

City of Tucson Major Streets and Routes

Major Streets and Routes

- Arterial
- Collector
- Gateway Corridor Zone
- Scenic Corridor Zone
- Aerospace Parkway
- Future Arterial

- Future Collector
- Future Aerospace Parkway
- Future Sonoran Corridor

Major Streets Outside City

- Arterial
- Collector
- City Limits

Right-of-way widths are indicated by the number (in feet) next to Major Streets. An “SP” designation means there are Specific Engineering Plans on record for that segment. Map official for City of Tucson Streets Only. Contact Pima County for official street designations within unincorporated Pima County.

Notes

- Right-of-way widths are measured at mid-block and are used to establish the future right-of-way line locations for the Major Streets and Routes Setback Zone, which is defined in Article 5, Section 4 of the Unified Development Code.
- The right-of-way widths may be exceeded:
 - Within 450 feet of any intersection of two major streets.
 - At the location of a change of right-of-way width, where the taper for transition may extend 450 feet from the point of change.
 - In locations where the prevailing existing City-owned right-of-way along the block or section is greater.
- Except as provided below, the future right-of-way area is generally measured midblock from the survey centerline of the street. It is generally equal to one-half the right-of-way width designated for that street.
- The mid-block right-of-way widths and centerline locations may be modified by corridor study maps and street right-of-way/improvement plans on file with the Department of Transportation and Mobility (see Appendix). For such maps or plans, the right-of-way setback is measured from the future right-of-way line as shown on the corridor study maps or street right-of-way/improvement plans.
- Refer to Article 5, Section 4.5 of the Unified Development Code, Permitted Use of MS&R Right-of-Way Area, for guidance on allowable uses within the future half right-of-way. The future half right-of-way area that is not publicly owned may be included in the site coverage calculation and used to meet landscaping requirements or reduce required parking.
- In compliance with the requirement of the MS&R Setback Zone, plans submitted for the issuance of building permits and development plans and tentative plats submitted for review must show the applicable setback from the future right-of-way line as a condition of approval. In cases of hardship, a modification may be requested from the MS&R Setback Zone requirements. The process for requesting this modification is outlined in Article 5, Section 4.7 of the Unified Development Code.
- Future right-of-way cross-sections reference guidance from the *City of Tucson Street Design Guide*. Please refer to Table 2.4 (Cross Section Dimensions for Tucson Street Types) and the Sample Cross-Sections located within the Street Design Guide (pages 2-32 to 2-40) for additional information.
- Future changes in planned right-of-way widths shall be incorporated by amendment to the MS&R Map.

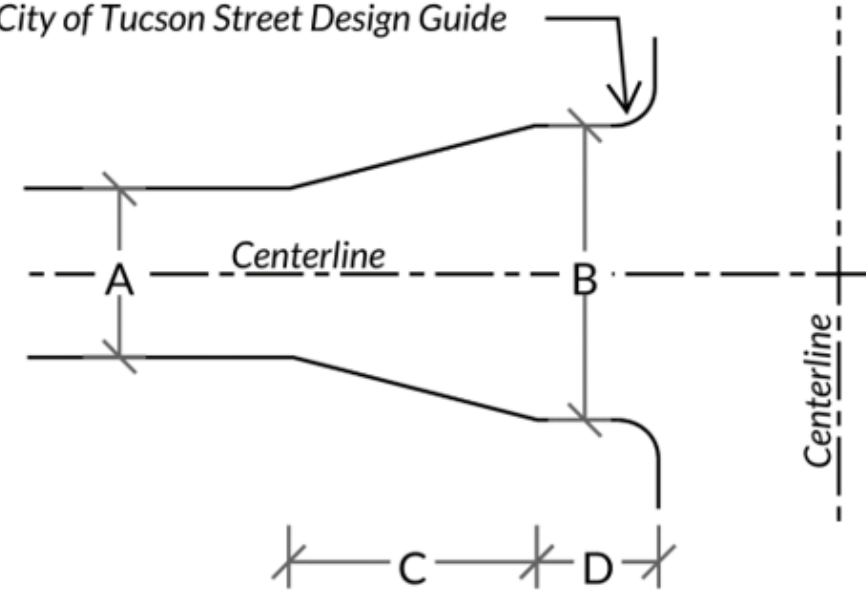
MS&R Plan and Map History of Amendments and Updates

Adopted 11-15-82
Amended 7-5-83 (map and text)
Amended 1-23-84 (map)
Amended 8-6-84 (map)
Amended 4-28-86 (map and text)
Amended 3-16-87 (map and text)
Amended 5-11-92 (map and text)
Amended 12-12-94 (map)
Amended 7-10-95 (map and text)
Amended 9-9-96 (map)
Update 10-14-96 (map)
Amended 2-2-98 (map)
Amended 12-14-98 (map and text)
Update 01-11-99 (map and appendix)
Update 5-22-99 (map)
Update 1-10-00 (map)

