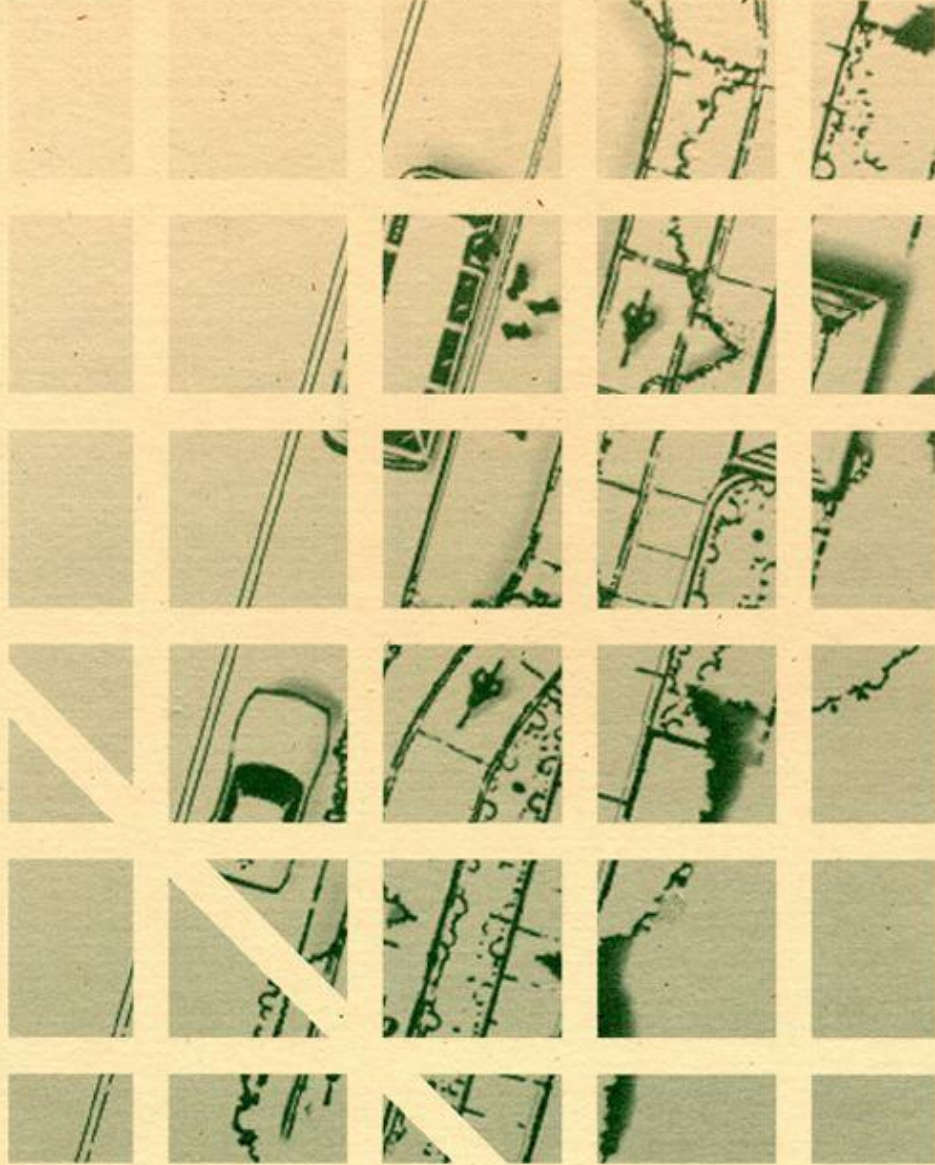


# Major Streets & Routes Plan Update

Report to Planning Commission

# MAJOR STREETS & ROUTES PLAN

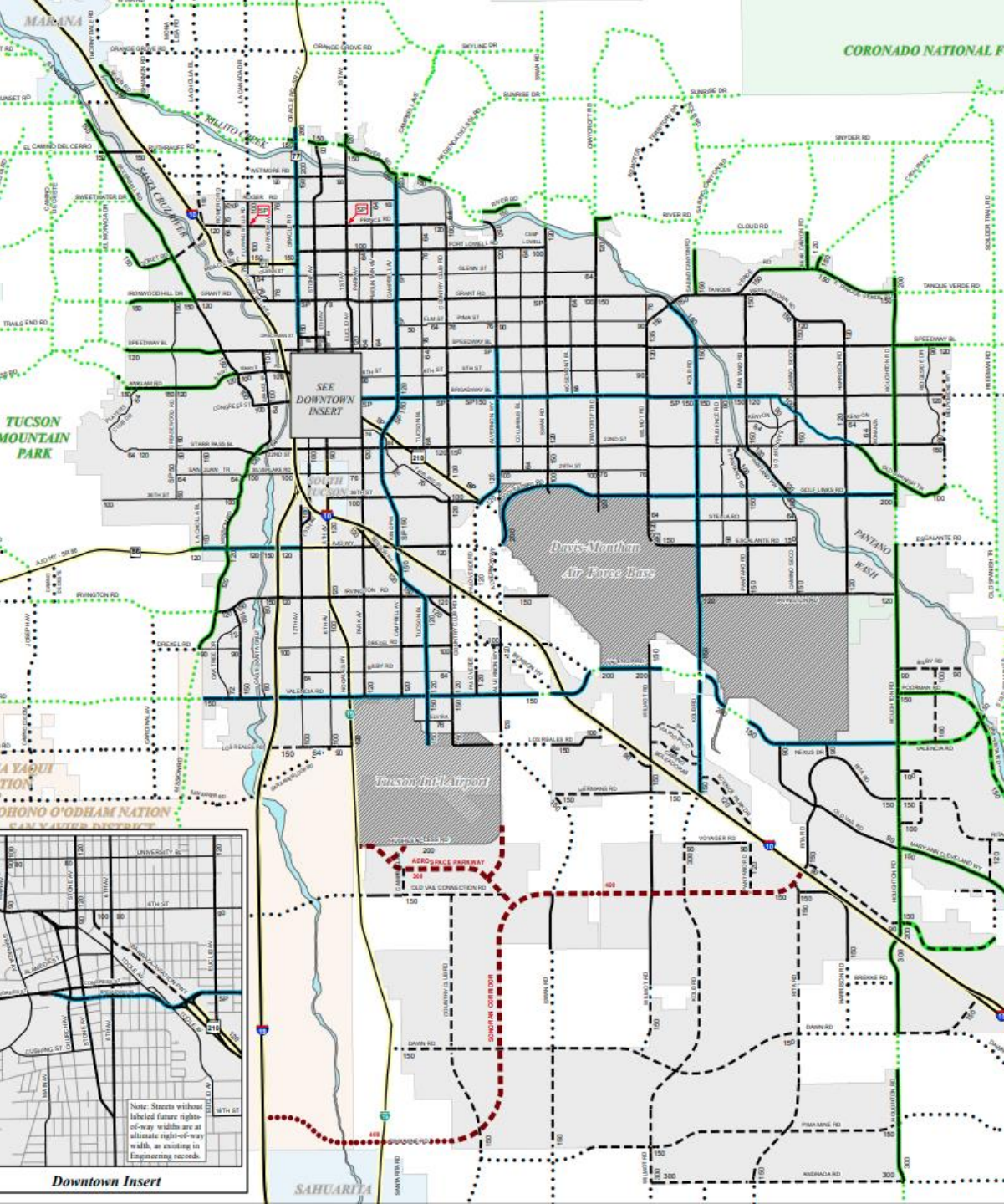


PLANNING DEPARTMENT CITY OF TUCSON

## 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.





# MS&R Map

Establishes street designations | Arterial & Collector

Identifies future rights-of-way to facilitate updates to street layout

# Impact to Development

MS&R standards are applied to adjacent development in the following cases:

- New structures
- Changes of Use, including new structures on vacant parcels
- Expansions in floor area, as described in Section 5.4.2 of the Unified Development Code (UDC)



# Why Update the MS&R?

The MS&R Plan has been amended over 30 times to reflect changing conditions.

**It can be updated to better reflect Tucson's transportation and mobility investment priorities and commitment to Complete Streets.**

M&C provided direction on Oct 3, 2023, to return in 12-18 months with a Map update.

Plan Tucson Consideration(s) – This item is most closely related to the Plan Tucson Redevelopment & Revitalization, Business Climate, and Land Use, Transportation and Urban Design elements, specifically the following policies:

RR1 – Redevelop and revitalize in areas with the greatest potential for long-term economic development by focusing public resources, tools, and incentives to catalyze private investment.

LT1 – Integrate land use, transportation, and urban design to achieve an urban form that supports more effective use of resources, mobility options, more aesthetically-pleasing and active public spaces, and sensitivity to historic and natural resources and neighborhood character

BC5 – Foster the success of commercial areas, including downtown; major corridors; and arts, entertainment, and business districts through targeted investment, incentives, and other revitalization strategies

LT11 - Adjust future right-of-way widths of major roadways considering their expected function for all modes of transportation and foreseen improvements.



