Prince Road

From Country Club to Campbell

A Neighborhood Vision

PROPOSAL SPONSORED BY:

RillitoBend NEIGHBORHOOD

Contact:
rbna@rillitobendna.org

Website:
Rillitobendna.org/PrinceRoad

NEIGHBORHOOD PARTNERS:
Richland Heights East Neighborhood
Winterhaven Historic Neighborhood
Campus Farm Neighborhood
Winterhaven Townhomes Association

Updated: July 21, 2021

PRINCE ROAD Country Club to Campbell Avenue – NEEDS TO BE A COMPLETE STREET ***NOW!***



Images of Prince Road - no sidewalks, no landscaping, no bus shelters, etc…

Prince Road - Neighborhood Historical Perspective:

1978 - Prince Road neighborhood annexed into the City of Tucson

1980 - Tucson-Prince Neighborhood (now called RillitoBend Neighborhood) established (general boundaries: Prince Campbell and the Rillito River on the north and east)

1987 - City of Tucson develops the "Northside Area Plan' for our area - November 16, 1987 (Resolution 14256)

- "Intent Statement": preserve the low-density character on the interior neighborhood while providing for higher density development on Prince Road.
- "Design Guidelines": A 20-foot-wide landscaped strip placed behind the future curb line of arterial streets…unified with existing street landscaping and should include a pedestrian walkway, landscaping, masonry walls or berms and exclude parking and structures.

1985 - City of Tucson Prince Road Campbell to Country Club Plan I-85-38 proposes widening Prince Road from Campbell to a future bridge and freeway access on the Rillito River - see Page 10 for a project sheet example

- Neighborhood protested the project which was shelved

2019 - Tucson Mayor and Council adopted the **Tucson Complete Streets Policy** by **Ordinance No. 11621**

2019 - RillitoBend Neighborhood meets with Ward 3 Council office and Tucson Transportation representatives to review neighborhood transportation priorities including a vision for Prince Road as a Complete Street

2020 - RBNA submitted comments for the PAG 2045 RMAP Update to: (1) delete Reserve Project: RMDP ID# 511.08 (page 42) - Prince Rd #1; Country Club Rd to River Road; Build new 4-lane connecting roadway and (2) support Project RMDP 127.00 (page 30) - Prince Rd #2; Campbell Ave to Country Club Rd; Safety enhancements and access control; Tucson; $17,100,000

2021 - RBNA learns that Ward 3 has prioritized Prince Road (from Campbell to Country Club) as a lower priority Complete Streets improvement project for RTA. Ward 3 prioritized Prince Road from Campbell to Romero as a number 1 Complete Streets project priority. A Prince Road neighborhood group continues to work with the City on prioritizing improvements this portion of Prince Road.

