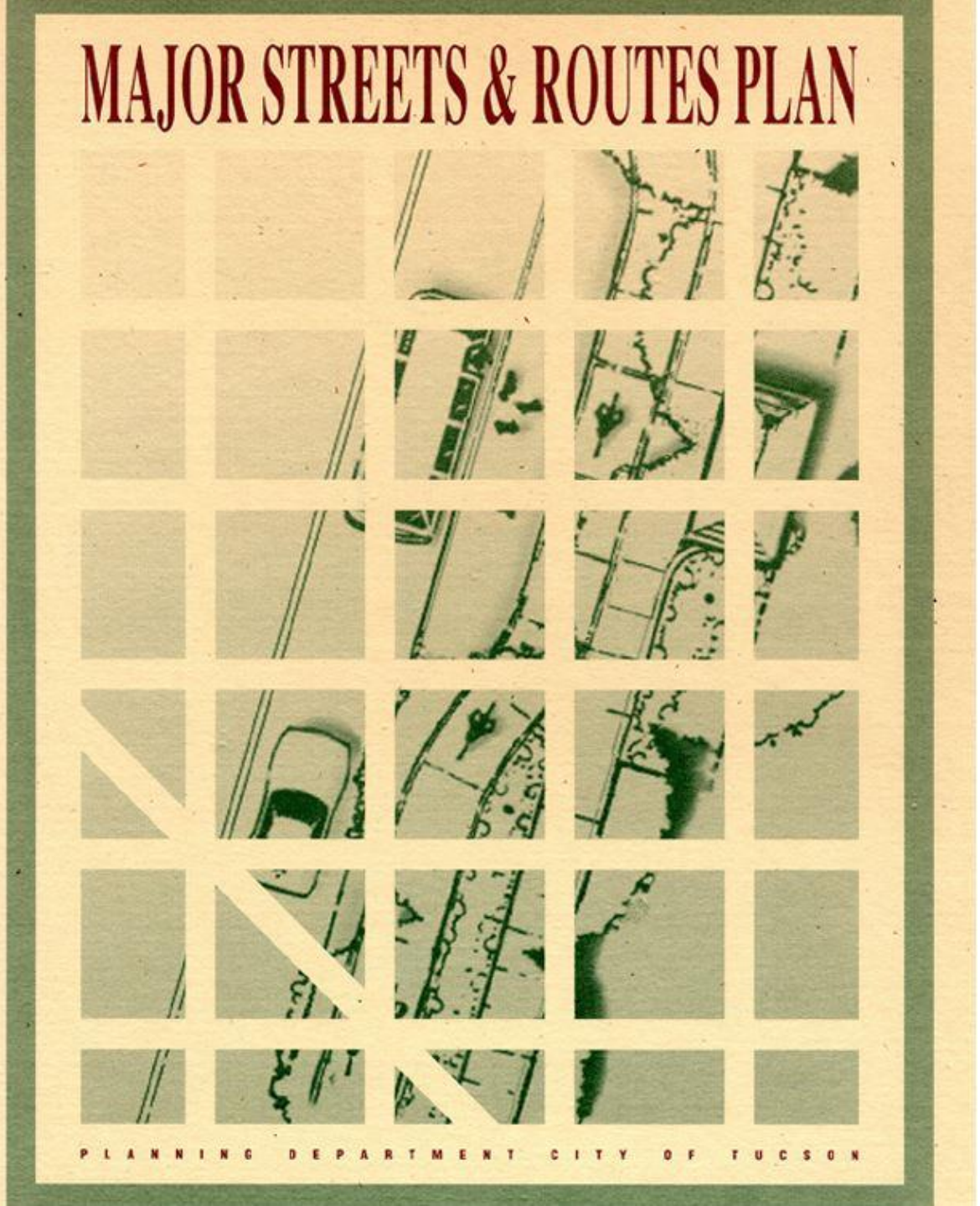
CITY OF TUCSON

JULY 16, 2025

Major Streets & Routes Plan Update

Report to Planning Commission



MS&R Plan (1982)

Map & Plan Document to identify major streets, guide future street improvements, and establish zoning setbacks from the right-of-way width to accommodate for roadway uses without the demolition or acquisition of adjacent property.

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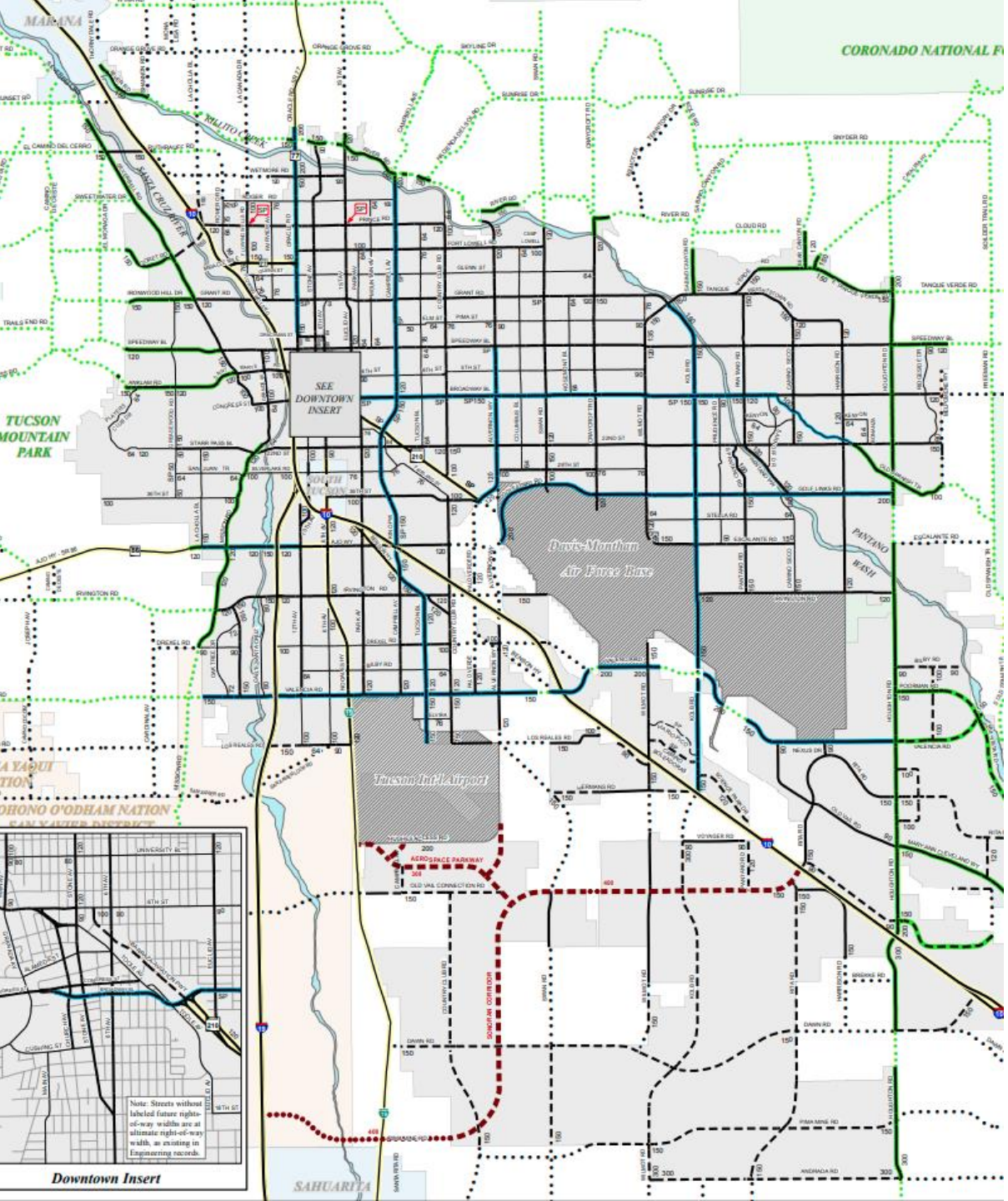

MS&R Map

1. Identifies future rights-of-way to facilitate long-term transportation investments
2. Establishes street designations | Arterial & Collector

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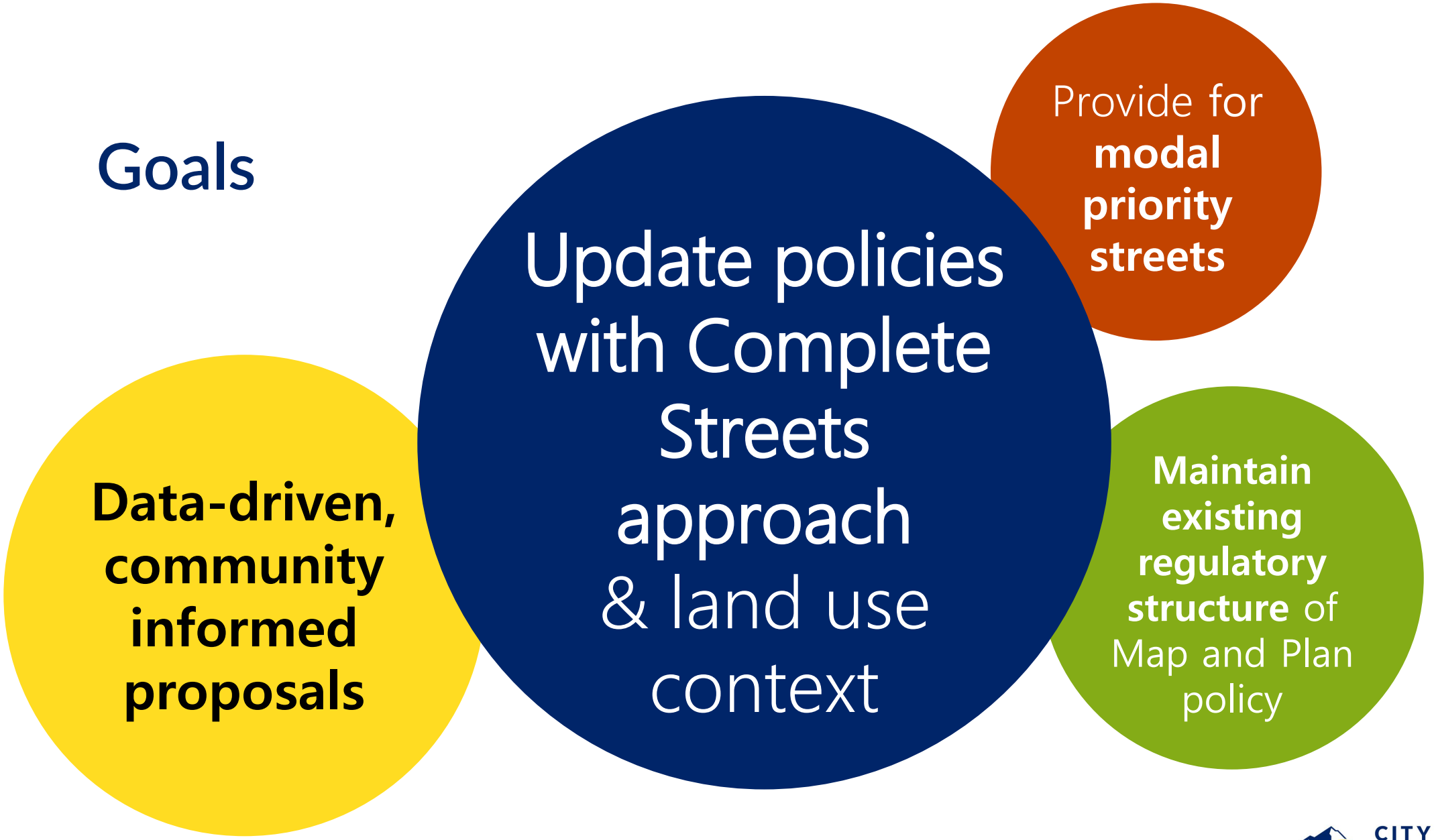
Goals



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Updates From Previous Study Session

Comment Resolution

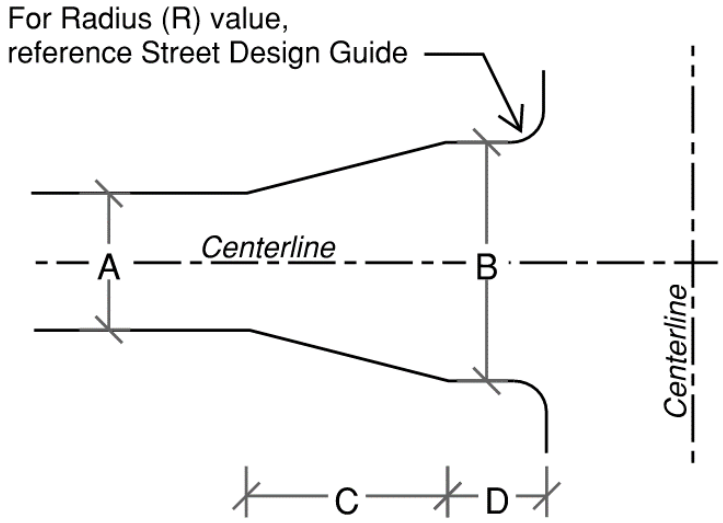
- ✓ Removed Dodge Bl as a Collector from Fort Lowell Rd to Speedway Bl
- ✓ Removed Fort Lowell Rd as a Collector from Swan Rd to Craycroft Rd
- ✓ Maintained recommendation to decrease future ROW on Pima St (Alvernon Wy to Swan Rd) from 90’ to 76’
- ✓ Maintained recommendation to keep Pima St as a Collector from Country Club Rd to Alvernon Wy
- ✓ Maintained recommendation to reclassify Pima St as an Arterial from Swan Rd to Tanque Verde Rd
- ✓ Maintained recommendation to decrease future ROW on Prince Rd (Campbell Av to Country Club Rd) from 120’ to 80’
- ✓ Updated future roadways in the SE region of Tucson
- ✓ Maintained recommendations related to historic or otherwise preserved lands and structures
- ✓ Updated intersection future right-of-way allocations
- ✓ Updated proposed future right-of-way value for First Av from Wetmore Rd to Grant Rd

Update to Intersections

- Current MS&R Map includes specific guidance and a schematic for future ROW values near intersecting Major Streets, as shown in the figure to the right.
- Propose reduced ROW values at intersections and taper length, storage length, and setbacks to be in conformance with the Pima County/City of Tucson Signing and Pavement Marking Manual and DTM's Street Design Guide.

Current MSR R/W Guidance at Intersections [ft]			
A	B	C	D
64	90	200	200
76	100	300	200
80	100	300	200
90	120	300	300
100	130	300	300
120	150	300	300
150	150	N/A	N/A
200	200	N/A	N/A

Proposed MSR R/W Guidance at Intersections [ft]			
A	B	C	D[(3)]
64	84	160	110
76	96	160	110
80	100	160	110
90	110	160	110
100	120	300	130
105	125	300	130
120	150	300	130
150	150	N/A	N/A
200	200	N/A	N/A



Note (1): Drawing is not to scale.

Note (2): The City Engineer will determine values B, C, and D, when necessary, for mid-block widths not in conformance with the associated table of values.

Note (3): For roadways with a posted speed of 45mph or greater; the value for D may be increased to 150' based on a review by the City Engineer.