## Goals

**Data-driven,  
community  
informed  
proposals**

**Update policies  
with Complete  
Streets  
approach  
& land use  
context**

Provide for  
**modal  
priority  
streets**

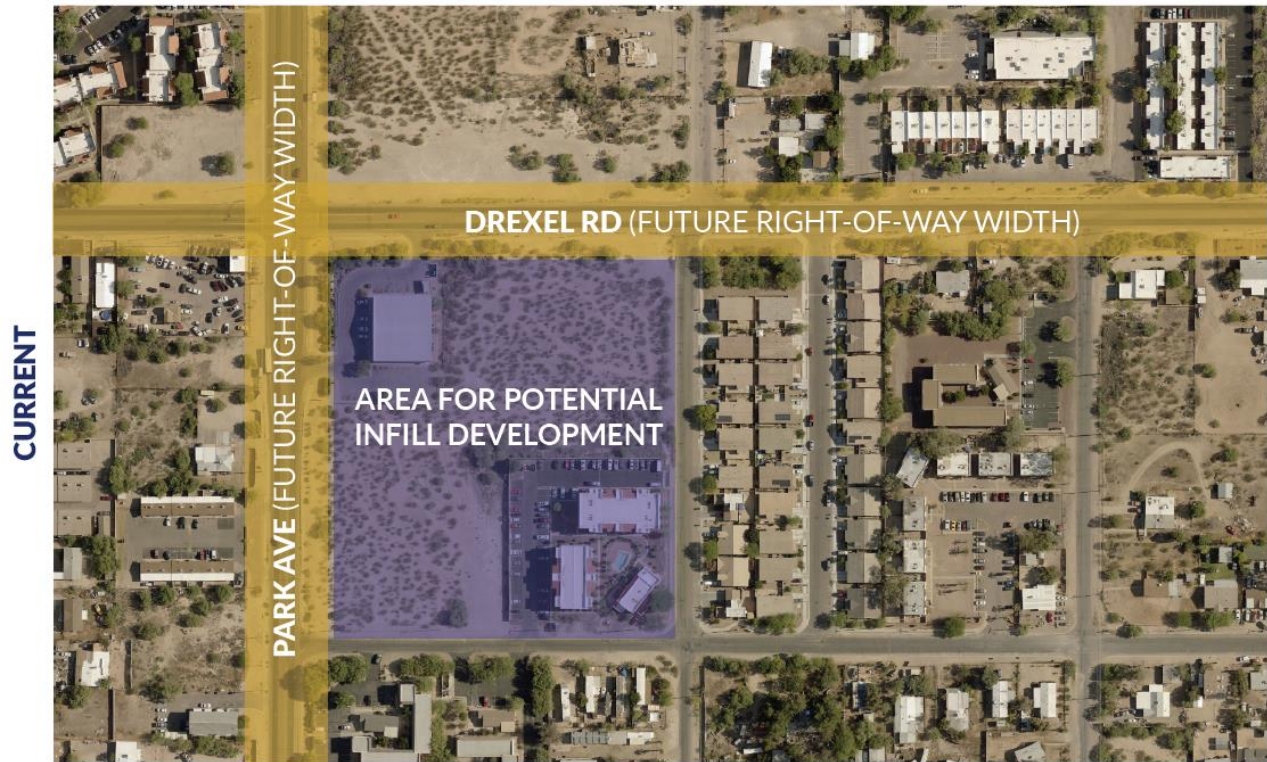
Maintain  
existing  
regulatory  
**structure of**  
Map and Plan  
policy

# MS&R Map Update – Right of Way Changes

- **Less than MS&R Existing (43.3%)** - A reduction in the future right-of-way width from the existing planned width.
- **Equal to MS&R Existing (31.7%)** - No change in future right-of-way width.
- **ROW To Match Existing Property Lines (22.4%)** - Maintains designation as a Major Street; the existing built width would match the current property line (indicated by a zero value in the map).