PRINCE ROAD – PROPOSED IMPROVEMENTS
Country Club to Campbell Avenue

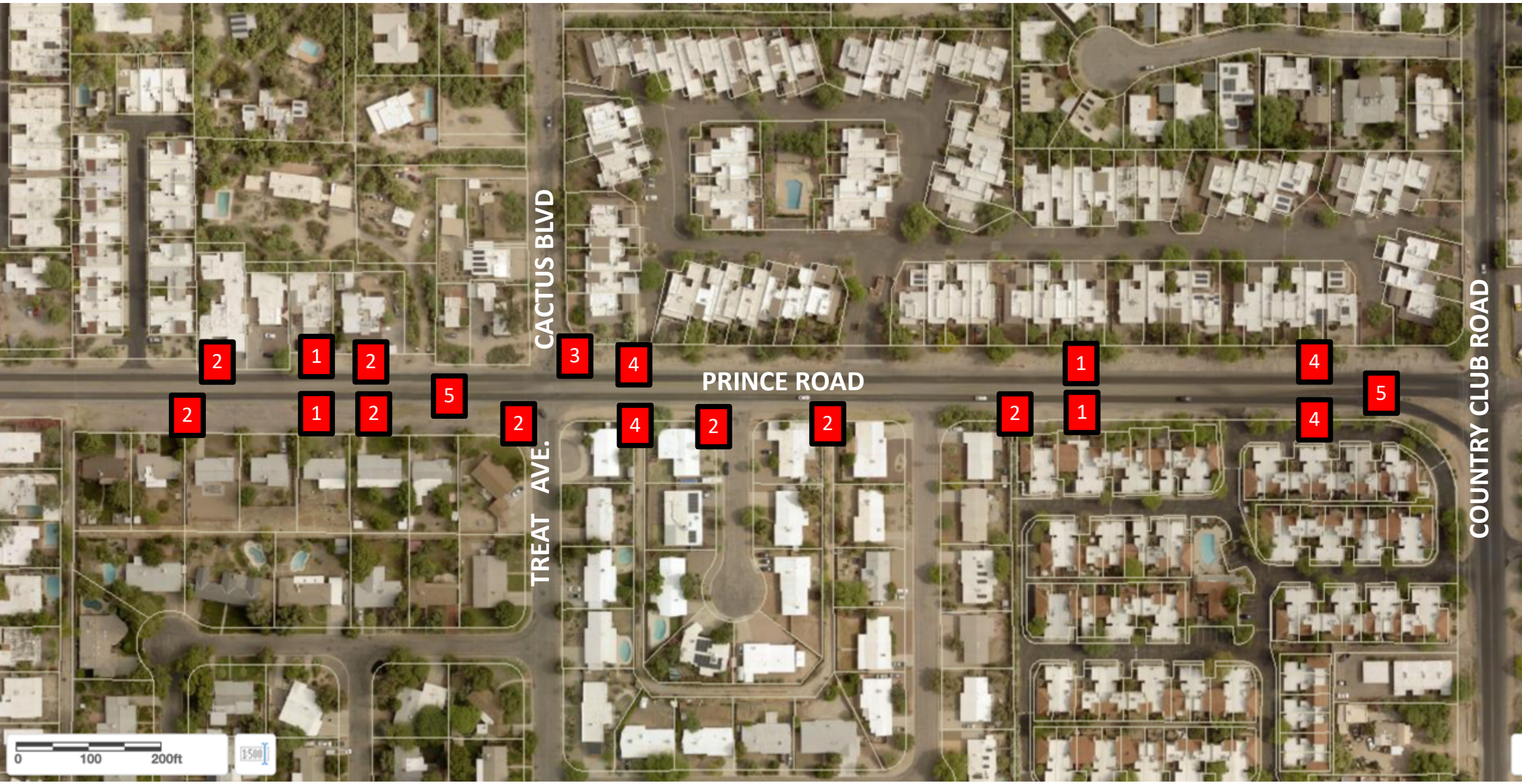
A = Concept Study Sections *(see subsequent pages for further information)*

Prince Road - Vision/Goals:

1. Transform Prince Road into a “Complete Street” consistent with the City of Tucson’s “Complete Street Policy” within the existing generous right-of-way (ROW).
2. Create safe, accessible and continuous pedestrian paths on both sides of Prince Road from Country Club to Campbell Ave.
3. Maintain existing two travel lanes and augment the separation between the vehicle and bicycle paths for increased bicycle safety.
4. Enhance existing turn lanes with landscaped medians where vehicle left turns are not required.
5. Enhance transit stops with weather protection, seating, and waste receptacles.
6. Create bus pullouts where ROW space is available.
7. Develop a plan to guide all improvements on Prince Road, including utilities.
8. Upgrade ROW edges with landscape enhancements and drainage improvements to improve roadway aesthetics and sustainability.

Prince Road Neighborhood Contact:
Larry Bird
2713 E Prince Rd
sectionl@yahoo.com
(301) 928-5098

SECTION: A



https://maps2.tucsonaz.gov/Html5Viewer/?viewer=maptucson

OPPORTUNITIES – Reference Key Notes: 1

1. Pedestrian access path along the entire stretch of the Prince Road Right-of-Way (ROW)
2. Landscape enhancements for screening, pedestrian shade and improved aesthetics – potential ”GSI Mini-Grants”
3. Drainage improvements to mitigate stormwater impact
4. Transit stop shelter
5. Landscaped median along entire route where left turns are not required

SECTION: B

https://maps2.tucsonaz.gov/Html5Viewer/?viewer=maptucson

OPPORTUNITIES – Reference Key Notes: 1

1. Pedestrian access path along the entire stretch of the Prince Road Right-of-Way (ROW)
2. Landscape enhancements for screening, pedestrian shade and improved aesthetics – potential ”GSI Mini-Grants”
3. Drainage improvements to mitigate stormwater impact
4. Transit stop shelter
5. Landscaped median along entire route where left turns are not required