Atterbury Trails/HAMP Roadway Alignment Update

Realigned the following based on Atterbury Trails Transportation Master Plan (TMP):

- ✓ Rita Rd
- ✓ Vail Vista Rd (Scenic Route)
- ✓ Poorman Rd

Added segments:

- ✓ Bilby Rd (west of Houghton Rd)
- ✓ Coyote Willow Tr
- ✓ Poorman Rd (south of Vail Vista Rd)

Removed segments:

- ✓ Unnamed future road (replaced with Poorman Rd)

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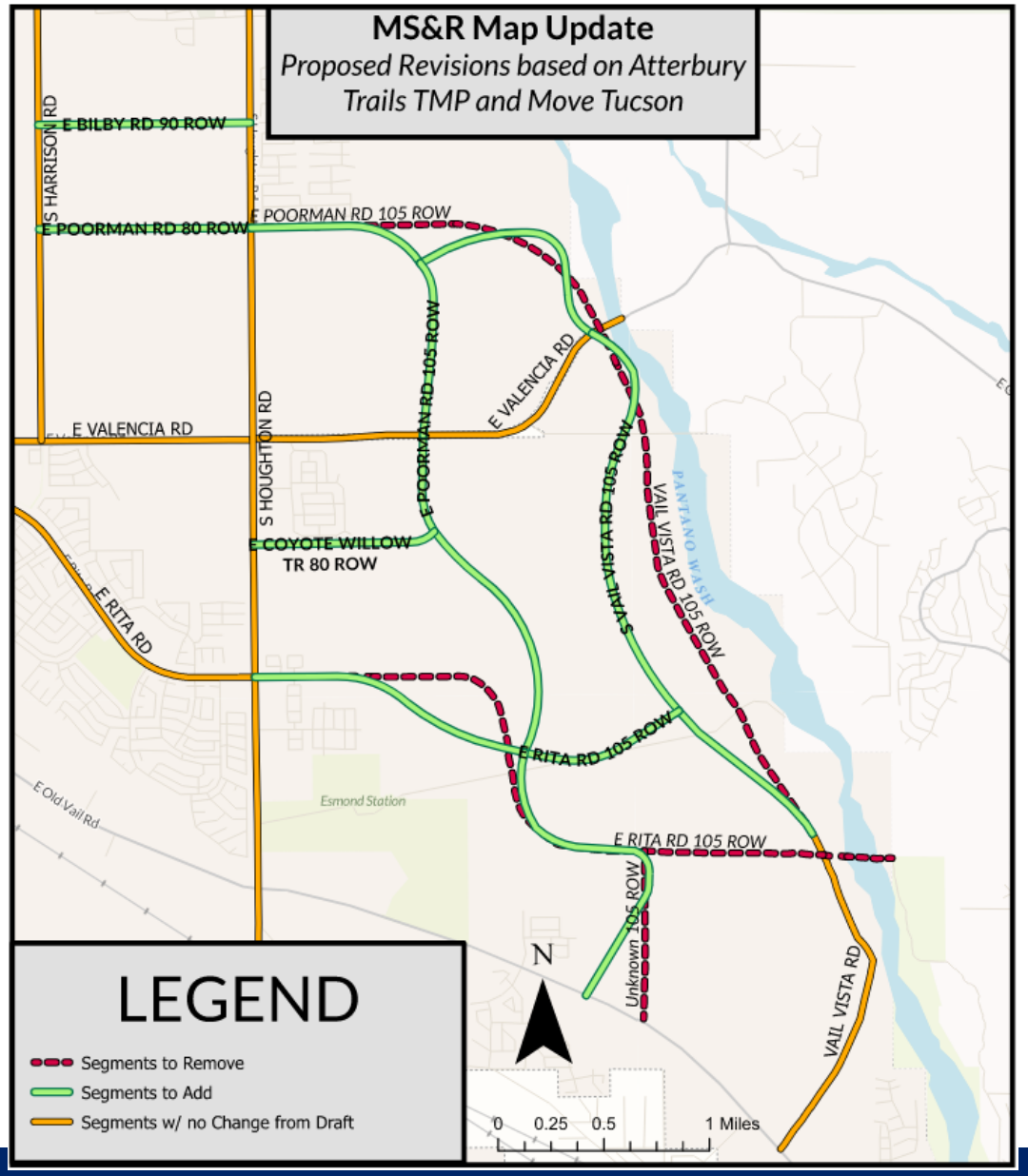


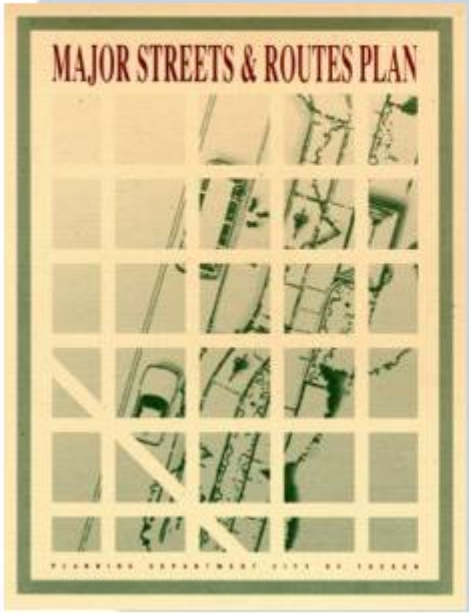
Complementary Plans

MS&R Plan and Move Tucson

Move Tucson

- Transportation Master Plan
- **Identifies future transportation investments**
- Projects conform with Complete Streets Policy and the Street Design Guide

MS&R Plan/Map



- A functional plan that identifies major streets and routes
- **Indicates future right-of-way values along Major Streets**
- Helps guide land use decisions

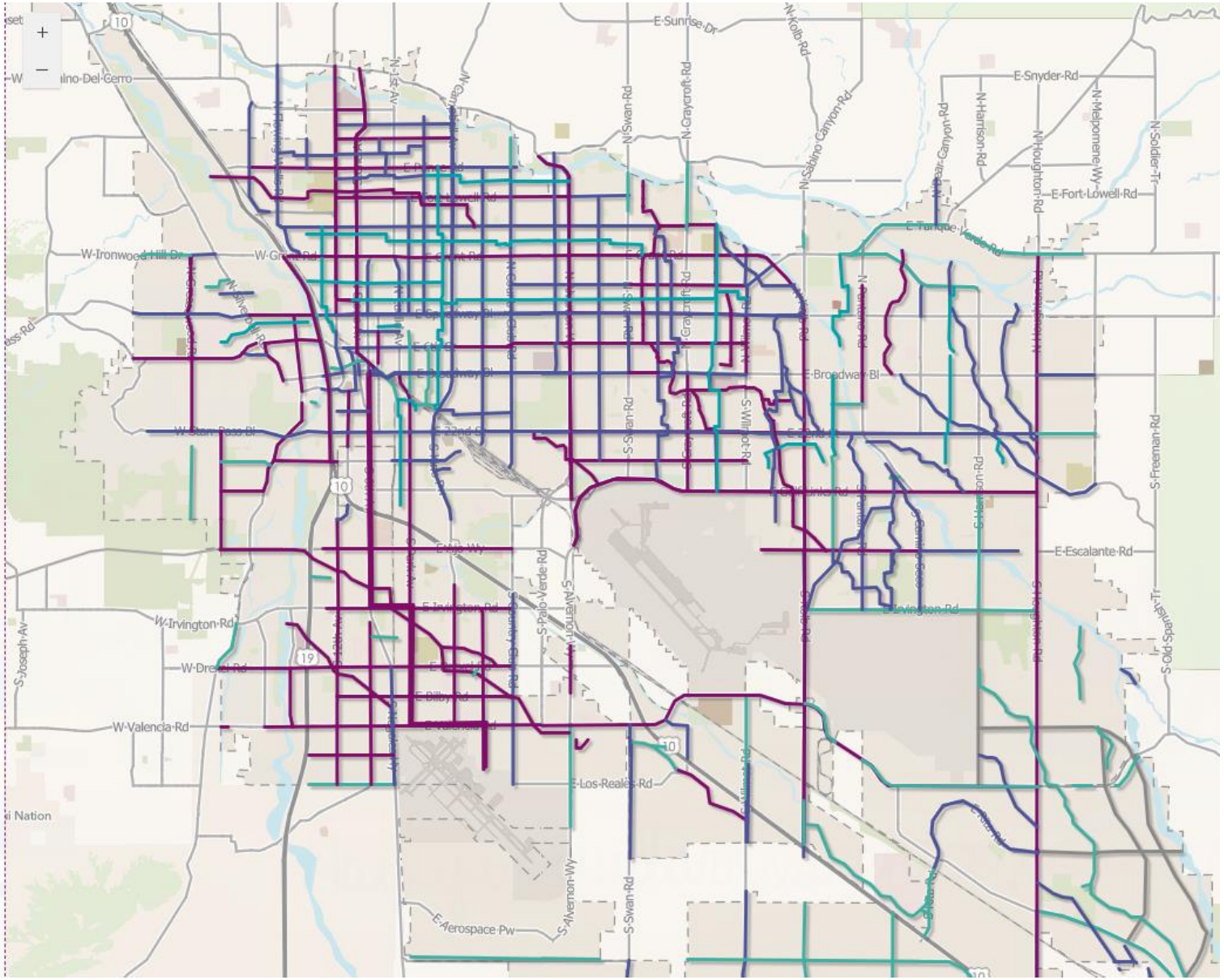
Move Tucson Project List

Move Tucson Network Improvements

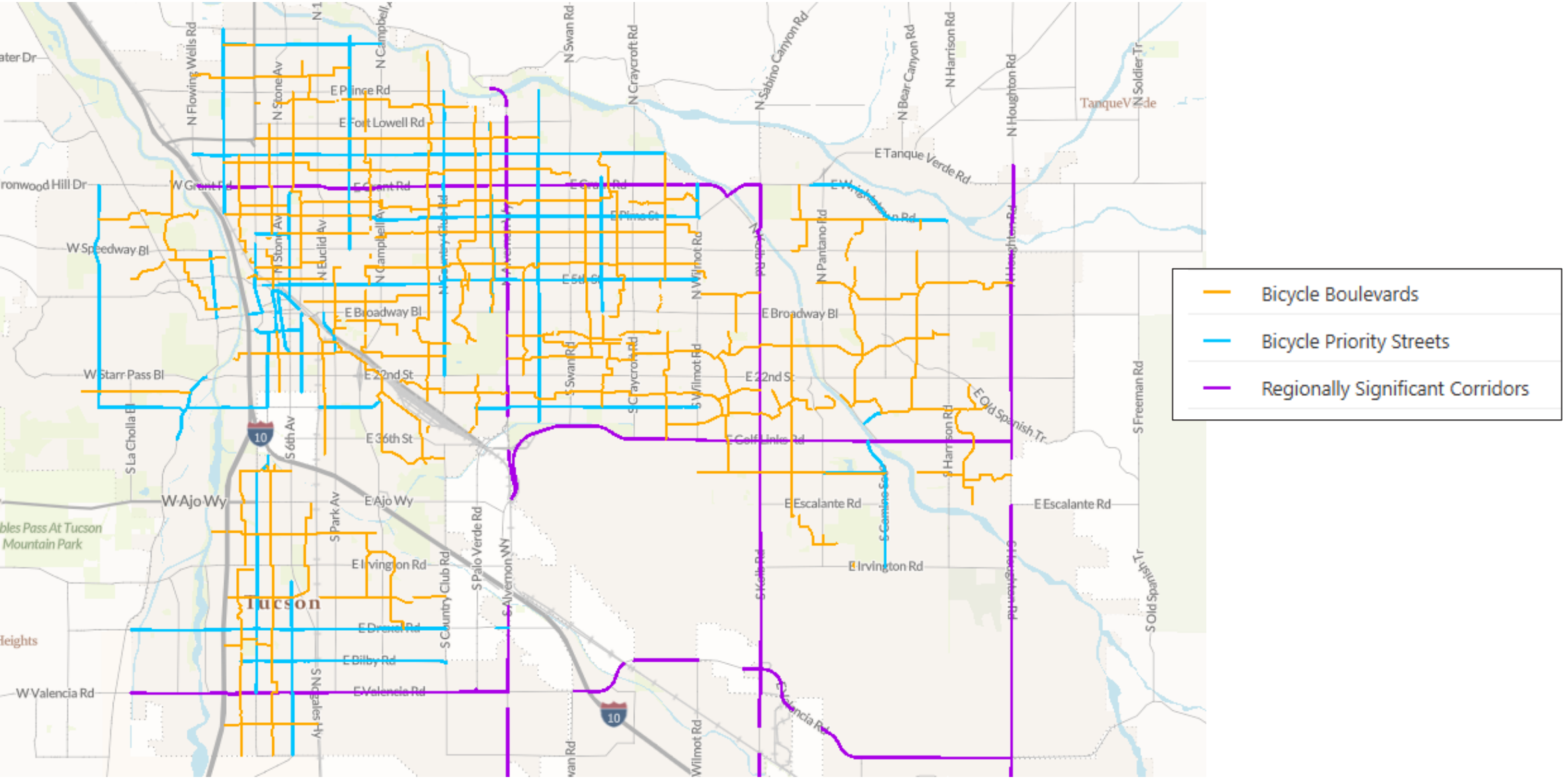
A combination of big and small, short and long, simple and complex projects are needed to create the mobility future that Tucsonans want. Through the Move Tucson process, we've learned that the biggest needs on Tucson's roadways include making roadways safer, providing more transportation choices, and preserving the infrastructure we already have. That's what these projects are intended to do.

There are **234 projects** identified in Move Tucson, totaling approximately **$5.7 billion dollars**. These projects focus on modernizing the transportation network using a Complete Streets approach, improving safety for all users, and increasing viable transportation choices and alternatives. The focus of these projects is not primarily aimed at adding additional vehicular capacity, except for in some fast-growing parts of the city, especially in the southeast.

- Catalyst Corridors
- Strategic Solutions
- Local Connections
- High Capacity Transit
- Project List
- Back to All Recommendations



Move Tucson – Modal Priority Streets

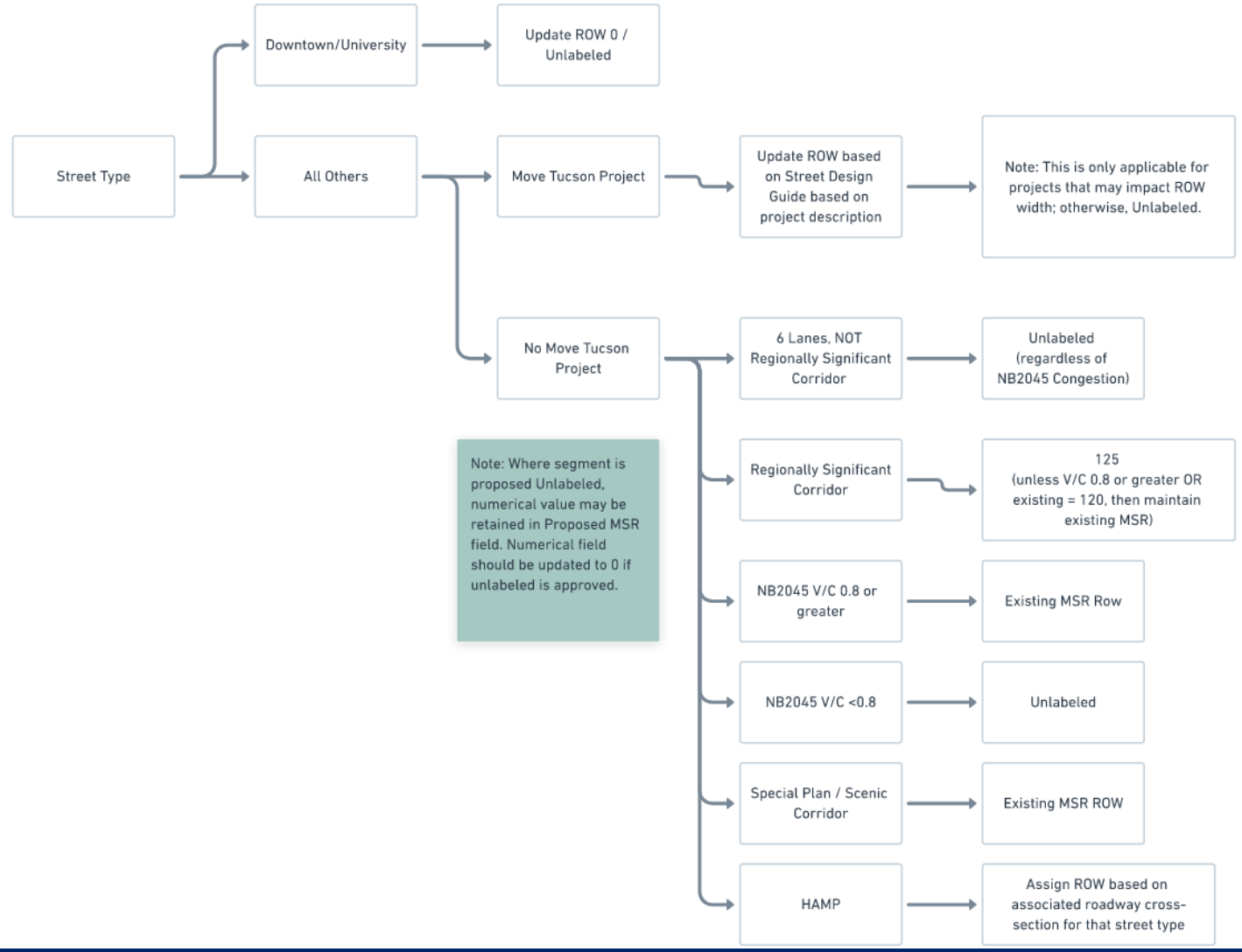


Complementary Plans

Integrating Move Tucson and Complete Streets Typologies into MS&R Update

Future ROW widths assigned to every segment in the City based on:

- Street Type (downtown streets)
- Move Tucson project description
- Modal Priority
- Future traffic volume/congestion (for locations w/o an identified Move Tucson project)



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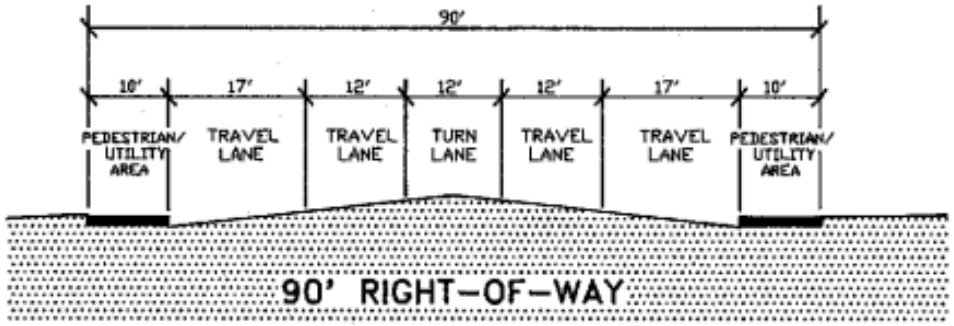
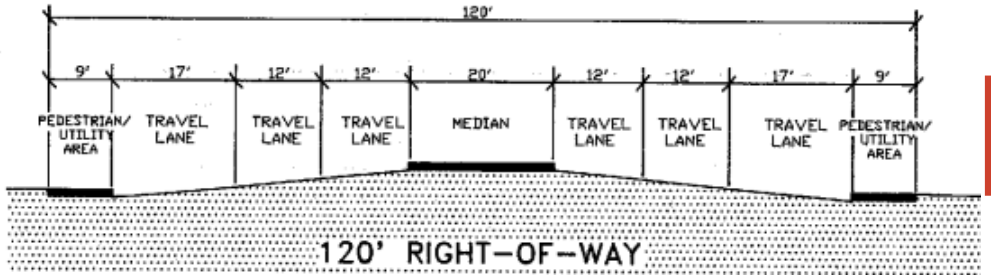
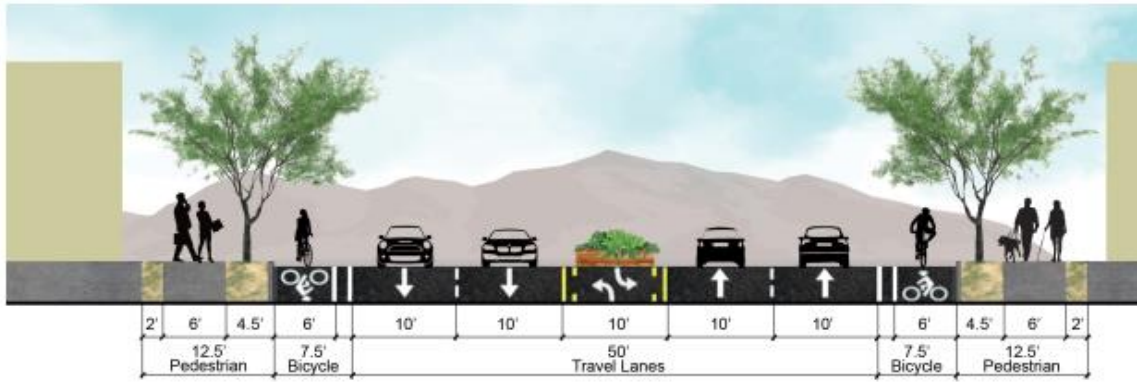
Updating Roadway Cross-sections