**Proposed for Removal (2.6%)** - Removal of a segment from the existing MS&R Map.

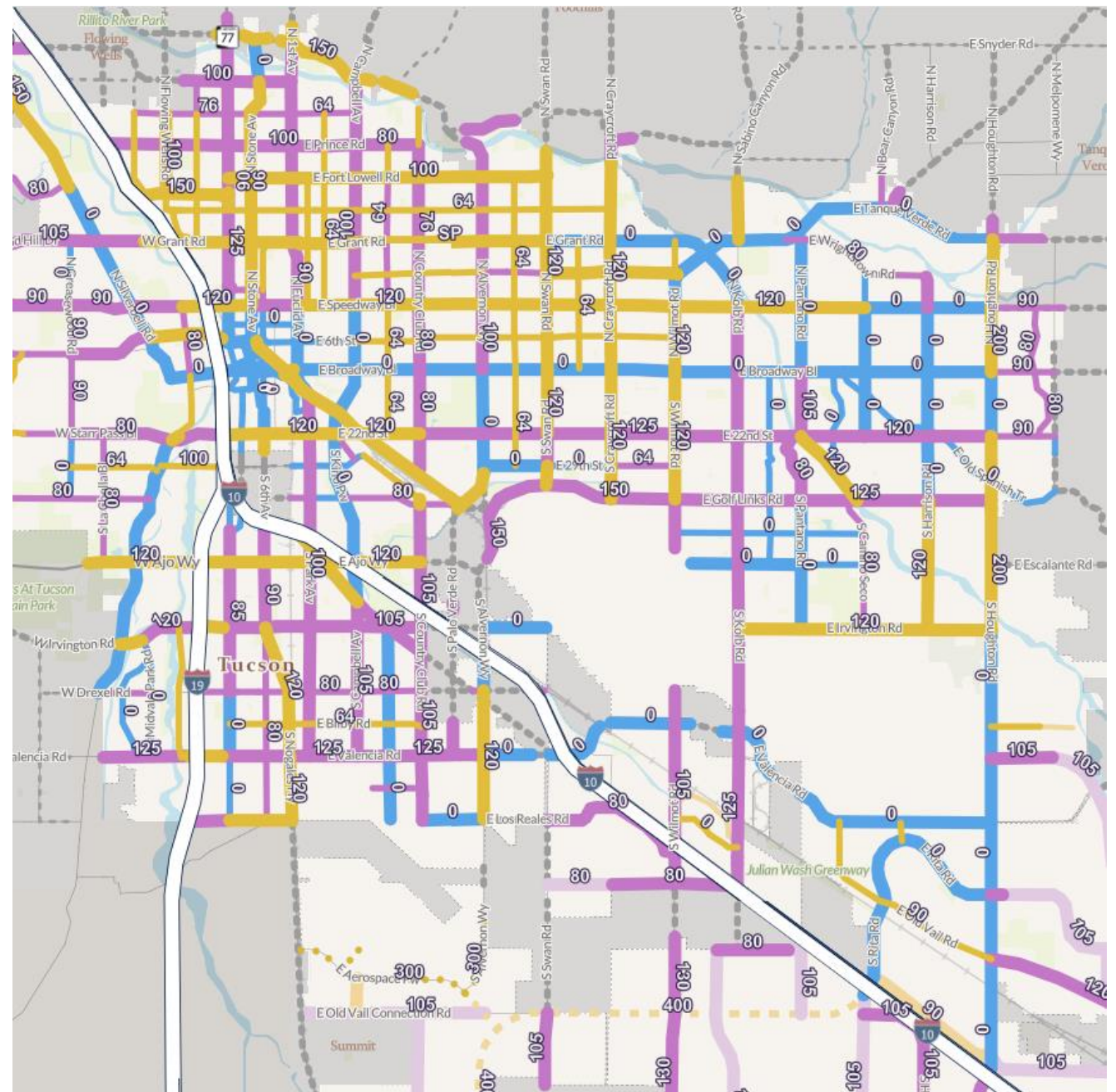
# MS&R Map Update – Less Than MS&R Existing ROW





# Proposed Right-of-Way Changes

- Less than MS&R Existing
  - Equal to MS&R Existing
  - ROW To Match
- Existing Property Lines



# MS&R Map Update – Percentage [%] by Centerline Miles

- Less than MS&R Existing (43.3%)
- Equal to MS&R Existing (31.7%)
- ROW To Match Existing Property Lines (22.4%)
- Proposed for Removal (2.6%)



