



KEY CORRIDORS

North-South Corridors

Silverbell Corridor Including Extension of Sunset Road

La Cholla Corridor

La Canada Corridor

Oracle Road Corridor

First Avenue Corridor

Barraza-Aviation Corridor

Swan Road Corridor

Craycroft Road Corridor

Houghton Road Corridor

East-West Corridors

Tangerine Road Corridor

Twin Peaks/Camino de Manana Corridor

Magee/Cortaro Corridor

Grant Road Corridor

Speedway Boulevard Corridor

Broadway Boulevard Corridor

22nd Street Corridor

Valencia Road Corridor


Sahuarita Area Corridor

Traffic Today 7,000 to 19,000 vehicles daily

- Benefits**
- Adds a new connection across the Santa Cruz River and I-10 into the urban area via the Sunset Road extension to River Road
 - Doubles roadway capacity and relieves major current capacity problems between El Camino del Cerro and Grant Road
 - Eliminates intermittent road closures and flooding at dip crossings
 - Provides alternative route to I-10 in the event of I-10 closure
 - Includes Marana Neighborhood Transit Circulator service connecting to local activity centers and regional Sun Tran routes
 - Provides alternative transit and pedestrian facilities to improve mobility for seniors and youth
 - Improves pedestrian safety and Americans with Disability Act (ADA) accessibility

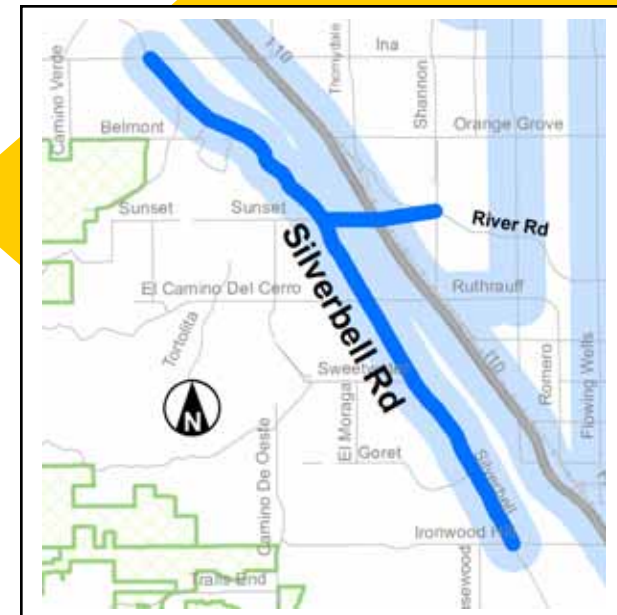
- Features**
- Widen Silverbell to 4-lane divided desert parkway from Ina Road to Grant Road:
 - 4 travel lanes
 - Bike lane in each direction
 - Raised, landscaped median
 - Curb and side walk
 - New 3-lane Sunset Road from Silverbell Road to River Road:
 - 2 travel lanes
 - Center turn lane
 - Bike lane in each direction
 - Curb and side walk
 - New bridge across the Santa Cruz River
 - New railroad grade separation
 - Right and left turn lanes and intersection improvements at Grant, Sweetwater Drive, El Camino del Cerro, Sunset Road, Orange Grove Road and Ina Road

- Transit and Accessibility**
- New Marana area neighborhood circulator transit service
 - New bus pull-outs
 - New bus shelters (Goret to Grant)
 - New (Americans with Disability Act) ADA-accessible side walks (Camino del Cerro to Grant)

 Indicates Completed or Already Funded Project
 Indicates Proposed Project Location



Silverbell Road Corridor with Sunset Road Extension



**Silverbell Road from
Ina Road
to Grant Road
and
Extension of Sunset Road from
Silverbell to River Road**

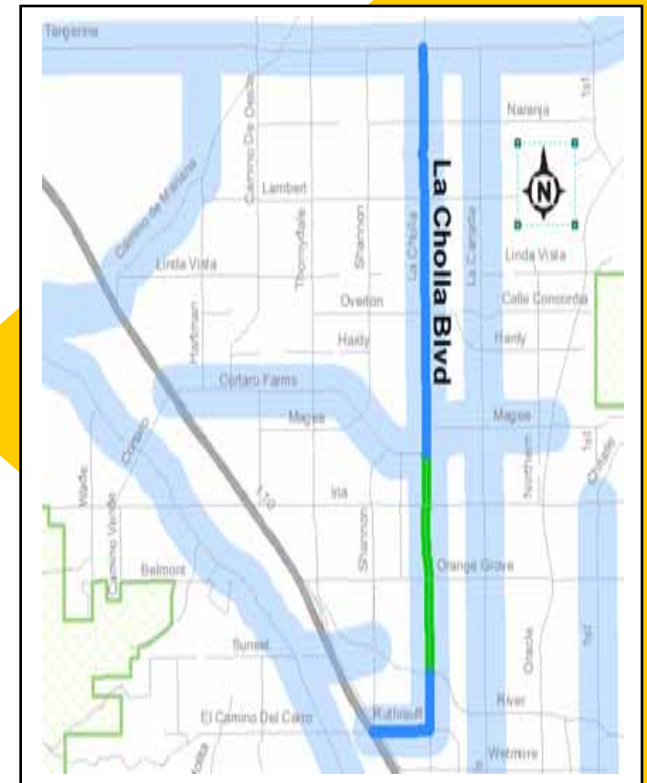
— Indicates Proposed Project Location
 — Indicates Completed or Already Funded Project

Traffic Today 19,000 to 28,000 vehicles daily

- Benefits**
- Provides a parkway-type alternative north-south route to Oracle Road
 - Improves safety and corrects sight-distance problems at intersection of La Cholla and Overt on
 - Continues and connects recently completed widening projects on La Cholla south of Magee Road to River Road
 - New bridge over the Canada del Oro Wash to eliminate roadway closures after significant rainfall.
 - Eliminates delay by providing new rail overpass at Ruthrauff and I-10 to enhance interstate access
 - Improves mobility and access for buses (River to Ruthrauff)
 - Sidewalks improve pedestrian safety and (Americans with Disability Act) ADA-accessibility to transit stops

- Features**
- Widen La Cholla to 4-lane desert parkway between Tangerine Road and Magee Road:
 - 4 travel lanes
 - Bike lanes in each direction
 - Raised, landscaped median
 - New 4-lane bridge over the Canada del Oro Wash north of Magee
 - New turning lanes and traffic signals as needed at Naranja Road, Lambert Lane and Overt on Road
 - Widen La Cholla to 6-lane desert parkway between River Road and Ruthrauff Road:
 - 6 travel lanes
 - Bike lanes in each direction
 - Raised, landscaped median
 - New 6-lane bridge over the Rillito River just south of River Road
 - New rail overpass at the Union Pacific Railroad tracks on Ruthrauff at I-10

