



12-20-2025

Thomas Stellini

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The Dunbar/Spring Neighborhood Association voted to support the proposed traffic circles, chicanes, angled back-in parking, and speed humps (see below for addresses and images of proposed installations) at our 12-15-2025 meeting, and asks the City of Tucson and others to consider funding this public infrastructure.

The proposed traffic calming strategies are along east-west streets that experience a lot of speeding cut-through traffic day and night between Stone Ave and Main Ave – especially when trains block the railroad crossing at Main Avenue between 5th Street and University Blvd, and when south-bound traffic on Stone Ave back up behind a red light at Downtown Links.

As per the City of Tucson's process to request traffic calming, neighbors Brad Lancaster and Brendan Sullivan Shea met with Jesse Soto of the City of Tucson transportation department to discuss four traffic calming options:

1. Water-harvesting traffic circles to reduce speeding vehicles at the intersections of 10th Ave and 5th St, 11th Ave and 4th St, and 11th Ave and 2nd St.
2. Water-harvesting, traffic-calming chicanes or curb extensions to reduce speeding traffic and protect on-street parking on 2nd Street and 4th Street so the chicanes bookend each other by having them on both sides of the street facing one another at the entrance and exit of a neighborhood block (this was a strategy originally developed when our neighborhood received the Pima County Neighborhood Reinvestment grant in 2009, but we ran out of grant funds back then so chicanes were only installed on one side of the street, not both).
3. Angled back-in parking on both sides of 4th Street coupled with chicanes to further narrow this excessively wide street and slow its speeding traffic.
4. Mid-block speed humps on 2nd Street, University Blvd, 4th Street, and 5th Street.

Jesse Soto then drew up maps for these proposed traffic calming strategies, and highlighted which properties within a block of each strategy would need to be approached to see if they would be willing to sign their approval.

A minimum of 60% of the residents or owners of the highlighted properties need to sign their approval for the process to move to the next stage (only one signature per property is collected/collected).

Below are the maps of the proposed traffic calming (and the highlighted properties that were approached). Neighbors Brendan Sullivan Shea, Michael Collins, Dominic Oldershaw, Brad Lancaster, and I went door to door to the highlighted properties with the petitions:



**One (1) Approved Traffic Circle
on W. 2nd St and N. 11th Av.**



○ = Approved Traffic Circle Locations

60% Signatures are required from the yellow highlighted areas.

Signatures of approval have been secured for **92%** of the yellow highlighted properties for the **traffic circle on 11th Ave and 2nd Street**

The City of Tucson – per Jesse Soto, Senior Project Manager of the Neighborhood Traffic Management Program (NTMP) – approved this traffic circle location 6-2-2025

**One (1) Proposed Traffic Circle on
W. 4th St. and N. 11th Av.**



 = Proposed Traffic Circle Locations

60% Signatures are required from the yellow highlighted areas.

Signatures of approval have been secured for **84%** of the yellow highlighted properties for the **traffic circle on 11th Ave and 4th Street**

One (1) Proposed Traffic Circle on
W. 5th St. and N. 10th Av.

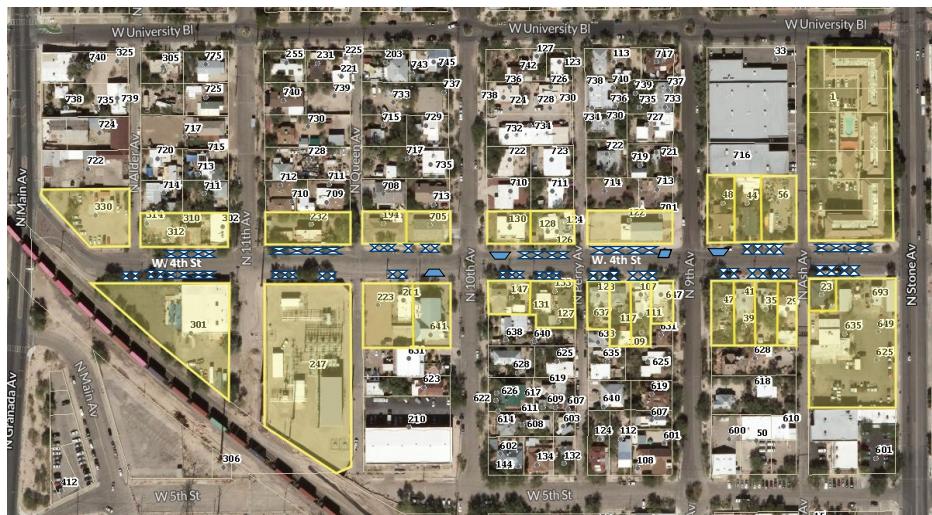


● = Proposed Traffic Circle Locations

60% Signatures are required from the yellow highlighted areas.