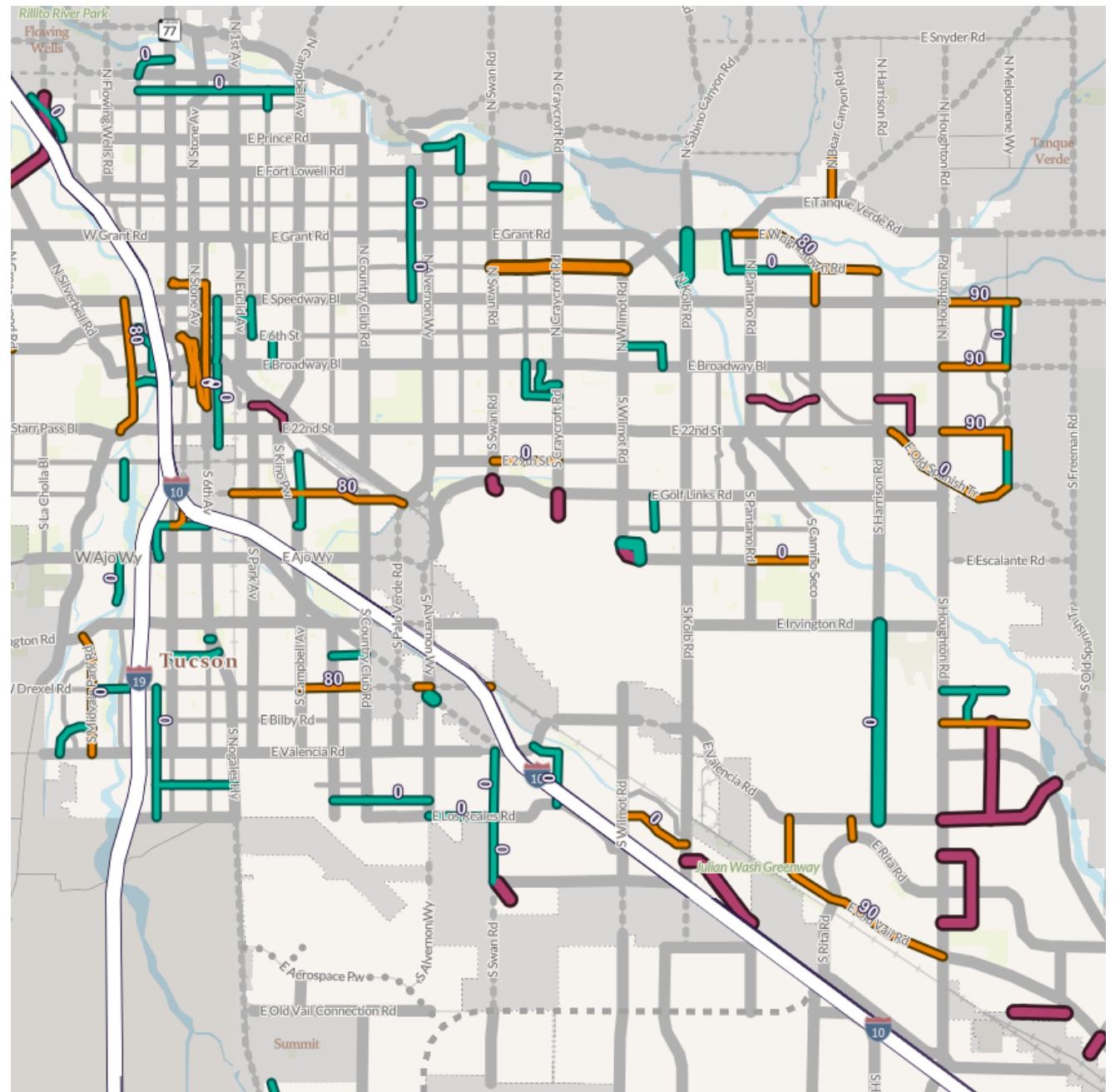
# MS&R Map Update – Classification Changes

- **Reclassification** - Change from a Collector to an Arterial, or vice versa, if data indicates travel volumes have changed. Designation as a Major Street in the MS&R Map is retained, but streets are reclassified based on current conditions.
- **Addition** - If a Local Street now acts as a Collector, then it needs to be added to the MS&R.
- **Removal** – When a Collector acts as a Local Street with very low travel volume and can be removed as a Major Street.



# MS&R Map Update

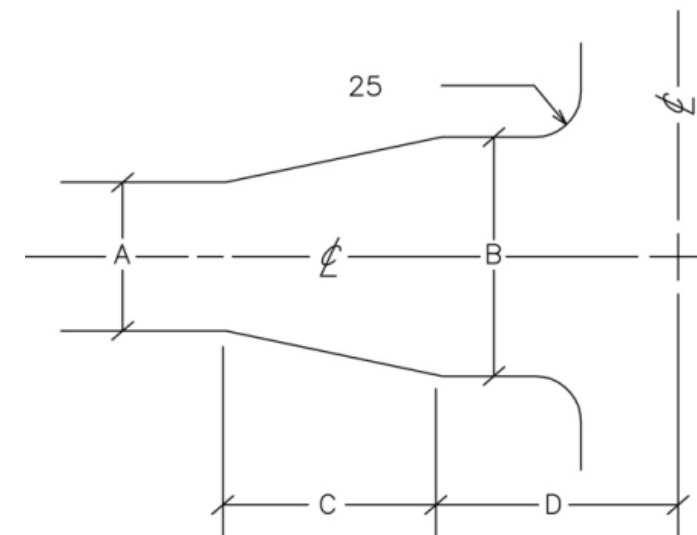
- Reclassification
- Addition
- Removal



# MS&R Map Update - 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.
- Project team is revising this diagram and will provide an update to Planning Commission once completed.
- Anticipate reduced ROW values at intersections and taper rate, 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.

RIGHT-OF-WAY WIDENING AT INTERSECTIONS  
FOR STREETS ON M S & R MAP



A equals mid-block width. The City Engineer will determine values B, C, and D when necessary for mid-block widths not in the following table (e.g. A equals 110)

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

# MS&R Update Process

- ✓ Create Department of Transportation & Mobility (DTM) recommendation of updated "Future Right-of-Way" widths
  - Assess roadways not currently in MS&R Map – traffic volume and controls, federal functional classification, location on grid network
- ✓ Conduct review of recommendation with Working Group
  - Coordination with Planning & Development Services Department (PDSD) and other internal partners to understand other impacts across the City
- ✓ Present update and input from stakeholder groups
  - Boards & Commissions (CSCC & TPCHC), Development Group, Utilities