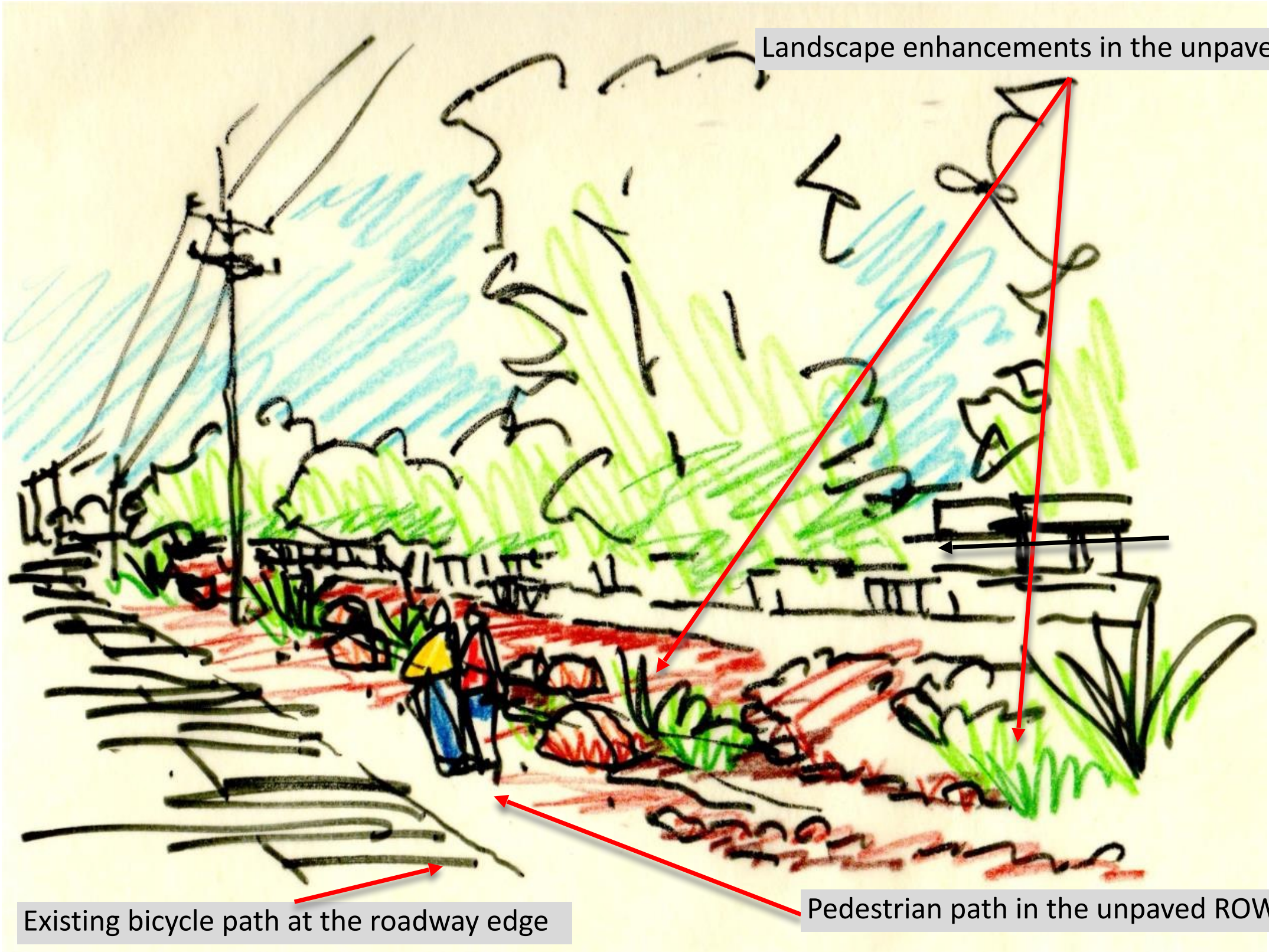
SECTION: C

https://maps2.tucsonaz.gov/Html5Viewer/?viewer=maptucson

OPPORTUNITIES – Reference Key Notes: 1

1. Pedestrian access path along the entire stretch of the Prince Road Right-of-Way (ROW)
2. Landscape enhancements for screening, pedestrian shade and improved aesthetics – potential ”GSI Mini-Grants”
3. Drainage improvements to mitigate stormwater impact
4. Transit stop shelter
5. Landscaped median along entire route where left turns are not required