Signatures of approval have been secured for **77%** of the yellow highlighted properties for the **traffic circle on 10th Ave and 5th Street**

Proposed Angled Back-In Parking and Four (4) Chicanes on E. 4th St.
Between N. Stone Ave. and N. Main Ave.



◆◆◆◆ = Proposed Angled Back-In Parking Location

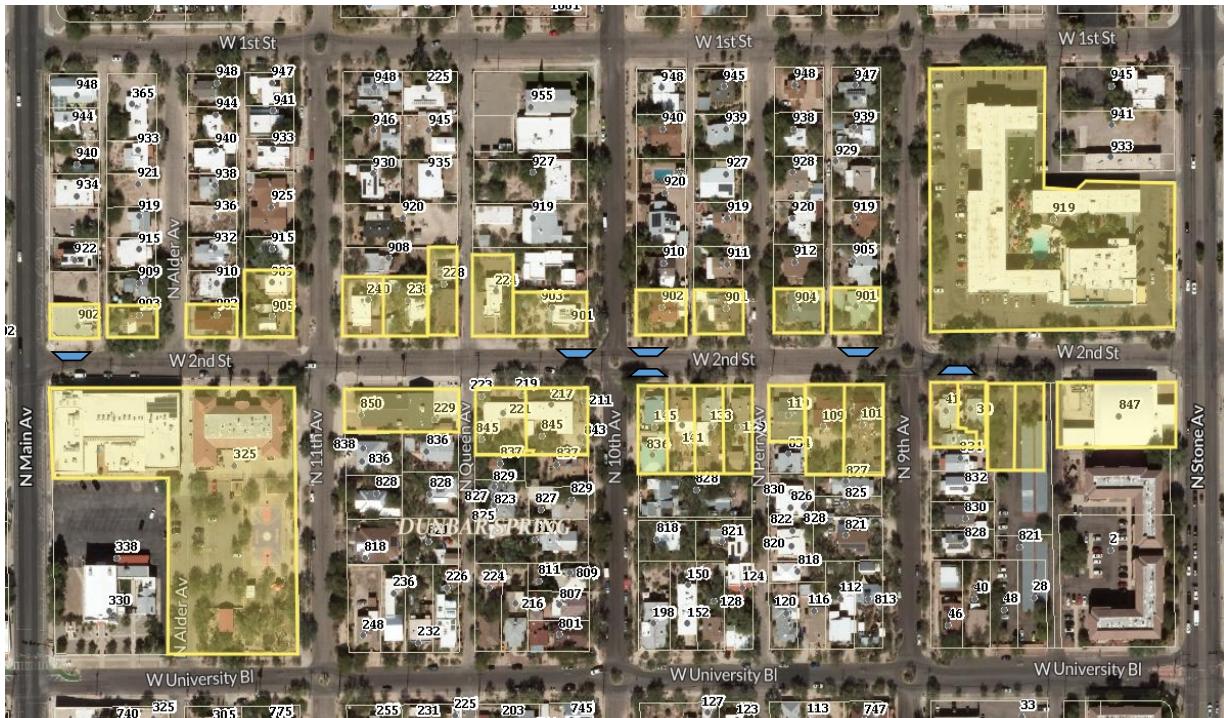
— = Proposed Chicane Locations

60% Signatures are required from the yellow highlighted areas.

Please Note: This image is not drawn to scale.

Signatures of approval have been secured for **89%** of the yellow highlighted properties for the **chicanes and angled back-in parking on 4th Street**

Six (6) Proposed Chicanes on W. 2nd St.



▲ = Proposed Chicane Locations

60% Signatures are required from the yellow highlighted areas.

Signatures of approval have been secured for **86%** of the yellow highlighted properties for the **chicanes on 2nd Street**

Two (2) Proposed Speed Humps on W. 4th St.