- Transit and Accessibility**
- New bus shelters (south of Magee)
 - New (Americans with Disability Act) ADA-accessible sidewalks



La Cholla Blvd. from Tangerine Road to Ruthrauff Road and New Bridge over the Canada del Oro Wash New Rail Overpass Access to I-10

— Indicates Proposed Project Location
 — Indicates Completed or Already Funded Project

Traffic Today 19,000 to 20,000 vehicles daily

- Benefits**
- Improves safety and access by eliminating dip crossings that are subject to road closures during heavy rainfall at numerous locations along the roadway north of Orange Grove Road
 - Improves safety at numerous school crossings
 - Provides an alternative north-south route to Oracle Road
 - Doubles roadway capacity from Calle Concordia to River Road and relieves major current capacity problems by continuing and connecting to 4-lane La Canada Drive in the Town of Oro Valley to the north and 4-lane Flowing Wells Road in the City of Tucson to the south
 - Provides additional connecting route for Rancho Vistoso area
 - Provides equestrian trail in heavily used equestrian area
 - Improves operation and connection with the recently constructed River Road intersection
 - Sidewalks improve pedestrian safety and (Americans with Disability Act) ADA-accessibility to transit stops

- Features**
- Widen La Canada Drive to 4-lane arterial roadway between Calle Concordia Road and River Road:
 - 4 travel lanes
 - Multi-use lanes in each direction
 - Equestrian trail on east side of roadway
 - Raised, landscaped median
 - New turning lanes and traffic signals as needed at intersections with Orange Grove Road, Ina Road, Magee Road and Hardy Road
 - New box culverts at the Peglar Wash, Carmack Wash, Garfield South Wash, Roller Coaster Wash, Casas Adobe Wash and Nanini Wash to convey the 100-year peak discharge under the road

- Transit and Accessibility**
- New (Americans with Disability Act) ADA-accessible side walks



**La Canada Drive
 from Calle Concordia Road
 to River Road**

Traffic Today 36,000 to 39,000 vehicles daily

- Benefits**
- Provides an alternative north-south route to Oracle Road
 - Connects with recently completed widening project on First Avenue between River Road and Orange Grove farther north to Ina.
 - Expands travel capacity in highly urbanized areas south of River Road to Grant Road
 - 48% increase in Sun Tran service hours south of River Road
 - Improved bus frequencies to help attract riders
 - New low-floor buses improve safety and accessibility for the disabled and children
 - Sidewalks improve pedestrian safety and (Americans with Disability Act) ADA-accessibility to transit stops
 - More frequent buses relieve congestion and pollution and, in conjunction with extended evening and weekend service, improve regional mobility for families, students, and the late-shift workforce

- Features**
- Widen First Avenue to 6-lane arterial between Grant Road and River Road:
 - 6 travel lanes
 - Bike lanes in each direction
 - Raised, landscaped median
 - Widen First Avenue to 4-lane arterial from Orange Grove Road to Ina Road:
 - 4 travel lanes
 - Bike lanes in each direction
 - Raised, landscaped median

- Transit and Accessibility**
- Extended weekday evening bus service to 11pm
 - Extended weekend bus service from 6am to 9pm on Saturday, and 7am to 8pm on Sunday
 - Improved weekday service north of Laos Transit Center from 15 minutes to 10 minutes during peak hours
 - Improved weekday service south of Laos Transit Center from 30 minutes to 15 minutes during peak hours
 - Bus Pullouts
 - New bus shelters
 - New low-floor buses
 - New (Americans with Disability Act) ADA-accessible sidewalks

— Indicates Proposed Project Location
— Indicates Completed or Already Funded Project



First Avenue Corridor



**First Avenue
from Grant Road
to Ina Road**

— Indicates Proposed Project Location
— Indicates Completed or Already Funded Project

Traffic Today Up to 60,000 vehicles daily

- Benefits**
- Improved traffic on continuous north-south corridor providing access throughout the urban core of Tucson
 - Improved intersection safety and traffic flow at several locations to be identified (locations shown at right are illustrative only)

- Features**
- Improvements at key intersections to be identified (locations shown at right are illustrative only)
 - Signalization
 - Right and left turn lanes

- Transit and Accessibility**
- Bus pullouts (locations to be identified)
 - Extended weekday evening bus service to 11pm
 - Extended weekend bus service from 6am to 9pm on Saturday, and 7am to 8pm on Sunday
 - Improved weekday bus frequencies from 15 minutes to 10 minutes south of Tucson Mall during peak hours
 - Improved weekday bus frequencies from 30 minutes to 15 minutes north of Tucson Mall during peak hours
 - New bus shelters
 - New low-floor buses
 - New (Americans with Disability Act) ADA-accessible sidewalks
 - New bike lanes



Oracle Road Corridor



Locations of intersection improvements are to be determined. Locations shown above are illustrative only.

**Oracle Road
from Tangerine Road
to Grant Road**

Traffic Today 24,000 to 30,000 vehicles daily on existing segment

Benefits of West Connection

- From Broadway traffic interchange to St. Mary's, provides a 4-lane, alternative mode and neighborhood friendly linkage.
- Improves access to Downtown
- Rehabilitates and dedicates existing 4th Avenue UPRR underpass for bicycles and pedestrians
- New underpasses improve bus safety and access to downtown transit centers and stops
- Sidewalks improve pedestrian safety and ADA-accessibility to and from downtown transit centers
- Improves safety and access at railroad crossings at 6th and 9th Aves.
- Retains and enhances connections and pedestrian/bike environment between downtown and urban areas to the north

Benefits of Future East Connection

- Right of Way acquisition for facility to ultimately connect Barraza Aviation Parkway to I-10 at both ends
- Provides a shorter more efficient route to the downtown area and helps relieve congestion from and on the eastern reaches of I-10
- Provides alternative to I-10 travel through highly urbanized areas and eliminates need to increase I-10 from 8 lanes to 10 lanes
- Provides linkages from Barraza-Aviation Parkway to other north-south and east-west urban arterials
- Provides additional access to development around Davis Monthan Air Force Base

Features

- New Barraza Aviation Parkway west end linkage from Broadway Traffic Interchange to St. Mary's as 4-lane urban linkage
 - 4 travel lanes
 - New (Americans with Disability Act) ADA-accessible shared-use path for bicycles and pedestrians
 - Noise mitigation and urban design features, including enhancements for bicycles and other alternative modes
- New connection from Barraza-Aviation Parkway to eastbound 22nd St.
- Associated improvements for total of 17 lane miles of new roadway infrastructure in Downtown area including improvements to:

St. Mary's Road	Sixth Street
Granada Avenue	Church Avenue
Stone Avenue	Sixth Avenue
Fourth Avenue	Westbound Broadway Blvd/Congress St.
Northbound Toole Avenue	to Westbound Broadway Boulevard
- Right of way acquisition for future extension of Barraza Aviation Parkway from Palo Verde to I-10 connecting at Valencia Road as 4-lane desert parkway:

— Indicates Proposed Project Location
— Indicates Completed or Already Funded Project
Dashed Line Indicates Right of Way Acquisition for Future Project



Barraza-Aviation Corridor East, Downtown Links, 22nd St. Connection and Future Extensions to I-10



Barraza-Aviation Parkway West End (Downtown Links) Extension through Downtown Area and Associated Road 22nd Street Improvements and Right of Way Acquisition for Future East End Extension near Davis-Monthan Air Force Base to I-10 at Valencia Road

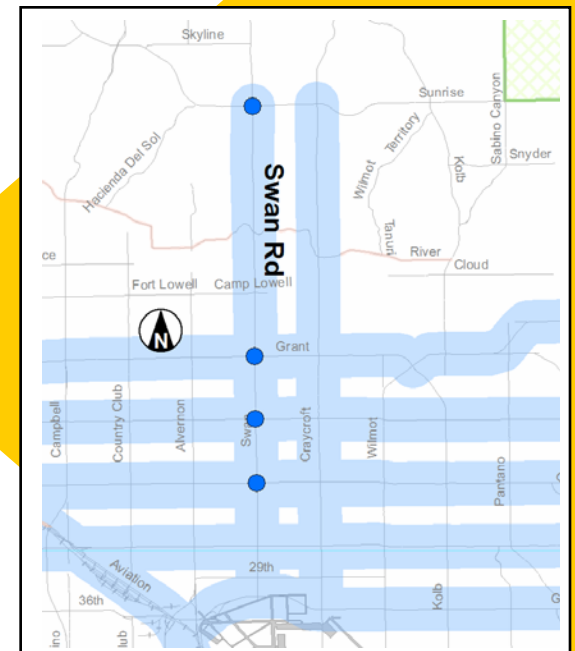
— Indicates Proposed Project Location
— Indicates Completed or Already Funded Project

Traffic Today Up to 44,600 vehicles daily

- Benefits**
- Improved traffic on continuous north-south corridor providing access throughout the urban core of Tucson
 - Improved intersection safety and traffic flow at several locations to be identified (locations shown at right are illustrative only)

- Features**
- Improvements at key intersections to be identified (locations shown at right are illustrative only)
 - Signalization
 - Right and left turn lanes

- Transit and Accessibility**
- Bus pullouts
 - Extended weekday evening bus service to 11pm south of Camp Lowell
 - Extended weekend bus service from 6am to 9pm on Saturday, and 7am to 8pm on Sunday
 - New bus shelters
 - New (Americans with Disability Act) ADA-accessible sidewalks
 - New bike lanes



Locations of intersection improvements are to be determined. Locations shown above are illustrative only.

**Swan Road
from Sunrise Drive
to Golf Links Road**

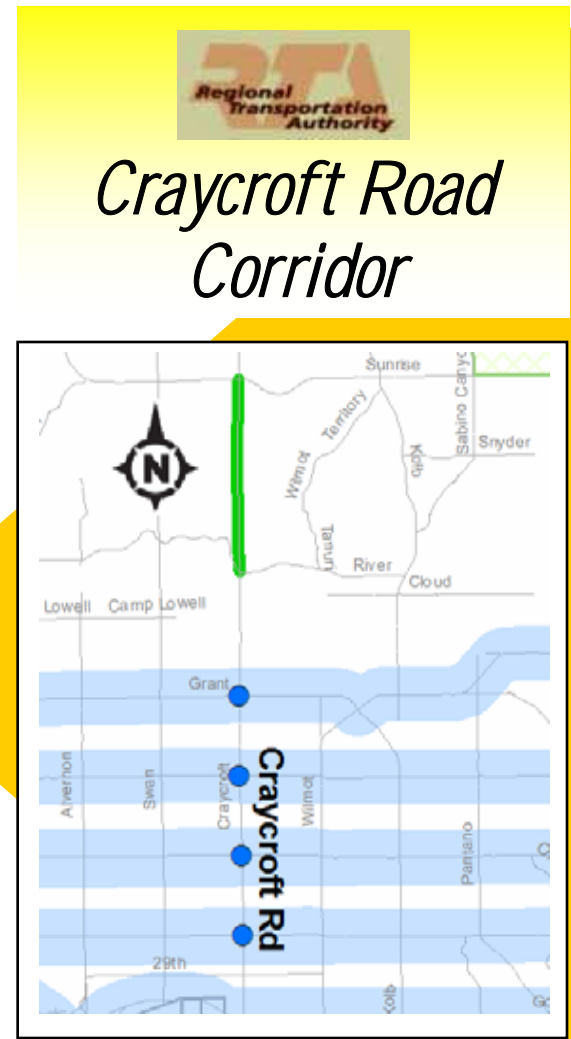
— Indicates Proposed Project Location
 — Indicates Completed or Already Funded Project

Traffic Today Up to 41,300 vehicles daily

- Benefits**
- Improved traffic on continuous north-south corridor providing access throughout the urban core of Tucson
 - Improved intersection safety and traffic flow at several locations to be identified (locations shown at right are illustrative only)

- Features**
- Improvements at key intersections to be identified (locations shown at right are illustrative only)
 - Signalization
 - Right and left turn lanes

- Transit and Accessibility**
- Bus pullouts
 - Extended weekday evening bus service to 11pm south of Glenn
 - Extended weekend bus service from 6am to 9pm on Saturday, and 7am to 8pm on Sunday
 - New bus shelters
 - New (Americans with Disability Act) ADA-accessible sidewalks
 - New bike lanes



Locations of intersection improvements are to be determined. Locations shown above are illustrative only.

**Craycroft Road
 from Sunrise Drive
 to Golf Links Road**

Traffic Today 8,000 to 19,000 vehicles daily

- Benefits**
- Improves connections to Tanque Verde Road, Speedway Blvd., Broadway Blvd., 22nd Street, Valencia Road and Interstate 10
 - Expands travel capacity and safety in highly urbanized areas along high growth corridor
 - New connecting fixed route bus service from Pima College East to Rita Ranch and the Rita Ranch Neighborhood Circulator provide connecting transit service to local activity centers and regional Sun Tran routes
 - Extended evening and weekend service improve regional mobility for families, students, late-shift work force
 - New express service provides faster cross-town mobility for peak-period commuters
 - New low-floor buses improve safety and accessibility for the disabled and children
 - Sidewalks improve pedestrian safety and (Americans with Disability Act) ADA-accessibility to transit stops