Amended 3-20-00 (map)
Amended 5-22-00 (map)
Amended 6-26-00 (map)
Amended 4-23-01 (map)
Amended 10-1-01 (map)
Amended 1-14-02 (map)
Update 3-27-02 (map)
Amended 9-9-02 (map and appendix)
Amended 7-6-05 (map)
Amended 4-24-07 (map)
Amended 7-10-07 (map)
Amended 3-17-15 (map and text)
Amended 6-23-15 (map)
Amended 1-20-16 (map and text), effective 2-20-1
Hold for 2025 Map Update

Right-of-Way Widening at Intersections for Streets on MS&R Map

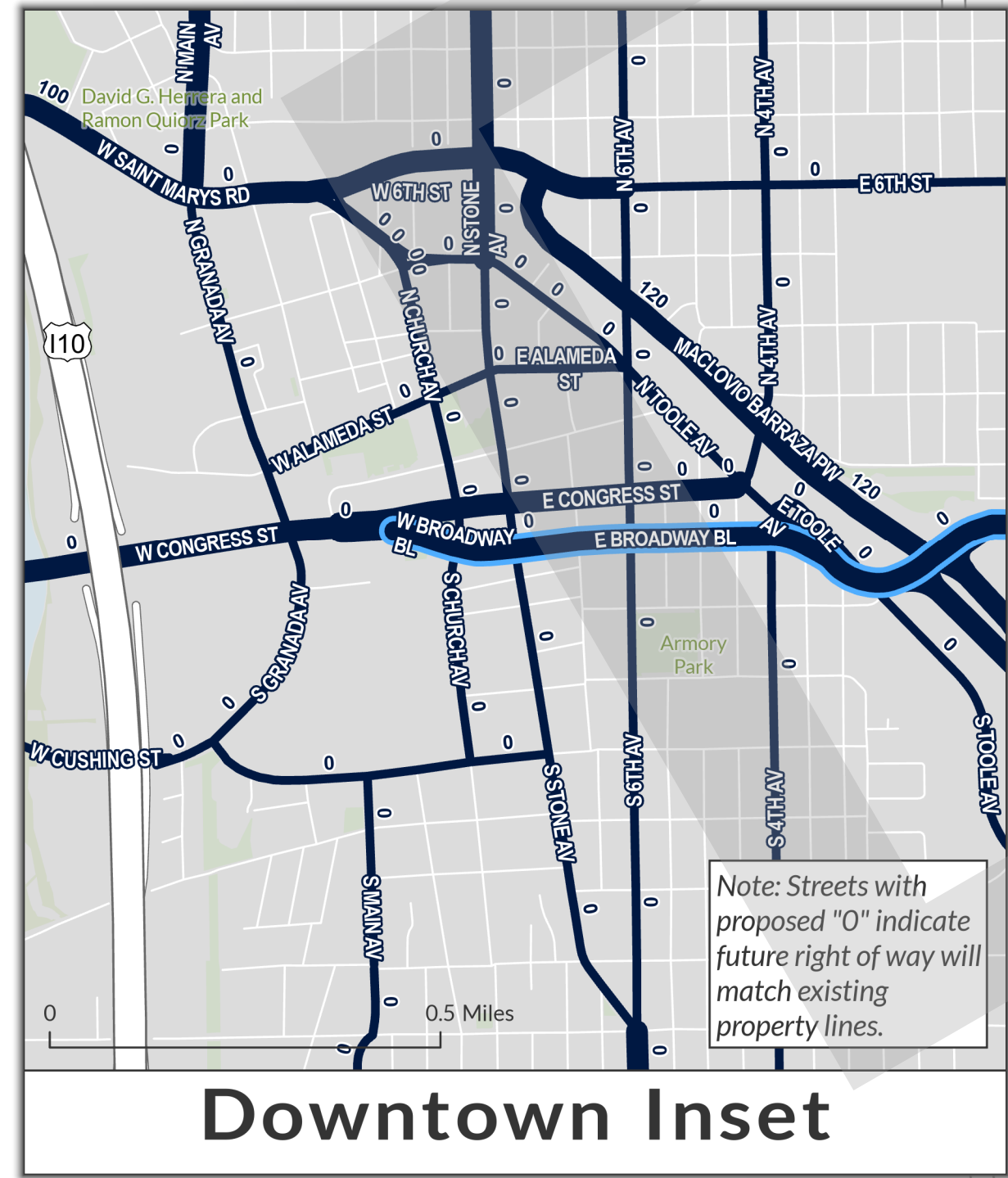
For Radius (R) value, reference
City of Tucson Street Design Guide



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

Notes:

- Drawing is not to scale.
- The value for A equals the mid-block width. 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.
- For roadways with a posted speed of 45mph or greater; the value for D may be increased up to 150' based on a review by the City Engineer.



Downtown Inset