# MS&R Update Process

- ✓ Present update and get public input from stakeholders
  - Launched website via ArcGIS StoryMap to walk the public through each of the recommendations - Accepted public comments via:
    - ArcGIS StoryMap website & Interactive Feedback Map tool
    - Public Survey – Pin drop tool & Demographic information
  - Public Open Houses – Virtual and In-Person
    - Virtual Meeting: Thursday, April 24, 6pm, Zoom (Recording available online)
    - In-Person Meeting: Saturday, April 26, 10am-11:30pm, Donna Liggins Center.
- ✓ Listening Sessions to hear concerns with proposed update
  - Meetings held with several Neighborhood Associations & Ward Offices

## What does the Major Streets & Routes Plan and Map do?

First established in 1982, Major Streets & Routes Plan, or MS&R, identifies major streets with Arterial and Collector designations across Tucson. It also guides future street improvements and establishes zoning setbacks from the right-of-way width to accommodate for roadway uses. This prevents the need for the demolition or acquisition of adjacent property.



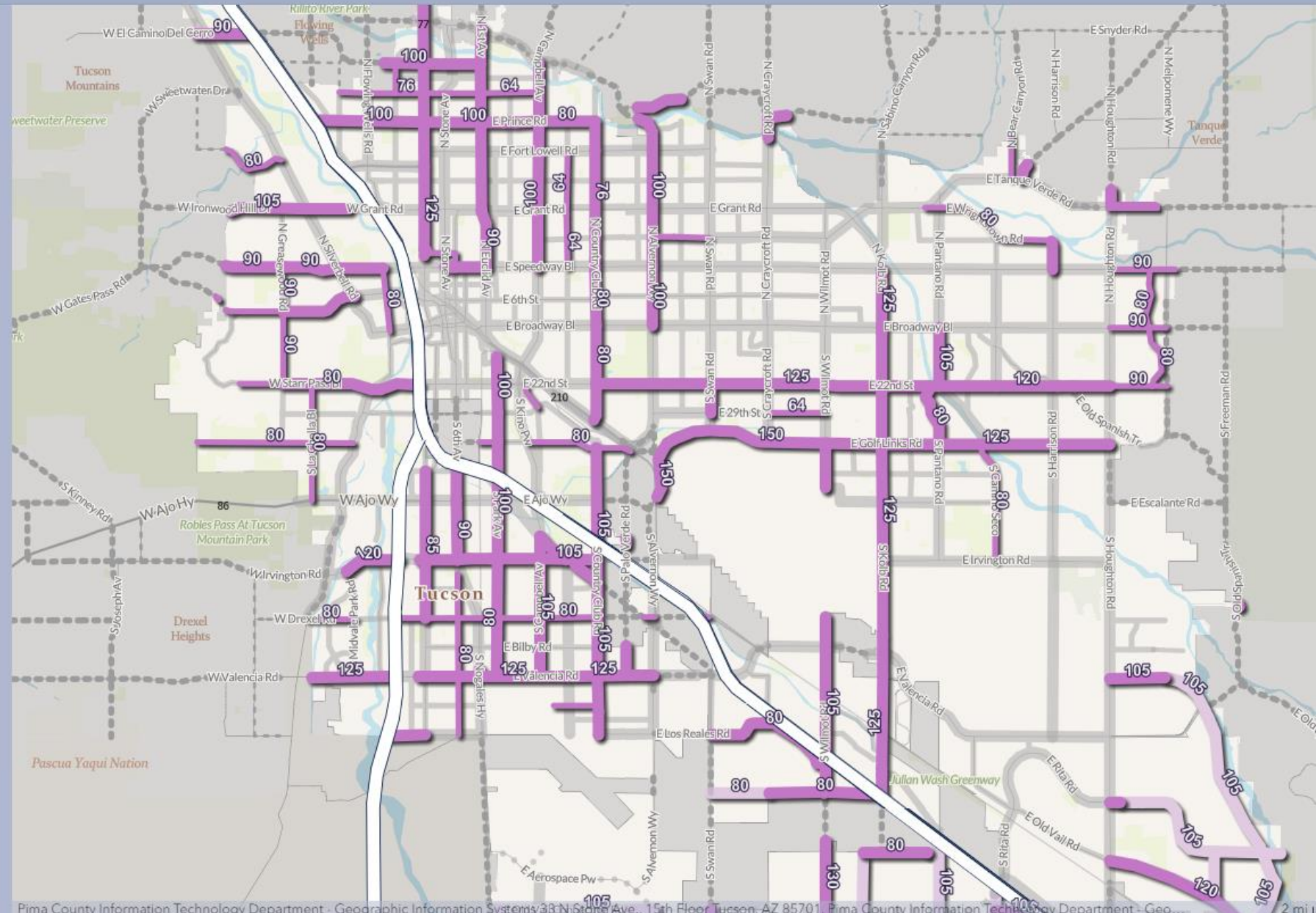




An example of future right-of-way width in the existing MS&R (top) and a reduction in the future right-of-way width proposed (bottom).

