM	Fix the pavement on Dove Mountain road
114277373027	Mar 24 2023 03:26 PM	New interchange bridge at I-10 and Tangerine Road
114277313967	Mar 24 2023 01:57 PM	improved pavement and and safer travel on the frontage roads.
114277061850	Mar 24 2023 09:13 AM	Pedestrian and bike paths

114277044848	Mar 24 2023 08:58 AM	Improved and/or additional highway interchanges.
114276629655	Mar 23 2023 09:05 PM	I think house numbers should be painted on sidewalks with reflective paint so they are visible
114276610704	Mar 23 2023 08:12 PM	Access to West end of Dove Mountain to/from I-10
114276592715	Mar 23 2023 07:33 PM	Maintain our existing roads!
114276584102	Mar 23 2023 07:14 PM	connect DMB back to Tangerine
114276580018	Mar 23 2023 07:10 PM	More trees in medians to reduce heat islands, more pedestrian walkways, HAWK crosswalks, preventing the congested blockage of roads near schools. The line of cars for pickup @Tein Peaks stretches back to Safeway. Why aren't students taking the bus
114276577196	Mar 23 2023 07:07 PM	Caters and I-10 intersection.
114276545692	Mar 23 2023 06:01 PM	Pavement quality is often poor to a dangerous degree. Resurfacing works well but more needs to be done.
114276510844	Mar 23 2023 05:00 PM	I-10 and Cortaro improved
114276472020	Mar 23 2023 03:48 PM	I10 - Cortaro Interchange must be revised
114276457153	Mar 23 2023 03:24 PM	expand lanes of frontage road finish expansion from Dove Mtn to I-10
114276442527	Mar 23 2023 03:03 PM	Cortaro and 10
114276413161	Mar 23 2023 02:17 PM	For the question about the ADOT controlled I-10 and Tangerine, here's what I wrote. This allows for a fast fix, at a reasonable cost (most expensive part would be hiring MPD officers for traffic control while everyone gets uses to the new setup. The biggest issue currently is the Tangerine and I-10 off ramp going North. If we can get ADOT to restrict the left lane to left turn only, and then change the right lane to an omnidirectional turn lane, that would alleviate a SIGNIFICANT amount of the backup on the exit between 4-6pm. It might even eliminate the problem entirely for a while, because it would allow almost double the amount of traffic to turn left, since that's the main cause of the backups. Other than that main problem, I haven't encountered significant issues.
114276382172	Mar 23 2023 01:37 PM	Repave Moore Rd to Oro Valley, connect Dove Mountain Blvd to the North, and Cartaro Farm I10 railway congestion
114276371444	Mar 23 2023 01:23 PM	More bike routes
114276356801	Mar 23 2023 01:05 PM	no left turns across divided highways and streets.
114276336422	Mar 23 2023 12:40 PM	bike lanes on Moore and at Thornydale

114276260364	Mar 23 2023 11:19 AM	See explanation in “other” of question #8. Plus expecting serious cyclist traffic (moving 15-25mph) to work around multiple pedestrian and dog or children hazards on pedestrian pathways is just dangerous and unacceptable for all concerned. Yet there are no safe wide cleaned shoulders that are continuous for serious cyclists.
114276257534	Mar 23 2023 11:08 AM	I am NOT in favor of connecting dove mountain blvd through pristine desert down to tangerine or I-10
114276236063	Mar 23 2023 10:44 AM	better traffic enforcement. zoning new communities so residents don't have to drive for services
114276199028	Mar 23 2023 10:05 AM	Moore Road East of The Highlands at Dove Mountain needs to be made smoother. It has way too many bumps and it is loud to drive on.
114276131994	Mar 23 2023 08:56 AM	More than one access roadway for Dove Mtn residents. Dove Mtn Blvd is not sufficient by itself, especially if evacuation was necessary
114275692702	Mar 22 2023 09:35 PM	Tangerine exit not long enough and is dangerous as your on the shoulder of the freeway also Marana exit has to much traffic needs traffic lights needs a new under pass like twin peaks
114274862036	Mar 22 2023 03:49 AM	Easier to get around, more exits on and off I-10
114274445453	Mar 21 2023 02:09 PM	Fix the roads and pave dirt roads. Need a traffic light at Avra Valley Rd and Clayton.
114274391211	Mar 21 2023 01:06 PM	fix the pavement on Avra Valley Road
114274097064	Mar 21 2023 07:52 AM	More walkways and bicycle paths
114273732187	Mar 20 2023 10:09 PM	I’d like to see some way to avoid the train tracks at Cortaro and I-10 since ADOT doesn’t seem to consider that a priority.
114273713953	Mar 20 2023 09:14 PM	San lucas neighbor hood needs something done to slow the congestion. The majority of San lucas neighbors refuse to let in other drivers from missile base frontage and both exits onto marana road. This causes major back ups. Especially if they are caught by a train. They will block the entire intersection when train is crossing tracks. Could only hope you address the issue.
114273683577	Mar 20 2023 07:48 PM	Sweep up the gravel, sand, dirt that exists in the roadway between the white line on the road and the curb. Dangerous for bike riders to ride on.
114273644777	Mar 20 2023 06:21 PM	Updated Over passes at Tangerine, cortaro and a new one at Moore road for more options.
114273624101	Mar 20 2023 05:40 PM	Don’t know
114273606181	Mar 20 2023 05:06 PM	Fill potholes, repave frontage Road and I-10

		Clean up trash along roads
114273595973	Mar 20 2023 04:46 PM	Improve I-10 and tangerine exit… own exit lane, change to avoid rail stops
114273566657	Mar 20 2023 03:53 PM	Make another entrance/exit to Dove Mountain. Fire is very unpredictable and even though the Town has an evacuation plan mother nature may not cooperate.
114273318638	Mar 20 2023 10:38 AM	Cortaro & I-10 Interchange Thornydale from Orange Grove to Ina Ina from Camino de la Tierra to I-10
114273279783	Mar 20 2023 09:55 AM	Complete Cortaro Road intersection at I-10.
114273248362	Mar 20 2023 09:37 AM	On/off ramps, bridge etc. at Moore Rd. or another spot between Tangerine and the Marana exit. Also, an interchange at Tangerine and I-10 going over the tracks.
114273203408	Mar 20 2023 08:37 AM	The frontage road needs an update. This could easily provide a bike pathway is they were improved.
114273162240	Mar 20 2023 07:57 AM	Same as above
114273154464	Mar 20 2023 07:51 AM	Widening the road from Silverbell all the way to Marana High School. Include biking lanes. Too many to times I've seen bikers almost hit by vehicles because the there is no shoulder on a "shared" roadway.
114273128075	Mar 20 2023 07:22 AM	Cortaro is a nightmare it just the interchange. But down through the Arizona Pavillions and trying to get in and out of Fry's to head back to I-10
114273026848	Mar 20 2023 05:32 AM	Curbs and gutters in Honea Heights. We have waiting 30 plus years for sidewalks and pavement to connect to our driveways.
114273024742	Mar 20 2023 05:29 AM	Fix Cortaro/10 intersection. Train, light timing, congestion.
114272829741	Mar 19 2023 10:35 PM	Cortaro interchange, Tangerine interchange, and merger from Orange Grove onto I-10 (terrible traffic) in the morning.
114272795465	Mar 19 2023 08:55 PM	I10
114272782548	Mar 19 2023 08:20 PM	Have ADOT clean up I-10 medians and shoulders littered with trash in specific areas. There are parts of I-10 that are an embarrassment with the level of trash.
114272722886	Mar 19 2023 05:25 PM	More space for bikers
114272716913	Mar 19 2023 05:10 PM	Addition of more bike pathways in Dove Mountain
114272713879	Mar 19 2023 04:58 PM	I10 and Marana road exit is dangerous and very congested

114272682036	Mar 19 2023 03:08 PM	Thornydale enlarged (more Lanes) Ina pavement fixed, more signage of upcoming roads, Tangerine pavement fixed plus added lanes.
114272654804	Mar 19 2023 01:33 PM	Bridge over I-10 and railroad tracks at Tangerine!
114272638330	Mar 19 2023 12:43 PM	Improve the Tangerine & I-10 exit. Everyday starting at 4-6pm the traffic backs up to the right lane on the highway causing stopped cars to be on the right lane until the traffic light turns green and cars can advance. This is a HUGE safety issue that if not fixed in time will cause a detrimental preventable accident.
114272608853	Mar 19 2023 11:12 AM	The Tangerine/I-10 interchange and an overpass over the highway and the rail line appears to be hampered by the numerous buildings going in right next to Tangerine Rd. and the long term planning seems only to be approving every single new builder without considering congestion or purposeful use or water.
114272567194	Mar 19 2023 09:02 AM	The biggest issue currently is the Tangerine and I-10 off ramp going North. If we can get ADOT to restrict the left lane to left turn only, and then change the right lane to an omnidirectional turn lane, that would alleviate a SIGNIFICANT amount of the backup on the exit between 4-6pm. It might even eliminate the problem entirely for a while, because it would allow almost double the amount of traffic to turn left, since that's the main cause of the backups. Other than that main problem, I haven't encountered significant issues.
114272558818	Mar 19 2023 08:35 AM	smart traffic lights; uniformity of left turn arrows (leading v lagging)
114272540885	Mar 19 2023 07:44 AM	Both Tangerine and Marana exits. Need additional exit in between. Sandario Road from reservation to freeway needs help.
114272538589	Mar 19 2023 07:35 AM	Improved traffic control at 1-10 intersections. More bike lane space, as they imped onto the roadway. Fix poor road conditions.
114272537681	Mar 19 2023 07:31 AM	I ten entrance ramp off cortaro by ihop always makes my car skid
114272492225	Mar 19 2023 05:10 AM	Traffic lights on Tangerine coming off Crossroads and/or other streets east of Tangerine. Very dangerous turning left onto Tangerine.
114272417791	Mar 19 2023 12:40 AM	Roadway approaches to I-10 intersections to handle traffic better.
114272407609	Mar 18 2023 11:59 PM	I-10 entrance/ exits. Frontage road: why don't they connect with on ramps? Going up to Marana exit and Google tells you to turn to get to musd office and it's the on-ramp, not a Frontage road. And why is the Frontage road closed and re-routed so far from the freeway at tangerine on the west side of the freeway? Love to see that fixed

114272404533	Mar 18 2023 11:45 PM	Widening Moore from the I-10 freeway to Silverbell, Sandario Rd from Moore road to the I-10 interstate. I-10 overpasses needed at Tangerine, Cortaro, and Orange Groove. Also Marana must do a better job at removing the debris on the I-10 interstate that runs through Marana. It is embarrassing to see all the litter along the I-10 freeway. One solution would be to require all trucks to have tarps covering materials in the back of a truck civilian or commercial.
114272399759	Mar 18 2023 11:15 PM	Cortaro/ I-10, Tangerine /I-10 and Tangerine with all industrial growth
114272373193	Mar 18 2023 09:26 PM	1. Improvements in the congestion management at Tangerine exit. We need to get exiting cars off the highway so they're not stopped in queue, at risk of getting hit by 75mph traffic. 2. Four lanes for Tangerine Rd from QT at Tangerine exit all the way to Oro Valley. 3. An exit off I-10 at Moore road going westbound. The housing plans don't stop and there will only be more traffic with all the new housing development. Another exit would help alleviate the problems at Tangerine. 4. Complete the bike path from Gladden Farms to Avra Valley like it was approved years ago. 5. Also a road and bridge connecting mid-Gladden Farms to Avra Valley (probably just east of the airport) would be convenient.
114272370910	Mar 18 2023 09:09 PM	I-10 Cortaro
114272350880	Mar 18 2023 07:58 PM	Connecting both sides of Marana split by the I 10. Horrid traffic jam on Cortaro.
114272338534	Mar 18 2023 07:08 PM	Less semi and commercial trucks merging at 30 mph, traffic backs up on I 10 exit at Tangerine
114272292736	Mar 18 2023 04:21 PM	I10 and tangerine and I10 and Marana rd exits
114272292192	Mar 18 2023 04:18 PM	Expressways & overpasses
114272272739	Mar 18 2023 03:04 PM	More police to monitor traffic. When I drive through Oro Valley, I always see police presence.
114272261286	Mar 18 2023 02:22 PM	Cortaro badly needs a right turn lane to enter frontage/WB I10.
114272255691	Mar 18 2023 01:58 PM	Higher speed limit on Tangerine.
114272228782	Mar 18 2023 12:21 PM	Interchanges updated
114272213267	Mar 18 2023 11:34 AM	Upgrade tangerine and marana on/off ramps to alleviate congestion and train traffic. Will become more difficult as traffic increases with incoming industry and commercial businesses.
114272207475	Mar 18 2023 11:13 AM	Cortaro and I10 as well as Tangerine and I10

114272202643	Mar 18 2023 11:03 AM	On and off ramps into 2 lanes, (lots of older drivers don't get up to speed to get on 1-10) Expanding of Tangerine east of the railroad (big trucks slow traffic) Completion/ fixing access road
114272191780	Mar 18 2023 10:28 AM	Tangerine road widened all the way to dove mountain. A railway overpass Lights at major intersections in gladden farms area Maintain less traveled roads
114272187599	Mar 18 2023 10:13 AM	Less semis
114272185353	Mar 18 2023 10:08 AM	Tangerine/i10 and Cortaro/i10 congestion. Also too much industrial businesses being built at Tangerine/i10 where it’s been a long time residential area. The semis and work trucks are dangerous pulling out in front of people or not traveling at safe speeds onto highway, etc.
114272170403	Mar 18 2023 09:31 AM	Improve pavement conditions especially in older areas of town. Adding shoulders wide enough for bicycles. Improve congestion on Ina from I-10 to La Cholla.
114272156728	Mar 18 2023 08:54 AM	Tangerine and I-10 intersection. Now there are too many 18 wheelers and cement trucks trying to turn onto tangerine. They have no regard for other vehicles and will pull out in front of them because there is no other option. There needs to be a light right after the I10 and tangerine intersect on the west side by the Quick Trip. It is becoming extremely dangerous for all vehicles. If not a light then some other option needs to be put in place. It is only going to get worse with all the new construction and businesses that are coming.
114272150881	Mar 18 2023 08:37 AM	Railroad overpasses at Cortaro Farms and Tangerine road intersections with I-10.
114272148017	Mar 18 2023 08:31 AM	The tangerine exit off I-10 during rush hour is completely unsafe with people pulling into the shoulder because it’s backed up so much.
114272148150	Mar 18 2023 08:30 AM	Keep up with the growth..
114272147788	Mar 18 2023 08:28 AM	Exiting i10 onto tangerine
114272144994	Mar 18 2023 08:22 AM	Moore and the Frontage Road by the schools

114272139171	Mar 18 2023 08:08 AM	Interchange improvements. Realizing they are state owned and not a priority, we need to disallow development that will increase the traffic issues at the I10 interchanges, until improvements are made. I'm tired of the Town continuing to push the blame on the state, when the town has control of the pace and density of growth that leads to the increased traffic.
114272129886	Mar 18 2023 07:43 AM	Cortaro and Tangerine at 1-10 interchange. Cortaro is a DISASTER, and Tangerine will be soon
114272129252	Mar 18 2023 07:42 AM	More electronic signs noting your speed and the speed limit in the area
114272121379	Mar 18 2023 07:22 AM	I would like to see the Marana exit fixed BEFORE Tangerine. Since most people use Tangerine now, congestion would be horrendous at the current Marana exit if Tangerine shut down first. Just my opinion.
114272121061	Mar 18 2023 07:19 AM	I-10 and Cortaro interchange redone.
114272114924	Mar 18 2023 07:02 AM	Freeway interchanges
114272102584	Mar 18 2023 06:27 AM	We are happy with Marana. Understand that the freeways are part of ADOT but that area is my biggest challenge and concern.
114272100061	Mar 18 2023 06:20 AM	Wider roadways with sidewalks in all areas.
114272003538	Mar 18 2023 01:13 AM	The I-10 interchanges need overpasses
114271978889	Mar 17 2023 11:41 PM	Frontage road from Tangerine to Marana Road needs repaving (ADOT?). Silverbell from Coachline to Portland cement needs repaving (County) I-10 EB from Orange Grove to Ruthrauff needs repaved (ADOT)
114271973357	Mar 17 2023 11:18 PM	Less bumps
114271969901	Mar 17 2023 11:10 PM	Somehow change i10 and marana. The traffic goes in all diffrent directions by both gas stations.
114271969757	Mar 17 2023 11:05 PM	More connectivity, stoplights, safety features, improve potty maintained Ed roadways.crosstown expressway with light rail service

114271958871	Mar 17 2023 10:20 PM	Get a grip on the traffic at Tangerine and I-10 BEFORE it gets any worse, especially in the AM. Do something g about the stupid frontage road access from Tangerine as well, it's becoming very dangerous when people make a left turn into Tangerine from the frontage Road. Cortaro and I-10 is so hopeless I avoid the are all together, which is sad because I live in Gladden
114271956220	Mar 17 2023 10:06 PM	Having lived in cities where I could get anywhere I needed to quickly using public transit, I would like to see more services. As we grow car traffic will just get worse. With our aging population, having frequent and convenient public transit will allow older drivers options other than driving themselves.
114271954947	Mar 17 2023 09:59 PM	i-10 and tangerine over the rail road and stop lights at marana and i-10
114271954303	Mar 17 2023 09:58 PM	Improve I-10 interchange at Tangerine and Cortaro. Make safety improvements to alleviate congestion on Tangerine just west of I-10 at the QT and frontage road.
114271952266	Mar 17 2023 09:50 PM	I-10 and Tangerine intersection is going to be a big mess. Try to get the State to prioritize redoing that exchange. Cortaro is still a mess too.
114271951942	Mar 17 2023 09:48 PM	Access to I-10 from Moore Road.
114271950569	Mar 17 2023 09:43 PM	Fix the potholes on Postvale. Highway overpass at Tangerine & I-10.
114271948005	Mar 17 2023 09:35 PM	I-10 and tangerine on and off ramps. Cars are backed up on the freeway during commutes home and the influx of new homes/construction -more congestion and it will get worse with new developments.
114271945562	Mar 17 2023 09:22 PM	I-10/tangerine. Traffic at 5pm getting home is dangerous
114271944827	Mar 17 2023 09:20 PM	Remove debris in bike lanes more often. I have had several near accidents as a result of skidding on rock and gravel debris on Dove Mountain Road.
114271943740	Mar 17 2023 09:16 PM	i10 overpasses for train Better street planning and connectedness
114271942810	Mar 17 2023 09:11 PM	Less industrial businesses, better traffic control. More safety measures for construction/gravel trucks
114271940978	Mar 17 2023 09:06 PM	More lanes at oro valley/tangerine exit off I-10 due to growth of Gladden Farms. Lights at cortaro intersection need to be adjusted to provide better flow of traffic.
114271935725	Mar 17 2023 08:45 PM	More direct routes
114271922369	Mar 17 2023 07:58 PM	improve pavement conditions

114271919427	Mar 17 2023 07:52 PM	I-10 west needs immediate change. Cars are stopped on I-10 waiting for the light. I have personally been on the shoulder and almost got hit by a vehicle in the right lane.
114271914501	Mar 17 2023 07:35 PM	Better interchange at I10 and Tangerine. Better visibility pulling out onto Tangerine from neighborhoods, due to blockage from landscaping in median.
114271914403	Mar 17 2023 07:33 PM	I10 and Tangerine
114271898517	Mar 17 2023 06:44 PM	Fix the traffic light timing.
114271892963	Mar 17 2023 06:29 PM	See above
114271887837	Mar 17 2023 06:15 PM	Clayton Rd between Twin Peaks and Avra Valley. Yet ANOTHER roll over at the curve. Speed bumps maybe? There is an accident at least 1 a month at the same location. Also, there is trash everywhere since the dump was put in.
114271875029	Mar 17 2023 05:41 PM	Potholes!!!
114271872000	Mar 17 2023 05:32 PM	Cortaro I-10 interchange
114271859844	Mar 17 2023 05:04 PM	Dove Mountain Blvd is becoming extremely dangerous due to drivers not paying attention to speed limits and stop signs.
114271841546	Mar 17 2023 04:21 PM	Stop the community growth of homes and businesses. Preserve our open spaces.
114271834490	Mar 17 2023 04:05 PM	Dove Mtn Blvd and I10
114271823246	Mar 17 2023 03:49 PM	Twin Peaks should be widened west of Silverbell and traffic lights should be installed at either Saguaro Peaks Blvd or Saguaro Highlands Dr.
114271824525	Mar 17 2023 03:44 PM	Considerations for wildlife crossings due to proximity of Santa Cruz River to Tucson Mts.
114271823648	Mar 17 2023 03:43 PM	Thorneydale
114271814640	Mar 17 2023 03:23 PM	Widening of underpass roads to help with congestion, train overpasses, more public transportation options, safer bike and walking paths.
114271814393	Mar 17 2023 03:23 PM	Mandatory testing and temporary license for anyone driving in the city with an out of state car tag
114271811392	Mar 17 2023 03:18 PM	More dedicated bike lanes especially on Tangerine to Gladden farms. More dedicated bike lanes on Thornydale and a dedicated safe bike lane on Twin Peaks from the end of the existing bike lane to the loop
114271811039	Mar 17 2023 03:16 PM	Ramp coming off I-10 to Tangerine is EXTREMELY dangerous. Should consider multi lane exit or another safer option.
114271804807	Mar 17 2023 03:03 PM	On Dove Mtn Blvd, please re-coat it with a smoother coating to reduce road noise.
114271794677	Mar 17 2023 02:45 PM	Better bicycle, pedestrian options
114271788000	Mar 17 2023 02:33 PM	Bridge over railroad on Tangerine, Main Street and Cortaro

114271785398	Mar 17 2023 02:27 PM	I-10 and Tangerine
114271783679	Mar 17 2023 02:25 PM	Cordero farms and I-10 interchange
114271777413	Mar 17 2023 02:17 PM	Less concrete and more medians for making a left more easily. Camino de Manana and Tangerine come to mind. It would take away the wait time to make a left and reduce the need for a light.
114271762546	Mar 17 2023 02:01 PM	Pothole reduction and a regular more aggressive maintenance plan for existing roadways
114271762661	Mar 17 2023 01:57 PM	Roadways should be FLUID...We should not have to drive around a section to connect with the roadway, i.e., Sanders Road from Avra Valley to Twin Peaks.....
114271753489	Mar 17 2023 01:43 PM	separate lanes for bus and bicycles.
114271753949	Mar 17 2023 01:40 PM	Cortaro interchange the Tangerine. You are allowing development which I support at i10 and Tangerine but are creating a terrible traffic condition
114271749295	Mar 17 2023 01:34 PM	Marana does a good job with maintaining roadways, both physically and aesthetically. Need help in traffic congestion. Marana is growing too rapidly with apartments, housing and business going in everywhere. Where is the water coming from to accommodate this massive growth?
114271748445	Mar 17 2023 01:31 PM	Pot holes filled, road work done at night, roads maintained regularly.
114271745396	Mar 17 2023 01:26 PM	Traffic lights or more roundabouts where traffic backs up. particularly around the public schools.
114271740813	Mar 17 2023 01:22 PM	Thornydale Rd needs 4 lanes
114271727483	Mar 17 2023 01:00 PM	I-10 at Cortaro needs railroad over/under pass
114271720285	Mar 17 2023 12:56 PM	Would like to see the department of transportation, maintenance Road repair department correctly fill potholes by sealing them with hot tar after they fill them up with the black top. By not sealing them with hot tar the black top will loosen up, and the pothole will again appear.
114271724685	Mar 17 2023 12:56 PM	Widening roads and improved Marana exit.
114271724499	Mar 17 2023 12:56 PM	Overpass to prevent traffic backup and delays which hinder traffic flow in and around key areas
114271718056	Mar 17 2023 12:47 PM	progress on any project is too slow
114271703480	Mar 17 2023 12:46 PM	Cortaro, Tangerine and Marana Rd and I-10 interchanges
114271709289	Mar 17 2023 12:33 PM	Cortaro overpass
114271706023	Mar 17 2023 12:31 PM	More bike lanes! Hartman was widened but there weren't any bike lanes included. Yes, this was a county project but it was in partnership with the town to benefit town residents
114271701008	Mar 17 2023 12:23 PM	more traffic control at pedestrian crossings

114271697519	Mar 17 2023 12:18 PM	The more recent roadway improvements have done a good job at grade separation of non-motorized travel lane and I would like to see that continue. Other than Dove Mountain and the Thornydale Corridor, most of the rest of Marana is quite flat and should be conducive to other modes of transportation (such as bicycling, scooters, roller blades, etc)
114271694633	Mar 17 2023 12:14 PM	bicycles kept off Dove Mountain Blvd. and Moore Road.
114271693116	Mar 17 2023 12:11 PM	Overpass Moore and I10
114271679999	Mar 17 2023 11:55 AM	More main roads and fewer back roads/small streets that connect to downtown Marana, Gladden Farms, Cortaro, etc.
114271677694	Mar 17 2023 11:53 AM	Increased speed safety enforcement by LE... maintenance of existing roads.
114271675925	Mar 17 2023 11:48 AM	Get bicycles off the roadway but provide a safe area for them with barriers and and paths.
114271670946	Mar 17 2023 11:43 AM	Reconstruction of I-10 interchange at Tangerine Rd, New I-10 interchange at Moore Rd, a connection roadway between Tangerine Rd and Avra Valley Rd, expansion of Moore Rd to 2 lanes each way.
114271668964	Mar 17 2023 11:40 AM	Something needs to be done to reduce congestion along Ina Road east of I-10. Bus pullouts would help as would longer left-turn lane storage at various locations.
114271667776	Mar 17 2023 11:40 AM	Repave Avra Valley. Work with ADOT to improve Tangerine interchange (like Ina NOT Cortaro Farms that is a mess) Get rid of the Round a bout at Sandaro put in a light.
114271670571	Mar 17 2023 11:40 AM	Paved roads without all the potholes
114271668994	Mar 17 2023 11:39 AM	Interchange at cortaro
114271667766	Mar 17 2023 11:37 AM	Moore and Postvale Roads need a lot of work and are heavily used. Also, open up service road near I-10 and Tangerine on the west/south side.
114271667612	Mar 17 2023 11:36 AM	PUBLIC TRANSPORT 7 DAYS A WEEK AND AT NIGHT
114269787771	Mar 15 2023 11:53 AM	SUPER CHARGERS AT THE MARANA RD INTERCHANGE
114269778170	Mar 15 2023 11:42 AM	MORE WAYS TO GET IN OR OUT OF MARANA/ REOPEN THE FRONTAGE ROAD
114269733269	Mar 15 2023 10:58 AM	Expansion of roads- area is becoming too congested for the roads we have. Especially at the Marana exit and Tangerine.
114269663334	Mar 15 2023 09:56 AM	I would love a passenger train between downtown Tucson and Marana, but we don't get to dream like that in America. Express buses or shuttles between park and rides in Tucson and Marana would be nice.
114269635421	Mar 15 2023 09:26 AM	Road crossings above railroad crossings at Tangerine and Cortaro, similar to Ina.
114269616203	Mar 15 2023 09:06 AM	More road improvements. I like to walk at lunch and roads are terrible.