The MS&R Plan document includes some guidance and examples of roadway cross-sections for different ROW widths. Since the initial adoption of the MS&R Plan, the City has approved the Complete Streets Policy and crafted Tucson's Street Design Guide to provide a new strategy on allocating space within the ROW that is more inclusive of multimodal transportation options:

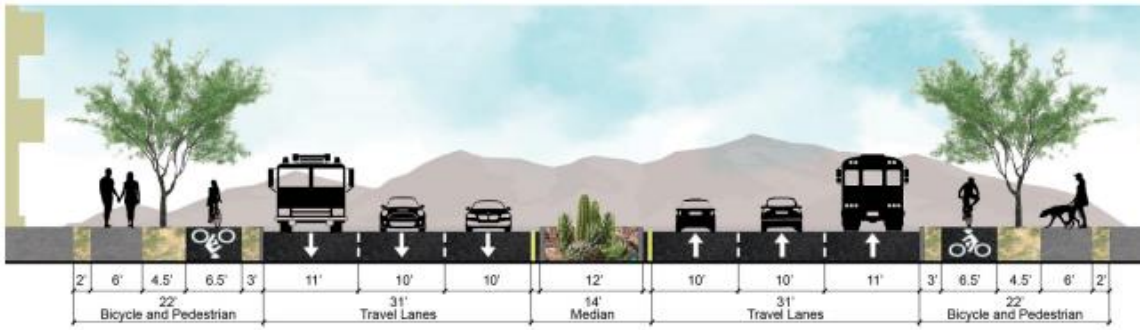




Section 18. 90-ft ROW, 5-lane, 2-way street, pedestrian island, buffered bicycle lane



Section 12. 120-ft ROW, urban 6-lane, 2-way street with raised median and raised bicycle lane



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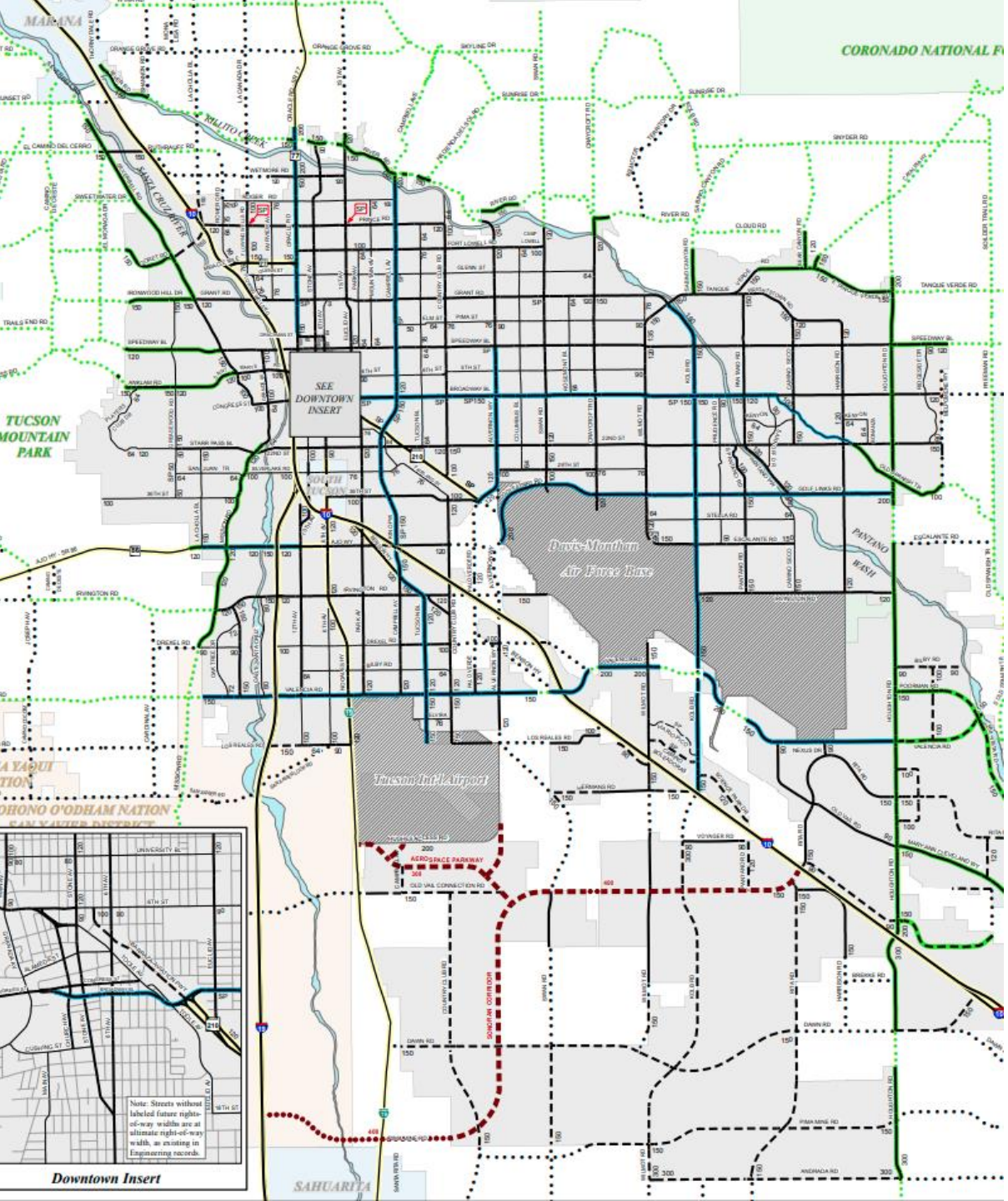
MS&R PLAN UPDATE



MS&R Map

1. Identifies future rights-of-way to facilitate long-term transportation investments

2. Establishes street designations | Arterial & Collector

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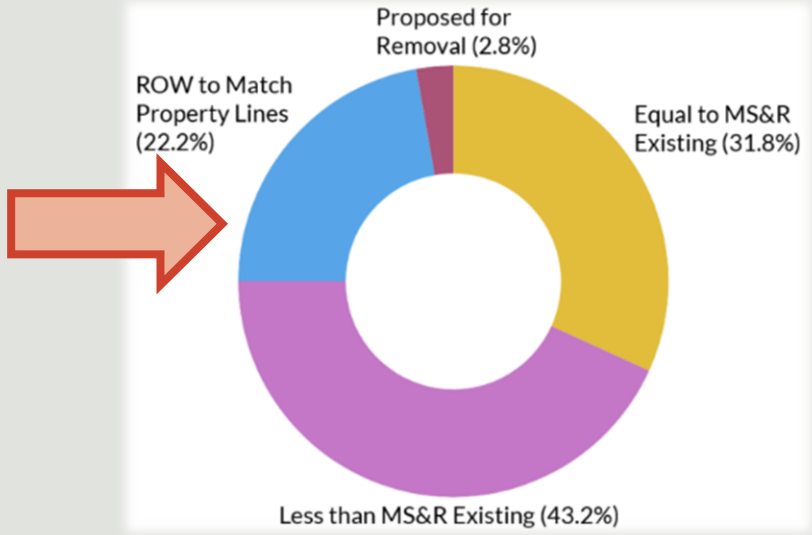
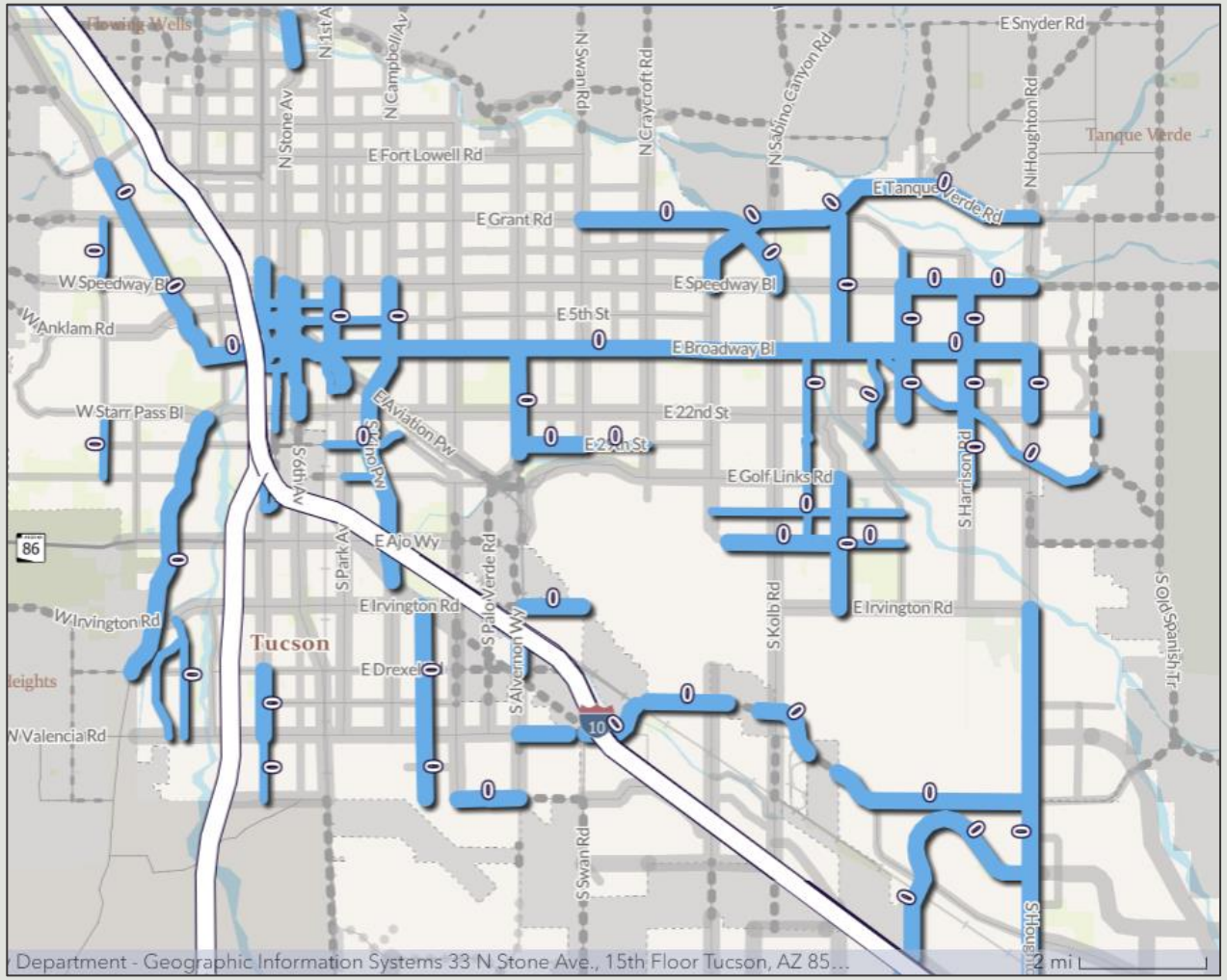
ROW to Match Existing Property Line

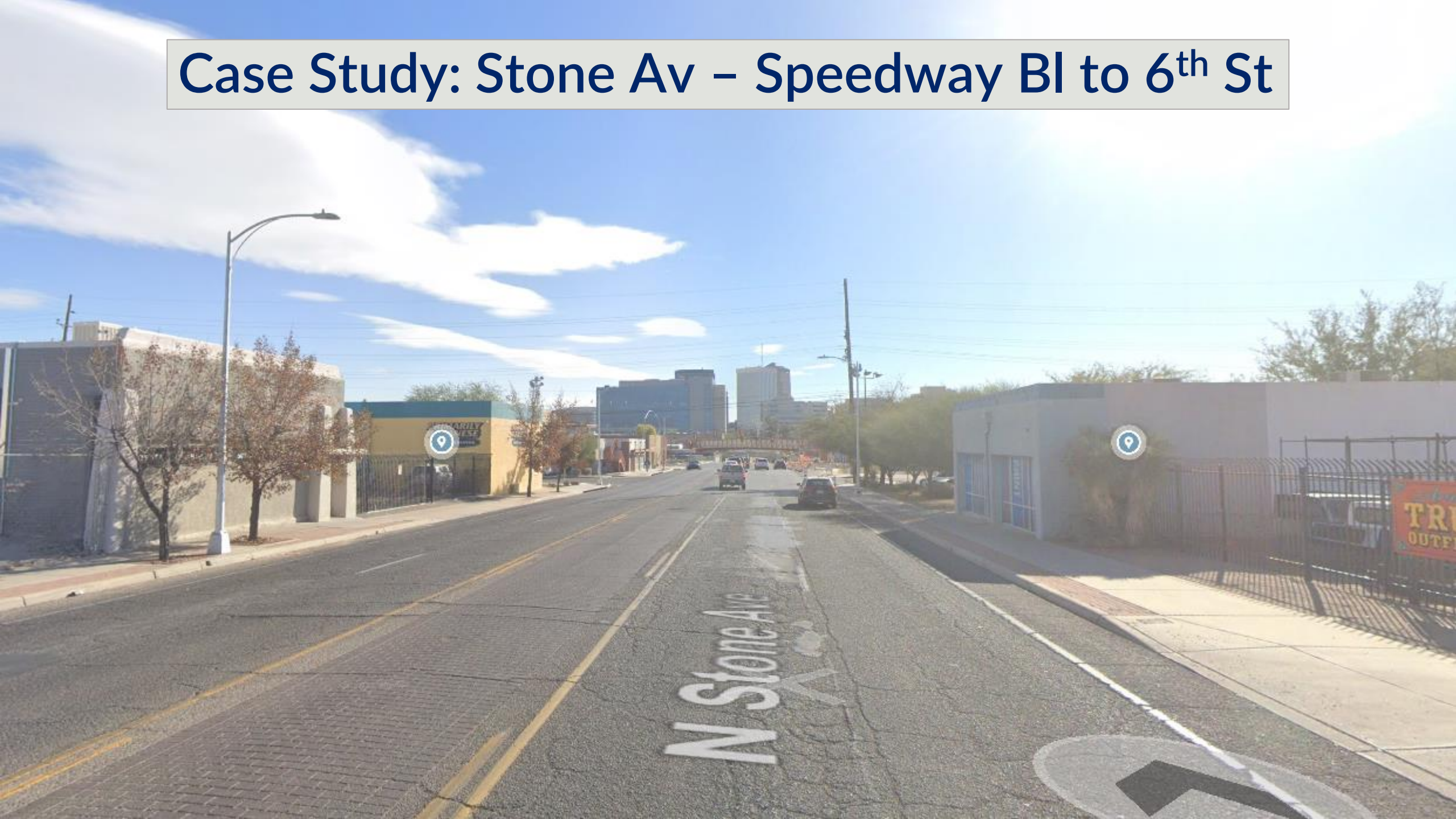
Used in situations where the current right-of-way has achieved a “final build out” and the existing built width would match with the existing built width would match with the current private property line.

For example, a street in the Downtown Tucson core which cannot accommodate a right-of-way widening since existing properties would be impacted, requiring property acquisition or demolition, which is to be avoided.