- Features**
- Widen 1.8 miles of Houghton Road to 4-lane arterial between Interstate 10 and Old Vail Road:
 - 4 travel lanes
 - Raised, landscaped median
 - Bike lanes in each direction
 - Sidewalks
 - New bridge on Houghton Road over the railroad tracks between Interstate 10 and Old Vail Road
 - New interchange at Interstate 10/Houghton Road
 - Widen 7.3 miles of Houghton Road from Old Vail Road to Golf Links Road to 6-lane arterial street:
 - 6 travel lanes
 - Raised, landscaped median
 - Bike lanes in each direction
 - Sidewalks
 - New grade separated interchanges at Old Vail Road and Valencia Road.
 - Widen 4.0 miles of Houghton Road between Golf Links Road and Tanque Verde Road to 4-lane arterial:
 - 4 travel lanes
 - Raised, landscaped median
 - Bike lanes in each direction
 - Sidewalks
 - New bridges over the Pantano Wash, Agua Caliente Wash and Tanque Verde Creek
 - Widen and create 4-lane arterial connections to Houghton Road from Tanque Verde Road, Speedway Blvd., Broadway Blvd. and 22nd Street
 - 4 travel lanes
 - Raised, landscaped median
 - Bike lanes in each direction
 - Preserve right-of-way for Houghton Road expansion south of Interstate 10
- Transit and Accessibility**
- New connecting fixed route bus service from Pima College East to Rita Ranch
 - New neighborhood circulator service
 - New low-floor buses
 - New bus shelters
 - New ADA-accessible sidewalks
 - Bike lanes
 - Bus Pullouts

— Indicates Proposed Project Location
— Indicates Completed or Already Funded Project



Houghton Road Corridor

Houghton Road from Interstate 10 to Tanque Verde Road Including New Rail Overpass for Improved Interstate Access, New Traffic Interchange at I-10 and Improvements to Key Roadways Linking to Houghton Road



This is preliminary design information for planning purposes. Implementation of projects for major corridors will incorporate citizen input.

Traffic Today 7,000 to 15,000 vehicles daily

- Benefits**
- Connects with recently completed widening projects on Tangerine Road between Oracle Road and La Canada Drive
 - Provides safety improvements over existing 2 and 3 lane rural-type road improvements
 - Improves safety and access by eliminating dip crossings which cause road closures during heavy rainfall and dangerous sight distance problems
 - Improves safety by providing roadway shoulders for bicycle travel
 - Connects two state highway facilities, Interstate 10 and Oracle Road (State Route 77)
 - Via the new Twin Peaks/Camino de Manana Corridor, provides additional and more direct access to I-10 and travel towards the Downtown area
 - Provides urban arterial travel capacity in urbanizing area with heavy truck traffic
 - New Oro Valley Neighborhood Transit Circulator (town limits only) provides connecting transit service to local activity centers and regional Sun Tran routes
 - Improves mobility and access for circulator buses
 - Sidewalks improve pedestrian safety and ADA-accessibility to transit stops

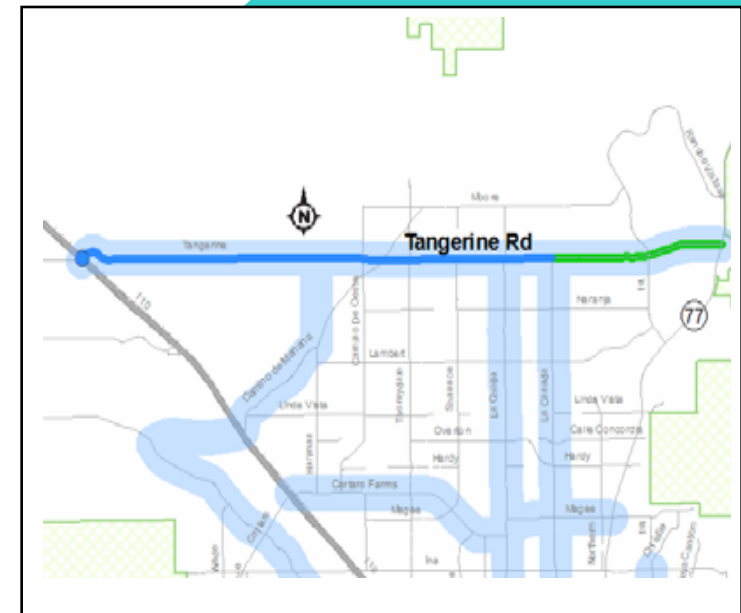
- Features**
- Widen Tangerine Road to 4-lane desert parkway between I-10 and La Canada Drive:
 - 4 travel lanes
 - Bike lanes in each direction
 - Raised, landscaped median
 - Additional turn lanes and signalization at key intersections
 - New culverts throughout to convey the 100-year peak discharge under the road

- Transit and Accessibility**
- New neighborhood circulator service (Oro Valley limits only)

— Indicates Proposed Project Location
— Indicates Completed or Already Funded Project



Tangerine Road Corridor



**Tangerine Road
From Interstate 10 to
La Canada Drive**

Traffic Today Up to 21,000 vehicles daily

- Benefits**
- Provides new connection via Camino de Manana from I-10 to east and north to Tangerine Road and residential areas in Marana, Dove Mountain and Oro Valley, saving 6 miles of commute distance for travel to Tucson city limits
 - Connects west of I-10 via Twin Peaks to Avra Valley area and development west of the Tucson Mountains
 - Improves mobility and access for buses
 - Sidewalks improve pedestrian safety and (Americans with Disability Act) ADA-accessibility to transit stops

- Features**
- New traffic interchange on I-10 at Twin Peaks Road including railway overpass over the Union Pacific Railroad
 - New Camino de Manana 4-lane divided arterial extending from I-10 at the Twin Peaks interchange north and east to Linda Vista Road:

- 4 travel lanes
- Bike lanes in each direction
- Raised, landscaped median

- New Camino de Manana 2-lane arterial from Linda Vista Road to Tangerine Road:

- 2 travel lanes
- Bike lane in each direction

- Reconstructed Twin Peaks Road as 4-lane arterial west of I-10 to Silverbell Road:

- 4 travel lanes
- Bike lane in each direction
- Raised, landscaped median
- Curb and side walk