114269593331	Mar 15 2023 08:45 AM	Reduce congestion and improve walkability score
114269055020	Mar 14 2023 07:10 PM	More multimodal options! We can create a beautiful and vibrant community by supporting transit, walking, and biking networks.
114268034930	Mar 13 2023 08:10 PM	I-10 and Marana Road
114265144188	Mar 09 2023 04:29 PM	Cortaro and Hwy. 10, Moore road improvement between Thronydale and La Cholla
114263727303	Mar 08 2023 08:46 AM	Critical for Dove Mtn Blvd to be extended west to I10. Several thousand people have only one way out! Don't wait until we have a catastrophic event to do it!
114262033530	Mar 06 2023 01:55 PM	I-10 potholes fixes, improvements at Cortaro I-10, and Tangerine frontage road to be open
114261493468	Mar 06 2023 04:42 AM	Building a connection from Dove Mountain Road to either Tangerine or I-10. Dove Mountain is becoming the world's largest cul-de-sac with one exit.
114260877651	Mar 04 2023 08:28 PM	Stop signal at Moore rd and Dove Mtn Blvd
114260873052	Mar 04 2023 08:04 PM	More safety to lead to less collisions and pedestrians being hit
114260871343	Mar 04 2023 07:56 PM	Dove Mountain and Moore intersection at The Highlands south entrance needs a light. Cortaro underpass and Tangerine underpass need to be fixed like Ina was fixed.
114260797922	Mar 04 2023 03:12 PM	Bridge connecting Marana
114260785221	Mar 04 2023 02:29 PM	Repave Marana's section of Moore Road from Dove Mountain East. It is much busier than it used to be and is a quick way to get West to East.
114260609879	Mar 04 2023 06:28 AM	Less potholes, smoother roads, easier ways to get places like the senior center
114260385315	Mar 03 2023 07:54 PM	n/a keep up the good work
114260377915	Mar 03 2023 07:40 PM	More lanes on main thoroughfares. Fewer housing developments that exit directly onto main thoroughfares (requiring traffic lights.)
114260369047	Mar 03 2023 07:08 PM	Repave older rural roads.
114260327877	Mar 03 2023 05:26 PM	Extra light on dove mountain 4 way stop sign
114260257888	Mar 03 2023 03:22 PM	2 lane westbound off ramp at Tangerine. Walk/bike separation from traffic from San Lucas to Marana Main St. No more traffic circles.
114260255631	Mar 03 2023 03:08 PM	Repaving
114260247909	Mar 03 2023 02:56 PM	I have already commented on this.
114260221154	Mar 03 2023 02:18 PM	I-10 railroad overpass at Tangerine
114260201889	Mar 03 2023 01:53 PM	Traffic Light at Dove Mountain Blvd & Moore Road
114260196860	Mar 03 2023 01:47 PM	Moor Rd. improvements

114260195343	Mar 03 2023 01:41 PM	New pavement between dove mountain boulevard and LaCholla.
114260182292	Mar 03 2023 01:23 PM	More blue and pedestrian walkways
114260164048	Mar 03 2023 12:59 PM	Change the pavement before the stop signs to rumble like a cattle guard on main roads.
114260157147	Mar 03 2023 12:50 PM	Pave Moore Rd to La Cholla and create bike path along road and improve LaCholla bike path Moore to Tangerine
114260128730	Mar 03 2023 12:13 PM	Improve Moore Road pavement between Thornydale & LaCholla Railway overpasses. Better on/off access to freeway
114260120444	Mar 03 2023 12:04 PM	1. The I-10 Cortaro Farms intersection, unbeleiveaby. 2. Additional access roads to Dove Mountain besides Dove Mountain Blvd, this is becoming a mess.
114259536887	Mar 02 2023 08:55 PM	Overpass reconstruction at Tangerine/I10, 2 lanes for each direction of travel on Tangerine between I10 & Twin Peaks & overpass construction at Cortaro/I10, Overpass construction at Moore/I10.
114259509065	Mar 02 2023 07:45 PM	Potholes, cracks in my neighborhood streets, need loops to get places quicker,. Cortaro is a nightmare. I-10 widened
114259429117	Mar 02 2023 05:07 PM	Better access to I-10 Eastbound from Marana Road
114259195926	Mar 02 2023 11:43 AM	Biking paths would be very welcome
114259087313	Mar 02 2023 09:40 AM	Cortaro Road/I-10 improvements.
114259017403	Mar 02 2023 08:30 AM	Improve road conditions between cities and municipalities. Oro Valley, Marana, County...improvements are uncoordinated so you can drive on a good section of a road and then get dumped onto a very poor road section which does damage to our vehicles.
114258900247	Mar 02 2023 06:28 AM	Working in conjunction with ADOT and finishing the interchanges with I10.
114258795136	Mar 02 2023 04:10 AM	In the so-called center of town remove the majority of curb cuts between I10 and the circle. It is dangerous to drive this area (road is narrow, no turn lanes and everyone in a hurry)
114258651022	Mar 01 2023 11:23 PM	Tangerine I10 exit and Cortaro I10
114258424126	Mar 01 2023 03:44 PM	Fix tangerine on and off ramps before people get killed and before more than 2 million square ft of distribution centers opens adding an unbearable load to the exit. Also I am regretting moving into Gladden Farms 18,000 people live in the area and almost zero retail space opening up but endless amounts of industrial. Had I known Tangerine rd was going to be an Industrial park I would have bought elsewhere.

114258266771	Mar 01 2023 12:24 PM	Speed Enforcement for vehicles Not having to risk my life to get on the freeway behind big rigs doing only 40 in a 75
114257937740	Mar 01 2023 07:02 AM	I-10 interchange at Cortero
114257826256	Mar 01 2023 05:07 AM	Interchanges with I-10 need better and MORE CONSISTENT traffic control patterns... stop changing the light cycle at I-10 /Tangerine. With new trucking and distribution businesses going in, getting onto I-10 at Tangerine is going to be a nightmare!!! Make rules for these companies' big trucks to have to take the frontage road to Avra Valley to get on the freeway. This will allow regular vehicles to get up to speed while on the ramp, and on the freeway safely. They can be in the middle lane by the Avra Valley ramp where trucks can get on.
114257722009	Mar 01 2023 02:28 AM	Walkability from gladden farms to the future town center.
114257587972	Feb 28 2023 09:34 PM	Cortaro and I/10 is a nightmare. It would be nice to see a major redesign of that intersection that keeps traffic flowing. Tangerine and I-10 is becoming a nightmare and needs to also be reconstructed. Marana Rd and I-10 needs traffic lights.
114257561764	Feb 28 2023 08:31 PM	Slow traffic onCamino De Oeste
114257537604	Feb 28 2023 07:38 PM	Cortaro exit sucks. Overpasses for Marana rd and Tangerine. Two lanes all the way on tangerine to Oro valley
114257475644	Feb 28 2023 05:48 PM	Improved bike lanes and improved public transit
114257434012	Feb 28 2023 04:46 PM	More Bike lanes and I-10 intersection congestion removal
114257407548	Feb 28 2023 04:04 PM	Light in front of Gladden Farms Elementary!
114257254880	Feb 28 2023 12:47 PM	Lighting and Public transportation
114257241937	Feb 28 2023 12:28 PM	Widen roadways and add turn lanes.
114257143358	Feb 28 2023 10:38 AM	Overpass at train intersections
114257129212	Feb 28 2023 10:22 AM	Improvements to the I10 Tangerine exit. Traffic backs up at the exit and causes a dangerous condition in the afternoon rush hour.
114257041222	Feb 28 2023 08:55 AM	Improved roadways
114257035497	Feb 28 2023 08:50 AM	More lanes
114257027442	Feb 28 2023 08:42 AM	Another way to exit the communities off Dove Mountain Blvd where it ends at the road. If an evacuation were to occur Dove Mountain Blvd would be at a stand still and no one able to exit quickly too many home, no exit access.
114257015325	Feb 28 2023 08:29 AM	More walking paths. Connect the loop to gladden farms for biking. Have local public transport within the area.

114256973906	Feb 28 2023 07:50 AM	Interchanges like Ina at Cortero and Tangerine. Add an interchange at Moore. Expand Moore Rd to 4 lanes from frontage to Sanders. Expand Sanderio to 4 lanes from Moore to San Lucas .
114256970773	Feb 28 2023 07:43 AM	The congestion is getting pretty bad at the exits and shopping centers.
114256919288	Feb 28 2023 06:52 AM	The Tangerine exit at I-10 and the Marana exit at 1-10 need improvements. Tangerine is 2 lanes from the I-10 to Dove Mtn and traffic build up, it needs 2 more lanes for each direction. With the new buildings happening in the area traffic gets backed up and we have to wait often for trains
114256915945	Feb 28 2023 06:47 AM	Cortaro/I-10 area
114256908954	Feb 28 2023 06:39 AM	Roads in marana are great, access to i10 needs improvement. Tangerine is getting busier and busier. Possibly an on ramp from frontage at Moore
114256901481	Feb 28 2023 06:30 AM	Better roads
114256893150	Feb 28 2023 06:27 AM	Cortaro and I-10 area needs major help. That area is very very confusing and congested. Another exit point out of Dove Mountain from the western side onto Tangerine. Not sure if the proper terms but it would be amazing if there were less entry points onto roadways like Tangerine so the speed could be 50/55mph. It takes so long to get to other parts of town and feels like cars are not checking traffic before they merge onto the road.
114256891109	Feb 28 2023 06:20 AM	Improve traffic flow at Tangerine/I -10. Widen Tangerine East of I-10. Build an interstate exit at Moore Road
114256510874	Feb 27 2023 07:03 PM	Cortaro from Az pavilions and crossing I-10 and train tracks. It can take 30 minutes to get across at times. Not sure if it's Marana but Orange Grove east of the freeway is congested.
114256456073	Feb 27 2023 05:33 PM	Marana Road is a bit of a hornets nest at times by the McDonalds and roundabout. Also roads like Hartman at Cortaro need bike lanes
114256396275	Feb 27 2023 04:06 PM	Bike path from Twin Peaks to Thornydale on the south side of Tangerine.
114256242057	Feb 27 2023 12:47 PM	Tangerine Farms Rd finished to Marana Rd and I10.
114256092418	Feb 27 2023 10:02 AM	Another exit ramp
114256078070	Feb 27 2023 09:47 AM	Exit ramp and on ramp of tangerine due to get even worse with development
114256068235	Feb 27 2023 09:38 AM	You still haven't fixed Avra Valley road. It's been eight years now.
114256031728	Feb 27 2023 09:00 AM	Marana rd, tangerine, cortaro

114256018159	Feb 27 2023 08:49 AM	The interchanges at cortaro and tangerine *must* be addressed. If they're not, you might as well not even bother with any kind of "master plan". There also needs to be some planning for additional traffic lights and traffic light timing. I'm not sure if thornydale north of cortaro falls into Marana or not, but that needs to be at least 4 lanes all the way up to tangerine.
114256013940	Feb 27 2023 08:48 AM	Marana exit 236 is just awful with congestion. Whether you are coming from west bound I-10 or the frontage road if you get stuck behind someone trying to turn left to head towards San Lucas you could be there for 5-10 minutes. Especially during busy times.
114255975432	Feb 27 2023 08:03 AM	The intersection of Cortaro Rd, I-10 and the Railroad. It is very much needed to create an overpass over the railroad, similar to Twin Peaks or Ina Rd.
114255974687	Feb 27 2023 08:01 AM	The railroad causing congestion at all of the freeway on and off ramps is a nightmare. If something isn't done soon all of the freeway interchanges are going to be like the on at Cortaro.
114255579666	Feb 26 2023 11:13 PM	Traffic flow at Cortaro and I10. Coming out of Walmart ya sit at the light to get in freeway for 15-20 min. The light are not synced properly
114255446386	Feb 26 2023 05:33 PM	Moore Road
114255380248	Feb 26 2023 02:28 PM	Better traffic flow around Cortaro Farms and I-10 - especially going East under the interstate. I would like to see Blue Bonnet paved between Twin Peaks and Linda Vista to create a more direct north/south route between Dove Mountain and Cortaro Farms. We'd also like a more direct way to get from Dove Mountain to downtown Marana.
114255044526	Feb 25 2023 07:45 PM	Anything to make the increasingly busy Tangerine/I-10 interchange less congested. Get ADOT off it's butt to revamp that interchange, especially building a train overpass.
114254170729	Feb 24 2023 11:00 AM	I10/Cortaro overpass/underpass
114254135998	Feb 24 2023 10:17 AM	Need a traffic light and crosswalk at intersection of Sunflower and Twin Peaks. U turns from the school pick ups are an accident waiting to happen. Need speed bumps through our Sunflower neighborhood. People speed through.
114254061519	Feb 24 2023 08:57 AM	I-10 interchange upgrade at Cortaro, Tangerine, and Marana, new I-10 Interchange at Moore Rd, more direct road connection between Avra Valley and Tangerine to better connect Saguaro Bloom and Gladden Farms communities, upgrading Moore Rd to 4 total lanes, improving walkability and bicycle corridors from Gladden Farms to downtown Marana.
114254060568	Feb 24 2023 08:52 AM	Maintain streets, no uturn signs by schools
114253699244	Feb 23 2023 11:50 PM	Freeway bridges/ overpass for railroad

114253454247	Feb 23 2023 04:08 PM	speed bumps put on Sunflower park drive.
114253384558	Feb 23 2023 02:37 PM	Some changes to Twin Peaks near Sunflower community - u-turns by all the school traffic... make it extremely hard to get out.
114253322138	Feb 23 2023 01:31 PM	Grade separated interchanges at Cortarto, Tangerine and Marana exits and a new interchange at Moore road. Widening of Ina from I-10 to the east, widening of Silverbell south of Ina, WIden Tangerine to 4 lanes divided from Dove Mountain to I-10, Widen Twin Peaks from Silverbell west to 4 lanes
114253307926	Feb 23 2023 01:14 PM	Repair the paving and pave all the dirt roads
114253271490	Feb 23 2023 12:42 PM	The I-10/Moore Road traffic interchange designed and constructed.
114253271593	Feb 23 2023 12:38 PM	Tangerine and I10 Marana Main Street/I10 Cortaro/I10
114252960301	Feb 23 2023 07:41 AM	Cortaro and Tangerine-I10 interchanges rebuilt with railroad overpasses
114252960334	Feb 23 2023 07:40 AM	All side streets need to be updated
114252943022	Feb 23 2023 07:23 AM	Brighter pavement markings, ie lines, signage
114252920665	Feb 23 2023 07:05 AM	Eliminating U turn on Twin Peak road by Sunflower entrance. Between school traffic and general traffic it is unsafe and difficult to onto Twin Peaks road.
114252920599	Feb 23 2023 06:58 AM	SAFE bicycle space between Gladden Farms and Marana downtown area
114252863585	Feb 23 2023 06:01 AM	More crosswalks, better visibility.
114252852006	Feb 23 2023 05:48 AM	Speed humps on Twin Peaks at the entrance to Sunflower community. Enforcing speeding on Twin Peaks. Pedestrian crosswalk at Twin Peaks to walk to Safeway.
114252808672	Feb 23 2023 05:02 AM	Noise barriers on Tangerine rd, your 2013 study was wrong, the noise for home owners that are within 1000' is terrible. You hear loud traffic every morning starting around 5am from you bedroom, it wakes you up. it is greater then 85-90 dBa, your study predicted less the 7 dBa.. The BIG semi trucks traveling at 50+ makes it worse. Do a new study, we need a barrier wall or something, slow down the traffic would help.
114252793700	Feb 23 2023 04:31 AM	Entrances/exits to schools.
114252528454	Feb 22 2023 08:12 PM	1. Tangerine four lane from Twin Peaks to I-10 2. Four lane Thorneydale from Tangerine going south

114252497448	Feb 22 2023 07:14 PM	Coachline, from Silverbell to Silverbell....road humps. Slow the traffic down. 99% residential.
114252465314	Feb 22 2023 06:20 PM	4 lanes and bicycle pedestrian lanes
114252456451	Feb 22 2023 06:04 PM	Fill holes and level
114252443161	Feb 22 2023 05:43 PM	Shoulders on all roads, especially on Tangerine from Twin Peaks to 1-10. Pedestrian crossing at Twin Peaks and Sunflower Park Drive. Make U-turns illegal during school hours on Twin Peaks
114252428541	Feb 22 2023 05:20 PM	People dangerous driving habits are the biggest danger but beyond scope of survey. Intersection safety may concern
114252429182	Feb 22 2023 05:18 PM	Underpass at Marana road and I-10, daily near miss crashes there. An additional on/off ramp from I-10 is needed between Tangerine and Marana road with huge increase in industry and residential growth.
114252428108	Feb 22 2023 05:16 PM	Improve I-10 interchanges and Cortaro Rd corridor around Arizona Pavilions
114252311940	Feb 22 2023 02:17 PM	Improvements to Silverbell south of Ina widening, bike and sidewalks
114251984485	Feb 22 2023 08:23 AM	Train overpasses
114251200308	Feb 21 2023 12:24 PM	Connect Avra Valley Rd to Tangerine Rd east of the Airport; Re-do the Cortaro and Marana Rd interchanges; Fix Rattlesnake Pass; separate sidewalks from main roads to make them more pedestrian and bike friendly (i.e, instead of sidewalk next to Silverbell road, do a separated path like Oro Valley did along Tangerine Rd or Marana did along Twin Peaks near Dove Mountain).

Online Survey Question 18 Responses

Respondent ID	Response Date	Responses
114341325182	Jun 10 2023 08:58 PM	The Loop has so much potential to get people out of their cars and on a bike, but it has to be safe, convenient to get to, and with a promise of somewhere to go. Utilize vacant land surrounding it for the good of the community and quit wasting that real estate on warehouses and storage units. Encourage people to ditch their cars for a bike and help clear up the roadways.
114320306259	May 15 2023 07:03 PM	Potholes are also a real problem. Turn arounds would be great at most I-10 exits though
114309488593	May 03 2023 01:40 AM	:)
114306197913	Apr 28 2023 12:32 PM	I doubt anything meaningful will come out of this survey.
114302992142	Apr 25 2023 12:15 PM	We love Marana and are glad to see it grow, but want it to remain a safe place for residents of all ages, promoting an active and green lifestyle, while remaining quaint and charming. Please pressure AZDOT to address the 1-10 exits, please increase the amount of sidewalks and interconnectivity of sidewalks from residents to shopping/parks. Please increase family friendly public transportation. Please advertise commuting points (like the bus to Raytheon). And please stop selling land to big businesses and chains, incentivize Smaller independent business to grow here. Keep Marana safe and unique!
114300334798	Apr 21 2023 06:27 PM	I don't know where the bus stops or schedules are posted and wether there is a handicap service or if there is a charge for the rides
114299416849	Apr 20 2023 08:14 PM	Direct shuttle from old marana to downtown needed with a few options in am and pm
114297072398	Apr 18 2023 03:00 PM	Thank you providing the opportunity for input. I am impressed with how the Town provides opportunities for input and keeps its residents informed on a regular basis. I have to say that Marana does the best job as compared to other communities I have lived/workied in. I also appreciate how roads and other areas are regularly maintained and the Town is extremely responsive to notifications of issues that a resident informs them of. I also really appreciate the professionalism and responsiveness of the police departent. Impressive. Thank you, and keep up the good work!!

114295921660	Apr 17 2023 11:52 AM	The worst intersection is @ Twin Peaks and, sunflower, need a protected intersection and no U-turn.
114295873984	Apr 17 2023 11:02 AM	I live in the Sunflower community and I am very concerned about pedestrian safety on through streets around my community.
114294451547	Apr 15 2023 09:39 AM	The traffic situation on Linda Vista Blvd has been getting more congested for years and with the business and residential growth, even worse. Shutting down the Orange Grove highway access has also caused major congestion problems.
114292455587	Apr 13 2023 07:01 AM	Please start enforcing the traffic laws again in Continental Ranch . It is out of control now. We used to have a police presence, and traffic laws enforced.
114292243030	Apr 13 2023 01:24 AM	Consider limiting more mass-building permits until the roads and infrastructure have a chance to catch up with the new population. Throwing up traffic lights as every new community (and some older communities) complains about their intersection is causing major delays on main arteries. It can take nearly an hour now to go from one end of Marana to the other. It used to take 20 minutes.
114289037986	Apr 08 2023 04:14 PM	Bike need to STOP at stop signs!!!! They don't now!
114288929364	Apr 08 2023 09:57 AM	The speeding on Dove Mountain Blvd. the decibel levels coming from truck breaking. Racing from the 4 way stop @ DMB and Moore Rd. At all hours of the night.
114288899389	Apr 08 2023 08:27 AM	Please have another exit road for the thousands of residents at the end of Dove Mountain Blvd. The hazard of exiting any subdivision on Dove Mountain Blvd is frightening with all the twists and turns.
114288726740	Apr 07 2023 10:12 PM	It so beautiful here! Please help prevent pollution and the creation of a concrete jungle by providing safer walking and biking trails and encouraging more businesses nearby.
114288650635	Apr 07 2023 06:06 PM	We need more funding for traffic cops. In Oro Valley, I see cops on the road, monitoring speed, etc.
114288474247	Apr 07 2023 11:43 AM	Most conditions are acceptable..
114288077141	Apr 06 2023 09:41 PM	Pima County has too much of a negative impact in local traffic and throughout Marana, Oro Valley and much of Tucson. A solution seems unobtainable!