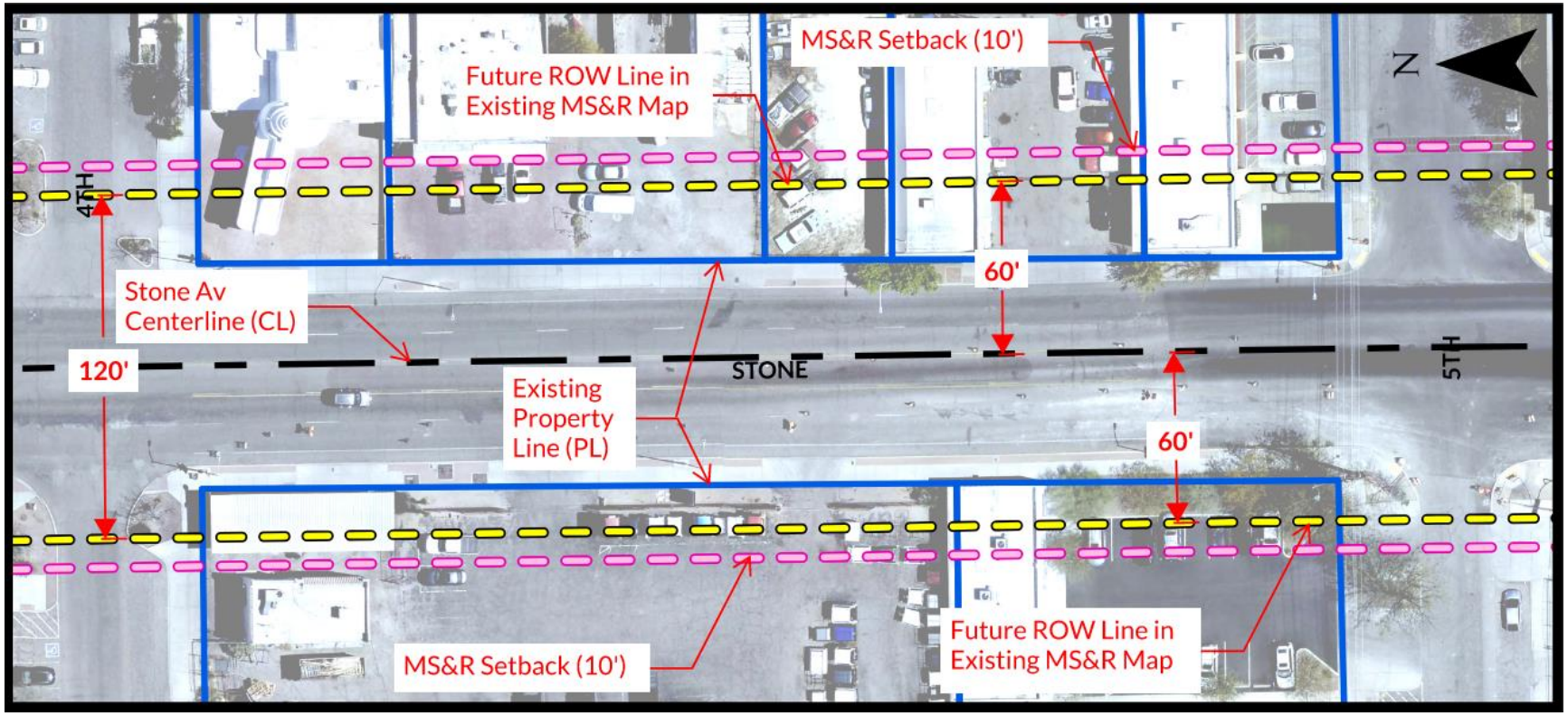


Case Study: Stone Av – Speedway Bl to 6th St



Case Study: Stone Av

Existing Conditions – ROW to Match Existing Property Line

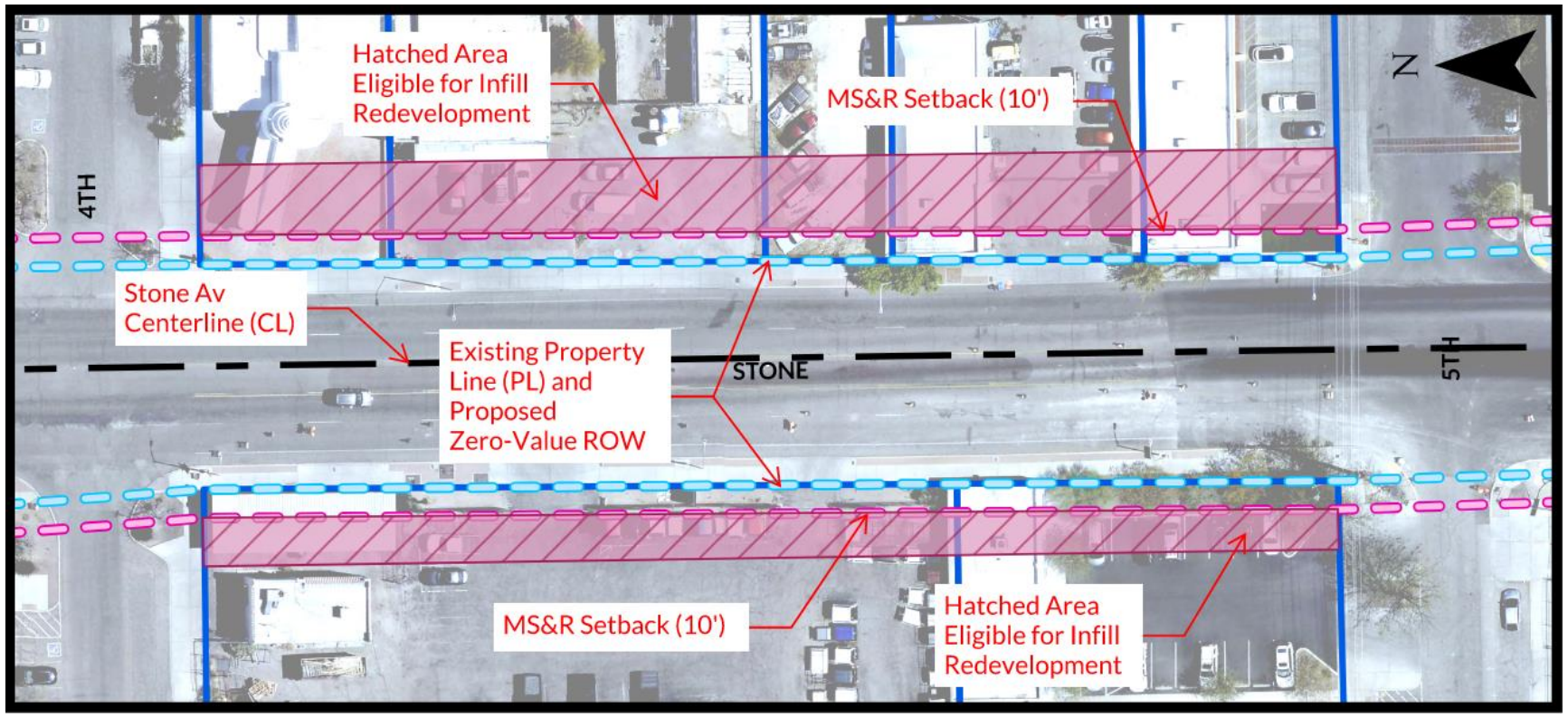


Stone Av: Speedway Bl to 6th St

- Existing ROW in this example is 79.2'
  - CL to east PL = 34.6'
  - CL to west PL = 44.6'
- Future ROW value is 120'
- Move Tucson:
  - Typology: Downtown / University
  - Tier 1 High-Capacity Transit Corridor

Case Study: Stone Av

Proposed MS&R Update – ROW to Match Existing Property Line

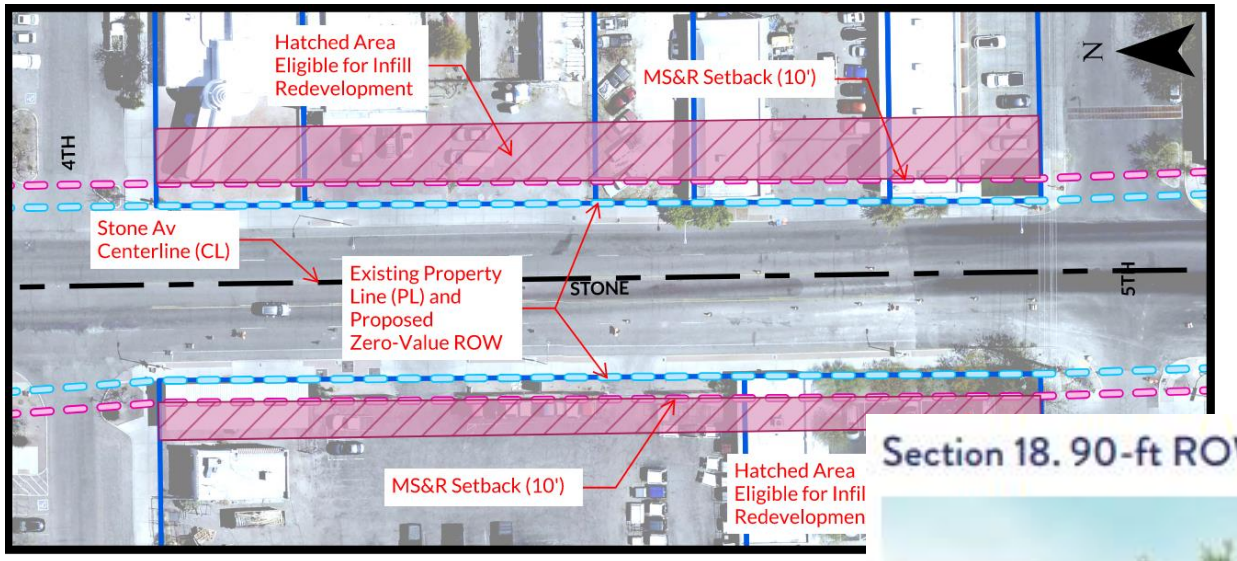


Stone Av: Speedway Bl to 6th St

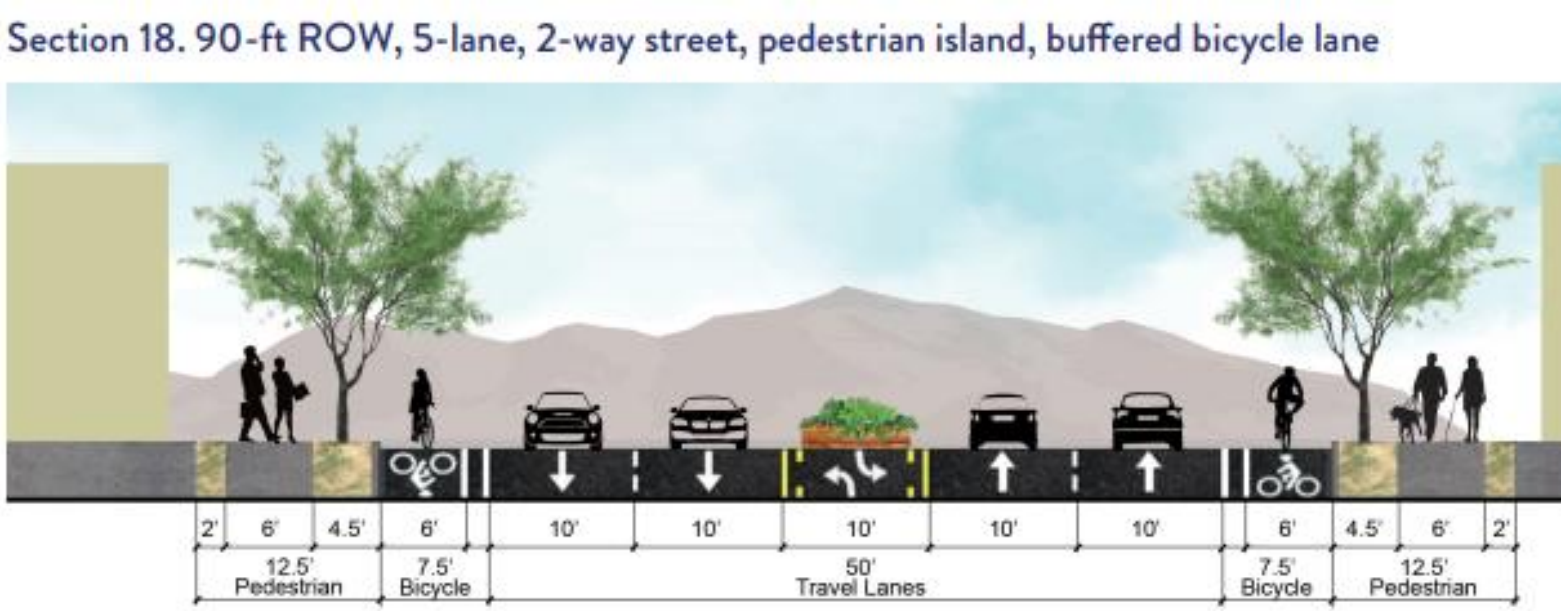
- Existing Property Line (PL) becomes the new zero-value future ROW
- Hatched area now available for redevelopment
- If redevelopment utilizes the Community Corridors Tool (CCT), the MS&R setback may be waived (dependent on zoning)

Case Study: Stone Av

Proposed MS&R Update – ROW to Match Existing Property Line



Potential Complete Streets cross-section which can be used for this portion of N. Stone Av:



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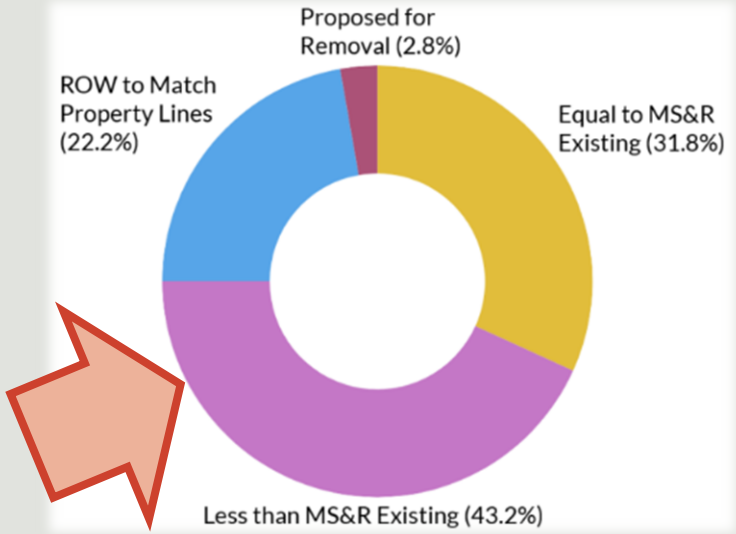
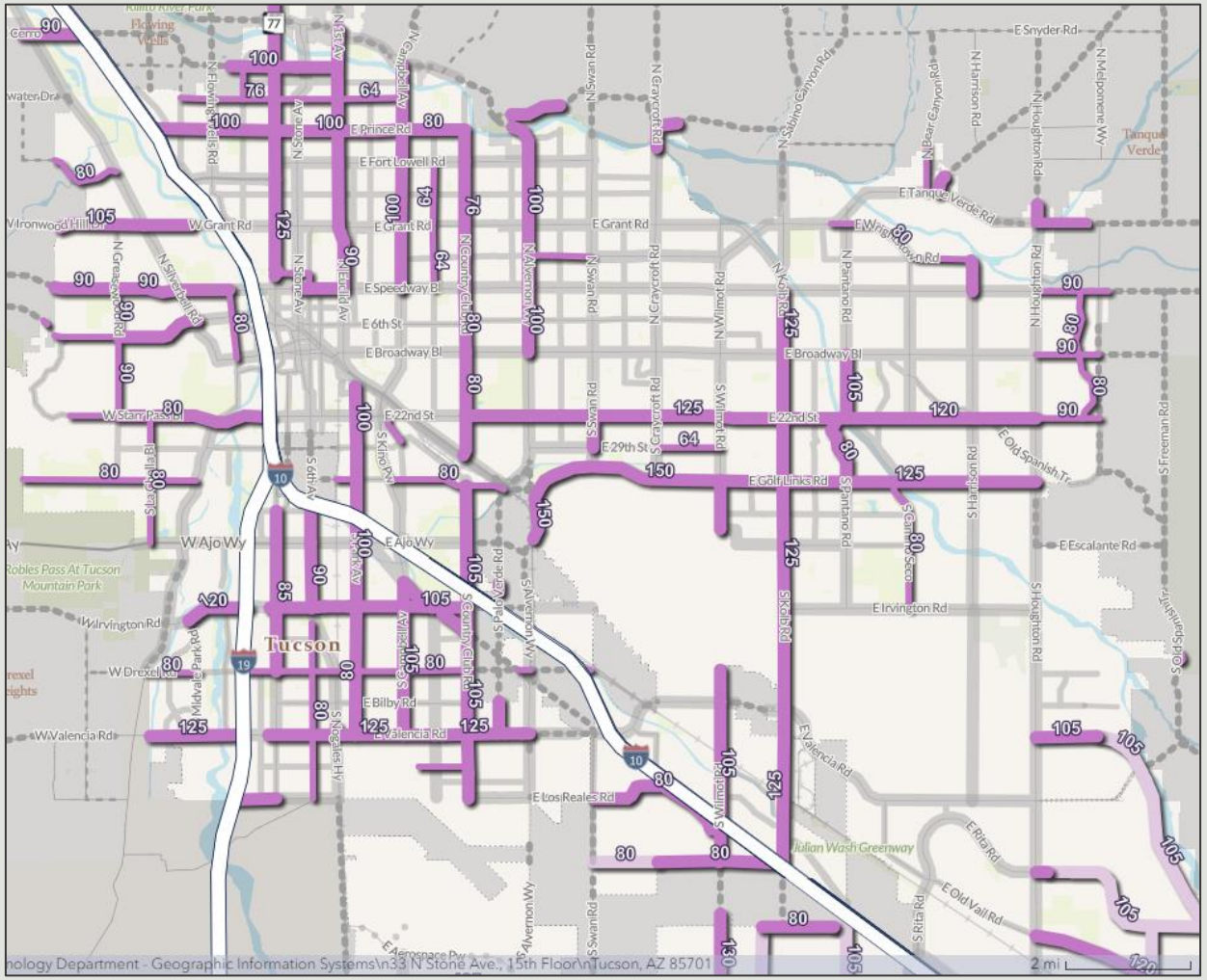
Less Than Existing MS&R ROW