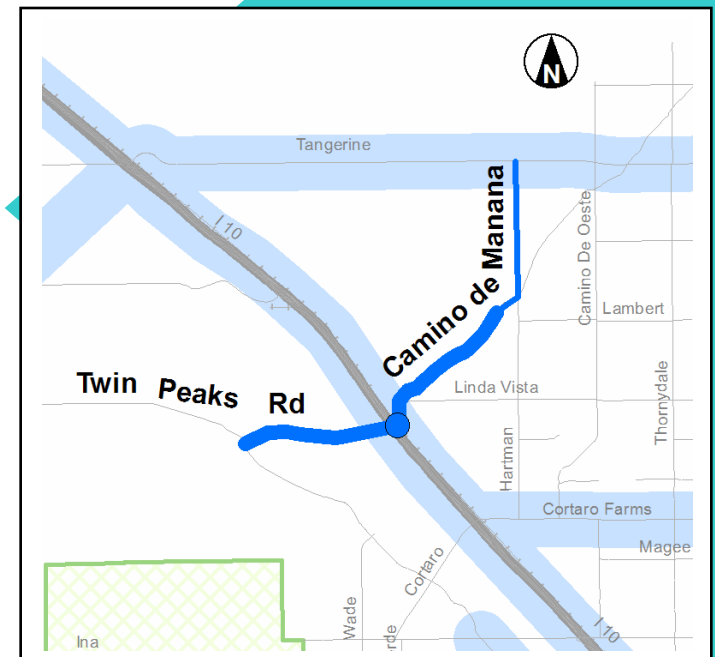
- New bridge on Twin Peaks Road over the Santa Cruz River
- New culverts throughout to convey the 100-year peak discharge under the road

- Transit and Accessibility**
- New (Americans with Disability Act) ADA-accessible side walks
 - New bike lanes

— Indicates Proposed Project Location
— Indicates Completed or Already Funded Project



Twin Peaks/Camino de Manana Corridor



**Camino de Manana from I-10 to Tangerine Road and
Twin Peaks Road from I-10 to Silverbell Road**

**Including New I-10 Traffic Interchange and
New Bridge over the Santa Cruz River**

This is preliminary design information for planning purposes. Implementation of projects for major corridors will incorporate citizen input.

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Traffic Today 16,000 to 28,000 vehicles daily

- Benefits**
- Provides continuous east-west connectivity in the urbanized Northwest area
 - Improves safety by eliminating rural roadway stretches and eliminating roadway “jog” at La Cholla Blvd.
 - Improves connectivity between two state highway facilities, Interstate 10 and Oracle Road (State Route 77)
 - Side walks improve pedestrian safety and (Americans with Disability Act) ADA-accessibility to transit stops

- Features**
- Following the Cortaro Farms Road alignment between Thornydale Road and Shannon Road, widen Magee Road to 4-lane arterial between Thornydale Road and Oracle Road:
 - 4 travel lanes
 - Bike lanes in each direction
 - Raised, landscaped median
 - (Americans with Disability Act) ADA accessible side walks
 - Elimination of “jog” in road alignment that currently exists at La Cholla Blvd.
 - New bridge across the Canada del Oro Wash
 - Additional turn lane, signalization and intersection improvements at Thornydale Road, both Shannon Road intersections, La Cholla Boulevard and Mona Lisa Road
 - New culverts throughout to convey the 100-year peak discharge under the road

- Transit and Accessibility**
- New ADA-accessible side walks
 - New bike lanes

 Indicates Proposed Project Location
 Indicates Completed or Already Funded Project



Magee/Cortaro Road Corridor



**Cortaro Road
From I-10 to Thornydale and
Transitioning into
Magee Road to Oracle Road**

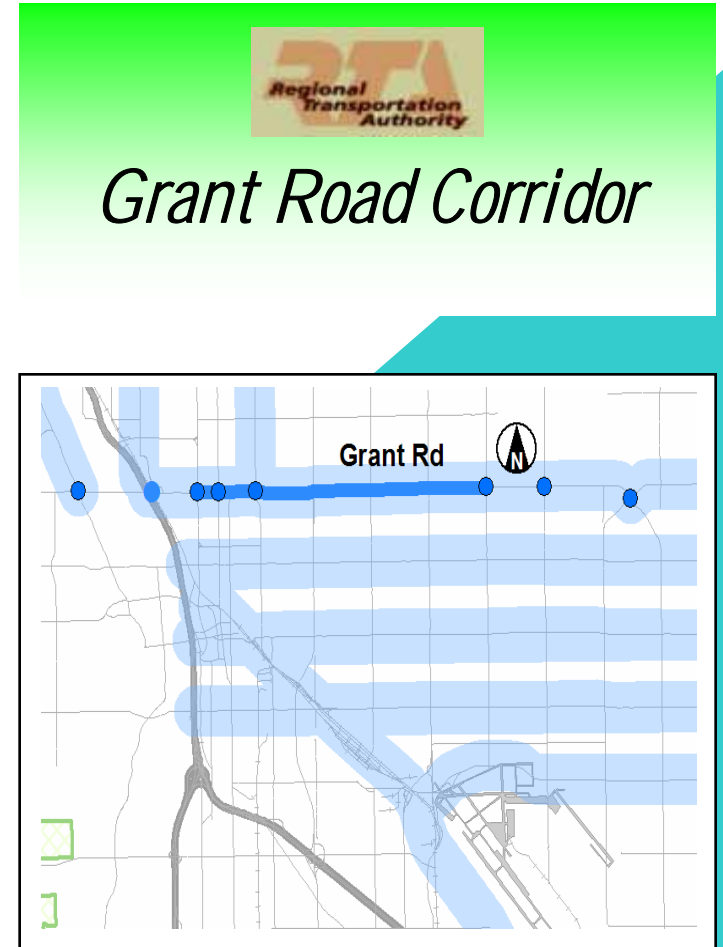
Traffic Today 45,000 to 62,000 vehicle daily

- Benefits**
- Expanded capacity on continuous east-west corridor in urban core of Tucson
 - Improved intersection safety and traffic flow
 - Improves connectivity to key north-south arterials that intersection Grant Road
 - Improves access and reduces congestion at I-10
 - Enhances safety and eliminates flooding of the Grant Road underpass
 - Provides 91% increase in Sun Tran service hours
 - More frequent buses relieve congestion and pollution on major corridors and, in conjunction with extended evening and weekend service, improve regional mobility for families, students, and the late-shift workforce
 - Improved bus frequencies help attract riders
 - New low-floor buses improve safety and accessibility for the disabled and children
 - Sidewalks improve pedestrian safety and (Americans with Disability Act) ADA-accessibility to transit stops

- Features**
- New expanded Grant Road underpass at the Union Pacific rail tracks and I-10
 - Widen Grant Road to 6-lane arterial between Oracle Road and Swan Road:
 - 6 travel lanes
 - Raised, landscaped median
 - ADA accessible side walks
 - Bike lanes in each direction
 - Continuous street lighting
 - Additional turn lane, signalization and intersection improvements at 6 arterials and 6 collector streets that cross the project (locations shown at right are illustrative only)

- Transit and Accessibility**
- Extended weekday evening bus service to 11pm
 - Extended weekend bus service from 6am to 9pm on Saturday, and 7am to 8pm on Sunday
 - Improved weekday bus frequencies from 30 minutes to 15 minutes during peak hours
 - New connecting fixed route bus service from Sabino Canyon Road to Catalina Highway
 - Expanded Route #81 Express service from 4 to 6 trips per weekday
 - New bus pull-outs
 - New bus shelters
 - New low-floor buses
 - New (Americans with Disability Act) ADA-accessible side walks
 - New bike lanes

— Indicates Proposed Project Location
— Indicates Completed or Already Funded Project



Locations of intersection improvements are to be determined.
Locations shown above are illustrative only.