114288053872	Apr 06 2023 08:39 PM	There is no safe place to walk along Sandario.One has to walk on the shoulder of the road,which is filled with deep holes and large gravel.It is really bad in front of feed store, cabinet shop,and tow yard. The tow trucks drag gravel onto roadway and shoulder,and never clean up their mess.Have fallen there 2x.
114287780012	Apr 06 2023 12:37 PM	Marana is working to improve the interconnection of the different parts of the town, the Cortaro/I-10/railroad interchange needs fixed to help with one of the most congested intersections.
114287381318	Apr 06 2023 05:00 AM	I love Marana and all the town does to keep it a great, family friendly, place to live.
114287162299	Apr 05 2023 10:22 PM	Fix the I-10 Cortaro. Allow for more east/west lanes and faster roads
114286851319	Apr 05 2023 01:45 PM	With limited amounts of cash available, just fixing the roads is of most importance.
114286803248	Apr 05 2023 12:46 PM	Need sidewalks in town
114286724025	Apr 05 2023 11:20 AM	I'm certain that improving public transport to and from Marana in addition to developing better connections between destinations for drivers will lower travel time and costs for drivers.
114286682992	Apr 05 2023 10:35 AM	Enough with the bike infrastructure! We NEED the major arterial roads done now. Also, transit to a "walkable" destination would be great.
114286632225	Apr 05 2023 09:28 AM	why make me answer questions on bike and public transit if i have no opinion
114286556931	Apr 05 2023 08:19 AM	Lacking in police coverage on the road way is in my opinion the biggest problem.
114286531797	Apr 05 2023 07:49 AM	Bike lanes over the Loop at W Ina and Twin Peaks have debris in them often; forcing cyclists into traffic lanes to avoid damage.
114286465807	Apr 05 2023 06:36 AM	The survey didn't ask, but biking SAFETY is a huge concern. Distracted drivers make biking an issue everywhere, especially in Marana.
114286422024	Apr 05 2023 05:45 AM	With new housing, the next interstate exchange that needs work is tangerine followed by marana Rd.
114286133381	Apr 04 2023 09:15 PM	Marana is doing a better job than surrounding communities on improving transportation infrastructure where new development is happening, but improvements need to be made to existing infrastructure. Old communities connect to new communities. Need consistent roads. Marana is a car dependent community, large investment in public transportation should be very low priority if even considered.

114286118054	Apr 04 2023 08:38 PM	I'm a permanent resident from Illinois. I moved here from Northern Illinois 8 years ago. I still remember the frustration of traffic laws between states. Most of our seasonal residents are courteous. Others are clueless. How about written instructions for those staying for more than 30 days? They could be handed out with the Rental Contract.
114286106704	Apr 04 2023 08:09 PM	Overpass desperately needed at Cortaro/I-10 intersection
114286086853	Apr 04 2023 07:24 PM	Fix avra valley road! You completely ruined it and made it beyond inconvenient to drive on every day multiple times a day!
114286038184	Apr 04 2023 05:55 PM	I believe Marana is doing a great job currently, but we need a plan for the outrageous growth along Thornydale alone. Think about the future
114285978029	Apr 04 2023 04:09 PM	None
114285960017	Apr 04 2023 03:40 PM	Marana must grow to be sustainable, however, infrastructure needs to be in place before the completion of new industrial buildings, not after. I fear for my safety everyday going to and returning from work.
114285930542	Apr 04 2023 02:58 PM	I would appreciate better public transportation. More frequent service coming and going.
114285914979	Apr 04 2023 02:22 PM	Would love to see roads keep being maintained and cortaro intersection to be worked on further
114285851326	Apr 04 2023 01:06 PM	Please limit development permits so that we lose all our open space. Four corner retail is a curse
114285822879	Apr 04 2023 12:31 PM	Please do not wait until 2040 to make improvements. Congestion is only going to get worse with so many homes being built. We need more businesses and better access to those businesses.
114285800195	Apr 04 2023 12:04 PM	I love marana and it’s great it’s expanding but also sad because I grew up here and it was a quiet place now there’s just so much going on. Kinda sad to see the farm fields going away for more houses / roads .
114285784175	Apr 04 2023 11:44 AM	Keep up the great work.
114285780596	Apr 04 2023 11:43 AM	Bike lanes are small on feeder roads to DM Blvd. depending on time of day bikers and pedestrians cannot be seen. People running on bike lane adjacent to road in Dove Mtn Blvd. and Moore
114285776148	Apr 04 2023 11:35 AM	Thanks for all you do!
114284904078	Apr 03 2023 01:29 PM	Town of Marana Sucks!!
114284823603	Apr 03 2023 11:55 AM	Na
114284791064	Apr 03 2023 11:24 AM	Why does Marana ignore the growing problem with I-10 and Cortaro? It is a huge bottleneck

114284722170	Apr 03 2023 10:27 AM	Several observations. Marana is growing rapidly and needed infrastructure is lagging and will get further behind. Cortero and I-10 MUST be rebuilt. As a stopgap, you could help the flow of traffic with one simple change in the traffic signals. At the freeway entrance on the East side of I-10, the signal for a left turn only allows limited turning while green. There is a considerable time where it is full stop in the left turn lane where the signal could be flashing yellow to turn. That would help immediately. Tangerine is quickly going to become ineffective with the growth and the new businesses going in. That work needs to be expedited. I do not see any plans to redo the Tangerine exit to cross over the tracks, so and the stopgap plans will not be very effective. Exiting at Tangerine from town is already backing up onto the interstate creating a VERY unsafe situation with cars traveling 80 going by stopped cars. That is a recipe for disaster.To make cars do a u-turn from the QT to get to I-10 there with all the truck traffic present is ludicrous.It will only get worse. It never should have been built because it will be difficult to work around. The 2 new sets of apartments at Cortero also should not have been built. The planning commission is only seeing dollar signs instead of understanding tyhe traffic problems. What are you going to do with the 'Amazon' building at Ina and Silverbell? Two other observations. Whomever felt that u-turns were viable options to creating more entrances and exits from housing projects was not thinking. U-turns are very unsafe in traffic and all the planned building will create more and more problems where people are dependent on those u-turns. 2. This one is a positive. The trailing green arrows are far preferable to leading green. I have lived all my life with leading green arrows. There is always uncertainty as to the lead car getting out into the intersection to be ready to turn at a break in the traffic. Trailing green takes care of that. A driver can get out there and know he will get the green arrow and not get 'trapped' in the intersection. PS I have been a Professional CDL driver for almost 50 years and have over 2 million miles driving. There is a lot of road experience in those comments. I could go on, but will stop there.
114284468955	Apr 03 2023 05:47 AM	Marana is growing and doing so in a good way generally. But if you don't get aggressive with roadway/freeway management, it will be a destination to avoid.
114284308547	Apr 03 2023 01:13 AM	please rebuild i 10 at cortaro overpass like twin peaks
114283986089	Apr 02 2023 10:08 AM	Thank you.
114283948649	Apr 02 2023 08:16 AM	I really just want to know the plan for I-10 and Tangerine. There are some HUGE buildings going in around there, which means more semi’s, and it’s already a super frustrating intersection with what is already going through there. The semis pulling out into traffic west of I-10 on Tangerine is already dangerous, they just pull out right in front of “regular” traffic all the time
114283757878	Apr 01 2023 06:24 PM	-
114283670287	Apr 01 2023 12:59 PM	Improvements are needed on old marana as the town is growing and new places are being built

114283547629	Apr 01 2023 07:42 AM	Totally not on topic but I wish the twin of Maran would consider making a recreational center close to Gladden Farms I am talking a pool, slide, trampoline, sports, climbing, concerts. We have so many families moving and coming to this area. There are a lot of trails and outdoor activities such as parks or a splash pad but we don't have a family center that can hold all the people coming to this area.
114283535939	Apr 01 2023 07:08 AM	I'd like Marana to be sceptical of new transportation ideas that try to reinvent the wheel. For example, autonomous cars/taxis which are a subpar substitute for light rail/street cars and busses with dedicated bus lanes. Also, pleasde work with city planning and zoning to promote a dense city made for people as opposed to the unsustainable urban sprawl full of cars, parking lots, big box stores, and single family homes, which have crippled cities with excessive maintance costs and limited revenue.
114283533682	Apr 01 2023 06:59 AM	A passenger train from Tucson to Phoenix would work if it followed I-10, went fast, had few stops, but was also cost effective. I-11 should take preference
114283390842	Mar 31 2023 11:39 PM	Fix 1-10 and cortero rd intersection now!!!!
114283360690	Mar 31 2023 09:56 PM	Would like Arizona as a whole make rail viable from Tucson to Flagstaff.
114283306245	Mar 31 2023 07:13 PM	Tangerine exit gets stopped on I-10 and tangerine on-ramp has too many slow giant trucks that makes it unsafe merging into highway traffic. Cortaro under I-10 is avoided at all costs!
114283266279	Mar 31 2023 05:36 PM	Marana wants to grow but seems to put preparedness on the back burner, like twin peaks by saguaro bloom, also all the growth north of Linda vista east of I-10 is major flooding issue for residents that have lived south of new subdivisions for years!
114283266164	Mar 31 2023 05:33 PM	Very much would love to see bike and pedestrian pathways as well as mixed commercial and residential to make biking and walking more feasible
114283204304	Mar 31 2023 03:56 PM	I grew up in Marana; walk at Ora Mae park and surrounding areas 3 times a week. It would be great to see paths to other destinations for both pedestrian/bike users.
114283158544	Mar 31 2023 02:22 PM	There is too much speeding on roadways.
114283120034	Mar 31 2023 01:35 PM	The roads should be improved before business goes in.
114283051660	Mar 31 2023 12:38 PM	Thank you!
114283068349	Mar 31 2023 12:33 PM	I live close enough to Marana to be considered living in Marana. I live on dirt Road Ina. It needs work. Lots of work.

114283044473	Mar 31 2023 12:12 PM	Learn the rules of the road people. Slow down people. There are speed limits. Learn how to drive.
114283021657	Mar 31 2023 11:41 AM	A back exit out of Dove Mountain is needed
114282873137	Mar 31 2023 09:31 AM	Lack of shoulder, bike path and sidewalk on some major roadways make walking or riding a bicycle very dangerous.
114282866706	Mar 31 2023 09:17 AM	I'd like to see more businesses in the Gladden Farms area. The commute to Walmart, LA Fitness, etc is not good due to traffic congestion in that area
114282831167	Mar 31 2023 08:42 AM	Thanks for doing this.
114282826032	Mar 31 2023 08:38 AM	Fix Cortaro and I-10
114282766374	Mar 31 2023 07:40 AM	Extend the Tangerine bike path from Dove Mountain all the way down to the freeway. Build a road from I-10 that connects to the backside of Dove Mountain.
114282759071	Mar 31 2023 07:33 AM	All the apartments you are allowing to be built need schools and road improvements to accommodate all the traffic. Too many apartments going up in neighborhoods.
114282439291	Mar 30 2023 10:51 PM	Bus routes to this area will increase crime. Limit buses to retail areas only, business hours only, and avoid residential bus routes.
114282376081	Mar 30 2023 07:59 PM	Marana has the ability to look holistically as it grows, not you cannot divide planning into housing, transportation etc you need to have an overall objective like community and sustainable living that drives a cohesive modern city
114282352015	Mar 30 2023 07:20 PM	Police are trying their best to stop all vehicles from speeding, but it's not working very well. Where's the speed camera's in Marana??? First things first...more important than 20 year plan, more vehicles need to be caught from speeding. It's a huge problem for Dove Mtn. especially. Seems like we're always in a car race; people going through stop signs & light's continually. Many in Marana & even more from other states. PLEASE HELP US!!
114282350302	Mar 30 2023 07:09 PM	My parents and my brother & sister-in-law live in Marana. I used to live in Marana. I visit multiple times each year.
114282351480	Mar 30 2023 07:04 PM	Again- please retime the lights at the Tangerine exit so that cars can exit the freeway safely and cars won’t be backed up all the way to the freeway making exiting impossible. Thanks

114282341876	Mar 30 2023 06:44 PM	Interchange at I10 and Sandario Rd/Cochie Canyon is dangerous and the site of frequent collisions. The intersection cannot handle the amount of traffic it currently has, and increased growth in the area will create even more problems.
114282320655	Mar 30 2023 06:08 PM	Need over pass at I-10 and Moore rd please
114282307963	Mar 30 2023 05:38 PM	I would love to voice my ideas to the state for greatly improving traffic flow on all I-10 intersections in Tucson.
114282293311	Mar 30 2023 05:13 PM	We need wider freeways before the growth of our town get more congested. We also need street lights at the Marana exit
114282275058	Mar 30 2023 04:34 PM	Somewhere someone needs to understand that pedal bikes and cars should not be joined. The roads are paid for by the driving public, what do the pedal bikers pay for, NOTHING! They just bitch about it does not work for me. Roads are intended for the movement of motorized equipment. Taxes paid provide the money for those roads. Biking is a distant 4th or 5th to the long term survival of moving goods in Marana.
114282269752	Mar 30 2023 04:25 PM	Need sidewalk s on rural roads
114282261432	Mar 30 2023 04:11 PM	Avra Valley road needs replacing with better surface
114282260752	Mar 30 2023 04:07 PM	I'm happy with Marana but saddened by too much building. When we moved here we certainly did not expect this growth. I'd rather do without than have this growth!
114282255674	Mar 30 2023 04:00 PM	I'd like more transparency in road plans. It was frustrating to deal with traffic issues while Avra Valley was repaved, only to see it torn up over some of the areas that were originally repaved. Seems like it was such a waste of resources, it would be nice to know what's going on and the reason why
114282249947	Mar 30 2023 03:43 PM	Marana really needs to stop building. Town government has completely ruined small town Marana.
114282240909	Mar 30 2023 03:39 PM	Thank you for asking the public's opinion.
114282245066	Mar 30 2023 03:39 PM	No further comments.
114282243419	Mar 30 2023 03:37 PM	Do not want public transport in Dove Mountain.
114282241339	Mar 30 2023 03:34 PM	Crack down on motorcycles, going to fast and excessive noise of vehicles. It seems like everybody is in the race, but everybody gets to the stoplight the same time.
114282232183	Mar 30 2023 03:15 PM	Plan roadway improvements in conjunction with City of Tucson and Pima County plans.
114282230768	Mar 30 2023 03:14 PM	Avra Valley Rd needs work, may additional lanes.

114282212187	Mar 30 2023 02:43 PM	Please improve road intersections!! Traffic gets too congested and takes forever to drive to places!!
114282203832	Mar 30 2023 02:33 PM	Increasing roadway throughput for vehicular traffic is unsustainable (just look at Mexico City or London). The solution of safer bike/ped/accessible corridors will solve both problems. I think the commitment needs to be to safer, dedicated non-vehicular options.
114282191103	Mar 30 2023 02:19 PM	I currently bike to work whenever possible using the Loop. Adding additional bike infrastructure would make my commute much safer. Having a rail line between Tucson and phoenix with a stop in Marana would be the ultimate dream. In creating a transportation masterplan, Marana should consider the environmental impact of their population being car-tied and commuting 40+ miles each day. Sprawl should be limited at all costs and higher density housing incentivized.
114282178805	Mar 30 2023 02:03 PM	Please consider drivers before bicyclist when investing in new roadways.
114282169546	Mar 30 2023 01:50 PM	Please, please, please fix the interchanges at Tangerine and Cortaro.
114282161463	Mar 30 2023 01:39 PM	It's too dark in evening! We need street lights to reduce crime and accidents!
114282001090	Mar 30 2023 01:15 PM	CORTARO OVERPASS!!!!!!
114282101141	Mar 30 2023 12:30 PM	Maintenance of roadways should be first priority
114282100383	Mar 30 2023 12:30 PM	Encourage robotaxi (Waymo/Cruize) service
114282061289	Mar 30 2023 11:47 AM	Roundabouts, bike paths, picture rocks road development for dirt roads are needed.
114282054668	Mar 30 2023 11:40 AM	Rail connecting downtown would be amazing.
114282046417	Mar 30 2023 11:35 AM	The lack of the roads being a developed in a grid can make navigating confusing. As a first Responder, having to loop around neighborhoods delays response.
114282025352	Mar 30 2023 11:12 AM	I-10 and Cortaro badly needs overpass at railroad crossing !!!!!
114281987418	Mar 30 2023 10:35 AM	We walk a lot! I wish there was a walking path on Thornydale between Moore and Tangerine so we could access the businesses on Thornydale & Tangerine easier.

114281970242	Mar 30 2023 10:20 AM	1) Bicyclists need to ride next to the curb, and learn not to impede the flow of traffic. 2) As a southern Arizona community, I10 need attention to the east, expanding to a three or four land road. 3. With the size of the multi family complexes, traffic can be improved with stratigic location of new grocery, department, restaurants and home improvement stores.
114281971365	Mar 30 2023 10:15 AM	I appreciate you asking the residents of Marana how you can improve things.
114281950380	Mar 30 2023 09:54 AM	I live just on the outskirts of Marana, so I drive through portions of the Town daily and often shop in the Town. The biggest issues in trying to ride a bike, which I would like to do more of, is that cars drive too fast and carelessly for on-street bike lanes to be safe enough for use. More buffered and/or separated bike lanes would go a long way towards attracting more cyclists, even just if they can connect cyclists to The Loop.
114281922574	Mar 30 2023 09:25 AM	I have lived in Marana and NW Tucson since 1975
114281918471	Mar 30 2023 09:20 AM	I bike in Marana - typical routes are the loop trails and Twin Peaks area. Most dangerous is Cortaro / I10. Creating a loop between Marana and Oro Valley would help - expand all purpose trial along Tangerine to I10 and beyond.
114281902380	Mar 30 2023 09:05 AM	Appreciate you asking for feedback; thank you! Joel
114281903764	Mar 30 2023 09:03 AM	Let's get it done people!
114281897818	Mar 30 2023 09:01 AM	Access to the Dove Mountain area needs to be improved to allow more access options, especially to I10.
114281889360	Mar 30 2023 08:55 AM	Widen Rattlesnake Pass to four lanes. Connect Lambert Lane directly to Avra Valley Road.
114281867207	Mar 30 2023 08:47 AM	Make it easier to get around on a city bus. For people who don't have cars . Have the buses come down, cortaro rd, twin peaks, orovally rd, silverbell rd ect,ect.
114281879458	Mar 30 2023 08:47 AM	Dirt roads should be maintained by county
114281860013	Mar 30 2023 08:35 AM	The N Cortaro Rd bike trail under pass needs to be fixed, by softening the transition from horizontal to slopped.
114281872993	Mar 30 2023 08:33 AM	N/a

114281840777	Mar 30 2023 08:14 AM	Marana is beautiful but under siege with rampant growth at the ultimate cost of loosing what makes living here worthwhile. current growth planning will create another polluted Phoenix or Goodyear, AZ in your backyards!
114281844774	Mar 30 2023 08:07 AM	Increased vehicle traffic on tangerine is causing frustration and drivers of both commercial vehicles and passenger vehicles are taking risks trying to enter into tangerine from roadways and QT. I observe near misses almost every time I drive past QT.
114281807118	Mar 30 2023 07:25 AM	Looking forward to seeing some good improvement projects. Hoping to see "the loop" extended to Gladden Farms soon.
114281779199	Mar 30 2023 06:53 AM	Do not see any dependable transportation for seniors who cannot drive anymore.
114281755922	Mar 30 2023 06:28 AM	Could use more multi use paths around Marana
114281415591	Mar 29 2023 07:34 PM	People will flee suburbs in the next decades as oil resources deplete. Walking, bikes, and public transit are the future. Will Marana have a future?
114281372297	Mar 29 2023 06:11 PM	Please action Marana IT as soon as possible to ensure Marana’s continued growth is safe!
114279781732	Mar 28 2023 06:28 AM	Do Not Extend Dove Mountain Blvd
114278917472	Mar 27 2023 09:41 AM	Marana is an old town with new additions. Downtown Marana and surrounding area is what I based my survey off of. I understand the difficulties and look forward to the solutions and growth. It will be a beautiful place someday.
114278352925	Mar 26 2023 06:12 PM	We do not need any public transportation. We need to stop and reduce the development.
114278257728	Mar 26 2023 01:03 PM	North Marana needs significant upgrades in infrastructure. The majority of development is and will continue to happen up here.
114277061850	Mar 24 2023 09:17 AM	Would love safe paths to walk and bike into downtown Marana (Health Center and Marana/Sandario area)
114276629655	Mar 23 2023 09:08 PM	Questions 11 and 13 should have an N/A option. I had to choose a response but those questions don't apply to me.
114276592715	Mar 23 2023 07:38 PM	Our roads need more preventative maintenance (like Oro Valley). We always seem to wait until potholes are huge or road shoulders crumble away before fixing them. Far to often too late tombe effective.
114276580018	Mar 23 2023 07:18 PM	Pioneer Landscape needs to cover their materials & perhaps net fencing to stop the HUGE dust billowing into roads. Twin peaks/ I-10 all ready a congested sometimes dangerous intersection- low visibility does not help

114276562349	Mar 23 2023 07:03 PM	Please some kind of transit to 85658 so those of us no longer driving can remain in our homes instead of without having to hire drivers or go to assisted-living I love Marana, but I was moving to Tucson I.e., and easy transit from Dove Mountain when I want to go to events or visit friends in Tucson I am not technically disabled disabled, but choose not to drive, @ 77 becauseSeriously doesn't feel like my Tucson or Marana any more more like New York, and California. No, I'm not a." not in my backyard person." came to Tucson in 1983 the first time fell in love with it for a slower, courteous pace of life when I moved here and '05 developers had to save fairly large poor portion of native trees and vegetation. I was proud that unlike Phoenix Tucson, held the line on xeriscape Now I see tremendous plots of this beautiful desert being bladed off. I designed my courtyard so I could see the Catalina's the torr to liters (Siri just doesn't get it! Tortolita mountains, and the Tucson mountains now their days when I can't see the Tucson's to smog in OK so it's a combination of exhaust and dust what do you call that smog or what and who's looking out for the water supposedly Marana has a huge aquifer where is it?. 100 years of water?? "Oh, what fools these mortals be" so my dream is a transit system that doesn't rape the earth, or create another dust bowl. Think about it folks! Thanks for listening.
114276442527	Mar 23 2023 03:07 PM	Make sure landscaping doesn't block views at intersections
114276371444	Mar 23 2023 01:26 PM	I love the bike path on Tangerine !
114276356801	Mar 23 2023 01:11 PM	Bus routes through the Continental Ranch/Sunflower community would be helpful and would not take that long. Would give seniors more options to take public transportation
114276349113	Mar 23 2023 12:58 PM	I want drivers to slow down and drive the speed limit, especially on W Tangerine Rd and Dove Mountain Blvd. I want to see a lot more enforcement.
114276336422	Mar 23 2023 12:41 PM	There needs to be more enforcement of speeding
114276260364	Mar 23 2023 11:23 AM	Bus stops can only work seasonally because few will wait around in 100+ temps for a hot bus journey then have to walk to destination from stop
114276257534	Mar 23 2023 11:12 AM	I think the road conditions and maintenance are excellent and very commendable The major issues are with cyclists or motorists themselves
114275692702	Mar 22 2023 09:38 PM	Roundabout was not thoroughly planned very well

114273644777	Mar 20 2023 06:25 PM	All the trucking coming to Tangerine is going to be a nightmare for the on and off ramps. This project should have been done years ago to accommodate the the new business. Need to be proactive not reactive!
114273624101	Mar 20 2023 05:43 PM	Better zoning could create self-contained communities where car transportation isn't necessary. Look at NW Crossing in Bend OR
114273566657	Mar 20 2023 03:55 PM	Please, please think of fire safety in Dove Mountain. What if the fire was blocking the road half way up and there was no way to get out. Consider the wildfires in California.
114273318638	Mar 20 2023 10:42 AM	Thank you. I think Marana is pretty well run and forward looking. We need to look at how we are growing and have a balanced growth. Not quite so many car washes and storage facilities would be a start. Plan ahead for future growth and how that affects traffic.
114273203408	Mar 20 2023 08:39 AM	N/A
114273128075	Mar 20 2023 07:24 AM	I am only 1 person in a family of 8. My teens would love to be able to ride a bus to go out or work.
114272716913	Mar 19 2023 05:12 PM	Looking forward to the planned addition of a traffic signal at Dove Mountain Blvd & Moore Rd.
114272654804	Mar 19 2023 01:40 PM	We need a bridge over I-10 and the railroad tracks at Tangerine! Too unsafe with the line of traffic that is often stopped on the I-10 where people are flying by at 75+ mph. It's too dangerous now, and the area is beginning to BOOM.
114272608853	Mar 19 2023 11:15 AM	in the previous WALKING section, I would sure appreciate a campaign to add benches along the paths - there are too few.
114272567194	Mar 19 2023 09:06 AM	Please get in touch with ADOT to see about them modifying the Tangerine and I 10 intersection. My method is a fairly cheap fix compared to other options (changing a few signs, repainting the road markers, and employing a few MPD officers to control traffic for a while, while everyone gets used to the new setup).
114272540885	Mar 19 2023 07:46 AM	Saddened by the huge transit buildings. They really take away from the residential feel and views. Plus the traffic issues. Hope there won't be more!
114272537681	Mar 19 2023 07:33 AM	Gladden needs stores and restsurants
114272404533	Mar 18 2023 11:49 PM	I'm very happy living here in Marana

114272373193	Mar 18 2023 09:32 PM	I think most citizens feel like things aren't too bad now, but have concerns about the traffic and infrastructure as the town grows so rapidly. Growing truck traffic with the new warehouses will accelerate any deficiencies. The work done for the Amazon warehouse appears significant and hopefully will do the job. Tangerine is very far behind, but is getting multiple warehouses at its exit.
114272350880	Mar 18 2023 08:03 PM	Bikers do not follow rules of the road. Bikers still ride bikes on Tangerine rather than parallel sidewalk/bike road.
114272272739	Mar 18 2023 03:08 PM	We need more traffic police to change the speeding and not stopping at stop signs.
114272177941	Mar 18 2023 09:49 AM	I'd like to see more traffic enforcement throughout Marana. People will drive on Tangerine going at least 65. If you want to encourage biking and walking you have to make it safe for people, especially younger ones or you'll have fatalities.
114272148150	Mar 18 2023 08:36 AM	These should have been a NA on the bus , bike or walk section as I don't do any of those things. Keep up with the growth on a faster pace.
114272121379	Mar 18 2023 07:24 AM	Survey appreciated
114271969757	Mar 17 2023 11:17 PM	road conditions are poor in places. Roads are too rural for the size of the town please improve and modernize existing g roads,create limited access high speed road s for cross town traffic
114271958871	Mar 17 2023 10:23 PM	We are growing so fast, we are not keeping up With the growth where it matters
114271952266	Mar 17 2023 09:52 PM	I-10 will always prevent true connectivity in Marana.
114271950569	Mar 17 2023 09:49 PM	Growth of industries (e.g. empty warehouses) and lack of grocery store make me wonder if the city planners even care about homeownets.
114271944827	Mar 17 2023 09:26 PM	I'm a native Tucsonan who moved to Marana 12 years ago so my kids could attend Marana schools. We are so incredibly happy here. I love being a Marana resident!!! Great roads, schools, Town Council. I feel very lucky.
114271940178	Mar 17 2023 09:02 PM	No additional comments at this time
114271915242	Mar 17 2023 07:39 PM	Urgent needs at tangerine and 1-10. Traffic is backing up 1/2 mile at times on interstate
114271898517	Mar 17 2023 06:47 PM	Please don't implement any additional heavy truck facilities until the roadways can support the additional traffic.