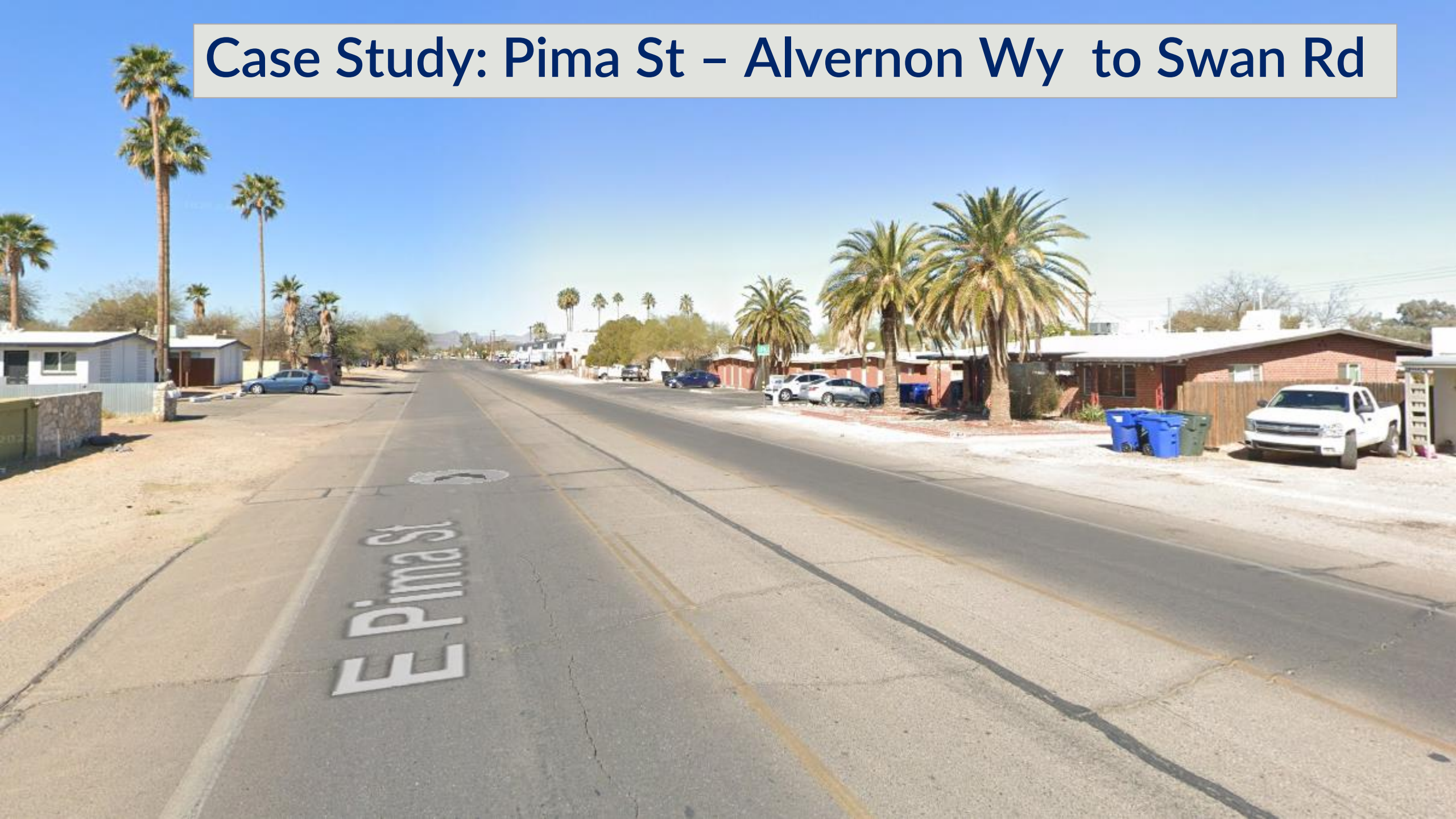
A reduction in the future right-of-way width from the existing planned width.

For example, a road with a planned project that includes a lane reduction or a road where traffic volumes are lower than expected. Future right-of-way width can be reduced to deliver any planned improvements, and excess right-of-way may be vacated and sold or used for adjacent development.



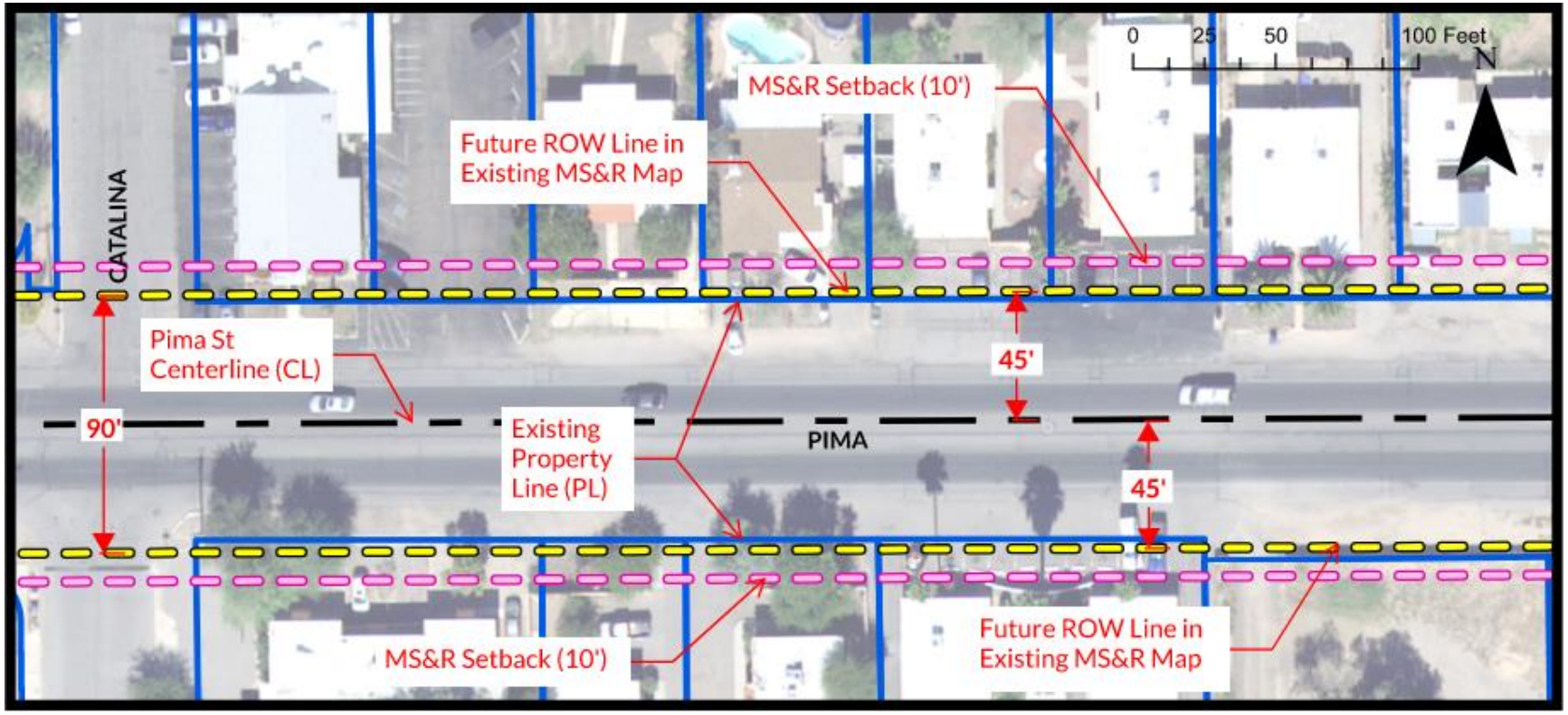


Case Study: Pima St – Alvernon Wy to Swan Rd



Case Study: Pima St

Existing Conditions – Less Than Existing MS&R ROW

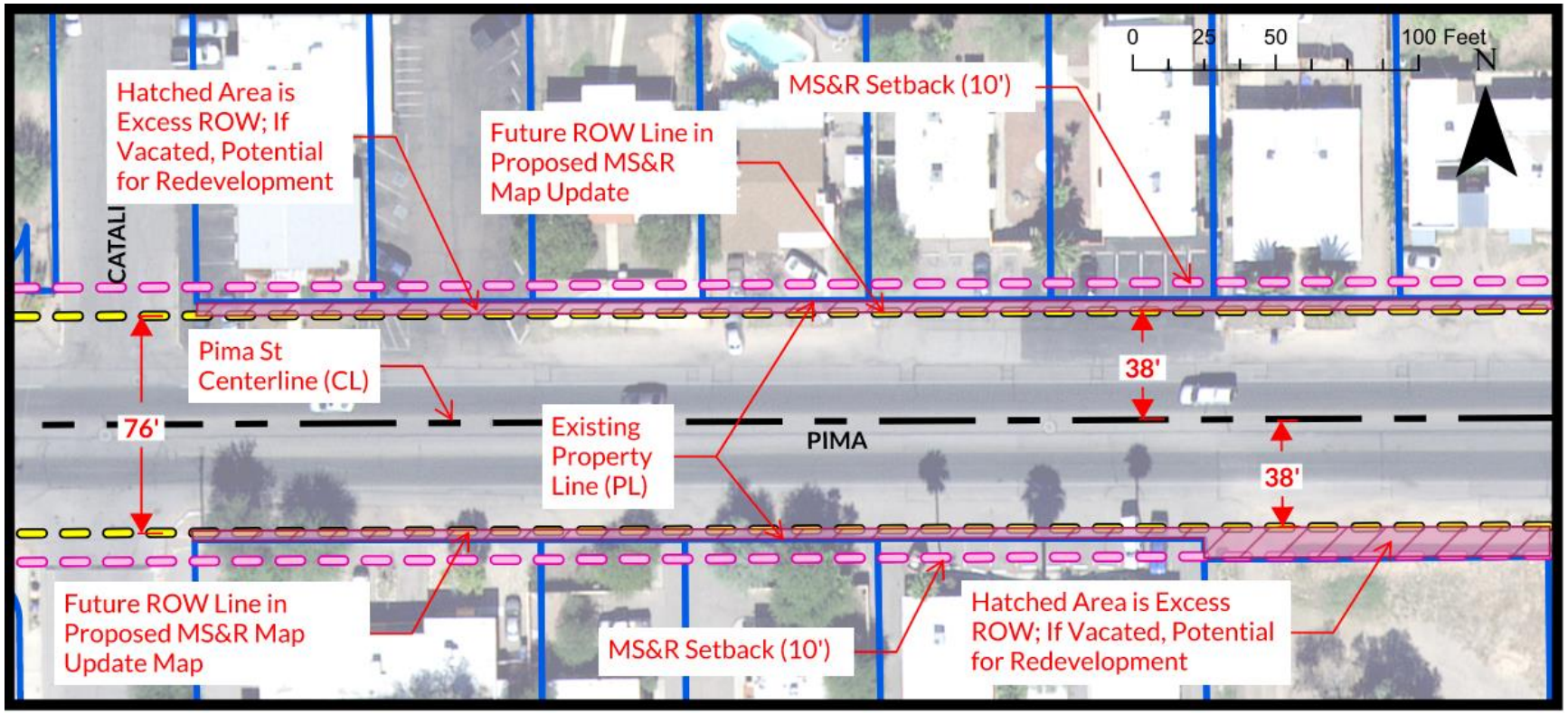


Pima St: Alvernon Wy to Swan Rd

- Existing ROW in this example varies between 80'-90'
- Future ROW value is 90’
- Move Tucson:
  - Typology: Urban Connector
  - Tier 2 Catalyst Corridor (roadway modernization)

Case Study: Pima St

Proposed MS&R Update – Less Than Existing MS&R ROW

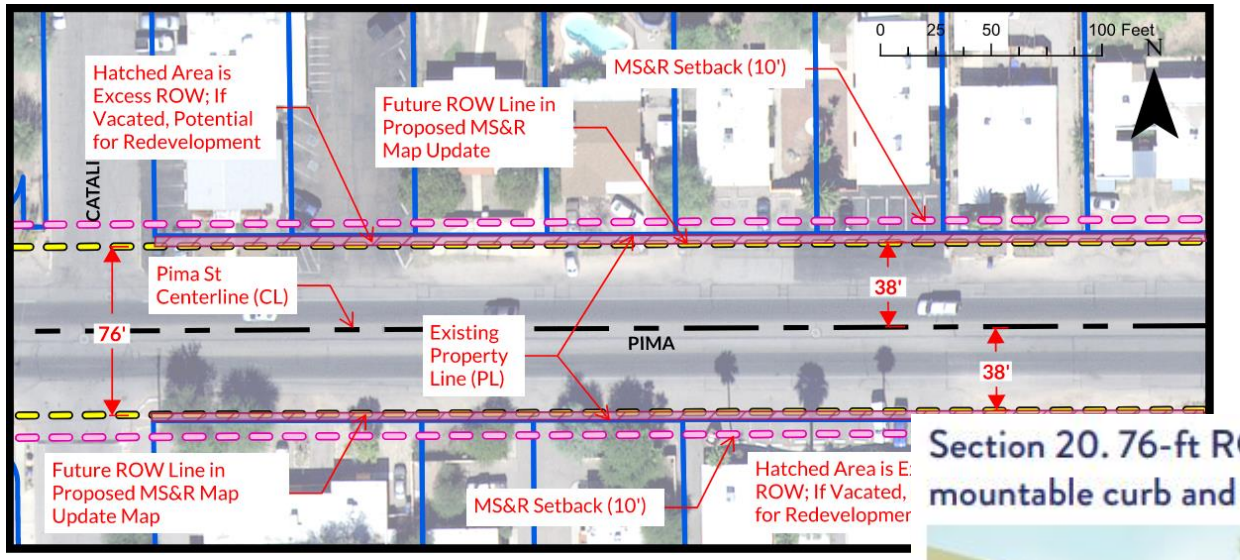


Pima St: Alvernon Wy to Swan Rd

- Proposed 76’ ROW is sufficient to complete modernization project identified in Move Tucson
- Hatched area could be vacated (discretionary process, pending review by COT and utilities)

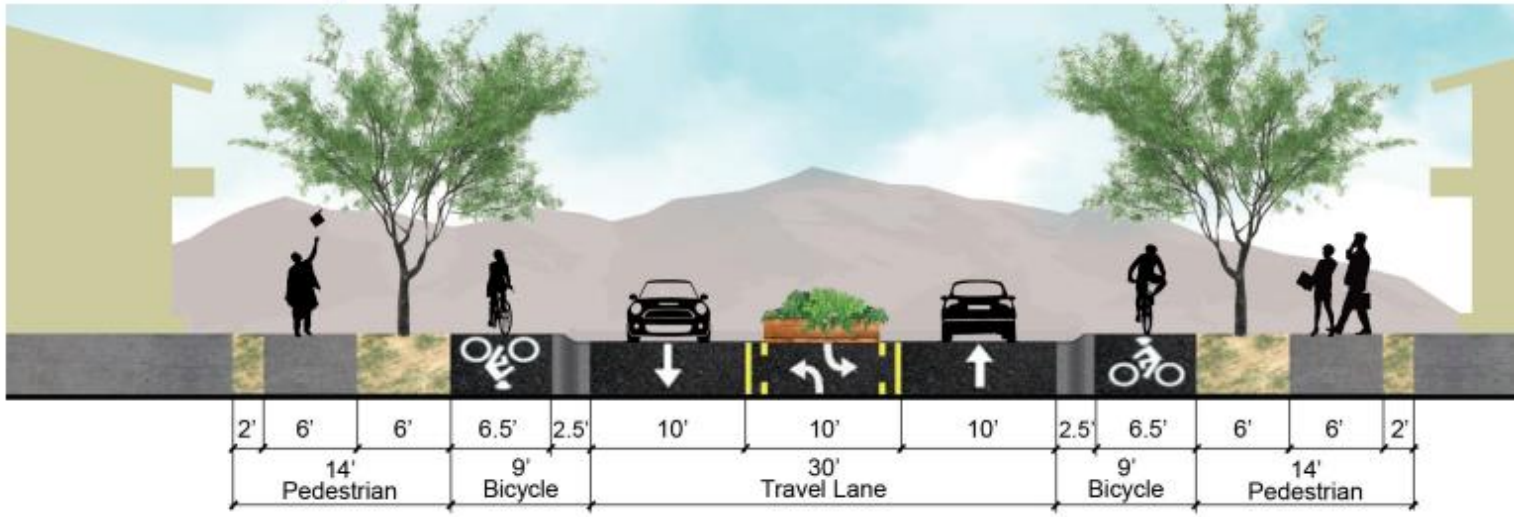
Case Study: Pima St

Proposed MS&R Update – Less Than Existing MS&R ROW



Potential Complete Streets cross-section which can be used for this portion of E. Pima St:

Section 20. 76-ft ROW, urban 3-lane, 2-way street, pedestrian island, raised bicycle lane with mountable curb and gutter