**Grant Road
From I-10 to Swan Road
Including
New Railroad Underpass for
Improved I-10 Access**

Corridors will incorporate citizen input.

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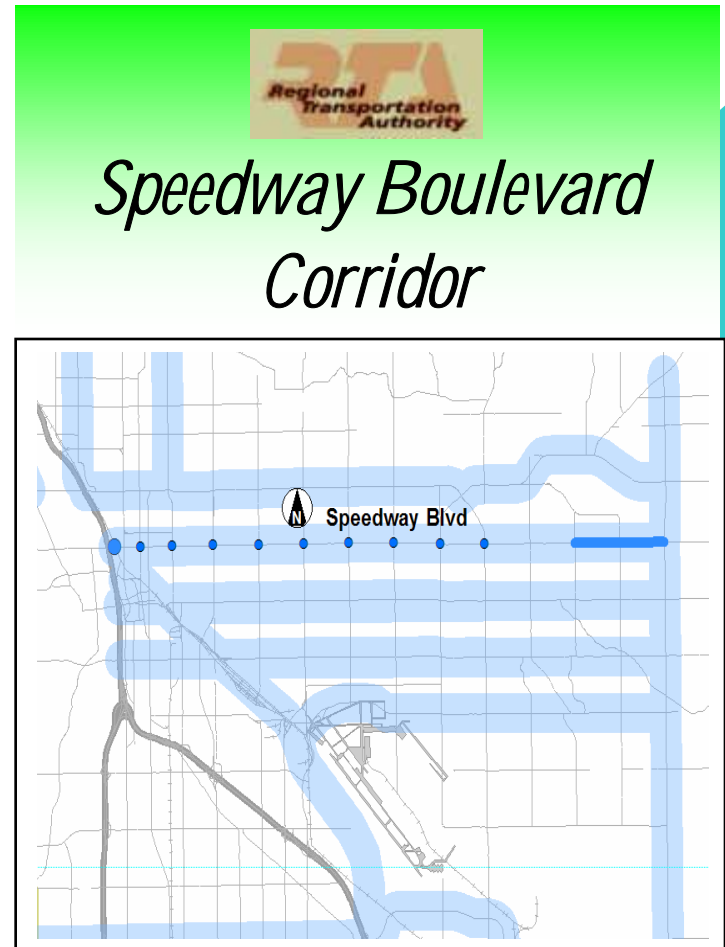
— Indicates Proposed Project Location
 — Indicates Completed or Already Funded Project

Traffic Today Up to 55,400 vehicle daily

- Benefits**
- Expanded through traffic on continuous east-west corridor in urban core of Tucson
 - Improved intersection safety and traffic flow through corridor
 - Improved connectivity to key north-south arterials that intersect Speedway Boulevard
 - Improved access and reduced congestion at I-10
 - Enhances safety and eliminates flooding of the Speedway Road underpass at I-10
 - Provides 24% increase in Sun Tran service hours
 - More frequent buses relieve congestion and pollution on major corridors and, with extended evening and weekend service, improve regional mobility for families, students, and the late-shift workforce
 - Improved bus frequencies help attract riders
 - New low-floor buses improve safety and accessibility for the disabled and children
 - Sidewalks improve pedestrian safety and (Americans with Disability Act) ADA-accessibility to transit stops

- Features**
- New 6-lane Speedway Blvd. railroad bridge at I-10
 - Intersection improvements and bus pullouts throughout corridor (locations shown at right are illustrative only)
 - Widen Speedway Blvd. to 4-lane arterial between Camino Seco Road and 0.34 miles east of Houghton Road :
 - 4 travel lanes
 - Bike lanes in each direction
 - Raised, landscaped median
 - Continuous street lighting
 - ADA accessible side walks
 - Additional turn lanes, signalization and intersection improvements at Harrison Road and Houghton Road
 - New box culverts at Hidden Hills Wash, Wrightstown Wash, Estes Wash and Coronado Ridge Wash

- Transit and Accessibility**
- Extended weekday evening bus service to 12am
 - Extended weekend bus service from 6am to 9pm on Saturday, and 7am to 8pm on Sunday
 - New bus shelters
 - New low-floor buses
 - New (Americans with Disability Act) ADA-accessible side walks
 - New bike lanes



Locations of intersection improvements are to be determined.
 Locations shown above are illustrative only.

**Speedway Boulevard
 from west of I-10
 to east of Houghton Road
 Including New Railroad
 Underpass at I-10**

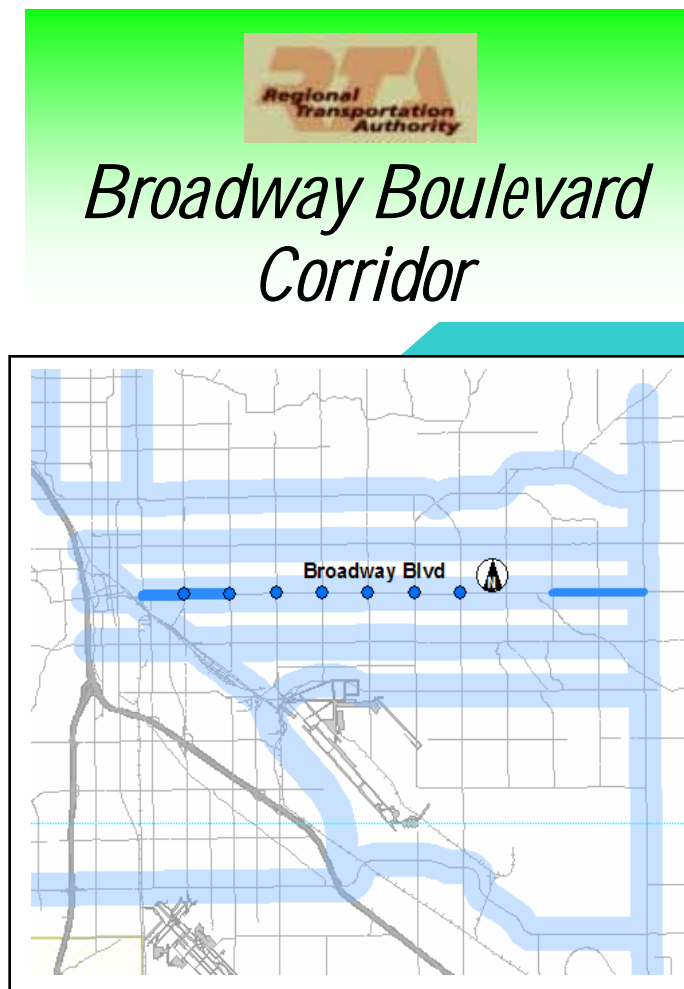
Traffic Today Up to 54,100 vehicles daily