114271859844	Mar 17 2023 05:07 PM	People are walking and biking in opposite direction of traffic on Dove Mountain Bike Lanes. In the morning this is scary because of the angle of the sun
114271841546	Mar 17 2023 04:23 PM	Congestion is from too much growth. Stop the construction.
114271823246	Mar 17 2023 03:52 PM	The Loop improvements are great! Marana generally has better transportation infrastructure than Tucson, and it's generally better maintained. I don't feel like public transit is a real option for Marana residents and workers currently, which is definitely an area where improvement is needed. Some residents and workers would benefit, not having access to reliable transportation, while others of us would use public transit as a (hopefully) greener alternative to driving and congestion for some of our trips. Also, level 2 EV charging stations at retailers and services should be incentivized by the town as EVs gain more and more adoption. Additional level 3 DC fast chargers would be beneficial, as I've already personally been burned by Electrify America unavailability at the Outlets and some drivers drive EVs that can't currently use the Tesla Superchargers.
114271824525	Mar 17 2023 03:48 PM	Please consider emphasis on habitat and green belts, to mitigate impacts of Transportation facilities on wildlife and ecosystems. Plan with emphasis on unique and alternative ways to make a desirable place to live with the priority on sustainability
114271814393	Mar 17 2023 03:24 PM	None
114271804807	Mar 17 2023 03:06 PM	Thanks for seeking input.
114271785398	Mar 17 2023 02:30 PM	I’m impressed with Marana city government!
114271762546	Mar 17 2023 02:04 PM	The town is growing too fast for the infrastructure to safely accommodate the traffic
114271753949	Mar 17 2023 01:42 PM	Transit will not work here there are no density to support fixed route and demand respond is too expensive. Once Frys comes to gladden farms travel time will short for some travelers.
114271727483	Mar 17 2023 01:04 PM	I would like to see more walk paths in Marana. The Loop is great but more paths would be great!
114271724685	Mar 17 2023 12:58 PM	Marana is doing great with new roads but existing roads need a lot of enhancement.
114271706023	Mar 17 2023 12:36 PM	The park on Tangerine was built without any thought about access other than driving there.
114271709289	Mar 17 2023 12:35 PM	Speeding in Continental Ranch iscompletely out of control

114271697519	Mar 17 2023 12:21 PM	I lived in Dove Mountain for over a decade before moving closer to work and school. I still frequently visit friends and shop in Marana.
114271675925	Mar 17 2023 11:51 AM	I wish something could be done about loud vehicles, cars, trucks on our roads.
114271668964	Mar 17 2023 11:50 AM	Relative to its transportation network, Marana seems to be in a sort of Catch-22. Growth is necessary to provide revenue to replenish the transportation fund used for building and maintaining roads. However, growth is the cause of so many of Marana's transportation related challenges, e.g., congestion.
114271667766	Mar 17 2023 11:41 AM	NO MORE ROUND A BOUTS. THEY ARE A SAFERY HAZARD. MOST DRIVERS DO NOT KNOW HOW TO USE THEM! THEY DO NOT IMPROVE INTERSECTIONS.
114269787771	Mar 15 2023 11:55 AM	TANGERINE RODA NEEDS TO BE WIDENED!!!!!!
114269663334	Mar 15 2023 10:12 AM	I am very happy that transportation is being considered. It is painful to work at a growing suburb and wonder whether it will follow the same problems as nearly every suburb in the western US. I grew up and was educated with a deep understanding of the transportation and city design problems in the US and sometimes feel stunned when I think about how we are doing things the same in the 2020s as we did in the 1960s. The situation is actually worse if you consider the scale of cities and the mode of transportation. So many office workers were tricked into driving large pickups to work by outstanding marketing campaigns. It can be terrifying sharing the road with them when you drive a little sedan.
114269593331	Mar 15 2023 08:48 AM	i think Marana does a good job of maintaining the pavement surfaces and I hope that continues.
114268034930	Mar 13 2023 08:13 PM	Increase road infrastructure and lighting is needed to support our growing community
114261493468	Mar 06 2023 04:50 AM	Moore Road is the only additional option off Dove Mountain, and it passes through a residential neighborhood at 25 mph. With all the building happening on the far west end of Dove Mountain, we will need another exit point soon. It's not safe trying to cross Dave Mountain at certain times of the day, especially when the sun is in your eyes. This may mean more roundabouts and a way do de-congest the traffic that increases on a daily basis with all the new construction.
114260797922	Mar 04 2023 03:16 PM	All activities are near the Town Hall. The other side of the 10 is like the orphan child.

114260369047	Mar 03 2023 07:12 PM	I would love to see a public home pick up and drop off service like they have in Oro Valley. I do not need it now, but lack of such a system could cause me to have to move out of Marana if I could no longer drive.
114260257888	Mar 03 2023 03:31 PM	Would love to see a circulator trolley bus Ina to Silverbell to Cortaro to Thornydale and back to Ina with Park and Ride lot at back of Walmart for instance. Would cut back on congestion at Ina and Cortaro.
114260247909	Mar 03 2023 02:59 PM	Please do something about the drag racing in the middle of the night and cars with no mufflers on Dove Mountain.
114260157147	Mar 03 2023 12:54 PM	The congestion on Dove Mountain with only one way off Dove Mountain is a tragedy waiting to happen.
114258795136	Mar 02 2023 04:13 AM	Focus on need to have and not want to have, just like with a personal budget
114258651022	Mar 01 2023 11:24 PM	Would love to be connected to the bigger Loop
114258424126	Mar 01 2023 03:51 PM	I love living in Marana it is booming and that is great but I have waited 4 years for the bike path in GF to be connected to Avra Valley bike path, when that happens I can ride my bike to work. Every time I call the finish date is pushed up a year and the only hold up is the cement plants conveyor belt. Also roadways should be built for all the future growth not the opposite way around. Build the roads to accommodate for the future you are planning. It is very frustrating to get on the interstate at Cortaro sitting at a light for 20-45 minutes is not cool. Plus once everything has grown up it is way more frustrating to sit through the road construction rebuilds.
114257722009	Mar 01 2023 02:34 AM	The gladden farms area needs a library and as more business come in to the main town center, people need to access it safely through walking or bike.
114257587972	Feb 28 2023 09:38 PM	Marana needs to continue investing in the roads. We don’t need another Tucson which loses money on the bus and street car. Tucson has taken an anti-car approach. Marana should do the opposite. Let’s play for parkways, grade separated interchanges such as one at Thornydale and Orange Grove and let’s map out a freeway system for the town.

114257537604	Feb 28 2023 07:40 PM	I do not consider walking or biking as a method of travel in Marana, rather, they are methods of exercise. Nothing is really close enough to use either of those methods for actual travel.
114257254880	Feb 28 2023 12:52 PM	Just listen to the people who live here. Especially Suntran...how they messed with routes its impossible to get anywhere without it being a hop,skip, and a jump. Getting downtown shouldn't be an ALL day journey

114252808672	Feb 23 2023 05:07 AM	STOP SPEEDING, and do a new noise study on Tangerine RD. I live a block away and the loud noise is terrible and my house shakes sometimes from the semi's going 60+ at 5am. It's the worst on Mondays.
114252615565	Feb 22 2023 11:18 PM	Please don’t turn Marana into Tucson
114252497448	Feb 22 2023 07:19 PM	Corner of Twin Peaks & Silverbell near Sunflower Community is an eyesore. Also, Silverbell (from Sunflower Park Drive) to Silverbell/Rattlesnake Pass is treacherous. The elementary school near Safeway, on Twin Peaks, has u-turn traffic in front of Sunflower & Marbella II communities. Very hard to exit when school starts & ends.
114252456451	Feb 22 2023 06:07 PM	More room on road for bikes are very very needed! And that lane MUST be keep safe to bike on, no holes or uneven roads!!!
114252443161	Feb 22 2023 05:45 PM	Light rail between Tucson/Marana and Phoenix
114244109015	Feb 13 2023 08:33 AM	What happens when I click "Done"?
114244107097	Feb 13 2023 08:31 AM	Test entries

Feedback Map Responses

Below are the raw comments and responses received on the Feedback Map. Original comments have no “Parent Comment ID” where as replies include the “Parent Comment ID” of the original comment they are in response to. These comments also include the categories of comments they were assigned by the user “Car”, “Transit” Walking and Biking”, “Safety”, “Other” or left blank. The comments are ranked from most likes to least “liked”.

Comment ID	Parent Comment ID	Comment or Response	Type	Latitude	Longitude	Created	Likes
144926		Overpass needed along with additional lanes to the on/off ramp	Car	32.42437	-111.163	2023-02-22 16:26:45 UTC	30
144949		Interchange needs to be widened and go over the train tracks. Timing of lights should also be addressed - perhaps consider double green arrows (before and after the green light) like what was done at thornydale/orange grove during the ina/i10 construction.	Car	32.3588	-111.09	2023-02-27 17:00:01 UTC	26
144928		Congestion due to traffic volume and RR crossing	Car	32.35779	-111.09	2023-02-23 01:21:41 UTC	25
144937	144928	I don't even go to this intersection it is always a problem, lights regularly don't work and you sit thru 3 lights sometimes because it is so congested if you are trying to turn north onto interstate or frontage road to twin peaks.		32.35779	-111.09	2023-02-23 13:13:44 UTC	24
145124	144949	This is the busiest intersection crossing Interstate 10. With the train tracks delay traffic is backed up and dangerous. This intersection needs rebuilt like Ina and Twin Peaks. It is well past needing upgraded. It should have been done before Ina was done.		32.3588	-111.09	2023-03-20 17:02:14 UTC	20
145013		With all the construction in Dove Mountain, we need a way to decompress future congestion. Dove Mountain is becoming the world's largest cul-de-sac with one decent exit point. Right now Moore Road is the only other exit point to the East and it's a single-lane road, through a residential area at 25 mph. Build a road down to Tangerine or over to I-10, or both.	Car	32.46349	-111.13	2023-03-06 13:03:25 UTC	20
144962	144928	I understand that anything to do with I-10 is an ADOT project and they dictate the terms and priorities, however, his interchange needs to be placed at the top of the priority list when it comes to creating SAFE and LESS COGESTED roadways in Marana.		32.35779	-111.09	2023-02-28 19:38:28 UTC	18
144961	144946	Dove Mountain Blvd ends at Dove Mountain West Park. There are 2 more subdivisions of homes being built here not including the current ones from Mattamy. Too many people live here and the road dead ends at the park. In case of emergency this road needs to continue through to I10 or to W Tangerine to offer another way to leave the mountain area.		32.46659	-111.126	2023-02-28 16:48:31 UTC	17
144957	144928	Crossing the freeway at Cortaro is almost impossible.		32.35779	-111.09	2023-02-28 03:06:16 UTC	17

144947		This whole exchange is difficult to navigate. Even without train delays. Traffic coming from east bound is at a greater disadvantage if they are behind someone wanting to turn left.	Car	32.46187	-111.216	2023-02-27 16:56:59 UTC	15
144939		Congestion with train delays. Left turn visability is difficult	Car	32.46247	-111.216	2023-02-23 20:42:26 UTC	14
144997	144947	Morning traffic is really tough to navigate, especially with people exiting gas stations and making left turns from Marana (illegally).		32.46187	-111.216	2023-03-02 19:52:08 UTC	13
145005		Needs to be 2 lane off ramp	Car	32.42319	-111.161	2023-03-03 23:34:09 UTC	13
144995	144993	When I have to come to a complete stop ON the highway because there are so many cars exiting, I call this extremely dangerous		32.42386	-111.164	2023-03-02 12:17:51 UTC	12
145001		Create an overpass at Moore/I10 to connect to the end of Dove Mountain Blvd. This overpass will also help with the significant increase in trucking traffic coming to the area from the new distribution centers & new residential builds.	Car	32.43906	-111.184	2023-03-03 05:17:53 UTC	12
144993		Better traffic control at off ramp Tangerine and I-10	Car	32.42386	-111.164	2023-03-01 13:10:58 UTC	12
144963	144928	Just the TURN ONTO This road is a safety hazard. Doesn't matter if you're taking that left or right on top the interstate. You can't go more than 10mph because of how uneven it is and makes you feel.like your tires are about to come.off. The timing definitely needs to be adjusted here. They can do better than what the did after that major project was completed. Also make the fat right lame a right turn lane only!!! Too much congestion there because of the FEW who actually use it to go straight...which merges into the left lane RIGHT AFTER the bridge. So make better use of the right/straight only lane at Cortaro and I-10 going towards Phoenix.		32.35779	-111.09	2023-02-28 21:00:06 UTC	11
144960		Too many close calls with big trucks and busses. Needs a light	Safety	32.42455	-111.172	2023-02-28 14:57:53 UTC	11
145093		Put an on/offramp here to decrease the load on Tangerine.	Car	32.43873	-111.186	2023-03-18 01:54:04 UTC	11
145345		There needs to be an overpass here, however, you allow new buildings to be built so close to the freeway, so I am not sure how ADOT would be able to accommodate an overpass.	Car	32.35941	-111.089	2023-03-30 17:37:06 UTC	11
144956	144947	This whole interchange is difficult to navigate if coming off exit traveling eastbound, ie: cars wanting to turn left on Sandario, people turning left on frontage after making right on Sandario taking kids to school.		32.46187	-111.216	2023-02-27 22:53:34 UTC	10
145311	144928	I agree. The sequencing of the light for a NB left turn onto WB I10 is ridiculous. 2-3 light cycles at least when traveling east on Cortaro. Congestion is a problem and the light sequence doesnâ€™t help. Work with ADOT to improve this problem.		32.35779	-111.09	2023-03-30 14:15:24 UTC	10
144958		There are too many different roads right here. Need merged together or reworked for safety.	Safety	32.46087	-111.217	2023-02-28 14:41:58 UTC	10

145103		Right turn lane too short. When traffic backs up because of a train, vehicles wanting to turn right cannot do so.	Car	32.42617	-111.162	2023-03-18 14:04:50 UTC	10
145125	144949	The interchange needs to be redone but we know this is an ADOT project, too. In the meantime, could the lights be reprogrammed so traffic moves more efficiently? Waiting for 3-4 light cycles is normal.		32.3588	-111.09	2023-03-20 17:45:26 UTC	9
145304	144949	This intersection is one I avoid based on the wait time, congestion, and trains. The first thing they need to do is put in an overpass.		32.3588	-111.09	2023-03-30 13:45:42 UTC	9
145121		The Tangerine exit gets backed up daily Mon-Fri 4-6pm which causes over spill to the highway where cars are going >75 mph and there are cars completely stopped on the right lane do the highway.	Safety	32.4222	-111.16	2023-03-19 19:51:13 UTC	9
144946		Connect Dove Mountain Blvd to Cochise Canyon Tr to create a more direct route from Dove Mountain and downtown Marana.	Car	32.46659	-111.126	2023-02-26 22:48:57 UTC	9
145383		There is forever traffic and drivers like to wait on the tracks during a red light. A 10 minute drive turns into 25 easily.	Car	32.35911	-111.088	2023-03-30 23:13:28 UTC	9
145105		Continue the loop north along the river, up to Gladden Farms	Biking and Walking	32.40167	-111.148	2023-03-18 14:14:25 UTC	9
145314		No safe passage for walking/biking on high-speed Twin Peaks Rd. Can the improvement plan include a separated path for bikes/pedestrians to link all of the neighborhoods to the business areas?	Biking and Walking	32.37474	-111.14	2023-03-30 14:29:55 UTC	9
145108		Safety issue! Too many 18 wheeler and cement trucks trying to get across or make a right turn. They pull out with no regard to other vehicles because they have no other option. If they donâ€™t they will sit there because they canâ€™t get out due to traffic. There needs to be a light. It is only going to get worse with the incoming businesses and new homes. This intersection is absolutely too dangerous!	Safety	32.42268	-111.166	2023-03-18 16:00:32 UTC	9
145106	145105	The path has been scheduled for completion for a long while. Isn't the levee public property? Why can the cement plant fence it off?		32.40167	-111.148	2023-03-18 14:50:11 UTC	8
145112	145105	Agreed, this should be connected as was approved a few years ago.		32.40167	-111.148	2023-03-19 04:50:15 UTC	8
145301	144947	Request increase advocacy with ADOT. The Marana IT is a urgent need and safely of live issue. INA/I-10 IT solution is what Marana needs for current growth projections.		32.46187	-111.216	2023-03-30 01:21:33 UTC	8
145305	144926	Over pass and more lanes are needed. Gladden Farms is growing and this intersection is going to start getting congested. The trucks coming in and out already make it slow and difficult to get get through in a timely manner.		32.42437	-111.163	2023-03-30 13:47:34 UTC	8
145258		Reset the timing at all intersection lights. Northbound frontage rd traffic has a really long green light. Southbound/Eastbound traffic on west side of the I-10 have very short green lights. Traffic backs up during rush hour times. Reset timings at least during these hours.	Other	32.42476	-111.163	2023-03-27 15:21:01 UTC	8
144950		Would LOVE if the timing on this light could be addressed. Not sure why it has Lon Adams traffic turning at separate green arrows when there's hardly	Car	32.42808	-111.208	2023-02-27 17:03:38 UTC	8

		any turning traffic to begin with. It just makes sitting through the light even longer.					
145320		Thornydale Road must be expanded to a four lane road! The growth in this part of town demands improvement to the existing road infrastructure.	Car	32.41964	-111.047	2023-03-30 14:55:33 UTC	8
145104	145013	Suggestion: connect Dove Mtn Blvd to Cochie Canyon Tr to connect to I-10 at the Marana exit/entrance		32.46349	-111.13	2023-03-18 14:12:09 UTC	7
145329	144949	I-10/Cortaro needs a complete revamp. There is so much traffic going East/West and coming off the freeway that you can get stuck for multiple light cycles.		32.3588	-111.09	2023-03-30 16:11:29 UTC	7
144996	144939	Morning traffic congestion for those entering left turn lane from Sandario onto the I-10 on-ramp southbound. Accidents occur frequently between vehicles turning left onto northbound I-10 and vehicles headed East on Sandario. If turning right from Freeway exit ramp onto Cochie Canyon view is often blocked by vehicles who need to inch forward to see traffic while turning left entering Sandario. Lights would greatly alleviate this issue.		32.46247	-111.216	2023-03-02 19:49:57 UTC	7
144964		We need transportation back out this way. It's RIDICULOUS how the old transit route was changed to a dial a ride route. Ans a dial a ride stop is being used as an old bus stop. Dial a ride has been proven far to unreliable at one point my ride was rescheduled or aka pushed BACK THREE times....are you guys going to pay my late fee for missed drs appointments? Are you the reason why I can't pick up my kid from.school on time...where ONLY HALF MY ROUTE is covered bc I have to get a damn lyft or Uber.....who doesn't ever like coming out this far bc of whatever reason...not the tip bc that comes AFTER the service Your partnerships with transportation services is in POOR SHAPE! GET better relationships with companies that service your residents! Just LISTEN to what we've BEEN saying!!!!!!!!!!!!	Transit	32.42928	-111.304	2023-02-28 21:11:15 UTC	7
144951		There needs to be a light at this intersection, itâ€™s too wide to rely on a stop sign and during school hours it gets too congested.	Safety	32.43226	-111.216	2023-02-27 17:09:42 UTC	7
145096		Put different traffic control here. Nobody pays attention to the turn restrictions.	Safety	32.46058	-111.217	2023-03-18 02:00:21 UTC	7
144941		widen to 4 lanes from Silverbell west	Car	32.37773	-111.149	2023-02-23 21:36:29 UTC	7
145073		Would love to have a traffic light here. As the population increases in Gladden Farms, it will become harder to safely turn left and cross both lanes of traffic.	Car	32.42494	-111.196	2023-03-17 19:04:03 UTC	7
145323		Increase lanes pn Thorneydale between Tangerine and Cortoro to 4 lanes. Too much traffic for a 2 lane road	Car	32.4183	-111.047	2023-03-30 15:24:00 UTC	7

145141	144999	Roundabouts save energy, are safer, and save time, but people have to be educated on the right of way rules and they need to be big enough to allow more cars within them. We need more roundabout and fewer lights.		32.38074	-111.217	2023-03-23 20:22:48 UTC	6
145090	144941	This segment of Twin Peaks from Silverbell to at least west of Saguaro Bloom (ideally all the way to Sandario) needs to be widened (and outfitted with forward-looking bike and pedestrian capacity). Additionally, at least one traffic light should be installed at one of the neighborhood entrances.		32.37773	-111.149	2023-03-17 22:56:21 UTC	6
144940		Pave and repair Comino de Oeste. It is part broken blacktop and part dirt/gravel. Cars produce a lot of polluting dust on this road.	Car	32.40864	-111.063	2023-02-23 21:25:47 UTC	6
144948		Traffic light needed at Linda Vista and Hartman. There is too much traffic going through here to safely make turns off of Hartman onto Linda Vista.	Car	32.38088	-111.08	2023-02-27 16:57:17 UTC	6
144959		Moore Road is in terrible shape. It needs to be repaired and widened	Car	32.43865	-111.036	2023-02-28 14:54:43 UTC	6
145021		Safety on Frontage when the warehouse opens and trucks are coming and going.	Car	32.42849	-111.171	2023-03-15 15:50:26 UTC	6
145343		There needs to be a way for people to exit this shopping center other than on Cortaro. Perhaps build a road that connects to Ina, or another bridge that would go next to the park and connect with Silverbell?	Car	32.35445	-111.092	2023-03-30 17:34:11 UTC	6
145146		Excessive speeds common - single lane sections don't allow sufficient shoulder for safe cycling.	Biking and Walking	32.45631	-111.07	2023-03-24 01:11:29 UTC	6
145098	145073	Yes, I agree 100%!		32.42494	-111.196	2023-03-18 04:29:19 UTC	5
145300	145000	Future roundabouts must be significantly larger to be effective. European city have this capability and are extremely effective. Current traffic volume is to high and semi-trailers have a hard time navigating the current roundabouts.		32.45804	-111.217	2023-03-30 01:16:20 UTC	5
145092	144993	Heavy trucks unable to accelerate to freeway speeds creates safety hazards for vehicles stuck behind them. Additional lane is needed, so send the trucks down to Avra Valley onramp.		32.42386	-111.164	2023-03-18 01:51:41 UTC	5
145362	144926	An overpass like Twin Peaks or Ina is DESPERATELY needed here. There are too many residents and businesses (with more being built) using the roads. Does someone need to get hurt or worse - die before something is done? Is this going to turn into another Cortaro/I-10 nightmare?		32.42437	-111.163	2023-03-30 21:04:09 UTC	5
145122		There should be a different lane for cement trucks to get on the freeway. Having cement trucks with the rest of the traffic merging to the freeway inhibits cars from accelerating to a safe speed to get onto the freeway with the rest of the cars going at least 75mph. With the cement trucks you are trying to merge on the freeway at 45 mph	Safety	32.42329	-111.163	2023-03-19 19:54:22 UTC	5