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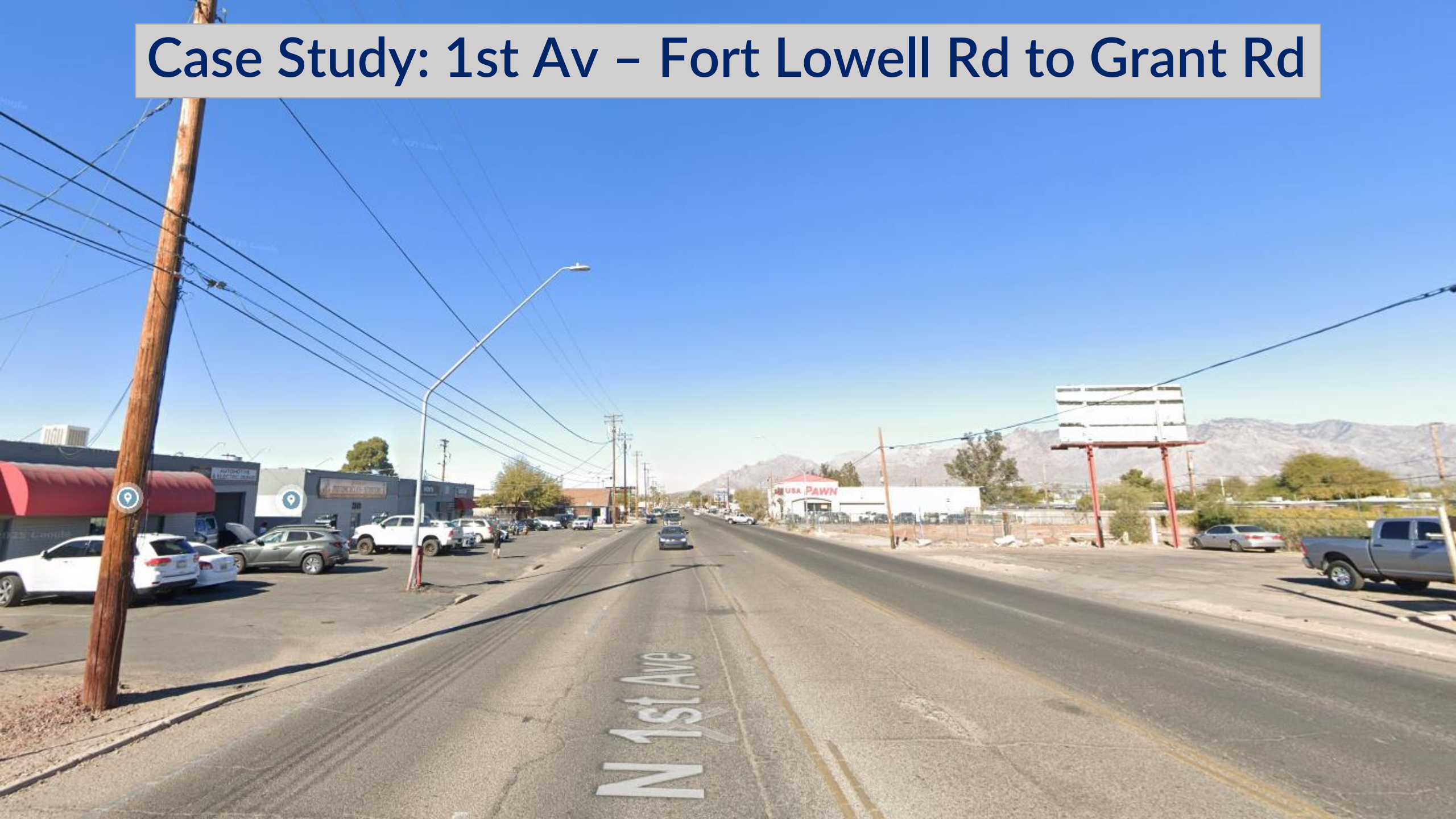
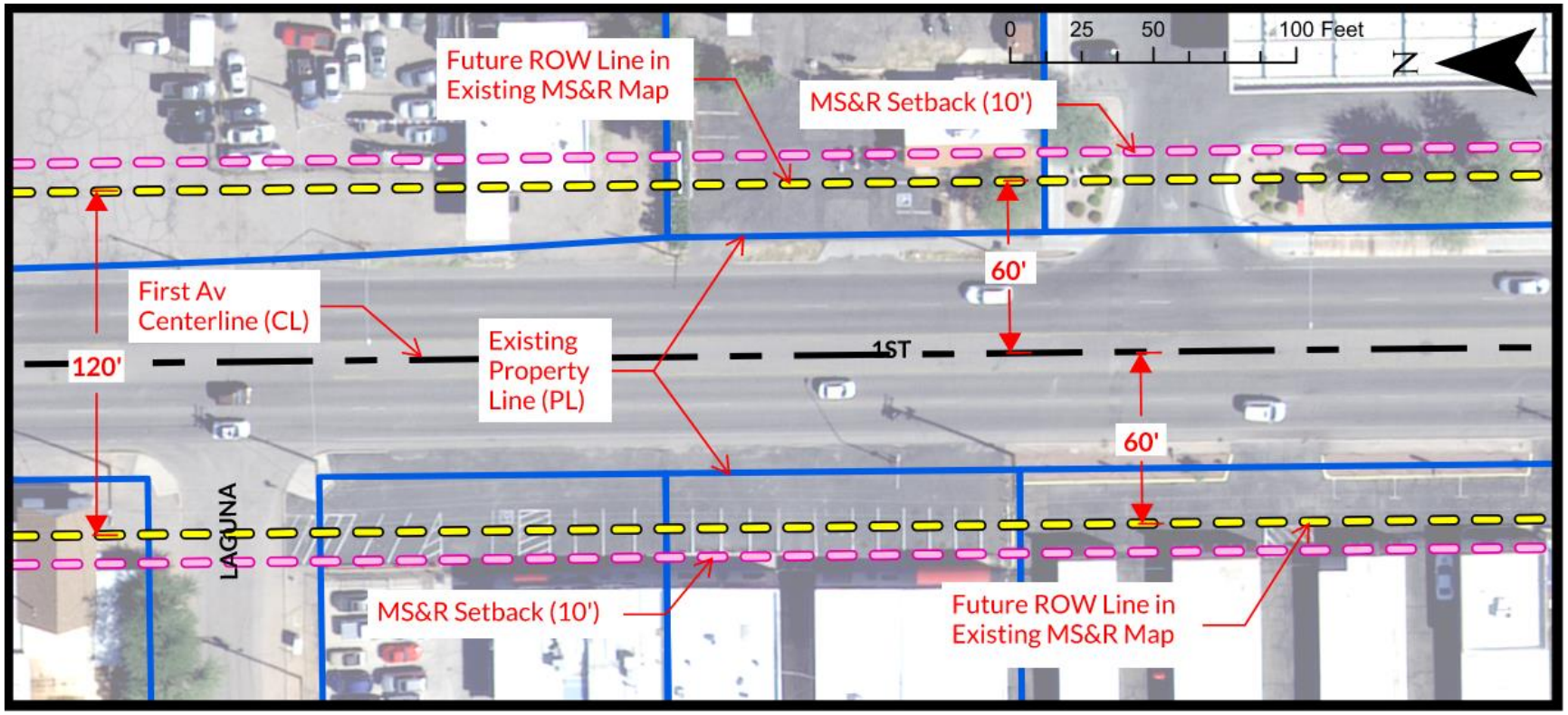
Case Study: 1st Av – Fort Lowell Rd to Grant Rd



Case Study: First Av

Existing Conditions – Less Than Existing MS&R ROW

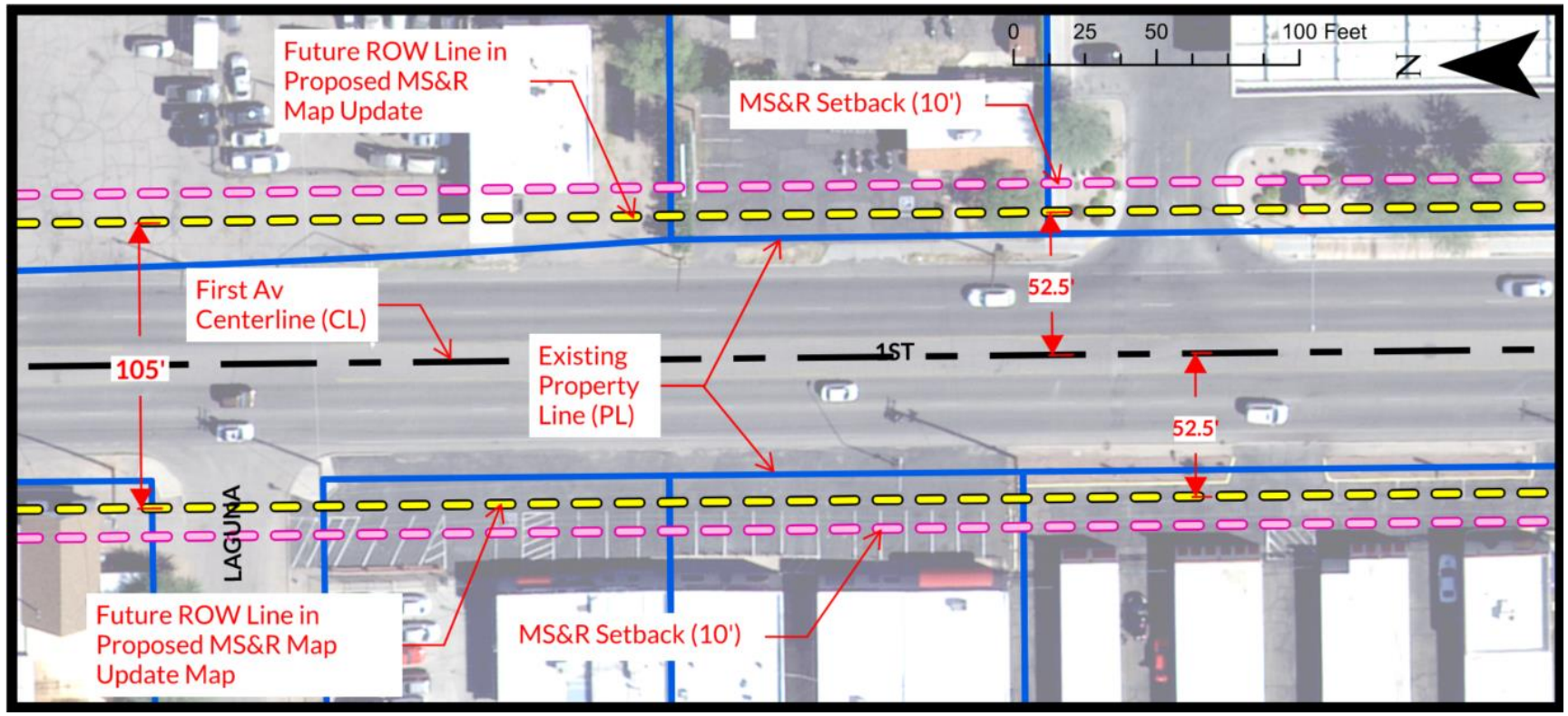


First Av: Fort Lowell Rd to Grant Rd

- Existing ROW in this example 75'-80'
- Future ROW value is 120'
- Move Tucson:
  - Typology: Urban / Suburban Thoroughfare
  - RTA roadway modernization project

Case Study: First Av

Proposed MS&R Update – Less Than Existing MS&R ROW

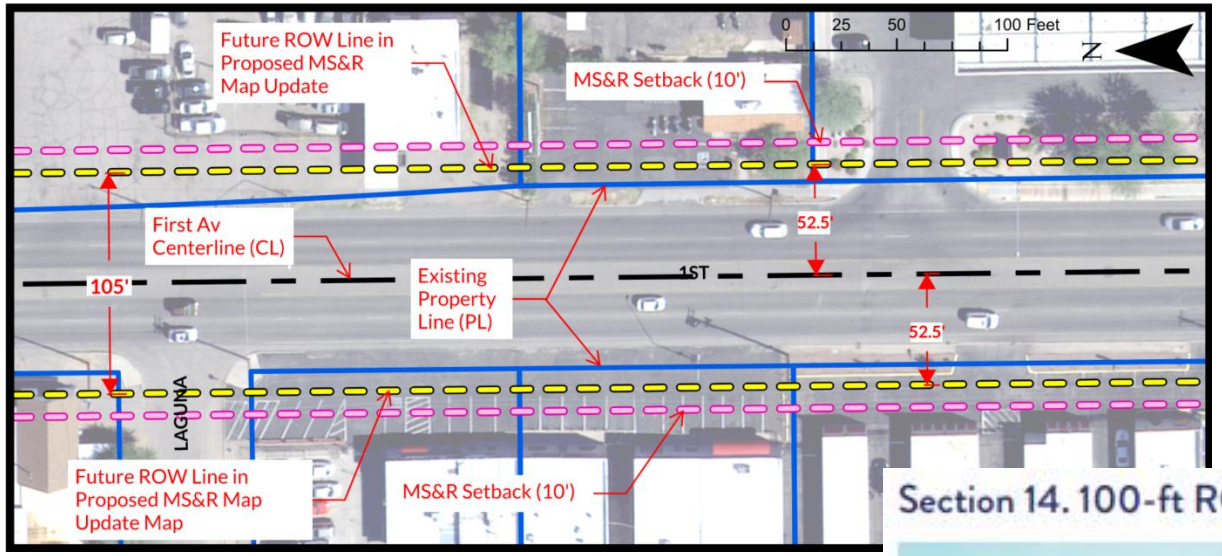


First Av: Fort Lowell Rd to Grant Rd

- Proposed 105’ ROW is sufficient to complete RTA modernization project
- Due to current constrained ROW, no potential for vacating ROW; however, the proposed reduction in future ROW will require less acquisition while still accommodating planned RTA modernization

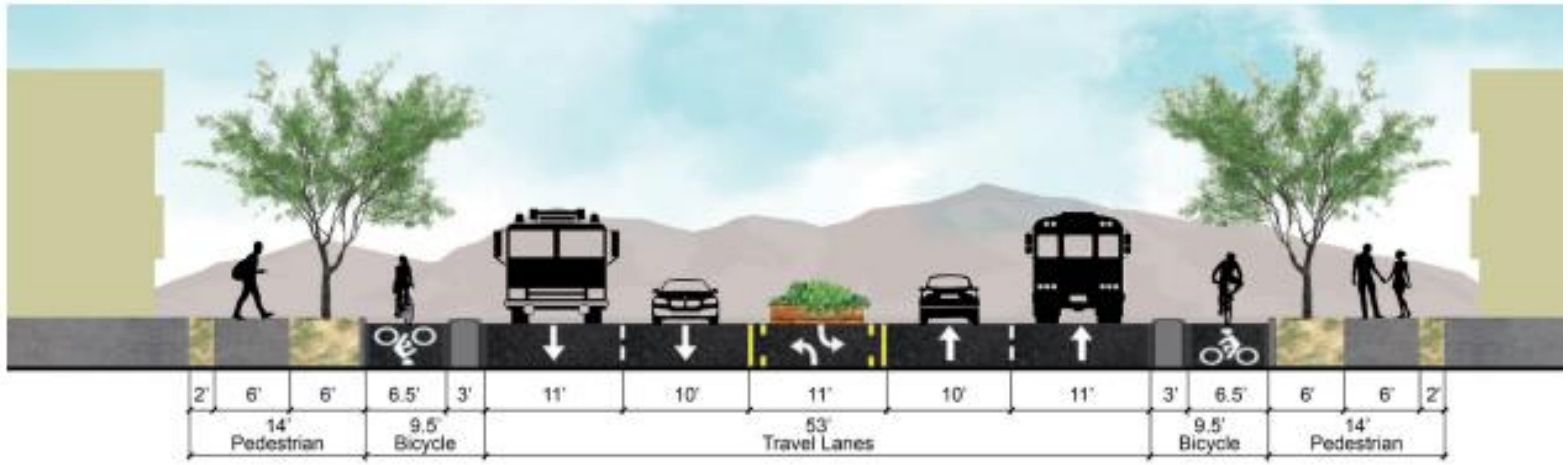
Case Study: First Av

Proposed MS&R Update – Less Than Existing MS&R ROW



Potential Complete Streets cross-section which can be used for this portion of N. First Av:

Section 14. 100-ft ROW, urban 5-lane, 2-way street, pedestrian island, curb-protected bicycle lane