Less than MS&R Existing (31.7%)

**Zoom in to see right-of-way widths, as indicated by the number (in feet), next to the Major Streets. Click on roads for more information.**



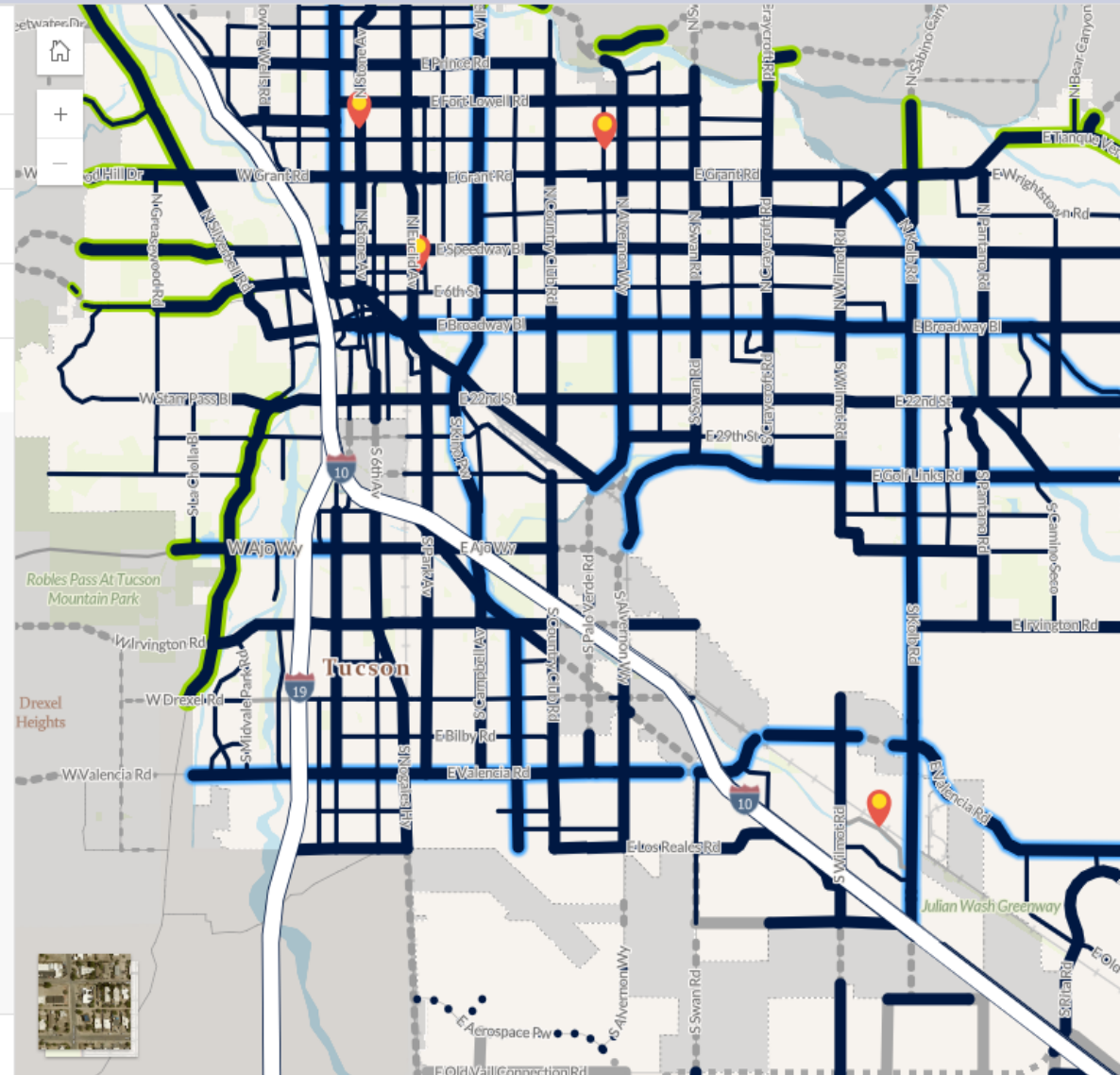


[Introduction](#)[Current MS&R](#)[Right-of-Way Changes](#)[Classification Changes](#)[Full Recommendations](#)[Proposed MS&R](#)[Provide Feedback](#)[Project Timeline](#)[Public Survey](#)[Contact Us](#)

## MS&amp;R Interactive Feedback Map

## Public Feedback on Proposed MS&amp;R Updates

	Glenn between Fort Lowell and Grant	1  >
	E Via Rio Pico	0  >
	University Blvd	0  >
	Stone Ave	0  >

[Provide Feedback!](#)

## 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 and Routes Outside City

- Arterial
- Collector

Zoom in to see right-of-way widths, as indicated by the number (in feet), next to the Major Streets. An "SP" designation means there are Specific Engineering Plans on record for that segment. A zero value indicates that the future right-of-way should match the existing private property lines. Click on roads for more information.