145389		I-10 exit ramp on Tangerine is often backed up, and vehicles are stopped on the highway. I witness at least 2 near-miss accidents every month due to this problem. There is already space to have two exit lanes, and to have two turning lanes onto West Tangerine. If a second lane is added, and the lights are re-programmed to allow vehicles to pass through completely through the intersection, then this would alleviate part of the problem, without waiting for an expensive interchange.	Safety	32.42201	-111.16	2023-03-31 00:43:21 UTC	5
144952		Fix this, my car is falling apart.	Car	32.40235	-111.19	2023-02-27 17:41:36 UTC	5
145321		Light seems to be programmed on set schedule instead of using sensors to trigger lights early in the morning. Often will arrive at the light around 5AM southbound on Thornydale with no other traffic and will have to sit through all Ina straight and turn arrows even when no traffic is there to trigger them.	Car	32.33757	-111.047	2023-03-30 15:08:13 UTC	5
145330		Pavement conditions on Camino De Manana are terrible. Road needs to be brought up to modern standards with improved drainage and actual shoulders. The pavement constantly crumbles since it is directly laid over sand. A paved sidewalk or walking path would also be much appreciated. This road gets a lot of traffic as bypass from Twin Peaks to Tangerine.	Car	32.41325	-111.071	2023-03-30 16:17:43 UTC	5
145395		Traffic flow at all I-10 intersections is hindered by the way the traffic lights are programmed. Traffic travelling East on Cortaro, trying to make a left onto I-10 must wait for at least 2 light cycles - even the first car at the light, to be able to get through the intersection. This is why traffic is always backed-up there. Yes, the train doesn't help sometimes, but you could alleviate traffic tremendously without an expensive interchange, until that gets built. Alternate traffic through the intersection from one direction at a time, so you don't have traffic stuck and queued up under I-10 waiting for a green light. Have someone from the state visit and observe traffic lights in El Paso, TX, to see how (very heavy) traffic can flow at I-10 intersections in a single light cycle, without vehicles stopped under I-10 or blocking the intersection. When I have to visit the surrounding businesses, I literally drive towards Silverbell, then Twin Peaks, to get back home to Gladden Farms, rather than wait for a minimum of three light cycles to get through the intersection and onto I-10.	Car	32.3585	-111.09	2023-03-31 01:25:33 UTC	5
145482		left/right turning lanes on Cortaro onto Ina.	Car	32.33741	-111.107	2023-04-01 00:48:06 UTC	5
144976		Reopen the frontage road here, so big trucks arenâ€™t trying to make a left to get to the frontage road or the freeway. This will avoid the need to install another traffic light.	Car	32.42803	-111.169	2023-03-01 05:44:00 UTC	5

144977		Look at potentially designating Avra Valley Rd, as a potential freeway. It runs right by the airport and will be key east-west corridor for the town. How could it potentially be expanded east to Oro Valley and west to the new I-11	Car	32.3994	-111.133	2023-03-01 05:50:45 UTC	5
145267	145103	This needs to be a light. Once that Maverick gets put in we won't be able to turn left out anymore		32.42617	-111.162	2023-03-27 18:47:00 UTC	4
145101	145032	If you cannot get to speed on this off ramp please don't drive on the freeway.		32.45867	-111.212	2023-03-18 05:13:59 UTC	4
145143	145013	We do not want more traffic on DMB. The folks who bought up in this area knew this BEFORE they bought homes past the Ritz Carlton. NO more roadway past what is there now.		32.46349	-111.13	2023-03-23 20:33:19 UTC	4
145281	145013	Do not extend Dove Mountain Blvd. The Dove Mountain Specific Plan and associated transportation plan was designed to end at DM West Park. NW Fire has a fire emergency escape plan. There is no need for any more roadways in Dove Mountain as there are tremendous environmental impacts. Let it be.		32.46349	-111.13	2023-03-28 13:34:59 UTC	4
145072		Have you seen the condition of this major transit stop where both SunTran and SunShuttle buses pick up and drop off passengers? It is a disgrace! Not only is the pavement condition terrible, it is soiled and unsanitary, i.e., littered with trash, cigarette butts, etc. Who is responsible for maintaining this?	Transit	32.33544	-111.05	2023-03-17 19:01:52 UTC	4
144938		Needs a controlled crosswalk for school and residents.	Safety	32.37578	-111.132	2023-02-23 14:07:17 UTC	4
145010		Cars rarely slow or stop when trying to cross, very popular for people walking to Walgreens or the pool	Safety	32.37153	-111.126	2023-03-05 04:09:50 UTC	4
145136		needs a traffic light Dove Mountain Blvd driving behavior is generally poor needs greater enforcement	Safety	32.4428	-111.072	2023-03-23 17:48:06 UTC	4
145006		Need a Park and Ride with Sun Trans connection to Tucson bus routes.	Car	32.35567	-111.091	2023-03-03 23:35:38 UTC	4
145145		Junction is too big for 4 way stop - needs traffic lights	Car	32.44279	-111.072	2023-03-24 01:06:54 UTC	4
145317		The two entrances to this saguaro bloom development need a turn lane. I donâ€™t live there but my kid was in a pile up and Iâ€™m afraid it will happen to others.	Car	32.3809	-111.163	2023-03-30 14:45:02 UTC	4
145351		There should be 2 left turn lanes instead of 2 right turn lanes. The single left turn lane backs up significantly and usually requires 2 light cycles to get out. Especially now that costco gas only have 1 way out requiring you to make a right on to Thornydale.	Car	32.32653	-111.046	2023-03-30 18:45:12 UTC	4
145392		Additional lanes on the I-10 on ramp, to allow for traffic coming from Gladden Farms to turn right without a light, and have continuous traffic flow.	Car	32.42396	-111.164	2023-03-31 00:54:09 UTC	4

		Having the extra turning lane, that yields to traffic coming from the East or North, will still allow for traffic to continue and merge onto I-10.					
145521		West Tangerine Road from I-10 to Twin Peaks needs to be widened to at least 2 lanes in each direction. The amount of commercial truck traffic, especially eastbound going up Dove Mountain, is extremely slow moving. Until this improvement can be made, commercial truck restrictions should be in place requiring all commercial truck traffic to use Twin Peaks where there are already multiple lanes available for passing.	Car	32.42453	-111.143	2023-04-03 15:53:31 UTC	4
145322		Extend Dove Mountain boulevard to I-10	Car	32.46562	-111.124	2023-03-30 15:20:37 UTC	4
145344	145320	Agreed. Why was all the money spent re-paving a few years ago and not push harder to move towards 4 lanes.		32.41964	-111.047	2023-03-30 17:36:55 UTC	3
145116	145006	We need a Light Rail Commuter line with adequate parking and at least 3 stops in Marana, running from Tucson to Phoenix!!!!		32.35567	-111.091	2023-03-19 18:33:47 UTC	3
145118	144959	These builders running their trucks up and down Moore Rd. from the Frontage Road will be long gone after they destroyed this road: anybody in Town Hall making them repair this road or are the taxpayers subsidizing their fat paydays?		32.43865	-111.036	2023-03-19 18:46:30 UTC	3
145008	144927	Bikers do not use the new protected bike lane on Tangerine! They continue to use the street! Frustrating especially when they ride side by side.		32.42385	-111.046	2023-03-04 23:33:24 UTC	3
145031		Transit leaves from Tucson too late to arrive at work in Marana and leaves from Marana to Tucson too early to catch after work. I wouldn't take it anyways since it zig-zags its way to the destinations, so I would advise some sort of direct route that services people commuting to and from downtown Marana.	Transit	32.44888	-111.212	2023-03-15 17:22:19 UTC	3
145077		If and when the adjacent vacant land is developed for a rumoured apartment complex, bus stops/pullouts should be constructed to serve the concentrated population at this location.	Transit	32.33736	-111.084	2023-03-17 19:18:10 UTC	3
145084		The part where Hartman goes from 3 lanes to 2 is a ridiculously sharp adjustment. Someone is going to miss that soon (especially since everyone drive 50 mph on it now) and end up in the yard of one of those new homes.	Safety	32.36903	-111.081	2023-03-17 19:49:21 UTC	3
145094		Repave this road! The potholes are everywhere, from Sanders to Trico. The speed limit on this road is relatively high and the potholes are hazards.	Safety	32.41307	-111.24	2023-03-18 01:56:18 UTC	3
145102		People drive WAY too fast on Lon Adams. I am concerned traffic will increase and be even faster once the grocery store is built. Please put in some sort of physical barriers (speed humps?) to make people slow down. There are SO many kids riding bikes up and down this street and crossing it to go to school.	Safety	32.43159	-111.204	2023-03-18 05:29:49 UTC	3

145423		Building up the center of a round a bout makes it so you canâ€™t safely check for other vehicles in the traffic pattern. This needs to be addressed. The way it currently is designed, you are better off just closing your eyes and hoping for the best	Safety	32.45801	-111.217	2023-03-31 02:53:15 UTC	3
145080		A right-turn bay, from NB River Rd. to EB Orange Grove Rd. is needed at this location to help eliminate stacking and congestion.	Other	32.32309	-111.046	2023-03-17 19:40:16 UTC	3
145443		Safety and Road Improvement - Need to improve the roads. Too many potholes which could cause accident or vehicle damage. Also, need for a traffic signal at the intersection below the highway.	Other	32.4605	-111.217	2023-03-31 15:53:04 UTC	3
144954		The bridge is not level and is a safety hazard from garbage coming from untarped loads going to the dump.	Car	32.39516	-111.261	2023-02-27 17:46:39 UTC	3
144975		A grade separated interchange is needed here to keep the traffic flowing.	Car	32.32332	-111.046	2023-03-01 05:41:51 UTC	3
145390		Traffic light on West Tangerine, under the I-10 overpass: All traffic lights along I-10 intersections need to be re-programmed. These intersections need to be treated as a single intersection, so that vehicles going under I-10, straight or turning, can travel across the intersection un-interrupted. Currently, vehicles get a green light to travel, only to get stuck and queued up under the I-10 overpass until the next green light turns on. This greatly reduces the number of vehicles that are able to get through.	Car	32.42404	-111.164	2023-03-31 00:47:57 UTC	3
145437		This interchange needs serious attention. I drive through here daily and have waited as long as 24 minutes to turn left onto I10 Westbound. There should also be 2 turn lanes onto the interstate. AZDOT needs to address this.	Car	32.35835	-111.09	2023-03-31 13:09:58 UTC	3
145450		Cortaro and I-10 traffic flow problem	Car	32.35908	-111.089	2023-03-31 17:00:12 UTC	3
145157		Paths needed that don't dump you out on road	Biking and Walking	32.44613	-111.234	2023-03-24 16:21:36 UTC	3
145347		The bike lanes on the bridge are always full of debris. When a street sweeper does clean the lane it fills up with debris after about a week of traffic. Can this lane be cleaned weekly?	Biking and Walking	32.37866	-111.109	2023-03-30 17:43:25 UTC	3
145360		Please "close the loop" on The Loop to Gladden Farms!	Biking and Walking	32.41584	-111.183	2023-03-30 19:38:14 UTC	3
145366		Extend and connect the Tangerine bikeway to the Marana extension of the loop. This would offer greater connectivity to Tortolita preserve and more off-roadway cycling opportunities.	Biking and Walking	32.42414	-111.115	2023-03-30 21:26:53 UTC	3
145091		Speed enforcement on DMB, I will NOT ride my bike along the so-called bike lane because of traffic volume, speed, lack of separation, construction traffic out of control.	Biking and Walking	32.45821	-111.074	2023-03-17 23:10:58 UTC	3
145123		I know the road is being widen to a four lane road but only up to Saguaro Highlands Dr. I see a lot of bikers on this roadway, if the four lanes much end at Saguaro Highlands, please at a minimum widen the shoulders of the	Biking and Walking	32.38077	-111.176	2023-03-20 14:57:32 UTC	3

		roadways all the way to the High School or beyond where people bike. A fatality is only a matter of time.					
145544	145496	Linda Vista needs to be widened with turn lanes from Tw8n peaks to Thorndale		32.38094	-111.096	2023-04-05 04:20:27 UTC	2
145456	145403	Because the speed limit is 50		32.42432	-111.11	2023-03-31 18:01:31 UTC	2
145428	145395	Agreed. I go out of my way to avoid this intersection like the plague. The single biggest problem area in Marana, and its dead center in the middle of the town.		32.3585	-111.09	2023-03-31 03:59:11 UTC	2
145470	145395	I agree. Changing the timing of the lights here would make a huge difference and help avoid the backup.		32.3585	-111.09	2023-03-31 20:51:23 UTC	2
145333	145330	I agree with this. This road has become very busy and in its current state cannot deal with the current traffic load. The road surface needs to be re done to modern standards.		32.41325	-111.071	2023-03-30 16:54:10 UTC	2
145357	145320	Yes ... 4 travel lanes + center turn lane		32.41964	-111.047	2023-03-30 19:32:55 UTC	2
145332	145145	Maybe a roundabout instead of a light?		32.44279	-111.072	2023-03-30 16:20:42 UTC	2
145138	145136	Needs speed enforcement and stop sign enforcement all along Dove Mtn Blvd		32.4428	-111.072	2023-03-23 20:00:16 UTC	2
145144	145136	Speed bumps before stop signs Right turn only from The Highlands and right turn only from moore going west. Speed on DM BLVD is ridiculous		32.4428	-111.072	2023-03-23 22:28:32 UTC	2
145114	145096	Agree with above. This entire intersection requires a complete overhaul as it is dangerous to travel in all directions.		32.46058	-111.217	2023-03-19 18:20:30 UTC	2
145371	145028	I totally agree, this should be developed into high-density affordable housing!		32.46163	-111.221	2023-03-30 21:55:07 UTC	2
145064	145007	Need way more shuttles no one can get to work 7 days a week or at night without a car		32.46401	-111.236	2023-03-17 18:38:33 UTC	2
145115	145007	Forget all the buses and shuttles! When is there going to be a Commuter Rail Line with plenty of commuter parking to and from Marana and downtown Tucson and to and from Phoenix? Do your long term plans contain a Light Rail Commuter Train station and parking lot?		32.46401	-111.236	2023-03-19 18:30:44 UTC	2
145257	144976	Absolutely. Have the frontage road open and continue to the Tangerine Rd intersection. Traffic that wants to go west can turn left at W Crossroads Trail. All remaining traffic needs to go south, not turn.		32.42803	-111.169	2023-03-27 15:14:07 UTC	2

145119	144958	Who was minding the store down at Town Hall when this cluster mess got created - and is still in existence? Someone has to die before this is remedied?		32.46087	-111.217	2023-03-19 18:49:29 UTC	2
145448	144949	I agree with all these comments. An interchange like Ina and Twin Peaks is needed urgently. So much traffic goes through here and the traffic light timing and trains make it worse.		32.3588	-111.09	2023-03-31 16:11:29 UTC	2
145142	144946	DMB was NOT supposed to go through to ANYWHERE when this area was developed. I do NOT want it to go to I-10		32.46659	-111.126	2023-03-23 20:30:07 UTC	2
145280	144946	Do not extend Dove Mountain Blvd. The Dove Mountain Specific Plan and associated transportation plan was designed to end at DM West Park. NW Fire has a fire emergency escape plan. There is no need for any more roadways in Dove Mountain as there are tremendous environmental impacts. Let it be.		32.46659	-111.126	2023-03-28 13:33:28 UTC	2
145543	144939	Too many roads converge here. Throw in the overpass columns and you are asking for collisions.		32.46247	-111.216	2023-04-05 03:38:33 UTC	2
145087		Once the currently under construction apartment complexes along Aerie Dr. are completed and populated, will the increase in traffic volume at this intersection warrant a traffic signal?	Safety	32.33479	-111.047	2023-03-17 21:11:00 UTC	2
145088		Once the currently under construction apartment complexes along Aerie Dr. are completed and populated, will the increase in traffic volume at this intersection warrant a traffic signal?	Safety	32.33729	-111.053	2023-03-17 21:11:54 UTC	2
145120		The Tangerine exit has cars backed up all the way to the highway Mon-Fri 4-6pm causing stopped cars to be stopped on the highway.	Safety	32.42231	-111.16	2023-03-19 19:47:49 UTC	2
145126		Some sort of street light would be nice, itâ€™s very hard to see at night where the frontage/Moore intersection is.	Safety	32.4389	-111.185	2023-03-21 03:44:09 UTC	2
145140		I would like to see a pedestrian overpass put in at/near Tangerine and Camino de Oeste so that people, including children and pets, can safely cross from north to south to get to and home from Tangerine Sky Park on foot.	Safety	32.42435	-111.063	2023-03-23 20:08:07 UTC	2
145327		Widen to four lanes	Safety	32.37533	-111.142	2023-03-30 15:56:38 UTC	2
145365		Easier access to walking paths	Safety	32.41319	-111.058	2023-03-30 21:16:22 UTC	2
145376		People almost always wreck in this area. People turning from the pavilions to go West wait forever and usually get impatient and make reckless turns across traffic.	Safety	32.35442	-111.094	2023-03-30 22:12:25 UTC	2
145475		Hard to get off exit & on exit from both directions because traffic from San Lucas plus train. Hard to see traffic to south to make left to downtown Marana.	Safety	32.46278	-111.216	2023-03-31 23:50:04 UTC	2
145477		Double lanes with turning lanes (right\left) into businesses required for W Avra Valley Rd, will get congested soon.	Safety	32.40223	-111.202	2023-03-31 23:56:34 UTC	2

145497		Something needs to be done about the east bound I-10 entrance ramp from Avra Valley Rd. When Semi trucks attempt to get on the interstate they are barely moving causing traffic to come to a near stop behind them. This makes it very dangerous to enter the highway.	Safety	32.40025	-111.131	2023-04-01 02:57:40 UTC	2
144936		Noise from semi traffic and cars speeding on Tangerine Rd. is deafening at times, wakes you up in the morning. I live in a new house and can't believe how loud it is in a bedroom with curtains closed over windows at 5am. Please do a new study and install camera to slow traffic to speed limit.	Car	32.42314	-111.071	2023-02-23 13:11:22 UTC	2
145000		Stop using roundabouts. No one pays attention to who has the right of way.	Car	32.45804	-111.217	2023-03-03 05:15:14 UTC	2
145011		Cars constantly drifting and peeling out in the parking lot, then race	Car	32.39154	-111.139	2023-03-05 04:13:46 UTC	2
145085		The timing of the left turn arrow from Cortaro to Hartman needs to be longer in the evenings. Only 3 cars can get through on a green arrow and at rush hour, the cars stack out of the left turn lane onto Cortaro	Car	32.35921	-111.08	2023-03-17 19:51:46 UTC	2
145086		Please add a light or round about as well as a turn lane for SB traffic. The recently added around about just north of this intersection improved congestion to an extent. Traffic still backs up heavily on Sandario Rd due to the highschool traffic	Car	32.3661	-111.217	2023-03-17 20:30:59 UTC	2
145303		Make this a full interchange to accommodate growth to the east and northeast. alternatively, add an interchange at Missile Base Rd.	Car	32.50616	-111.268	2023-03-30 13:41:53 UTC	2
145340		Consider putting some kind of vertical element along the yellow stripe for the NB left turn lane, maybe like the half domes they use in Phoenix. People try to make a SB left turn into the QT and either block SB traffic or use the NB left turn lane, causing confusion.	Car	32.35883	-111.084	2023-03-30 17:09:37 UTC	2
145352		Add a traffic signal. Or restrict exiting traffic to making a right only. Can only enter plazas bybmaking a right depending on direction of travel. There is too much traffic for the crossing intersection that is currently allowed.	Car	32.33757	-111.049	2023-03-30 18:49:52 UTC	2
145393		An off-ramp somewhere around here, or even another I-10 under/over pass should have been planned here before the big warehouses started being built. There will be a lot of additional traffic, and probably with big trucks that are slower at turning, that will be routed through Tangerine and Crossroads Trail, or Tangerine and Patton. Either way, you're mixing all the new residential and commercial/industrial traffic, through a single intersection at I-10, that can barely sustain current traffic.	Car	32.43958	-111.185	2023-03-31 00:59:25 UTC	2
145445		Urgent need for interchange here.	Car	32.46165	-111.217	2023-03-31 16:01:36 UTC	2
145496		The road is very narrow and needs a turn lane at Hartman.	Car	32.38094	-111.096	2023-04-01 02:55:27 UTC	2
144927		Need to cross Tangerine Rd to stay on the bike/walking path.	Biking and Walking	32.42385	-111.046	2023-02-23 01:20:07 UTC	2
145158		Paths needed	Biking and Walking	32.46061	-111.234	2023-03-24 16:22:00 UTC	2

145337		Are four lanes really needed on this road? A nicer option would be to provide a wide, buffered bike lane to act as a connection to The Loop for people coming from Ina without having to travel through the Ina/Thornydale intersection.	Biking and Walking	32.33299	-111.052	2023-03-30 16:59:28 UTC	2
145346		I wish there was a walking path on Thornydale between Moore and Tangerine so we could access the businesses located on Thornydale and Tangerine easier.	Biking and Walking	32.42975	-111.046	2023-03-30 17:39:39 UTC	2
145359		Bicycle/Waking path along (but separate from) Thornydale Rd.	Biking and Walking	32.4222	-111.046	2023-03-30 19:37:58 UTC	2
145495		The road is very narrow and there is no safe room for bicyclists. Visibility is poor where the road dips are. I come up on bicyclists here and I have to slow down and move slightly into the opposite lane to get past them safely.	Biking and Walking	32.38041	-111.093	2023-04-01 02:52:49 UTC	2
145110		Postvale is a path now, not a road as depicted. An underpass or overpass to the shared use path on the south side of Tangerine would be a nice way to connect the paths and keep walkers and bikers safe as they travel to Circle K and the main splash pad park. The underpass by the main park is a great template.	Car	32.42486	-111.2	2023-03-19 04:42:15 UTC	2
145129		Need a light at Avra Valley and Clayton. Too many accidents and fatalities.	Safety	32.39484	-111.251	2023-03-21 21:12:41 UTC	2
145306		Traffic from I-10 W to the frontage road of Cochie Canyon Tr (and reverse) have a terrible dangerous time making a right turn and then an immediate left turn. The right-then-left lane is too short to accommodate traffic. Traffic on Cochie gets faster all the time. Traffic comes from too many directions (some with short sight distances) too quickly to keep track of.	Car	32.46301	-111.216	2023-03-30 13:51:30 UTC	2
145382		Always stuck at this light for over 5 mins. To much traffic with the train. Even at 3am we need to wait for awhile	Car	32.35917	-111.089	2023-03-30 22:38:36 UTC	2
145525	145450	One small change could help right now. The left turn signal at the frontage road on the East side of the interstate only has a very limited time green and then goes to RED. If it went to flashing yellow to allow turning when traffic clears, many more cars would make it through turning left.		32.35908	-111.089	2023-04-03 17:38:08 UTC	1
145542	145423	I agree, this circle needs to be at least twice as large to be yseful		32.45801	-111.217	2023-04-05 03:32:54 UTC	1
145447	145395	I agree with this too. Better traffic light timing is needed for now but an overpass (like Ina and Twin Peaks) is needed.		32.3585	-111.09	2023-03-31 16:08:20 UTC	1
145441	145390	I 100% agree, the timing of the lights is ridiculous. You can drive straight through, it takes a minimum of 2 lights to get through that intersection every single time.		32.42404	-111.164	2023-03-31 14:43:38 UTC	1
146096	145356	The traffic congestion on this 2 lane road has definitely increased dramatically in the last few years and will only get worse. There are a lot of new houses and businesses starting up around around the Linda Vista Blvd/Twin Peaks intersection which will be very difficult to deal with in the future.		32.38094	-111.089	2023-04-15 16:50:03 UTC	1