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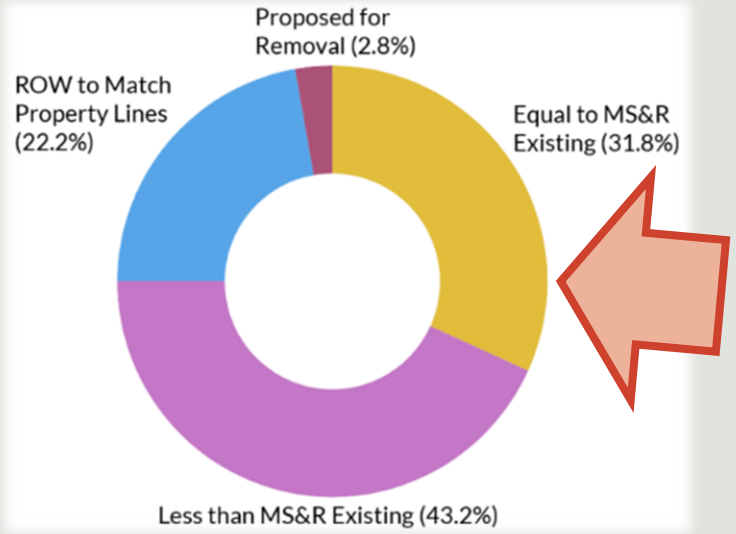
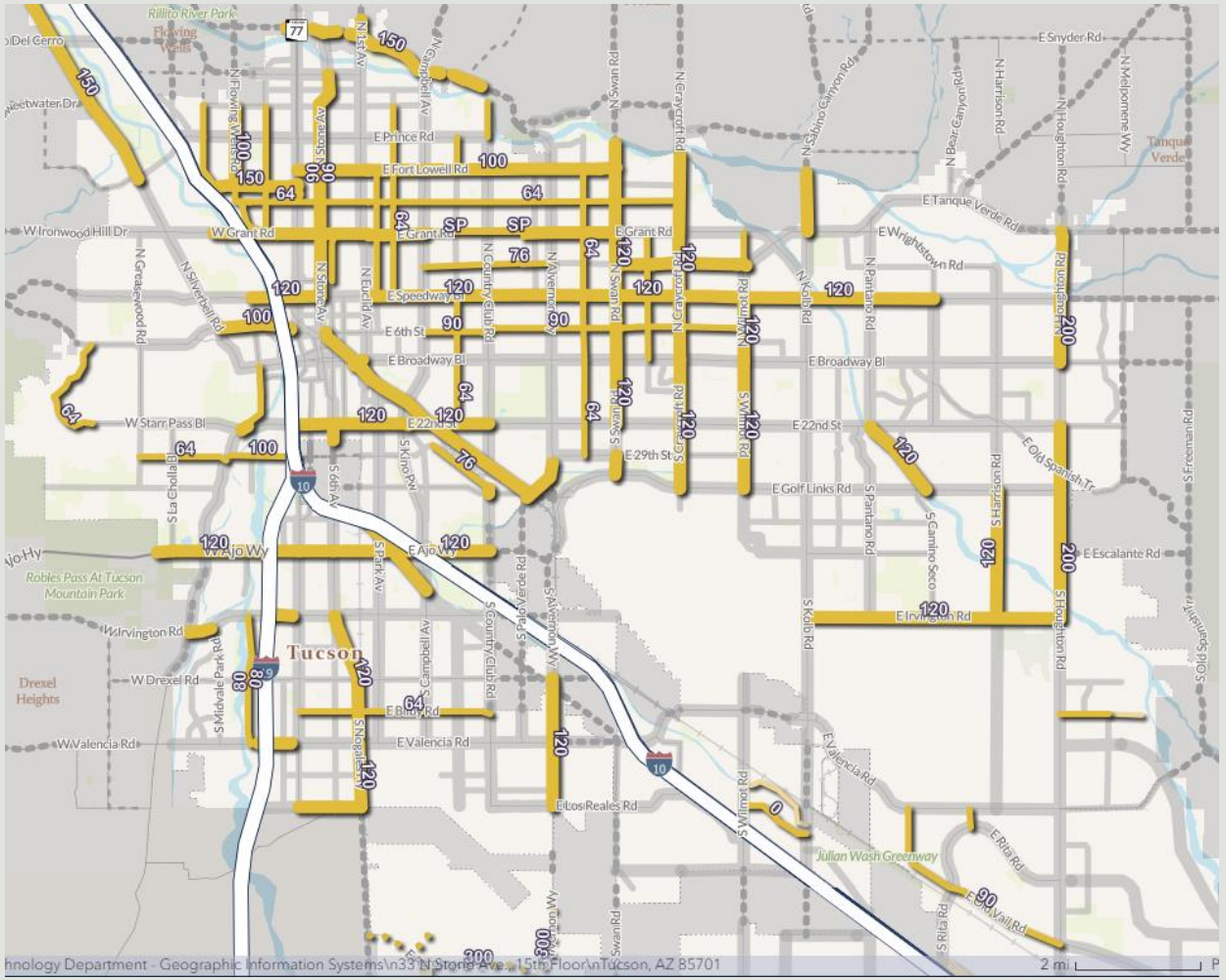
ROW Equal to Existing MS&R ROW

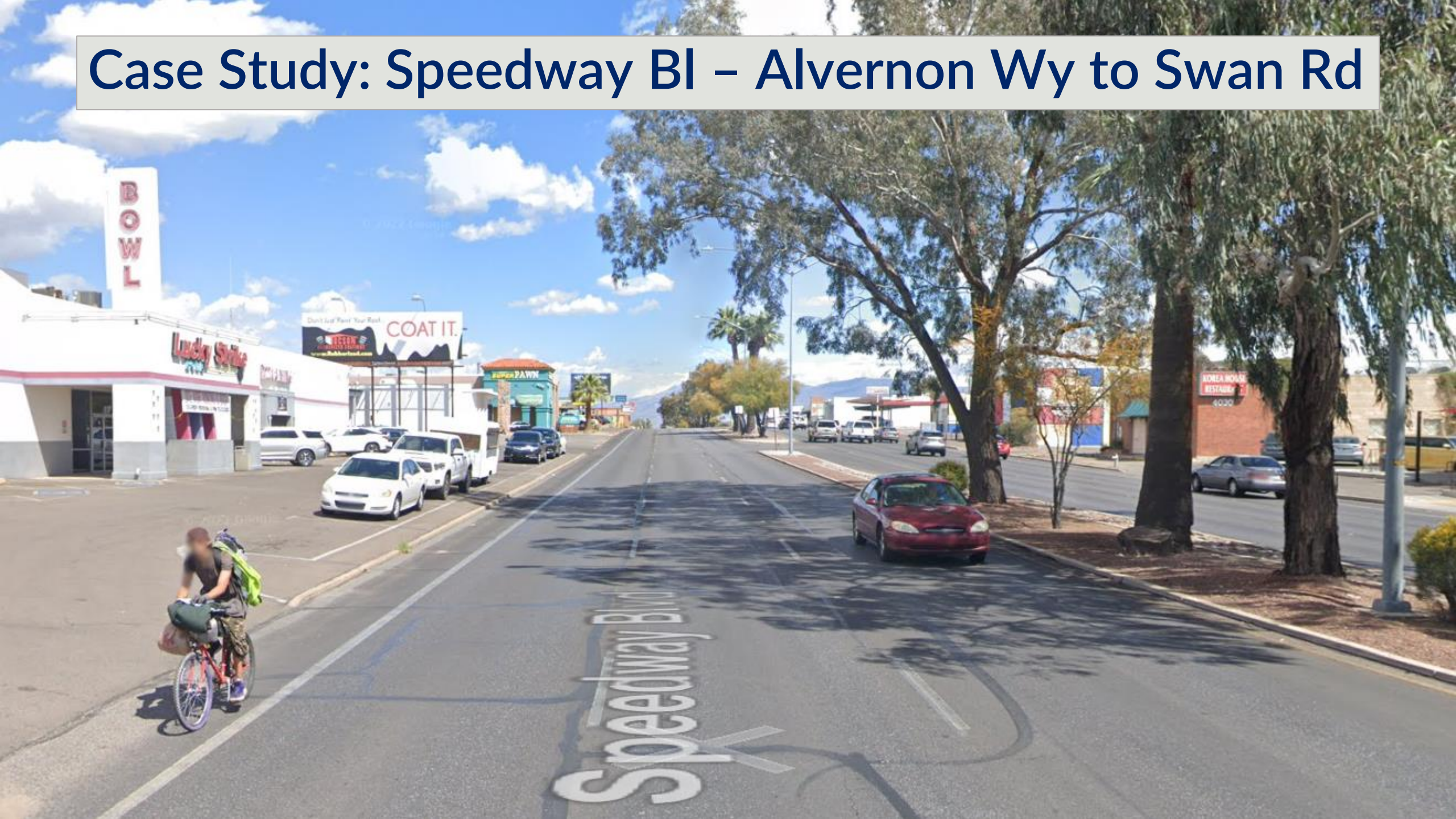
No change in future right-of-way width.

For example, a road where the existing future right-of-way width is sufficient for a planned modernization project to deliver improvements.



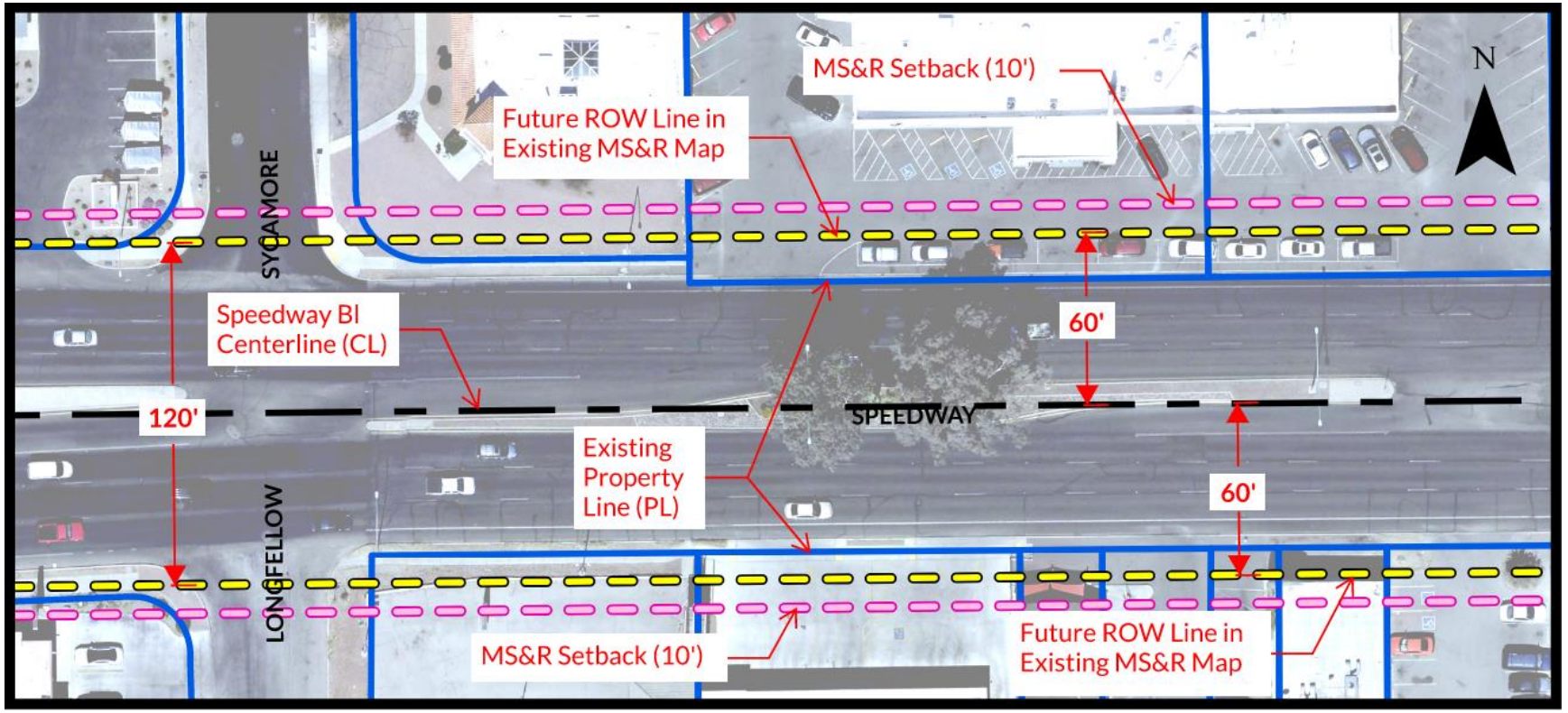


Case Study: Speedway Bl – Alvernon Wy to Swan Rd



Case Study: Speedway Bl

Existing Conditions, No Proposed Change

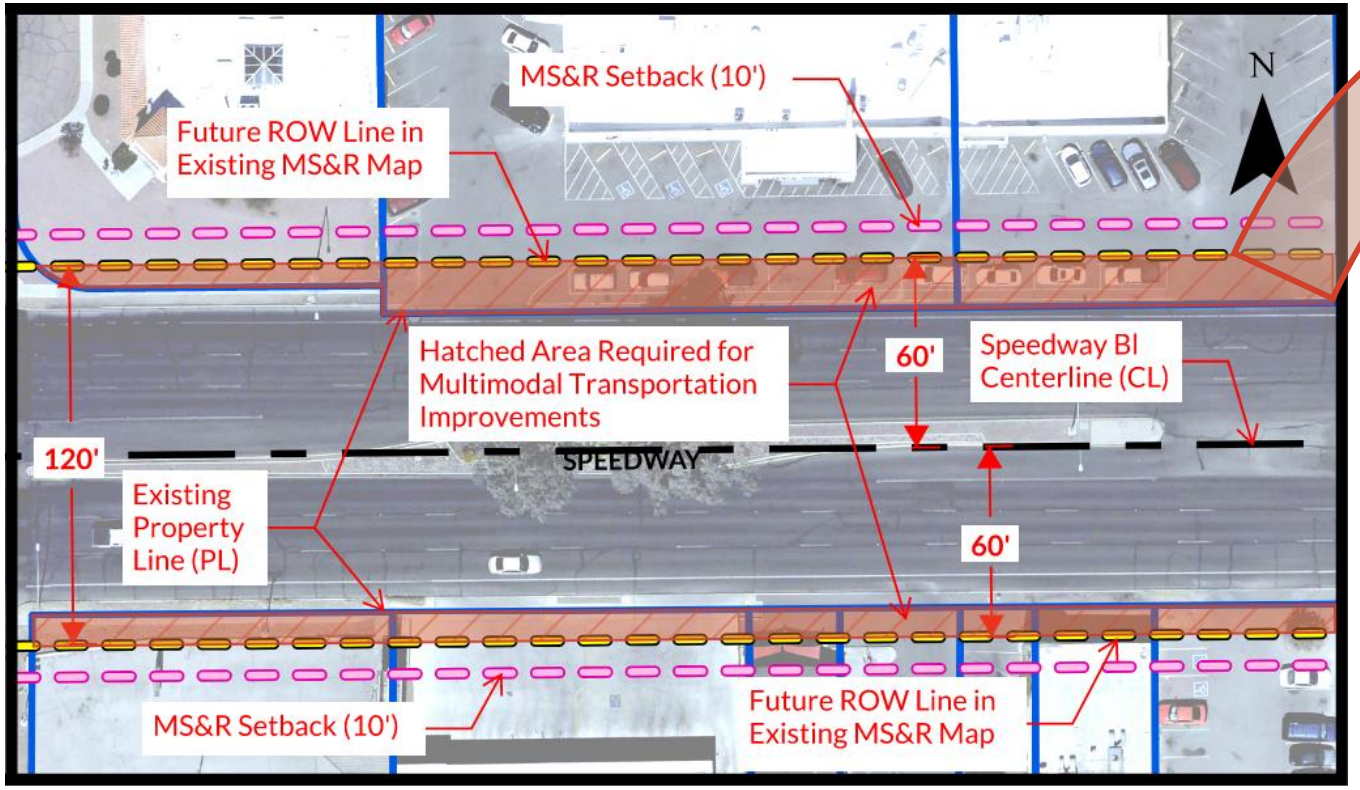


Speedway Bl: Alvernon Wy to Swan Rd

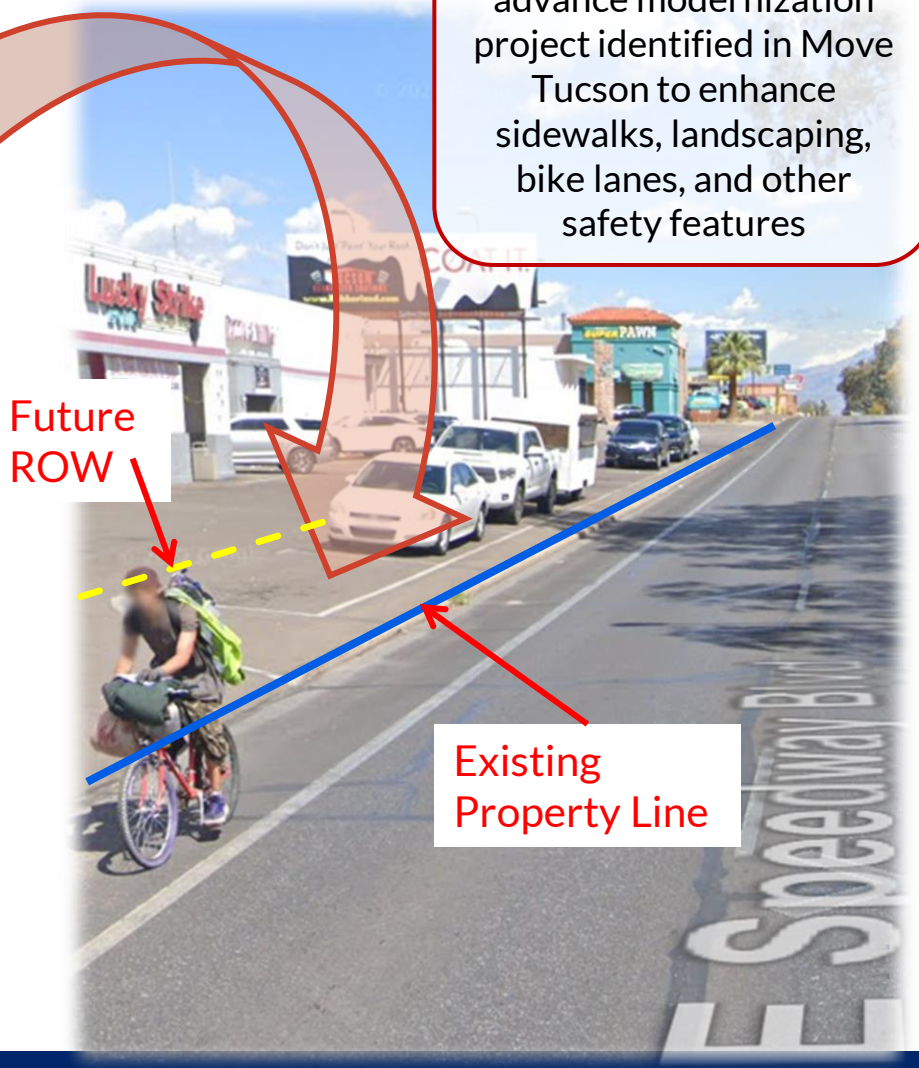
- Existing ROW in this example varies from 100’ to 110’
- Future ROW value is 120’
- Move Tucson:
  - Typology: Urban Thoroughfare
  - Tier 1 Catalyst Corridor (roadway modernization

Case Study: Speedway Bl

Existing Conditions, No Proposed Change



Future ROW critical to advance modernization project identified in Move Tucson to enhance sidewalks, landscaping, bike lanes, and other safety features