 = Proposed Speed Hump Location

60% Signatures are required from the yellow highlighted areas.

Signatures of approval have been secured for **94%** of the yellow highlighted properties for **speed humps on 4th Street**

NOTE 1: the speed hump at Ash Ave and 4th Street was approved and installed May 2025, so only the speed hump at Perry Ave and 4th St remains to be funded

NOTE 2: the speed cushion style speed humps with channels for bicycles and stormwater flow are the preferred style due to high bicycle traffic in our neighborhood.

Two (2) Proposed Speed Humps on W. University Blvd.



■ = Proposed Speed Hump Locations
60% Signatures are required from the yellow highlighted areas.

Signatures of approval have been secured for **87%** of the yellow highlighted properties for **speed humps on University Blvd**

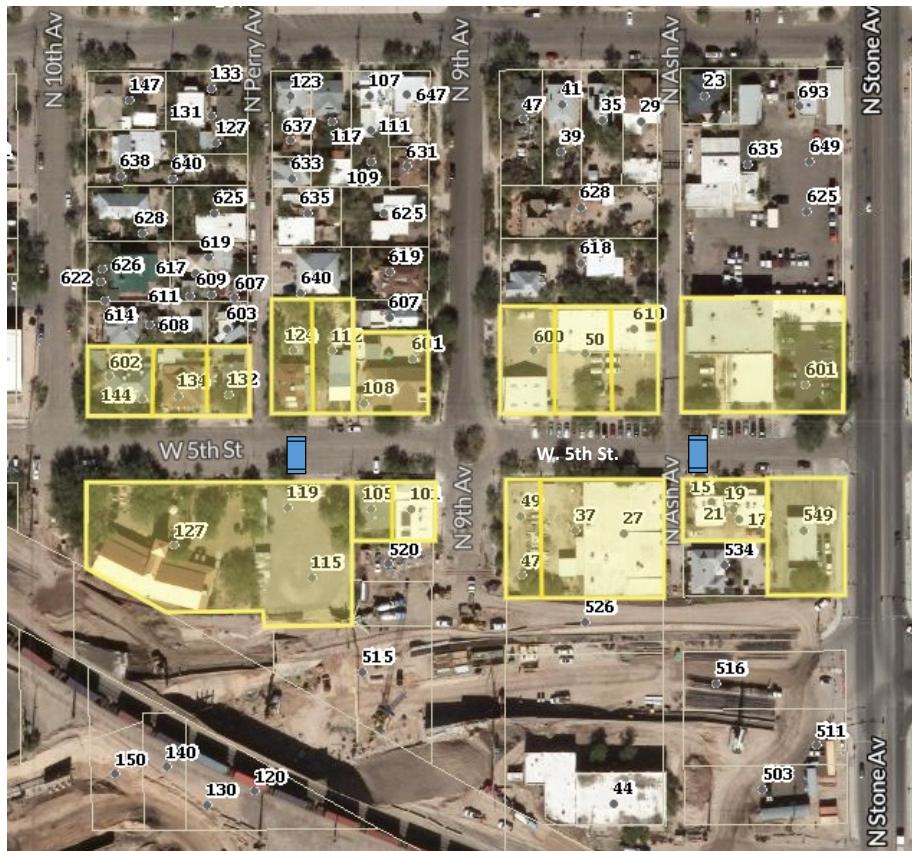
Three (3) Proposed Speed Humps on W. 2nd St.



■ = Existing Speed Hump ■ = Proposed Speed Hump Locations
60% Signatures are required from the yellow highlighted areas.

Signatures of approval have been secured for **85%** of the yellow highlighted properties for **speed humps on 2nd Street**

Two (2) Proposed Speed Humps on W. 5th St.



■ = Proposed Speed Hump Location

60% Signatures are required from the yellow highlighted areas.

Signatures of approval have been secured for 78% of the yellow highlighted properties for speed humps on 5th Street

The petitions have been handed in to Jesse Soto at the City (though we can still add more signatures of approval), and the City has confirmed we have more than enough signatures to move to the next stage of the process, whereby various City departments will review the conceptual plans and make comments.

Sincerely,

Thomas Stellini
President, Dunbar/Spring Neighborhood Association