145399	145351	Exactly, or make the middle lane one that can be used to go left, straight, or right. That middle lane hardly ever gets used, most traffic is turning left of right, and the traffic turning right doesn't always have to wait for the green light, so as noted by comment above, traffic trying to turn left backs up very quickly.		32.32653	-111.046	2023-03-31 01:45:44 UTC	1
145466	145346	Agree, a walking/biking multi purpose path		32.42975	-111.046	2023-03-31 20:36:36 UTC	1
145363	145345	Not sure who you mean by "you" ,I bet if you actually asked working residents YOU would get a response about the importance of access to I-10 not a bunch of fast food buildings.		32.35941	-111.089	2023-03-30 21:10:16 UTC	1
145336	145324	I think the west leg of this intersection just needs to be widened, although I know that will require widening the bridge. Past improvements to striping on the east leg helped, but there is just too much traffic coming from the Costco area for that to be enough.		32.3305	-111.046	2023-03-30 16:57:45 UTC	1
145455	145320	Unfortunately, south part of Thornydale is county not the city, and the county is useless. Maybe Marana could annex this portion and make the road right.		32.41964	-111.047	2023-03-31 17:58:10 UTC	1
145468	145303	The on-ramp heading north needs to be lengthened.		32.50616	-111.268	2023-03-31 20:45:55 UTC	1
145150	145120	Yikes and Marana Councilwoman says mini City is planned with every possible kinds of housing and shops between Dove Mountain and 10?? Or did I just dream (nightmare.) that?!!		32.42231	-111.16	2023-03-24 03:12:58 UTC	1
145354	145082	Or a light that is sensor regulated as a preprogrammed one whould unnecessarily restrict early morning traffic		32.38052	-111.081	2023-03-30 18:59:28 UTC	1
145373	145029	isn't there a song about paving paradise and putting up a parking lot? This definitely isn't paradise, so we should absolutely pave it.		32.45748	-111.215	2023-03-30 21:59:55 UTC	1
145095	145000	I agree with the other poster. Too many drivers don't know how to navigate the roundabouts.		32.45804	-111.217	2023-03-18 01:57:36 UTC	1
145117	145000	This rotary lacks visual appeal, as both the bricks and the sad attempt to invoke the idea of water with the blue tiles is just ugly. Also, despite the wonderful statues, a driver cannot see across the raised bricks to proceed safely around. Plus the lanes are much too narrow for large trucks. Instead of cartoon drawing, let's re design this rotary both for safety and visual appeal.		32.45804	-111.217	2023-03-19 18:40:34 UTC	1
145550	145000	The roundabout is under sized because the interchange at I-10 needs to be completely redesigned (similar to Twin Peeks) and move traffic and trucks off southbound Sandario Road. Finishing the road to Marana Main Street will also help.		32.45804	-111.217	2023-04-05 17:48:27 UTC	1

145307	144958	At night you can't even tell for sure where the roads are! You can end up driving off-road.		32.46087	-111.217	2023-03-30 13:53:59 UTC	1
145410	144949	Agreed! This should have been done 20 years ago, before all the businesses so close to I-10 went up. As mentioned in another comment, a lot of the traffic could be alleviated by re-programming the traffic lights, to alternate traffic from ONE direction at a time. This would allow all the traffic from each direction to get through the I-10 intersection completely in a single light cycle, regardless of their destination (continuing on Cortaro or continuing on I-10), and without having to wait for a multi-year construction nightmare. Alternate traffic flow between EB->SB->WB->NB, and we'll be able to get a lot of traffic through in a single cycle. The way they are programmed now, you get a lot of vehicles queued up under I-10 and have to wait for at least 2 light cycles. Of course, you'll want to make sure the next lights are also coordinated (Cerius Stra. and AZ Pavilions), to ensure the traffic keeps flowing. We should be doing this already on Avra Valley, Tangerine, Marana, or you'll be in the same situation by 2033.		32.3588	-111.09	2023-03-31 02:07:00 UTC	1
145427	144949	Sit through this light for an hour and you will see at least 5 or more drivers turn into the wrong lane from the frontage road going East under the pass. The signage for the 2 left turn lanes is lacking. People unfamiliar with the turn don't realize the right most left turn lane is on the other side of the barriers. I see and experience this every single time I sit at this intersection		32.3588	-111.09	2023-03-31 03:35:43 UTC	1
145350	144946	Dove Mountain Blvd needs to not be a dead end. It's ridiculous to have to back track all the way down to get to I-10.		32.46659	-111.126	2023-03-30 18:34:34 UTC	1
145536	144946	Dove Mountain needs to be extended or given some sort of cut through to the freeway. It doesn't necessarily be an extension at the end, but it would be nice to have an alternative path.		32.46659	-111.126	2023-04-04 19:35:12 UTC	1
145033	144936	Welcome to Arizona. Endless traffic sounds if you live near a main road.		32.42314	-111.071	2023-03-15 17:30:31 UTC	1
145139	144936	Speed enforcement is needed along W Tangerine. Vehicles traveling west often immediately speed up as soon as they go through the light at Tangerine and Camino Oeste.		32.42314	-111.071	2023-03-23 20:02:55 UTC	1

145349	144927	The Tangerine bike/walk path needs underground crossing at all major intersections to make it a continuous safe path for families. There are very few bike trails that are uninterrupted, and the addition would greatly increase safety for everyone.		32.42385	-111.046	2023-03-30 18:26:48 UTC	1
145007		Need a Park and Ride lot somewhere in this area or at Ora Mae Harn Park connecting to Tucson bus routes.	Transit	32.46401	-111.236	2023-03-03 23:38:06 UTC	1
145076		An bus stop/pullout should be provided at this location along EB Ina Rd to serve the Pima Vocational High School.	Transit	32.33742	-111.072	2023-03-17 19:15:15 UTC	1
145078		To help improve EB traffic flow along the increasingly congested Ina Road corridor, the most heavily utilized, designated bus stops should be upgraded to bus pullouts.	Transit	32.33736	-111.045	2023-03-17 19:22:54 UTC	1
145079		To help improve WB traffic flow along the increasingly congested Ina Road corridor, the most heavily utilized, designated bus stops should be upgraded to bus pullouts.	Transit	32.33763	-111.044	2023-03-17 19:23:44 UTC	1
145081		Bus stops/pullouts are needed along the Thornydale Rd/River Rd corridor to connect this area to the network of SunTran/SunShuttle routes.	Transit	32.32567	-111.046	2023-03-17 19:42:46 UTC	1
145318		Expansion of Linda Vista to four lanes, from Twin Peaks to Shannon Road, is necessary due to the increase in development (commercial and residential). This will result in easing the traffic on Cortaro Road and adjacent residential roads. This improvement facilitates traffic flow for residents traveling south from the Tangerine Road area.	Transit	32.38096	-111.084	2023-03-30 14:48:24 UTC	1
145319		Improvement of Camino De Oeste and development to connect with Tangerine Road is necessary to provide an alternate path for access to/from Tangerince Road to the south.	Transit	32.42097	-111.063	2023-03-30 14:53:23 UTC	1
145099		this warrants a traffic light	Safety	32.43451	-111.204	2023-03-18 05:12:04 UTC	1
145152		Traffic speed on Cochie Canyon is not enforced. In 15 years, I have never seen a patrol car. Drivers go 60 miles an hour all the time.	Safety	32.4653	-111.209	2023-03-24 03:17:09 UTC	1
145361		Traffic light needed at this intersection	Safety	32.3757	-111.132	2023-03-30 19:55:00 UTC	1
145377		Please add a two lane bridge for safety such as fire trucks, ambulance and public transportation to get there in a timely manner in an event of an emergency.	Safety	32.46643	-111.338	2023-03-30 22:16:59 UTC	1
145398		This intersection is very dangerous during times of heavy traffic. Vehicles that are exiting the businesses in the area, and trying to turn left onto Ina Rd. often have to wait very long, or you'll see an impatient driver speed unsafely across the intersection. My son and daughter almost got hit recently by a big truck rushing across Ina to beat traffic in both directions on Ina. It's so bad, that I go around all the way to Orange Grove through Thornydale, just to avoid this exit - just to travel West on I-10 towards Gladden Farms.	Safety	32.33739	-111.049	2023-03-31 01:42:21 UTC	1

145401		Problems with speeding on Stonepipe, with drivers sometimes doubling the 25 MPH speed limit.	Safety	32.46326	-111.204	2023-03-31 01:49:41 UTC	1
145446		Improve traffic signal timing urgently needed now but an overpass and improved road conditions would be ideal to deal with the number of vehicles that go through this intersection.	Safety	32.42435	-111.164	2023-03-31 16:04:48 UTC	1
145458		The northbound lane is too narrow coming downhill out of the 'S'-turn and tires have been slipping off the pavement and digging a hole into the soft shoulder.	Safety	32.36662	-111.08	2023-03-31 19:38:21 UTC	1
145463		Street lighting down Moore Rd that matches the lighting down Tangerine Rd through Gladden Farms. Will allow for safer bike riding and walking at night.	Safety	32.4393	-111.229	2023-03-31 19:46:33 UTC	1
145489		Highly dangerous area when it rains. I can't fathom why we build road so the water collects in them. Hundreds of new drivers dealing with road closures due to flooding every year. This is a huge problem.	Safety	32.39284	-111.217	2023-04-01 01:32:14 UTC	1
145512		Traffic approaching Twin Peaks often crosses from the left lane 8th the right lane at the dog leg. This is very dangerous and Iâ€™ve almost been hit numerous times. The lane divider should be a solid line, not dashed. Plus, devices should be added to keep cars in the lanes.	Safety	32.38285	-111.102	2023-04-02 05:14:03 UTC	1
145522		Cars speed through this area despite the fact that it's a neighborhood with people walking, children biking, etc.	Safety	32.36815	-111.122	2023-04-03 16:45:03 UTC	1
145524		Speeding along Pima Farms has increased with the new neighborhood at the end of the street. I've also seen people pass (illegally, there is no passing stripe) using the opposing lane so they don't have to stop for people making a turn, or if they aren't driving well over the speed limit. It's a pretty flat straight road and people fly down it despite the fact that it's a major walking and biking area. Need something to bring the speeds down, and bring attention to the crosswalks.	Safety	32.3592	-111.14	2023-04-03 16:48:01 UTC	1
145023		Empty lot. Someone could walk to work and to downtown Marana businesses if they lived here.	Other	32.45477	-111.212	2023-03-15 17:14:51 UTC	1
145027		More empty lots. Someone could walk to work and to downtown Marana businesses if they lived here. However, I'm sure $400,000 single family residentials are coming so go for them.	Other	32.44488	-111.214	2023-03-15 17:18:25 UTC	1
145075		There is no such existing intersection of W. Clark Farms Blvd. and the EB I-10 frontage road. It appears that this depiction is based on obsolete information. Additionally, an extension of N. Clark Farms Blvd. is planned to connect with W. Tangerine Farms Rd. near to where this map indicates a non-existent N. Patton Rd. intersects with it.	Other	32.43177	-111.175	2023-03-17 19:11:08 UTC	1
145369		Love the strip-mall vibes happening in "downtown" Marana! More parking lots and chain restaurants please!	Other	32.45915	-111.218	2023-03-30 21:41:51 UTC	1
145375		Entire road is in horrible condition, needs repavment for safety.	Other	32.44379	-111.301	2023-03-30 22:07:21 UTC	1
144953		Fix or remove cattle guard.	Car	32.41138	-111.235	2023-02-27 17:42:20 UTC	1

144999		Remove the roundabout & replace with a traffic light. No one pays attention to who has the right of way. The roundabout area is dark & has been struck several times by drivers not paying attention.	Car	32.38074	-111.217	2023-03-03 05:13:53 UTC	1
145082		A traffic circle would be good for the Linda Vista and Hartman intersection. With the additional homes off Hartman and the difficult Cortaro interchange, there is a lot of traffic trying to turn left off of Hartman onto Linda Vista to use the Twin Peaks interchange. With the cross traffic on Linda Vista the wait times can be really long at times, and some people make risky turns.	Car	32.38052	-111.081	2023-03-17 19:45:32 UTC	1
145324		Needs better traffic control. I have had to sit in traffic for two lights before I was able to turn left onto nb thornydale	Car	32.3305	-111.046	2023-03-30 15:40:03 UTC	1
145334		Thraffic flow from Pavillions moving west along Cortaro and onto Northbound Silverbell. It was great when you added the third lane accross the bridge, however I think the flow pattern could be revised to better suit the bulk of traffic. It seems that the majority of traffic on Cortaro heading westbound towards Silverbell end up going northbound on silverbell. The minority either crosses silverbell or turns southbound. Yet, the traffic flow of the 3 lanes still forces westbound traffic to maneuver over into the right most lanes to make northbound Silverbell. If the natura;l flow of the two lanes of westbound coratro were changed to continue flow onto Northbound silverbell, and you broke the straight/ southbound traffic off it would likely help with the merging issues on the bridge. Adding space for the apartment/ shopping center to have a separated turn lane would also help alleviate congestion and backups.	Car	32.35271	-111.096	2023-03-30 16:56:01 UTC	1
145338		U-Turns should not have to yield to right turns EVER! It causes confusion and backups and near misses almost every time there is a NB vehicle making a U-Turn. It's better to just get rid of the right turn overlap for WB rights, which is also safer for pedestrians.	Car	32.3232	-111.046	2023-03-30 17:02:04 UTC	1
145339		The "pavement" added as part of the silverbell/ Ina intersection re-configuration, and into the merging lanes south of the interchange is laughable. Make the contractor come back and repair it appropriately. Some areas are so poor its likel driving on a forest road.	Car	32.33587	-111.087	2023-03-30 17:02:48 UTC	1
145355		Too much traffic for a 4 way stop. A light should be considered here	Car	32.38099	-111.063	2023-03-30 19:01:03 UTC	1
145356		With the new homes and construction on Linda Vista traffic between Twin Peaks and Thornydale will increase since the new homes are in the Mtn. View HS district. It would be nice to improve Linda Vista and widen it all the way across. Also put in lights at Hartman and Linda Vista, and Camino de Oeste and Linda Vista.	Car	32.38094	-111.089	2023-03-30 19:21:41 UTC	1

145384		Traffic circle or traffic signal needed at intersection of SilverBell and Twin Peaks	Car	32.37453	-111.14	2023-03-30 23:14:27 UTC	1
145388		We need double lanes in this area	Car	32.46051	-111.237	2023-03-31 00:26:21 UTC	1
145391		This frontage road should have never been closed. Traffic is being re-routed to try and cross Tangerine, only to continue on to I-10. If you re-program the traffic lights at each I-10 intersection to improve traffic flow, traffic won't be backed up like it is on Cortaro. With the additional traffic that the new giant warehouses will bring, traffic is going to be a nightmare in this area. I would love to voice my ideas on how lights should be programmed along I-10, if I can get contact info for the right person.	Car	32.42792	-111.169	2023-03-31 00:51:27 UTC	1
145396		So much money spent on this traffic interchange, and still the traffic lights are not optimized and still treated like two separate intersections. If the lights are re-programmed, you can allow traffic to flow better and vehicles would not have to stop in the middle of the road to wait for the next traffic light. Alternate traffic from ONE direction at a time, and allow that traffic to get through the intersection completely without interruption.	Car	32.37918	-111.109	2023-03-31 01:29:28 UTC	1
145429		Everything about this underpass, overpass is unsafe, congested, confusing and maddening. It's a public safety and health nightmare. Makes the commute to work either way slow, frustrating and dangerous. I know the improvement isn't in Marana's hands, but is there no possibility of influencing ADOT on this ? There renovation some years ago was shortsighted, shoddy and destined to fail... as it clearly has.	Car	32.35939	-111.087	2023-03-31 04:11:52 UTC	1
145431		Block off this dort road. It should not be used.	Car	32.42961	-111.055	2023-03-31 04:13:36 UTC	1
145432		Block off this dirt road. It should not be used.	Car	32.4253	-111.055	2023-03-31 04:15:21 UTC	1
145451		The frontage road needs to connect with the freeway here. Trying to cross Tangerine when it's busy is a nightmare that will only get worse. If whomever is in charge insists on keeping the frontage road reroute on Tangerine, there should be a light at Tangerine and Crossroads Trail to make it easier to turn.	Car	32.42827	-111.17	2023-03-31 17:11:08 UTC	1
145452		During non daylight hours, this light should NOT automatically change to give a green light to Camino De Marana when a car arrives. Too many times, there are 5-10 cars on Twin Peaks and the light will change to give the one car a green light. Waste of energy for 10 cars for 1 . The side street should wait.	Car	32.40256	-111.08	2023-03-31 17:49:05 UTC	1
145464		Build a road from Lon Adams to Avra Valley to minimize Tangerine intersection congestion	Car	32.41515	-111.196	2023-03-31 19:49:26 UTC	1
145501		It is very difficult to see oncoming traffic when turning onto Avra Valley Rd from the frontage road. Maybe a stop sign both ways would make this more safe	Car	32.40125	-111.13	2023-04-01 14:15:56 UTC	1

145534		The Marana interchange should be upgraded like the Ina interchange to accommodate increased traffic.	Car	32.46154	-111.217	2023-04-04 18:40:04 UTC	1
145004		Very unsafe for walking or biking toward Marana Rd for 900 homes.	Biking and Walking	32.463	-111.215	2023-03-03 23:33:22 UTC	1
145083		It's great for cars that part of Hartman was widened but why weren't bike lanes added?	Biking and Walking	32.37103	-111.081	2023-03-17 19:48:47 UTC	1
145107		Many of the roads around downtown do not have any safe biking lanes. They kind of come and go.	Biking and Walking	32.44972	-111.217	2023-03-18 14:52:29 UTC	1
145147		Not sure how to easily improve the interchange for walking and bikes but the current layout is challenging. Once on the Loop trail things are fine - improve connectivity.	Biking and Walking	32.38146	-111.109	2023-03-24 01:14:51 UTC	1
145159		Paths needed	Biking and Walking	32.45855	-111.217	2023-03-24 16:23:10 UTC	1
145315		Section of Lambert Ln could use a separated bike/pedestrain path as there is no good pedestrian access to link all the neighborhoods to the business areas. At the very least, maybe a widened bike lane would be useful in this section of the road as there's a bit of a blind spot for folks coming over the hill or making the turn at the bottom of the hill.	Biking and Walking	32.39062	-111.142	2023-03-30 14:33:33 UTC	1
145316		Silverbell section between Sunset and Ina could definitely use a bike lane improvement or a separated path for bikes and pedestrians. There are several blind turns and it's a higher speed road.	Biking and Walking	32.31084	-111.055	2023-03-30 14:37:49 UTC	1
145325		This transition from horizontal to slopped(south bound) is too sever for normal bicycle speeds that are typical on most other locations on the loop system. The radius of the curves suggest the speed. The curve radius at this location suggest a speed that is too fast for this sudden dropping transition. From the scrapes in the concrete surface, several bicycles have crashed here.	Biking and Walking	32.35202	-111.098	2023-03-30 15:47:27 UTC	1
145444		Need to add sidewalks on Sandario from Clark Farms Blvd to I1-10. I've seen people of all ages (including handicapped people on wheelchairs and people young and old riding bicycles) almost get struck by a car for riding on the road and/or struggling to get from point A to point B on the dirt road. Too dangerous for pedestrians.	Biking and Walking	32.44516	-111.217	2023-03-31 15:58:05 UTC	1
145457		A bike lane or wider shoulder is needed to keep safe separation between bicycles and automobiles	Biking and Walking	32.38104	-111.087	2023-03-31 19:31:34 UTC	1
145460		Bike/Walking path from Sanders and Moore all the way to Sandario.	Biking and Walking	32.43904	-111.234	2023-03-31 19:41:15 UTC	1
145516		Would love to see the bike path opened really soon! Parts of it were in need of repaving. Hope the new surface is smother!	Biking and Walking	32.38936	-111.128	2023-04-03 00:35:13 UTC	1

145517		We need crosswalks on this street! There are crosswalks only at El Rio parking area and at Twin Peaks. Cars rarely stop for pedestrians. Would help to sit on these crosswalks and cite offenders who drive on by when there are people ready to cross! Cars speed on this section, too! Enforcement needs to be stepped up.	Biking and Walking	32.38839	-111.132	2023-04-03 00:38:02 UTC	1
144998		Starbucks drive-thru traffic versus BBC/McDonalds/Dutch Bros traffic is really sketchy in this area.	Car	32.45876	-111.216	2023-03-02 19:54:38 UTC	1
145364		Plan ahead. Build a over/under pass now before it's to late	Car	32.40125	-111.131	2023-03-30 21:15:09 UTC	1
145535		Build a Moore/I-10 Interchange to relieve traffic congestion on the Tangerine/I-10 and the Marana/I-10 Interchanges. This will also allow for the other two interchanges to be upgraded without shutting down major travel corridors.	Car	32.439	-111.183	2023-04-04 18:41:41 UTC	1
145493	145492	Meant to put this on Cortaro not Twin Peaks. And now I can't move it or delete it...		32.37842	-111.11	2023-04-01 02:31:41 UTC	0
145556	145482	Also, a left turn lane from EB Ina.		32.33741	-111.107	2023-04-05 22:46:15 UTC	0
145549	145431	Yes. This section of Oldfather Rd is not supposed to be a through road.		32.42961	-111.055	2023-04-05 17:00:44 UTC	0
145494	145398	I take the same detour as I don't feel comfortable having to dart out into traffic. And if you don't then you are stuck waiting forever for a decent break!		32.33739	-111.049	2023-04-01 02:35:19 UTC	0
145476	145388	Agree. Double lanes needed down all of Sandario.		32.46051	-111.237	2023-03-31 23:51:43 UTC	0
145469	145381	Take out the curb for the left turn lane.		32.35576	-111.093	2023-03-31 20:48:04 UTC	0
146178	145361	I don't U-turns for eastbound traffic should be allowed because it creates safety issues around school drop-offs and pickups. There should also be a pedestrian crossing at that intersection.		32.3757	-111.132	2023-04-17 18:07:26 UTC	0
145442	145351	Can an additional exit from the Costco parking lot onto Thornydale be created? The only current way out is Costco Drive, which is always congested. A new exit could be created by the Supercuts on the south end, or perhaps connecting the Costco parking lot with that of the business park just south of it.		32.32653	-111.046	2023-03-31 14:44:56 UTC	0
145348	145342	where?		32.46335	-111.216	2023-03-30 17:47:57 UTC	0
145353	145340	This confusion is only going to get worse with the starbucks being built next to wendy's		32.35883	-111.084	2023-03-30 18:52:30 UTC	0
145538	145322	YES! Something needs to be developed to give an easier path, if desired, to get to I-10 or twin peaks area.		32.46562	-111.124	2023-04-04 19:40:23 UTC	0

145672	145322	One of the benefits of living on Dove Mountain is the lack of through traffic. I would not like a road connection through to I10. The traffic from Tangerine going west on I10 would divert up this way. The point was made elsewhere that anyone who purchased up here knew that there was no plan to connect through.		32.46562	-111.124	2023-04-07 19:40:33 UTC	0
145471	145316	There are no bike lanes on west Ina road and Silverbell making it hazardous to bicycle riders and automobiles.		32.31084	-111.055	2023-03-31 21:27:41 UTC	0
145500	145315	For the blind spot issue, i think a protected bike lane would be better for the safety of the cyclist		32.39062	-111.142	2023-04-01 14:14:54 UTC	0
145149	145136	Yes, witnessed one accident several years ago when someone coming from the north clearly wasnâ€™t going to be able to stop. Car making a left turn from Moore on the Dove Mountain Blvd.. Luckily they were far enough into the intersection that they ONLY! got spun around versus T-boned. I immediately called 911 as a witness. I have to warn everyone who comes to visit me. Stop light maybe one answer one answer, but will create greater noise for those of us who live near the intersection cars- and motorcycles, revving their engines at a stop light. My dream is a quiet, non earth raping transit for those of us who no longer drive without having to declare ourselves, handicapped, move into assisted living or hire a driver. I love Marana and Dove Mountain (my favorite, country and western song: â€œDonâ€™t Fence Me Inâ€œ ! My dream is quiet non-earth raping transportation system to independently attend events, museums or friends in Tucson. â€˜â€œTHERE IS MORE TO LIFE THAN INCREASING ITS SPEEDâ€â€¦Ghandi		32.4428	-111.072	2023-03-24 03:04:50 UTC	0
145151	145136	Sorry for redundancy of my dream but maybe it bears repeating		32.4428	-111.072	2023-03-24 03:15:08 UTC	0
145387	145099	Traffic light is needed. Many accidents coming off the Marana exit!		32.43451	-111.204	2023-03-31 00:22:50 UTC	0
145551	145031	With a miss click on my phone I was notified that a 28 minute drive wouldâ€™ve taken me 2hr and 24 minutes on transit. Twice as long, I might have considered it but 5X! No way. We need transit connectivity vastly improved.		32.44888	-111.212	2023-04-05 18:03:19 UTC	0
145370	145030	Yeah, definitely develop this, would be amazing to live her and be able to walk to work at Mcdonalds!		32.45859	-111.214	2023-03-30 21:44:40 UTC	0
145502	145029	Without the big box store and sea of asphalt, please		32.45748	-111.215	2023-04-01 14:25:37 UTC	0