- Benefits**
- Expanded through traffic on continuous east-west corridor in urban core of Tucson from downtown to Houghton Road
 - Improved intersection safety and traffic flow through corridor
 - Improved connectivity to key north-south arterials that intersect Broadway Blvd.
 - Provides 4% increase in Sun Tran service hours (evening and weekends)
 - Extended evening and weekend service improve regional mobility for families, students, and the late-shift workforce.
 - Enhanced express bus service and dedicated transit lanes provide faster cross-town mobility for peak-period commuters and attract riders.
 - New low-floor buses improve safety and accessibility for the disabled and children
 - Sidewalks improve pedestrian safety and ADA-accessibility to transit stops

- Features**
- Widen Broadway Blvd. to 8-lane arterial between Euclid Avenue and Country Club Road:
 - 6 travel lanes and 2 dedicated bus lanes
 - Bike lanes in each direction
 - Raised, landscaped median
 - Continuous street lighting
 - (Americans with Disability Act) ADA accessible sidewalks
 - Widen Broadway Blvd. to 4-lane arterial between Camino Seco to Houghton Road:
 - 4 travel lanes
 - Bike lanes in each direction
 - Raised, landscaped median
 - Continuous street lighting
 - (Americans with Disability Act) ADA accessible sidewalks
 - Additional turn lanes, signalization and intersection improvements at key intersections (locations shown at right are illustrative only)

- Transit and Accessibility**
- Dedicated bus lanes in each direction
 - Bus priority for signals
 - Intersection Improvements throughout the corridor
 - Extended Bus weekday evening service to 12 midnight
 - Enhanced Express Bus service from 6 trips to 12 trips per weekday
 - Designated transit lanes and queue-jumps from Euclid Avenue to Country Club Road
 - New bus shelters with real-time information displays
 - New low-floor buses

— Indicates Proposed Project Location
— Indicates Completed or Already Funded Project



Locations of intersection improvements are to be determined.
Locations shown above are illustrative only.

**Broadway Boulevard
from west of I-10
to east of Houghton Road**

Traffic Today Up to 52,400 vehicles daily

- Benefits**
- Replaces highly deficient bridge over railroad tracks and adds connection to and from Barraza-Aviation Parkway to the east
 - Expanded through traffic on continuous east-west corridor in urban core of Tucson from downtown to Houghton Road
 - Improved intersection safety and traffic flow through corridor
 - Improved safety at railroad crossing (Nogales Branch)
 - 55% increase in Sun Tran service hours
 - More frequent buses reduce congestion and pollution on major corridors.
 - More frequent buses and extended evening and weekend service improve regional mobility for families, students, and the late-shift workforce.
 - Improved bus frequencies help attract riders.
 - New low-floor buses improve safety and accessibility for the disabled and children
 - Sidewalks improve pedestrian safety and (Americans with Disability Act) ADA-accessibility to transit stops

- Features**
- New 6-lane bridge over railroad tracks from Kino Pkwy to Tucson Blvd.
 - New linkage to Barraza-Aviation Parkway to the east
 - New railroad grade separation at the Nogales Branch
 - New frontage roads and retaining walls in conjunction with bridge construction
 - Widen 22nd Street to 6-lane arterial between I-10 and Tucson Boulevard:
 - 6 travel lanes
 - Raised, landscaped median
 - ADA accessible sidewalks
 - Bike lanes in each direction
 - Continuous street lighting
 - Widen 22nd to 4-lane arterial between Camino Seco and Old Spanish Trail:
 - 4 travel lanes
 - Raised, landscaped median
 - ADA accessible sidewalks
 - Bike lanes in each direction
 - Continuous street lighting
 - Widen 22nd St. to 3-lane arterial between Old Spanish Trail and Houghton Rd
 - 2 travel lanes and center turn lane
 - Bike lanes in each direction
 - Additional turn lanes, signalization and intersection improvements at key intersection (locations shown at right are illustrative only)
 - New box culverts for the Robb Wash and Estes Wash

- Transit and Accessibility**
- Extended weekday evening bus service to 11pm
 - Extended weekend bus service from 6am to 9pm on Saturday, and 7am to 8pm on Sunday
 - Improved weekday bus frequencies from 30 minutes to 15 minutes during peak hours
 - New bus shelters
 - New low-floor buses
 - New (Americans with Disability Act) ADA-accessible sidewalks
 - New bike lanes

— Indicates Proposed Project Location
— Indicates Completed or Already Funded Project



Locations of intersection improvements are to be determined.
Locations shown above are illustrative only.

**22nd Street
from I-10 to Houghton Road
Including New Bridge Over Railroad
Tracks West of Tucson Boulevard**

Corridors will incorporate citizen input.

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Traffic Today Up to 46,600 vehicle daily

Benefits

- Improved access to Tucson International Airport and business/industrial parks
- Expanded through traffic on continuous east-west corridor in urban core of Tucson from west side to Houghton Road
- Improved intersection safety and traffic flow
- Provides 29% increase in Sun Tran service hours (Campbell Avenue to Alvernon Way)
- More frequent buses relieve congestion and pollution on major corridors
- More frequent buses and extended evening and weekend service improve regional mobility for families, students, and the late-shift workforce.
- Enhanced express bus service to and from Ajo will improve mobility and access for rural Pima County residents
- Improved bus frequencies help attract riders
- New low-floor buses improve safety and accessibility for the disabled and children
- Sidewalks improve pedestrian safety and (Americans with Disability Act) ADA-accessibility to transit stops

Features

- Widen Valencia Road to 4-lane desert parkway between Ajo Highway and Mark Road:
 - 4 travel lanes
 - Raised, landscaped median
 - ADA accessible sidewalks
 - Bike lanes in each direction
 - Continuous street lighting
- Widen Valencia Road to 6-lane desert parkway from Kolb Road to Houghton Road:
 - 6 travel lanes
 - Raised, landscaped median
 - ADA accessible sidewalks
 - Bike lanes in each direction
 - Continuous street lighting
- Additional turn lanes, signalization and intersection improvements at Ajo Highway, Mission Road, Kolb Road and Old Vail Road
- Intersection and accessibility improvements at various locations from I-19 to Kolb Road

Transit and Accessibility

- Bus pullouts
- Extended weekday evening bus service to 11pm (Campbell Avenue to Alvernon Way)
- Extended weekend bus service from 6am to 9pm on Saturday, and 7am to 8pm on Sunday (Campbell to Alvernon only)
- Improved weekday bus frequencies from 30 minutes to 15 minutes during peak hours (Campbell Avenue to Alvernon Way)
- Expanded rural Express Bus service from 3 weekdays to 5 weekdays
- New park-and-ride facility at Casino del Sol
- New bus shelters
- New low-floor buses
- New ADA-accessible sidewalks
- New bike lanes