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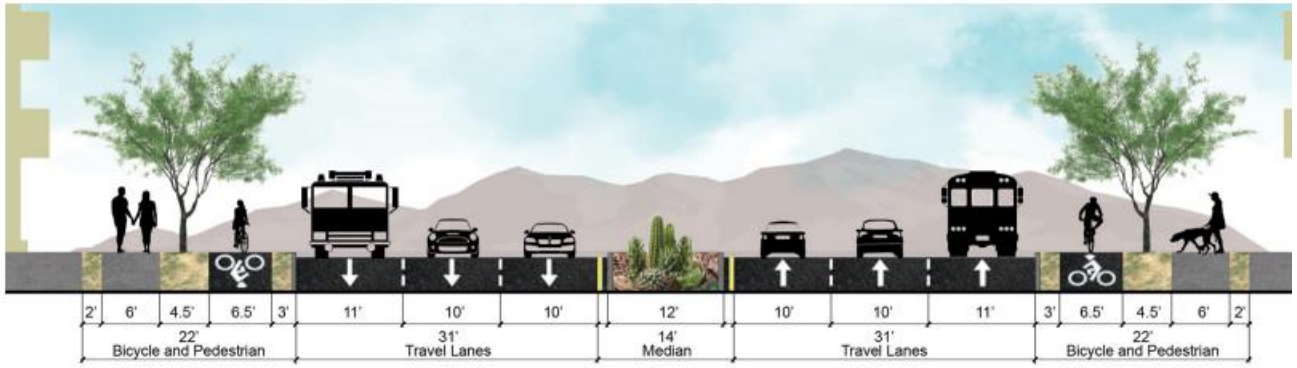
Case Study: Speedway Bl

Potential Complete Streets cross-section for Urban Thoroughfare typology:

Section 12. 120-ft ROW, urban 6-lane, 2-way street with raised median and raised bicycle lane



Potential Complete Streets cross-section for Urban Thoroughfare typology:

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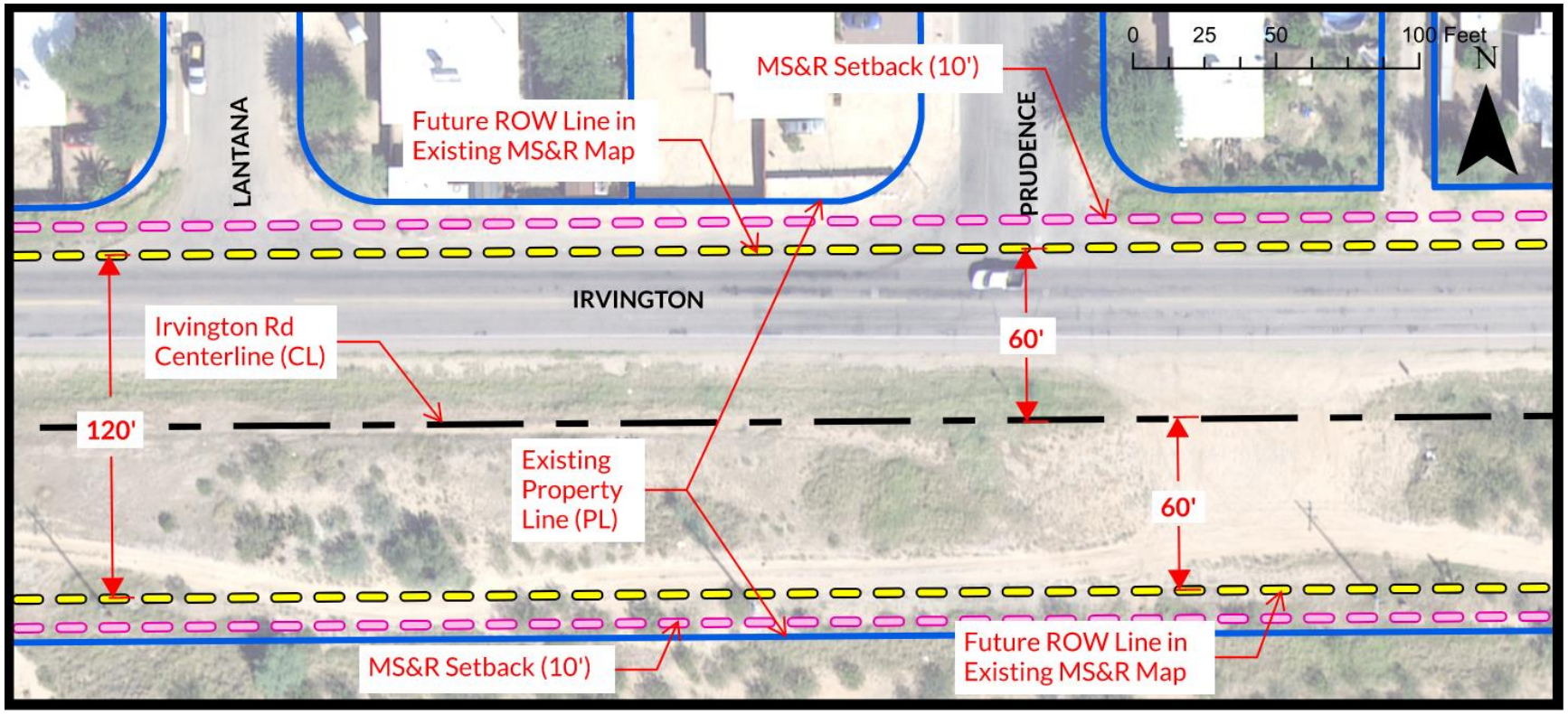
Case Study: Irvington Rd – Kolb Rd to Houghton Rd

Case Study: Irvington Rd

Existing Conditions, No Proposed Change

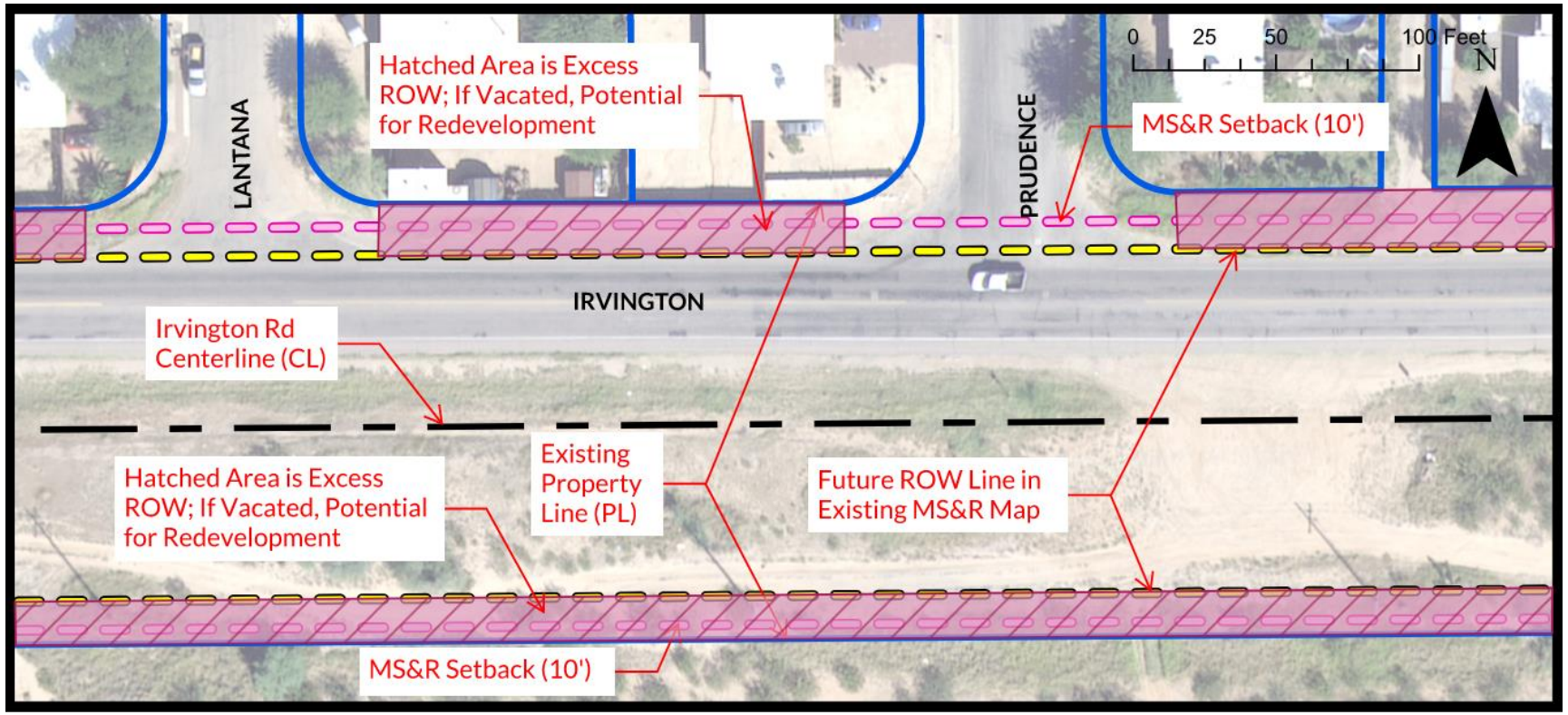


Irvington Rd: Kolb Rd to Houghton Rd

- Existing ROW in this example is 150’ and exceeds future ROW
- Future ROW value is 120’
- Move Tucson:
  - Typology: Suburban Connector
  - Tier 3 Catalyst Corridor (roadway expansion)

Case Study: Irvington Rd

Existing Conditions, No Proposed Change



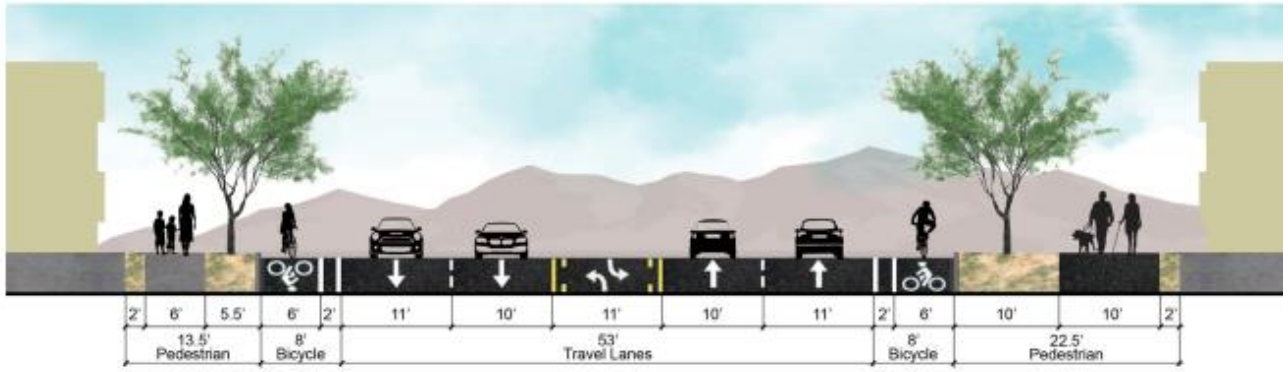
Irvington Rd: Kolb Rd to Houghton Rd

- Existing ROW is greater than what is required in the MS&R
- Hatched area could be vacated (discretionary process, pending review by COT and utilities) and used in redevelopment projects, or sold back to existing property owners for their use

Case Study: Irvington Rd

Potential Complete Streets cross-section for Suburban Connector typology:

Section 16. 105-ft ROW, suburban 5-lane, 2-way street, buffered bicycle lane, asphalt side path on one side of the street



Potential Complete Streets cross-section for Suburban Connector typology:

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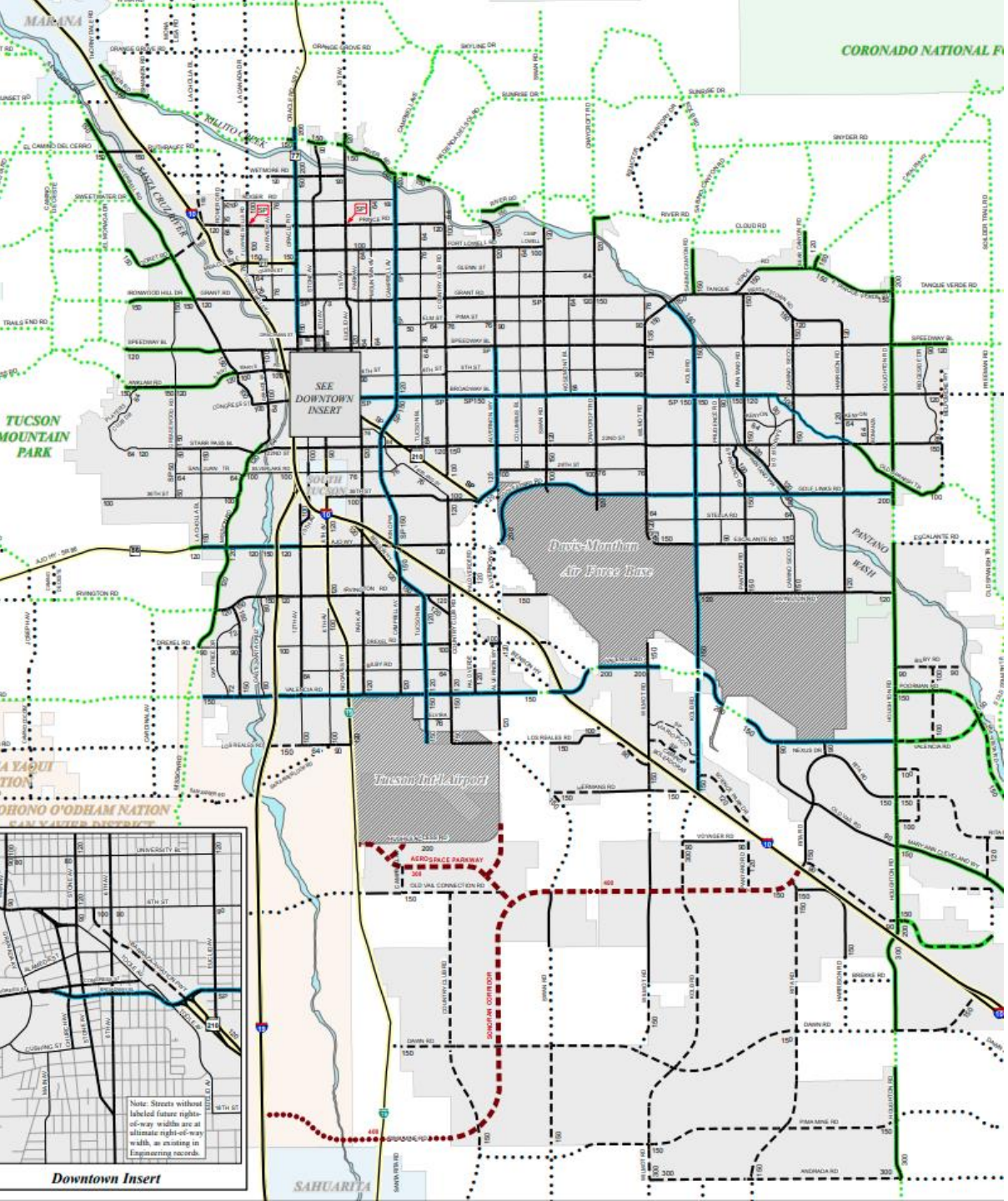

MS&R Map

1. Identifies future rights-of-way to facilitate long-term transportation investments
2. Establishes street designations | Arterial & Collector

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Street Classification Matrix

Criteria	Street Classifications		
	Local	Collector	Arterial
Traffic Volumes	Less than 2,500 ADT	Between 2,500 ADT and 12,000 ADT	Greater than 12,000 ADT
Federal Functional Classification	Typ. Local or Minor Collector	Typ. Minor or Major Collector	Typ. Minor Arterial or Principal Arterial
Location on the Grid	No typical spacing	Typically on the ¼-section (sometimes 1/16-section)	Typically spaced 1-mile (on the section line)
Existing Pavement Markings and Traffic Control	Typically no centerline / lane markings and controlled at major street intersection	Typically centerline / lane markings with stop or signal control at major street intersections. No traffic control at minor street intersections	Typically centerline / lane markings with signal control at major street intersections. No traffic control at minor street intersections

Reclassifications – Collector to Arterial

Pima St: Swan Rd to Tanque Verde Rd

Criteria	Street Classifications		
	Local	Collector	Arterial
Traffic Volumes			≈ 18.1K – 19.8K (2023)
Federal Functional Classification			Minor Arterial
Location on the Grid		¼ - Section Line	
Pavement Markings / Traffic Control			5 lane X-section ; 8 TS

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Note: This is the only segment proposed to have designation upgraded from a Collector to an Arterial

Reclassifications – Local to Collector

Limberlost Dr: Fairview Av to Campbell Av

Criteria	Street Classifications		
	Local	Collector	Arterial
Traffic Volumes		≈ 3.8K – 7.2K (2023/24)	
Federal Functional Classification		Major Collector	
Location on the Grid		1/16 - Section Line	
Pavement Markings / Traffic Control		5 lane (max) - 2 lane (min) x-section; 3 TS	

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Reclassifications – Collector to Local (remove from MS&R)

Bonanza Av: Kenyon Dr to 22nd St

Criteria	Street Classifications		
	Local	Collector	Arterial
Traffic Volumes	≈1K (2024)		
Federal Functional Classification	Minor Collector		
Location on the Grid		1/4 - Section Line	
Pavement Markings / Traffic Control	No markings; no signals		

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MS&R Update Process - Tentative Next Steps

- Planning Commission
  - ✓Study Session - June 4, 2025
  - ✓Study Session – July 16, 2025
  - Public Hearing ~ August 2025
- Draft Map Update to be presented to Mayor & Council at a future Study Session and Public Hearing for consideration with a potential recommendation from Planning Commission ~ September 2025

MS&R Update - Recommendation

1. Staff recommends the Planning Commission set this item for a Planning Commission Public Hearing in August 2025.