145372	145028	Initially I wasn't in favor of this idea, but It's honestly very hard to find house cleaners and other low-wage workers in the area, so having affordable housing would give them a place to live and would make it cheaper for the rest of us to live our middle class suburban dream!		32.46163	-111.221	2023-03-30 21:58:01 UTC	0
145503	145028	What middle class dream? Even as engineer I'm finding that I can't reasonably afford housing in the area without more than half my paycheck going to a mortgage. God knows how low-wage workers aren't homeless		32.46163	-111.221	2023-04-01 14:37:34 UTC	0
145034	145027	correction, good for them.		32.44488	-111.214	2023-03-15 20:28:42 UTC	0
145252	145013	Any road connect to the west of Dove Mtn should be paid for by the residents of Dove Mtn. Residents in other parts of Marana should not pay for this. Marana always says development pays for itself, so Dove Mtn can pay for any additional improvements.		32.46349	-111.13	2023-03-26 20:08:16 UTC	0
145537	145013	Some sort of expansion or path needs to happen. One way in and one way out is not the best plan.		32.46349	-111.13	2023-04-04 19:37:35 UTC	0
145100	145000	The current state of the roundabout support this comment		32.45804	-111.217	2023-03-18 05:13:18 UTC	0
145368	144947	Have you considered not living in the suburbs and choosing to drive your car everyday?		32.46187	-111.216	2023-03-30 21:35:46 UTC	0
145358	144927	Need separate bike/walk path along both sides of Tangerine. Somehow encourage bicyclers to use the path and not the road/bike lane.		32.42385	-111.046	2023-03-30 19:35:44 UTC	0
145326		Buses should go further, for example going up and twin peaks, cortaro rd, avravally rd, silverbell rd.even going to Marana High School.	Transit	32.2127	-111.281	2023-03-30 15:52:41 UTC	0
145774		Public transportation s realistically not accessible within a reasonable distance. It would require about ten miles driving to get to a pick up point for public transportation. Anyone wanting to avoid driving due to age, health or whatever is not likely to be accommodated.	Transit	32.45043	-111.07	2023-04-11 00:12:51 UTC	0
146199		You already know that this area needs improvement. It is the most congested an aggravating area in Marana. Unfortunately, until the UPRR can be diverted over/above the roadway, it is going to continue to be an issue. If there is any way to speed up the cycling between traffic signal transitions, that may help in keeping traffic flowing in all directions.	Transit	32.35956	-111.089	2023-04-18 22:11:47 UTC	0
145009		Gets very dark in the parking lot of the park and in the area of the roadway at night, especially in the washes	Safety	32.37269	-111.127	2023-03-05 04:08:37 UTC	0
145113		This has become a high-speed cut through. Recommend speed bumps/humps to try to slow down traffic and discourage through traffic. Many kids at play in this area, so there should be â€œkids at playâ€ signs at a minimum.	Safety	32.42969	-111.199	2023-03-19 04:55:18 UTC	0

145367		Please, stop the sprawl. There is not reason to live out here and commute. Shameful!	Safety	32.57256	-111.329	2023-03-30 21:31:42 UTC	0
145374		Should update pedestrian crosswalks to have flashing lights in the roadway to alert drivers. Cars turning from Twin Peaks round the corner so fast they miss people crossing the street at the crosswalk.	Safety	32.38148	-111.155	2023-03-30 22:02:34 UTC	0
145385		Parking area needed for Los Morteros rather than parking on Linda Vista	Safety	32.38119	-111.138	2023-03-30 23:16:34 UTC	0
145402		Serious speeding problems on Adonis Road, and a lot of drivers passing in unsafe areas.	Safety	32.44603	-111.179	2023-03-31 01:50:41 UTC	0
145462		Better lighting at this intersection.	Safety	32.40226	-111.234	2023-03-31 19:44:09 UTC	0
145478		Sanders and W Avra Valley congested when high school in session. Light at intersection, with right/left turn lanes onto Avra from Sanders.	Safety	32.40193	-111.234	2023-03-31 23:58:09 UTC	0
145479		Light to turn onto Avra from Sandario.	Safety	32.40216	-111.217	2023-04-01 00:01:25 UTC	0
145483		weird intersection - post office entrance/exit should move to W Civic Center Dr instead of Lon Adams. Vehicles exiting post office and traffic on Lon Adams with traffic off Civic Center create safety issue.	Safety	32.44908	-111.209	2023-04-01 00:55:55 UTC	0
145523		Excessive speeding through the neighborhood	Safety	32.35542	-111.119	2023-04-03 16:45:36 UTC	0
145541		Drivers travel way too fast. Especially some of the students at the alternate school by Estes. Parents roaring down the street to drop off kids. Needs more monitoring 7:30 am to 8:30am	Safety	32.4534	-111.211	2023-04-05 02:53:49 UTC	0
145546		Ramp becomes dangerously backed up during the hours in which residents are returning home from work during the week. Meanwhile there continues to be more construction of homes and businesses which will only increase the traffic in the future.	Safety	32.42268	-111.161	2023-04-05 12:32:48 UTC	0
146200		I recently noticed that there is no left-leading green arrow for S/B La Cholla at this intersection. I do not know if the same is true for N/B. There is only a yellow-flashing turn arrow. Therefore, when traffic is heavy, the ability to transition to E/B Tangerine Road is limited and is vey frustrating, not to mention dangerous.	Safety	32.42403	-111.013	2023-04-18 22:14:48 UTC	0
146201		CLEARLY mark this area as a railroad crossing with signage and street markings. This is an intersection where the UPRR does not blow its warning signal (apparently.) The gate drops very close to when the train crosses and I was nearly trapped there as a result on one occasion. I could not believe how fast the train was approaching me immediately after the red crossing lights began flashing. The crossing arm actually dropped down on top of my vehicle and caught the top of my vehicle's luggage rack, momentarily trapping me when I attempted to back up and temporarily knocking my luggage rack out of alignment (easily readjusted.) It was a scary situation. Fortunately, I was able to accellerate forward (toward I-10 from the North Side of the intersection) and continue on the the I-10 W/B onramp. I	Safety	32.4248	-111.163	2023-04-18 22:21:47 UTC	0

		notified the Town of Marana and the roadway was re-marked/painted, but that soon faded. It is a dangerous intersection in my view. It is only a matter of time that someone will be injured at that intersection and Marana will be facing serious legal liability.					
145022		Empty lot. Someone could walk to work and to downtown Marana businesses if they lived here.	Other	32.4495	-111.212	2023-03-15 17:14:29 UTC	0
145024		Empty lot. Someone could walk to work and to downtown Marana businesses if they lived here.	Other	32.45192	-111.215	2023-03-15 17:15:11 UTC	0
145025		Empty lot. Someone could walk to work and to downtown Marana businesses if they lived here.	Other	32.44738	-111.214	2023-03-15 17:15:34 UTC	0
145026		Empty lot. Someone could walk to work and to downtown Marana businesses if they lived here.	Other	32.44677	-111.212	2023-03-15 17:15:52 UTC	0
145028		Empty lot. Someone could walk to work and to downtown Marana businesses if they lived here.	Other	32.46163	-111.221	2023-03-15 17:18:55 UTC	0
145029		Empty lot. Someone could walk to work and to downtown Marana businesses if they lived here.	Other	32.45748	-111.215	2023-03-15 17:19:24 UTC	0
145030		Empty lot. Someone could walk to work and to downtown Marana businesses if they lived here.	Other	32.45859	-111.214	2023-03-15 17:19:45 UTC	0
145074		There is no such intersection of N. Patton Rd. and the EB I-10 frontage road. It appears that this depiction is based on obsolete information.	Other	32.43744	-111.183	2023-03-17 19:07:03 UTC	0
144945		It would be great to pave Blue Bonnet RD between Twin Peaks and Linda Vista to create a more direct north/south route for traffic going to Cortaro Farms Rd and Arizona Pavilions.	Car	32.38151	-111.08	2023-02-26 22:38:59 UTC	0
145032		Literally two seconds to merge into busy 75+ mph traffic.	Car	32.45867	-111.212	2023-03-15 17:23:47 UTC	0
145328		This needs to be a 4 way stop, drivers along Barnett drive over the speed limit and making it a 4 way stop or a roundabout would increase safey	Car	32.44614	-111.2	2023-03-30 16:02:11 UTC	0
145335		Silverbell road expansion the RTA project page has not been updated for years. Can we get an update on the plan for Silverbell widening between Goret and Ina, of which part of the project lies in the Maran district?	Car	32.32087	-111.065	2023-03-30 16:57:40 UTC	0

145341		Traffic control for the shopping centers. Currently, the lights for traffic flowing from the shopping centers onto pavillions do not easily allow for the flows. Could signal operation be changed to allowing all traffic from one center (left, stright, right), then all traffic from the opposing center, then handle pavillions traffic as separate straight/ left turn as currently programmed.	Car	32.35447	-111.092	2023-03-30 17:17:12 UTC	0
145342		Making a left hand turn here can be challenging.	Car	32.46335	-111.216	2023-03-30 17:33:39 UTC	0
145378		Needs stop light	Car	32.38105	-111.163	2023-03-30 22:35:04 UTC	0
145379		Stop light here. People have pulled out in front of cars	Car	32.38992	-111.046	2023-03-30 22:36:00 UTC	0
145380		Says no Walmart access but everyone uses it for that and no one is patient.	Car	32.35712	-111.092	2023-03-30 22:36:54 UTC	0
145381		To many accidents	Car	32.35576	-111.093	2023-03-30 22:37:39 UTC	0
145386		Need turning lanes in the down town area.	Car	32.45073	-111.217	2023-03-31 00:20:15 UTC	0
145394		The I-10 off-ramp at Cortaro should be moved further North, then business access should be opened along the frontage road. All throughout Tucson and Marana, all traffic coming off I-10 is always routed through the major intersection, even if a lot of that traffic is going to the businesses surrounding the intersection. Adding access to the businesses from the frontage road alleviates traffic at the major intersections. This is done successfully in many other places throughout the country, and we need to look no further than El Paso, TX for great examples.	Car	32.36505	-111.097	2023-03-31 01:03:59 UTC	0
145397		Re-program these traffic lights at the I-10 intersection. Traffic backs up because they get a green light to go across the over-pass, but get stuck ON the over-pass waiting for the next green light. This limits the number of vehicles that get through on one cycle, wasting 1/3 to 1/2 of the green light time. If you allow traffic to flow from ONE direction at a time through the I-10 intersection, you will alleviate congestion and driver frustration.	Car	32.33761	-111.066	2023-03-31 01:34:15 UTC	0
145430		Road here needs to be widened to 4 lanes to Moore Rd. Sharp jag in the road is very dangerous at speed. Congestion starting to build as more people move to this area.	Car	32.43333	-111.047	2023-03-31 04:12:11 UTC	0
145449		Add an off/on ramp from/to the I-10 to alleviate traffic congestion.	Car	32.4464	-111.195	2023-03-31 16:14:43 UTC	0
145453		During non daylight hours, this light should NOT automatically change to give a green light to Marana Center Blvd when a car arrives. Too many times, there are 5-10 cars on Twin Peaks and the light will change to give the one	Car	32.3814	-111.105	2023-03-31 17:50:59 UTC	0

		car a green light. Waste of energy for 10 cars for 1 . The side street should wait.					
145454		Tooo many times, traffic turning left onto EB I10 have to wait for a green arrow when there are not cars coming. Why not and flashing yellow turn signal? This applies to several intersections in Marana (EB Cortaro turning north at I10, EB Ina turing north on Thornydale, just to name a few)	Car	32.37862	-111.11	2023-03-31 17:55:22 UTC	0
145480		Double lanes with right/left lanes on W Moore Rd & Sandario	Car	32.43886	-111.217	2023-04-01 00:19:12 UTC	0
145492		This intersection is the worst to get through. The lights don't seem to be synced well and I will go iut of my way to take Ina or Twin Peaks instead. Needs to go over the railroad tracks and have better lights!	Car	32.37842	-111.11	2023-04-01 02:29:54 UTC	0
145545		The is intersection is deep causing cars to bottom out regardless of speed and cars driving poorly to to avoid the deepest portion of the dip.	Car	32.35902	-111.093	2023-04-05 05:03:11 UTC	0
145097		A crosswalk to the otherside of Tangerine to access the paved path.	Biking and Walking	32.42495	-111.195	2023-03-18 02:39:38 UTC	0
145148		I've used the road as a connector to get from the Loop to the Foothills. Poor or non-existent shoulders - narrow lanes with fast traffic - I understand it's beyond Marana borders but maybe one for the city?	Biking and Walking	32.293	-110.94	2023-03-24 01:19:22 UTC	0
145156		Paths needed	Biking and Walking	32.44617	-111.217	2023-03-24 16:19:19 UTC	0
145331		Please extend the bike/dirt path (that exists from the north, at Lambert & Shannon) down to this location so the 785 homes in North Ranch can access it. Then once on the bike path, we can bike/walk to the Fry's grocery and other stores on Tangerine and Thornydale.	Biking and Walking	32.38588	-111.03	2023-03-30 16:18:32 UTC	0
145459		Access between the bike path to the northbound frontage road would be valuable.	Biking and Walking	32.3285	-111.056	2023-03-31 19:41:02 UTC	0
145461		bike/walking sidewalk or trail all the way down Sandario from I-10 to Moore.	Biking and Walking	32.43919	-111.217	2023-03-31 19:42:41 UTC	0
145465		Developed business access here would be valuable.	Biking and Walking	32.33038	-111.051	2023-03-31 19:57:45 UTC	0
146197		I live in Dove Mountain. I believe that transportation in Marana is generally well planned and I have no complaints. I am only pointing to this location, because it would be nice if the roadways were a little wider for bicyclists, but I realize this is a foregone conclusion since there is no room for widening the roadways. Actually, I think bicyclists should not ride so close to the white/fog line while traversing this length of road. They are creating issues and dangers for themselves.	Biking and Walking	32.46516	-111.096	2023-04-18 22:04:27 UTC	0

146198		#1, the speed limit along this stretch of road should be increased to 45 MPH. 40 MPH is unrealistict and is not followed by motorists anyway. Also, I believe that it bumps up to 45 MPH when you reach the Oro Valley town limit, so why not make it consistent for motorists? Also, this stretch of road, especially east of Thornydale Rd is extremely unsafe for bicyclists (particularly) and pedestrians (although rarely used) due to the lack of sufficient space to traverse safely. The road condition east of Thornydale (to the Oro Valley Town Limit) is terrible. Some of it may be County Road, which is unclear to me. Regardless, it needs improvement in road repairs and widening.	Biking and Walking	32.43827	-111.04	2023-04-18 22:09:06 UTC	0
146421		Please connect sidewalks/multiuse paths from Gladden Farms area to Tangerine Sky Park. It is barely safe to bike this way and not at all possible to walk, use a jogging stroller, etc.	Biking and Walking	32.42295	-111.121	2023-04-25 19:20:17 UTC	0
146422		Complete lack of sidewalk on Sandario and other roads leading from neighborhoods to shops and parks/rec center. Please add sidewalk/multiuse paths so people of all abilities can make the short trek from their homes to restaurants, parks, etc. safely and without having to use a car.	Biking and Walking	32.44859	-111.217	2023-04-25 19:23:40 UTC	0
145089		Increased speed enforcement and calming features. Considerations for habitat connectivity and reduction in high density development	Car	32.38296	-111.126	2023-03-17 22:50:16 UTC	0
145109		Traffic on Sanderlin often doesnâ€™t stop at stop sign here. Speed bumps/hump on connector north of intersection would help slow down those that are trying to cut through as fast as possible. Also, a four-way stop here is a good idea to avoid accidents.	Car	32.43099	-111.198	2023-03-19 04:39:39 UTC	0
145111		Postvale Rd from Moore to Frontage is in quite poor shape. Itâ€™s recently been re-tarred but the ride is still awful. I donâ€™t know what the end game plans are for this road, but this isnâ€™t it.	Car	32.44078	-111.2	2023-03-19 04:45:24 UTC	0
145400		Serious issues with speeding and people passing in the left turn lane.	Car	32.46542	-111.206	2023-03-31 01:48:09 UTC	0
145403		People passing unsafely and driving at well over 45 MPH on Tangerine Road, especially between I10 and Dove Mountain.	Car	32.42432	-111.11	2023-03-31 01:52:01 UTC	0
145467		Add a multi-purpose walking/bike trail next to Moore Rd between Thornydale and Dove Mountain Blvd	Biking and Walking	32.43805	-111.05	2023-03-31 20:40:25 UTC	0
146180		There should be a pedestrian crossing at the wash. Also, speeding needs to be monitored.	Biking and Walking	32.38511	-111.127	2023-04-17 18:09:09 UTC	0
146423		There are no sidewalks or multiuse paths for families to safely walk/jog/bike to the park from their homes. This would be incredibly helpful during events when the roadways and parking get backed up.	Biking and Walking	32.4463	-111.207	2023-04-25 19:28:08 UTC	0



MARANA AZ

TRANSPORTATION MASTER PLAN

APPENDIX G. VISION AND GOALS TECHNICAL MEMO

DEVELOPING THE TRANSPORTATION MASTER PLAN'S GUIDING PRINCIPLES

One of the steps in developing a long-range plan for transportation is to develop a guiding vision and principles that clearly articulate the transportation outcomes desired by the community. Establishing a clear vision and guiding principles is important because they set a foundation for plan development and ultimately will inform the decision-making framework for evaluating and prioritizing transportation investments. The draft vision and principles for the Marana TMP have been informed by and align with the Town of Marana General Plan's overall goals and findings from the TMP's Phase I community engagement conducted in spring 2023.

MOBILITY VISION

A vision statement is a long-range aspirational statement that is meant to articulate the ultimate outcomes. The Marana 2040 General Plan includes a strategic recommendation for the Town to create a connected, convenient, accessible, safe, and economically sustainable transportation system that accommodates all users. The Marana TMP carries forward the General Plan's connectivity, safety, and multimodal principles to establish a framework for developing and implementing a transportation system that enhances the community's quality of life, provides travel options for all users, and better connects people to the places that matter to them, regardless of the mode of travel. To carry forward community feedback heard from the General Plan and during the development of the TMP, the following vision statement is proposed:

"Marana's transportation system is a safe, efficient, and interconnected multimodal network that supports a thriving community."

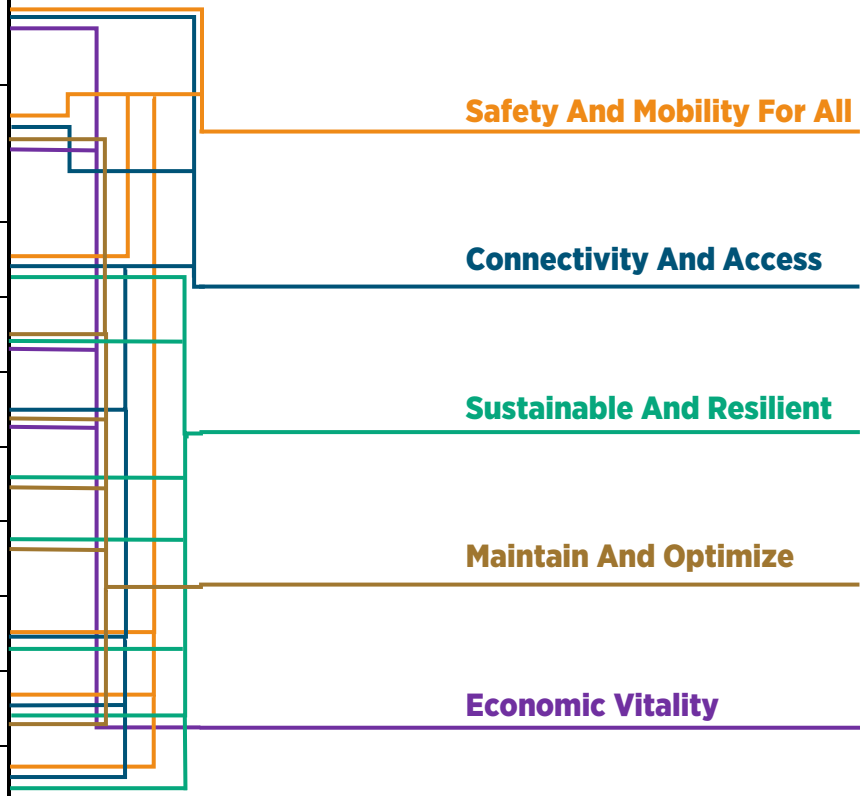
BUILDING OFF THE MARANA 2040 GENERAL PLAN GOALS

Through the development process of the Marana 2040 General Plan, 10 goals and corresponding policies were identified. To address the growing needs in the Town, goals from the Marana General Plan were reviewed and combined into 5 guiding principles to be carried forward through the Marana TMP. These guiding principles align with – and do not replace – adopted policies and goals from the General Plan.

MARANA 2040 GENERAL PLAN TRANSPORTATION GOALS

Goal BE-17. Marana has an efficient and safe transportation system connecting all modes of travel, serving all residents, and supporting economic development.
Goal BE-18. Marana is a community with an effective, convenient, accessible, safe, and economically sustainable transportation network offering a choice of routes and modes of travel to all land uses, services, and destinations.
Goal BE-19. Marana is well-served by convenient public transit service to, from, and within the community.
Goal BE-20. The transportation system in Marana is properly planned, funded, constructed, and maintained.
Goal BE-21. Marana provides for orderly development of roads in conjunction with development
Goal BE-22. Roadway design and construction considers the natural environment.
Goal BE-23. Marana employs innovative technological advances related to transportation.
Goal BE-24. Marana has complete street roadways to provide for multi-modes of transportation.
Goal BE-25. Bicycle facilities are planned, designed, and integrated into a connected multi-modal transportation network.
Goal BE-26. The bicycle system in Marana is safe, connects areas of community activity, and promotes recreation.

MARANA TMP GUIDING PRINCIPLES



GUIDING PRINCIPLES & STRATEGIES

The guiding principles and strategies for the TMP will help achieve the desired outcomes established in the vision statement. Guiding principles are general statements that the TMP aims to achieve over time. Strategies are specific actions that will guide the decision-making process to help achieve the goals of the study.

Safety and Mobility for All

Objective: Create a transportation network that consists of safe and comfortable mobility options for all current and future users.

Strategies:

- Work towards reducing traffic-related fatalities and serious injuries for all modes. (*Marana General Plan Policy BE 26-2, BE 26-3)*
- Plan, design, apply, and construct street cross sections/treatments to safely and efficiently accommodate multiple modes based on appropriate classification, context, and desired operations. (*Marana General Plan Policy BE 18-3, 18-6, 18-7,18-9, 26-2, BE 26-3, BE 26-4)*
- Consider the needs of all travelers, including those who have limited mobility options because of age, ability, or socio-economic position, in the planning and operation of transportation facilities and services.
- Increase community awareness of bicycle and pedestrian safety through community education, including rules of the road and appropriate behavior, to foster safer streets for all modes of travel. (*Marana General Plan Policy* BE 25-7,26-1)
- Review development plans for access to schools in support of the Safe Routes to School initiative. (BE 26-6)

Connectivity And Access

Objective: Provide travel options and infrastructure that allow residents and visitors to travel to the places that matter to them regardless of their transportation mode – including connecting to school, work, recreation, attractions, shopping, and health care.

Strategies:

- Develop complete modal networks to provide convenient, connected, accessible, and safe travel for all modes. (*Marana General Plan Policy BE 18-1, 24-2, 25-1)*
- Improve multimodal access to schools, businesses, recreational facilities, and trails to support healthy lifestyles. (*Marana General Plan Policy 25-2,* BE 26-5)
- Employ infill and redevelopment principles where appropriate to increase multimodal opportunities. *(Marana General Plan Policy BE 17-2)*
- Promote convenient multimodal access to key activity centers and destinations. *(Marana General Plan Policy BE 18-4)*
- Identify and address gaps and barriers in the multimodal transportation system that limits connectivity and access.
- Seek opportunities for additional transit access to better connect Marana to the greater Tucson region and beyond. *(Marana General Plan Policy BE 19-3, 19-4)*
- Coordinate with Pima Association of Governments (PAG), Regional Transportation Authority (RTA), Pima County, Pinal County, other jurisdictions, and private developers to support, plan, and fund multimodal transportation improvements. (*Marana General Plan Policy BE 20-2, 20-3, 20-7, 25-3, 25-4, 25-5, 25-6)*

Sustainable And Resilient

Objective: Nurture a resilient, environmentally responsible community by protecting and enhancing our natural assets and community character.