Indicates Proposed Project Location
Indicates Completed or Already Funded Project



Valencia Road Corridor



**Valencia Road
from Ajo Highway
to Houghton Road**

Traffic Today

Up to 5,800 vehicles daily

Benefits

- Expanded traffic capacity on key route in rapidly developing area
- Improved intersection safety and traffic flow
- Improved safety for students at Sahuarita Primary School, Sahuarita Middle School and Sahuarita High School
- Preserves future corridor north of Sahuarita Road at or near the Pima Mine Road alignment which will accommodate east-west traffic flow as the area continues to develop and will provide connections northward to the Tucson urban core
- With ultimate development of a new corridor, improved access for traffic from the south to the airport area and associated business, industrial and employment centers
- A Green Valley/Sahuarita Neighborhood Circulator provides connecting transit service to local activity centers and regional express bus routes
- New express bus service provides connections to employment and services in Tucson and helps attract riders.
- New transit services improve mobility for youth and seniors
- New low-floor buses improve safety and accessibility for the disabled and children
- Sidewalks improve pedestrian safety and (Americans with Disability Act) ADA-accessibility to transit stops

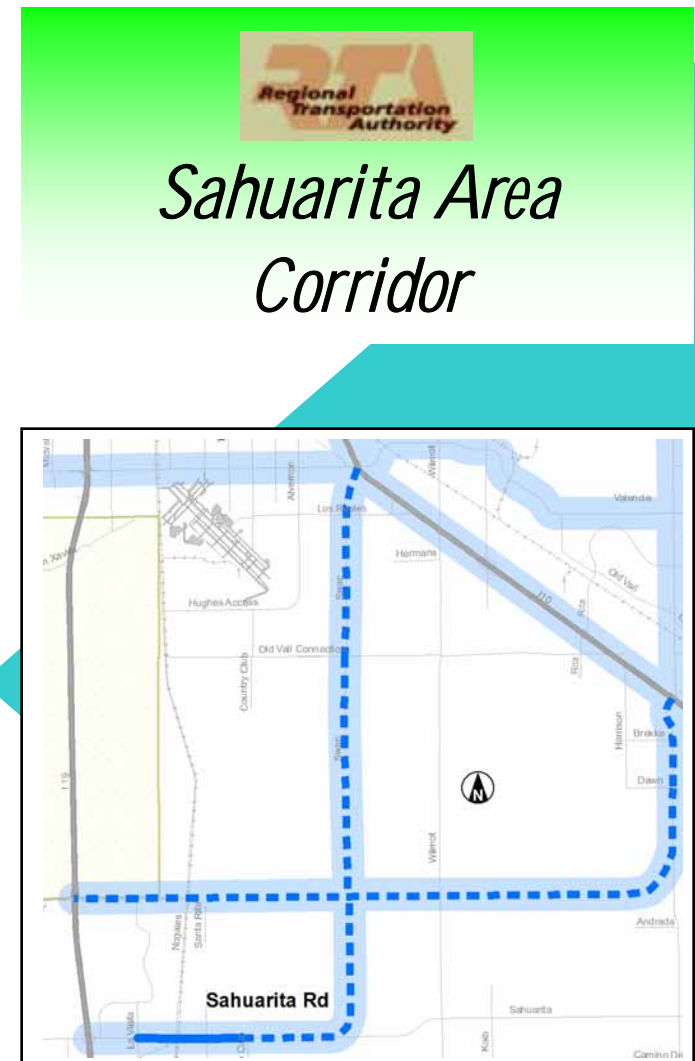
Features

- Widen Sahuarita Road to 4-lane arterial between I-19 and Country Club Road:
 - 4 travel lanes
 - Bike lanes in each direction
 - Raised, landscaped median
 - ADA accessible side walks
- New bridge over the Santa Cruz River
- New traffic signal at Old Nogales Highway
- Preserve and acquire of right of way for a future East-West Corridor at or near the Pima Mine Road alignment and extending from I-19 to Kolb Road, Houghton Road and/or State Route 83. The new corridor also provides for additional roadway connections northward into the Tucson urban core
- New Green Valley/Sahuarita area transit circulator route
- New express transit bus route between Tucson and Green Valley/Sahuarita area

Transit and Accessibility

- New express bus service to Tucson (I-19 to Old Nogales Highway)
- New neighborhood circulator service
- New (Americans with Disability Act) ADA-accessible side walks
- New bike lanes

— Indicates Proposed Project Location
— Indicates Completed or Already Funded Project



Sahuarita Road from I-19 to Swan Road and New Sahuarita Area Corridor

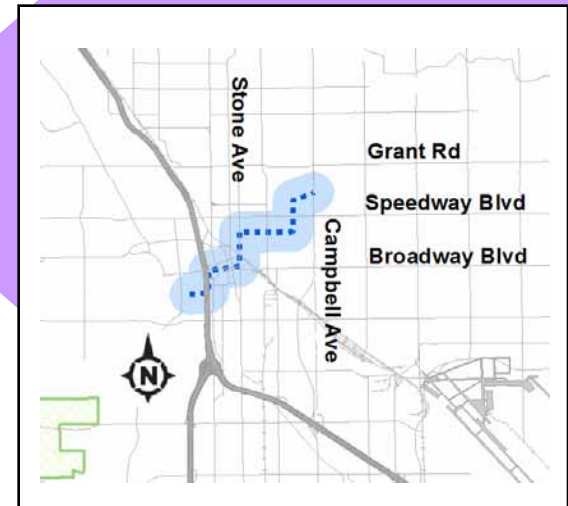
This is preliminary design information for planning purposes. Implementation of projects for major corridors will incorporate citizen input.

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Transit Service Improvements on a Variety of Key Regional Corridors

- Benefits**
- More frequent buses relieve congestion and pollution on major corridors and, with extended evening and weekend service, improve regional mobility for families, students, and the late-shift work force
 - Improved bus frequencies help attract riders
 - New low-floor buses improve safety and accessibility for the disabled
 - Sidewalks improve pedestrian safety and (Americans with Disability Act) ADA-accessibility to transit stops
- Features**
- Bus pullouts
 - Extended weekday evening bus service to 11pm
 - Extended weekend bus service from 6am to 9pm on Saturday, and 7am to 8pm on Sunday
 - Improved weekday bus frequencies from 30 minutes to 15 minutes
 - Expanded rural Express Bus service from 3 weekdays to 5 weekdays
 - New bus shelters
 - New low-floor buses
 - New (Americans with Disability Act) ADA-accessible sidewalks



(Above)
**Modern Streetcar Linking
Downtown and University
of Arizona Medical
Center**