# Public Survey

**In addition to the interactive feedback tool, feel free to submit your thoughts on the proposed Map Update of the Major Streets & Routes Plan by answering a few short questions in the survey below (Survey will open in a new tab).**

## Major Streets & Routes Map Update Survey

Submit your thoughts on the proposed Map Update to the Major Streets & Routes Plan by answering a few short questions in the survey below.

<https://survey123.arcgis.com>



# MS&R Comment Resolution

Proposed Change to MS&R	Summarized Public Feedback / Concern	Staff Recommendation
Addition of Dodge Bl as a Collector Street from Fort Lowell Rd to Speedway Bl.	Concerns related to increased traffic volumes through the adjacent neighborhoods as well as the impact of parcels along Dodge Bl that would gain CCT eligibility. Noted that current Grant Rd Phase 3/4 project will limit thru-access on Dodge Bl at Grant Rd and will likely decrease future traffic volumes.	<b>Do not move forward with the proposed change</b> and keep this segment of Dodge Bl off the MS&R Map.
Addition of Fort Lowell Rd as a Collector Street from Swan Rd to Craycroft Rd.	Concerns related to increased traffic volumes through the adjacent historic neighborhood. Noted that there is a traffic calming strategy planned for this segment which will likely decrease future traffic volumes.	<b>Do not move forward with the proposed change</b> and keep this segment of Fort Lowell Rd off the MS&R Map.



# MS&R Comment Resolution

Proposed Change to MS&R	Summarized Public Feedback / Concern	Staff Recommendation
Decrease the future right-of-way width on Pima St from Alvernon Wy to Swan Rd from 90' to 76'.	By decreasing the future right-of-way value, there will be insufficient public right-of-way to complete future multimodal transportation improvements.	Based on the Complete Streets design schematics, the 76' future right-of-way value is sufficient to provide future multimodal public improvements; <b>proceed with the proposed change.</b>
Maintain Pima St as a Collector from Country Club Rd to Alvernon Wy.	Concerns related to traffic volumes and traffic safety through the adjacent neighborhoods. Noted that reclassifying this segment of Pima St (which is primarily residential) from a Collector to a local street could help to reduce future traffic volumes.	Based on the totality metrics for of this segment of Pima St (traffic volumes, Fed. Functional Classification, location on grid, and traffic control); <b>maintain Collector designation.</b>

# MS&R Comment Resolution

Proposed Change to MS&R	Summarized Public Feedback / Concern	Staff Recommendation
Reclassify Pima St from Swan Rd to Tanque Verde Rd as an Arterial.	Concerns related to traffic volumes and traffic safety through the adjacent neighborhoods. Noted that maintaining this segment of Pima St as a Collector could help keep traffic volumes static and not induce increased future traffic.	Based on the totality metrics for of this segment of Pima St (traffic volumes, Fed. Functional Classification, location on grid, and traffic control); <b>proceed with reclassification as an Arterial designation.</b>
Decrease the future right-of-way width on Prince Rd from Campbell Av to County Club Rd from 120' to 80'.	By decreasing the future right-of-way value, there will be insufficient public right-of-way to complete future multimodal transportation improvements.	Based on the Complete Streets design schematics, the 80' future right-of-way value is sufficient to provide future multimodal public improvements; <b>proceed with the proposed change.</b>

# MS&R Comment Resolution

Proposed Change to MS&R	Summarized Public Feedback / Concern	Staff Recommendation
Elimination and change in future right-of-way widths for certain unbuilt roads on the current MS&R Map.	There are current development plans under review for areas in SE Tucson that do not align with some of the proposed changes for unbuilt roadways in this area.	The project team is reviewing the proposed developments and <b>will return to the Planning Commission with an updated recommendation</b> for certain unbuilt roadways located in SE Tucson.
Totality of proposed changes as related to historic or otherwise preserved lands and structures.	As outlined in a letter from TPCHC dated 5/9/2025, concerns related to up-classifications of streets, additions to the MS&R Map, and proposed future right-of-way changes in areas adjacent to historic designations (lands or structures).	Staff has provided a formal response to the TPCHC addressing these concerns, which is included within Attachment B. The staff recommendation is to <b>proceed with the proposed changes</b> .



# MS&R Update Process - Tentative Next Steps

- Planning Commission
  - ✓ Study Session - June 4, 2025
  - Public Hearing ~ July 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 ~August 2025

# MS&R Update - Recommendation

1. Staff requests that the Planning Commission provide direction to proceed with the changes to the MS&R update as outlined in the preceding table.
2. Staff recommends the Planning Commission set this item for a Planning Commission Public Hearing in July 2025.