Strategies:

- Establish and implement environmentally sensitive roadway design standards and streetscaping. *(Marana General Plan Policy BE 22-1, BE 22-4, 22-5)*
- Work closely with developers to protect and enhance natural, cultural, and historic resources as development occurs.
- Explore and assess major wildlife crossings of roadways and the feasibility of providing infrastructure to support the wildlife crossing in appropriate areas early in the planning process. *(Marana General Plan Policy BE 22-2)*
- Identify development sensitive areas where right-of-way and roadway infrastructure can be reduced to lessen impact on the natural environment. *(Marana General Plan Policy BE 22-3)*
- Work with Arizona Department of Transportation (ADOT) on minimizing impacts the future I-11 corridor may have on the Santa Cruz River and associated habitats and connectivity. *(Marana General Plan Policy BE 22-6)*
- Improve environmental sustainability with decisions, programs, policies, and incentives that preserve open space, reduce traffic congestion, and consume less non-renewable resources. *(Marana General Plan Policy BE 18-8)*

Maintain And Optimize

Objective: Continue to maintain the Town's transportation investments while recognizing opportunities to integrate technology advancements and initiatives from both the private sector and the public sector.

Strategies:

- Optimize the efficiency and accessibility of the transportation system.
- Plan for a transportation system that is data-driven, makes the best use of public financial resources, and balances cost-effectiveness with high impact projects. *(Marana General Plan Policy BE 21-1,20-3)*
- Uphold an efficient and routine maintenance schedule for transportation. (*Marana General Plan Policy BE 20-8)*
- Plan, design, construct, and apply street cross sections and treatments to accommodate the needs of all mobility types, users, and ability levels while maintaining and improving travel reliability and operations. *(Marana General Plan Policy BE 24-2, 25-9)*
- Identify and pursue policies and solutions that take advantage of new technologies to enhance the quality and efficiency of transportation facilities. *(Marana General Plan Policy BE 23-1, 23-2, 23-3, 23-4)*
- Explore opportunities to update the Town's Design Standards and Code to enhance design and policy recommendations. *(Marana General Plan Policy BE 24-1, 25-9)*
- Monitor the performance of all modal systems to best mitigate traffic congestion and assure safe operating conditions, including requiring new development to mitigate traffic impacts. *(Marana General Plan Policy18-2, 18-5, BE 21-3, 21-4)*
- Work closely with developers to ensure traffic impacts are appropriately mitigated through developer installed improvements and the Town's Capital Improvement Projects (CIP). (*Marana General Plan Policy 19-2, BE 20-5)*
- Collaborate with academic institutions to test, implement, and support implementing technology advancements and on-going planning and design efforts.

Economic Vitality

Objective: Design and develop a multimodal transportation system that stimulates, supports, and enhances the movement of people and goods to ensure a prosperous economy in a fiscally responsible manner.

Strategies:

- Provide a completed, connected multimodal network that supports planned growth and development; improves access to jobs; and encourages economic growth across the Town and at the Marana Regional Airport. *(Marana General Plan Policy BE 17-1, BE 17-4, BE 17-5)*
- Coordinate local, regional, and national partners to support local and regional transportation related developments and improvements,
- Evaluate and assess how to capitalize and leverage the economic development potential of existing and planned traffic interchanges. *(Marana General Plan Policy BE 17-6)*
- Encourage access and connectivity from new residential, commercial, and employment developments into the multimodal transportation networks through the development review process. *(Marana General Plan Policy BE 17-3)*
- Work with local, regional, and national partners to complete, promote, and maintain trails, greenways, parks, and other tourist destinations. *(Marana General Plan Policy BE 26-7, 26-8)*

PERFORMANCE MEASURES

Performance measures help to track the TMP's progress and effectiveness over time. Table 1 outlines a wide range of suggested performance measures to assess the success of the TMP, track changes in the built environment, identify trends in travel behaviors, and provide performance information to decision-makers. Tracking and reporting the progress of performance measures provides more transparency while building momentum and public support.

TABLE 1. EXAMPLE PERFORMANCE MEASURES

TMP Principle	Example Performance Measure	Example Desired Trend
Safety and Mobility for All	Number of fatal and serious injury crashes	Reduction in total number of fatal and severe injury crashes
	Number of bicycle and pedestrian crashes	Reduction in total number of pedestrian and bicycle involved crashes
	Public perception of availability, safety, and comfort of multimodal facilities	Increase in percent of community residents that positively perceive multimodal conditions and quality of life in Marana
Connectivity and Access	Number of safe, comfortable, and accessible walking and bicycling facilities	Increase in mileage of low stress walking and bicycling facilities
	Number of pedestrians and cyclists along key active transportation corridors and trails	Increase in number of pedestrian and bicyclists during annual traffic count collection efforts
	Transit ridership	Maintain or increase in number of transit riders within Marana town limits
Sustainable and Resilient	Percent of corridors with hardscape or xeriscape	Increase number of corridors that integrate hardscape or xeriscape
	Vehicle Miles Traveled (VMT)	Reduction in total vehicle hours traveled (VHT) and VMT
Maintain and Optimize	Roadways in fair or better condition	Increase in percent of roadway miles in fair or better pavement condition
	Roadways and intersections operating at acceptable congestion level	Reduction in number of roadways miles and intersections with an unacceptable level of service (LOS E or LOS F)
	Structure conditions	Increased number of structures in good condition
Economic Vitality	Job access via a 20-minute car ride	Increase number of jobs a person can access via a 20-minute car ride
	Destination access via a 15-minute bike ride	Increase in the number of households with access to at least one destination via a 15-minute ride on the low stress network.
	Commercial vehicle delay	Increase in travel time reliability on key freight corridors



MARANA AZ

TRANSPORTATION MASTER PLAN

Town Council Meeting

September 3, 2024



Transportation Master Plan (TMP) guides transportation decisions for the next 30 years. Includes short-term priorities and long-term visioning.

Study Process

How are we Doing and What do we Need?

Understand how people and goods are moving today and tomorrow

Community Engagement

Council Engagement

What are the Possibilities?

Identify and evaluate potential improvement solutions

Stakeholder Outreach

Council Engagement

What is the Plan?

Develop phased transportation improvement plan

Community Engagement

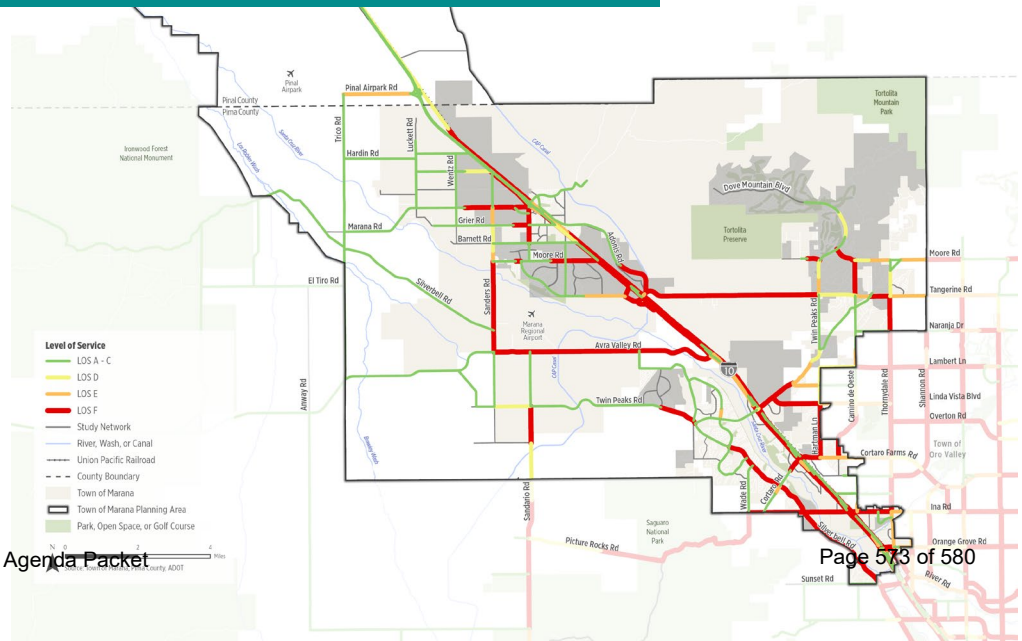
Council Engagement

The TMP Includes

1. Plan Introduction
2. Marana Today
3. Marana Tomorrow
4. What We Heard
5. Recommended Roadway Improvements
6. Recommended Multimodal Improvements
7. Freight and Aviation
8. Moving Forward

	Current (2023)	Long-Term (2055)
Population	59,464	123,020
Employment	14,280	29,089

Traffic Congestion Levels If No Roadway Improvements are Made



The TMP Includes

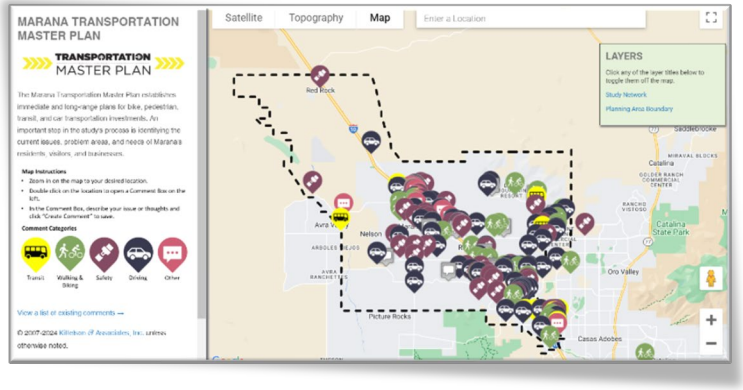
1. Plan Introduction
2. Marana Today
3. Marana Tomorrow
4. What We Heard
5. Recommended Roadway Improvements
6. Recommended Multimodal Improvements
7. Freight and Aviation
8. Moving Forward



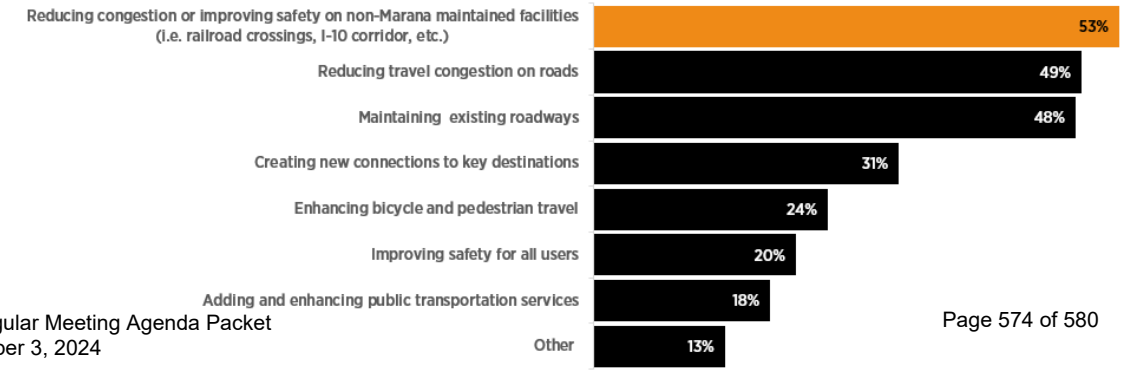
72 SIGN-UPS TO THE PROJECT LISTSERV

1,165 SURVEYS COMPLETED

233 MAP COMMENTS PROVIDED



What do you think is the greatest transportation need in the Town today?



The TMP Includes

1. Plan Introduction
2. Marana Today
3. Marana Tomorrow
4. What We Heard
5. Recommended Roadway Improvements
6. Recommended Multimodal Improvements
7. Freight and Aviation
8. Moving Forward



Traffic interchange and frontage road projects to improve local and regional circulation.



Major maintenance projects to address critical infrastructure concerns.



Roadway capacity projects that include roadway widening, extensions, and new roads.



Intersection projects to improve congestion and safety issues.



Pedestrian improvements that improve neighborhood connections and acessibility.



Bicycle and multi-use path projects to provide travel options and expand local and regional access.



Transit recommendations to provide affordable and convenient local and regional travel options.

SHORT **Short-Term Horizon (Y2024 to Y2030)**
Projects that fill-in critical gaps or address barriers that should be implemented within a 1 to 6-year timeframe.

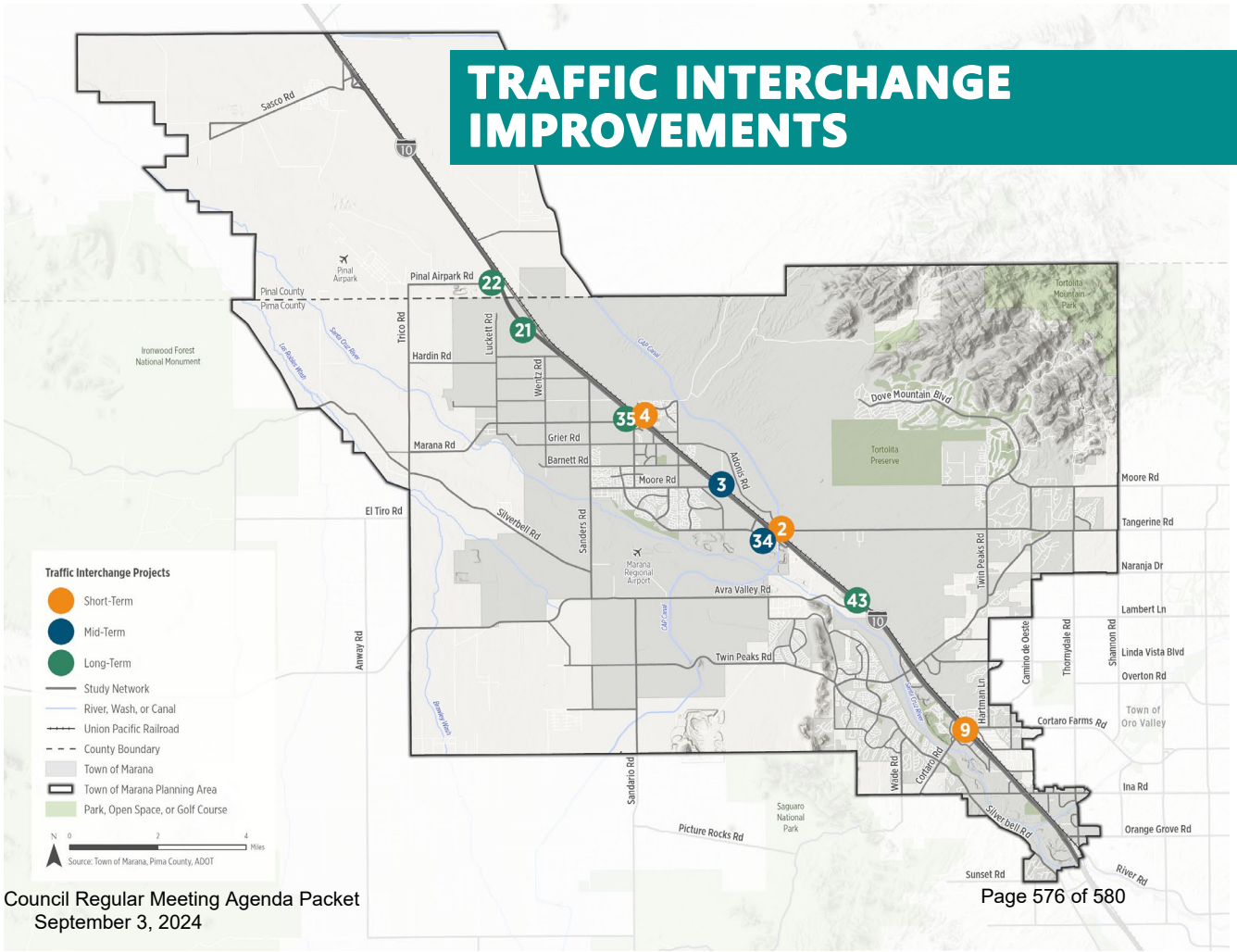
MID **Mid-Term Horizon (Y2031 to Y2040)**
Projects that help expand and connect the multimodal network that may not be needed in the immediate future or may be too expensive in the short-term horizon.

LONG **Long-Term Horizon (Y2041 to Y2055)**
Long-term visionary projects to expand and enhance and Town's multimodal network.

The TMP Includes

1. Plan Introduction
2. Marana Today
3. Marana Tomorrow
4. What We Heard
5. Recommended Roadway Improvements
6. Recommended Multimodal Improvements
7. Freight and Aviation
8. Moving Forward

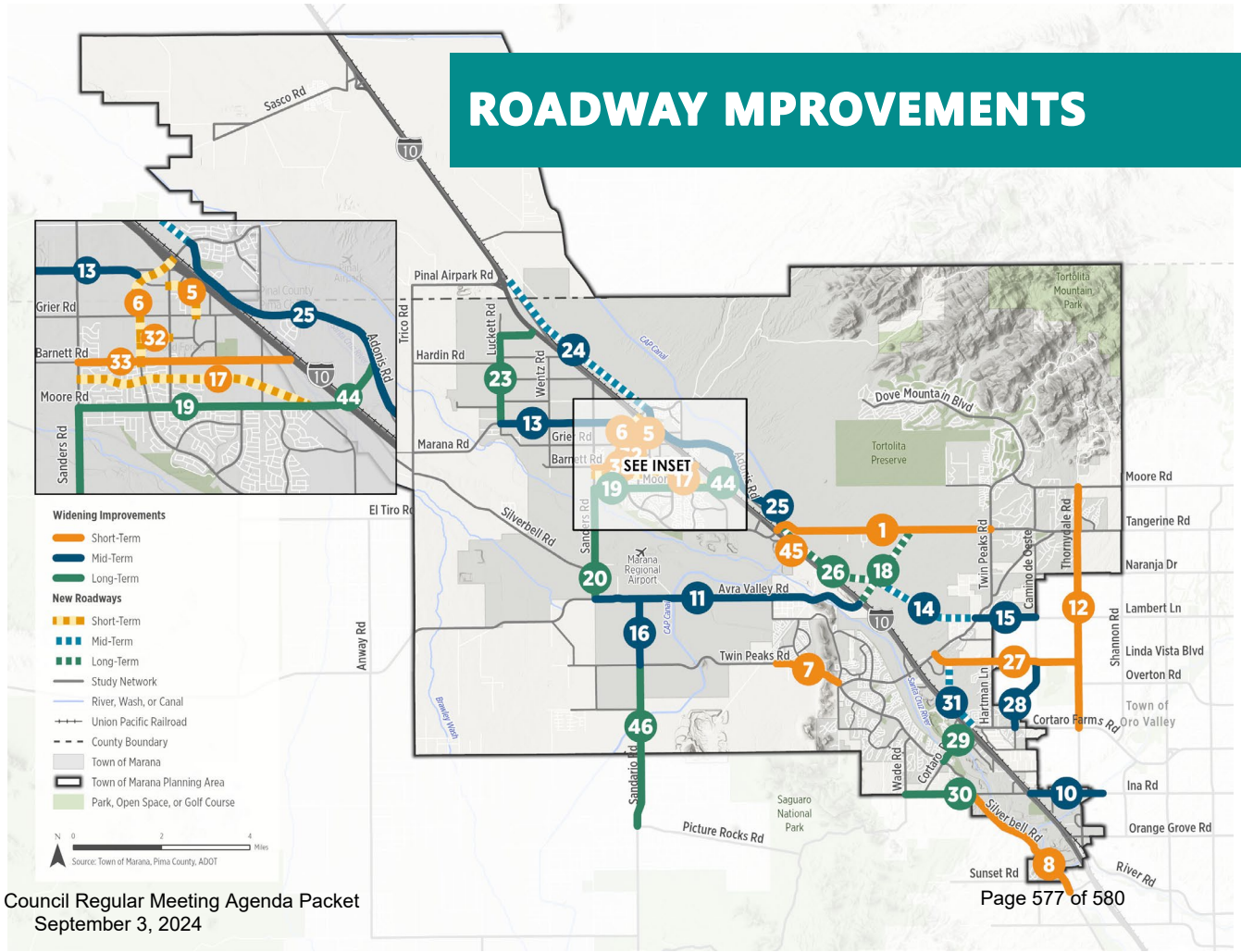
TRAFFIC INTERCHANGE IMPROVEMENTS



The TMP Includes

1. Plan Introduction
2. Marana Today
3. Marana Tomorrow
4. What We Heard
5. Recommended Roadway Improvements
6. Recommended Multimodal Improvements
7. Freight and Aviation
8. Moving Forward

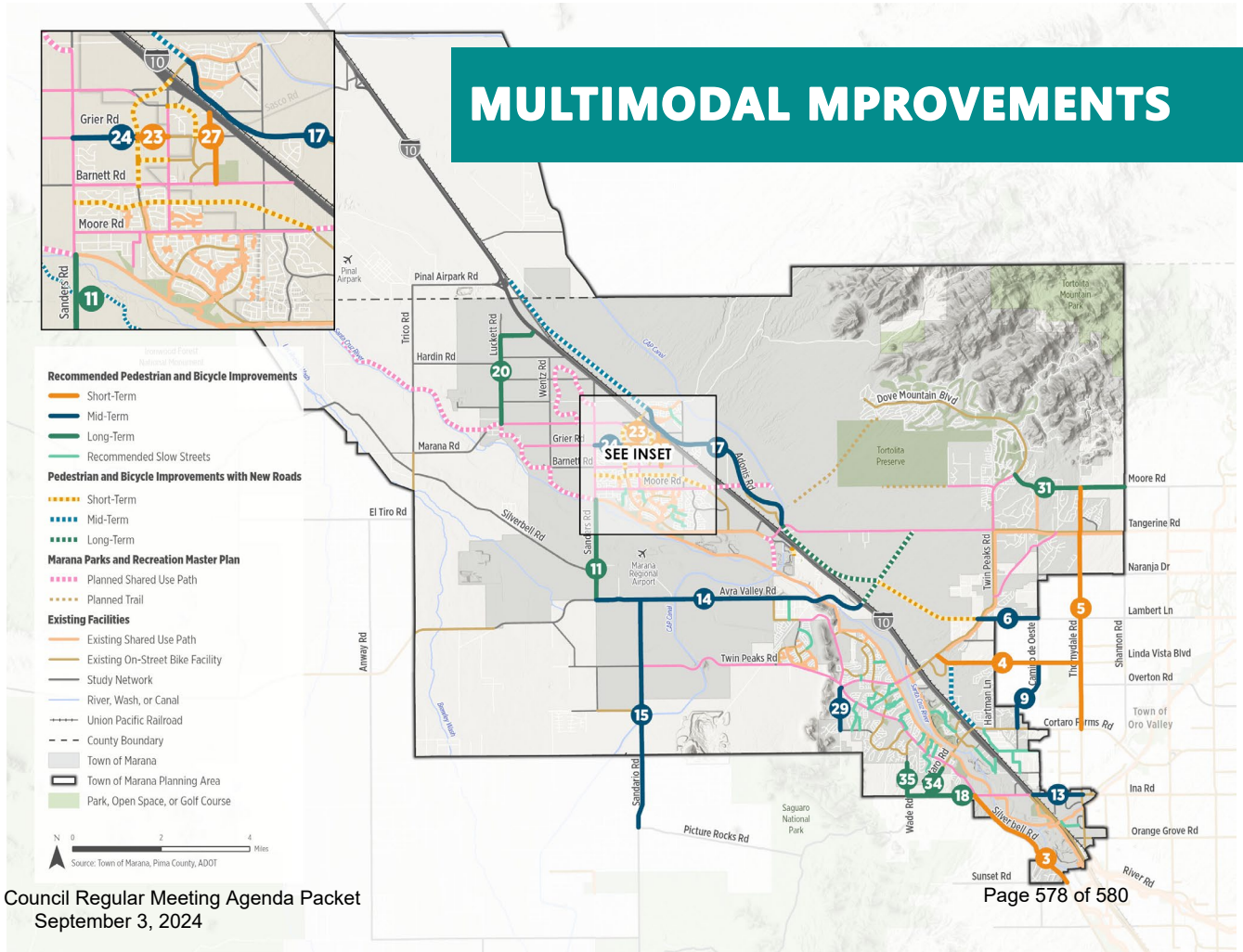
ROADWAY MPROVEMENTS



The TMP Includes

1. Plan Introduction
2. Marana Today
3. Marana Tomorrow
4. What We Heard
5. Recommended Roadway Improvements
6. Recommended Multimodal Improvements
7. Freight and Aviation
8. Moving Forward

MULTIMODAL MPROVEMENTS



Public Feedback on Draft TMP

- Concern over existing I-10 Interchanges
- Support for multimodal improvements – desire to see increased bicycle facilities and connections to trails and shared use paths



MARANA AZ

TRANSPORTATION MASTER PLAN

QUESTIONS?