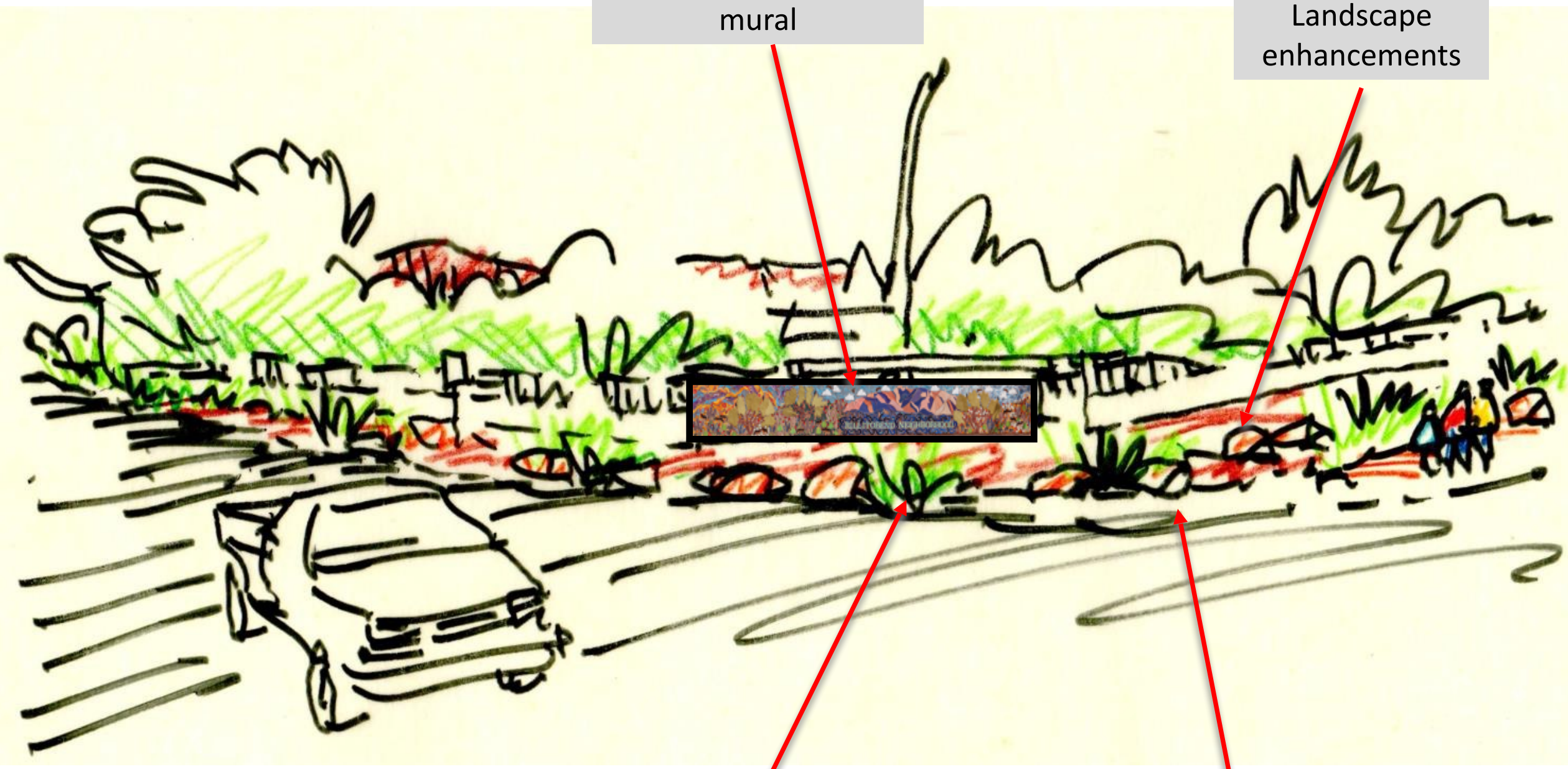
PRINCE ROAD CONCEPT SKETCH – Section A northside edge



PRINCE ROAD CONCEPT SKETCH – Northeast corner at Cactus Boulevard

RillitoBend neighborhood existing mural

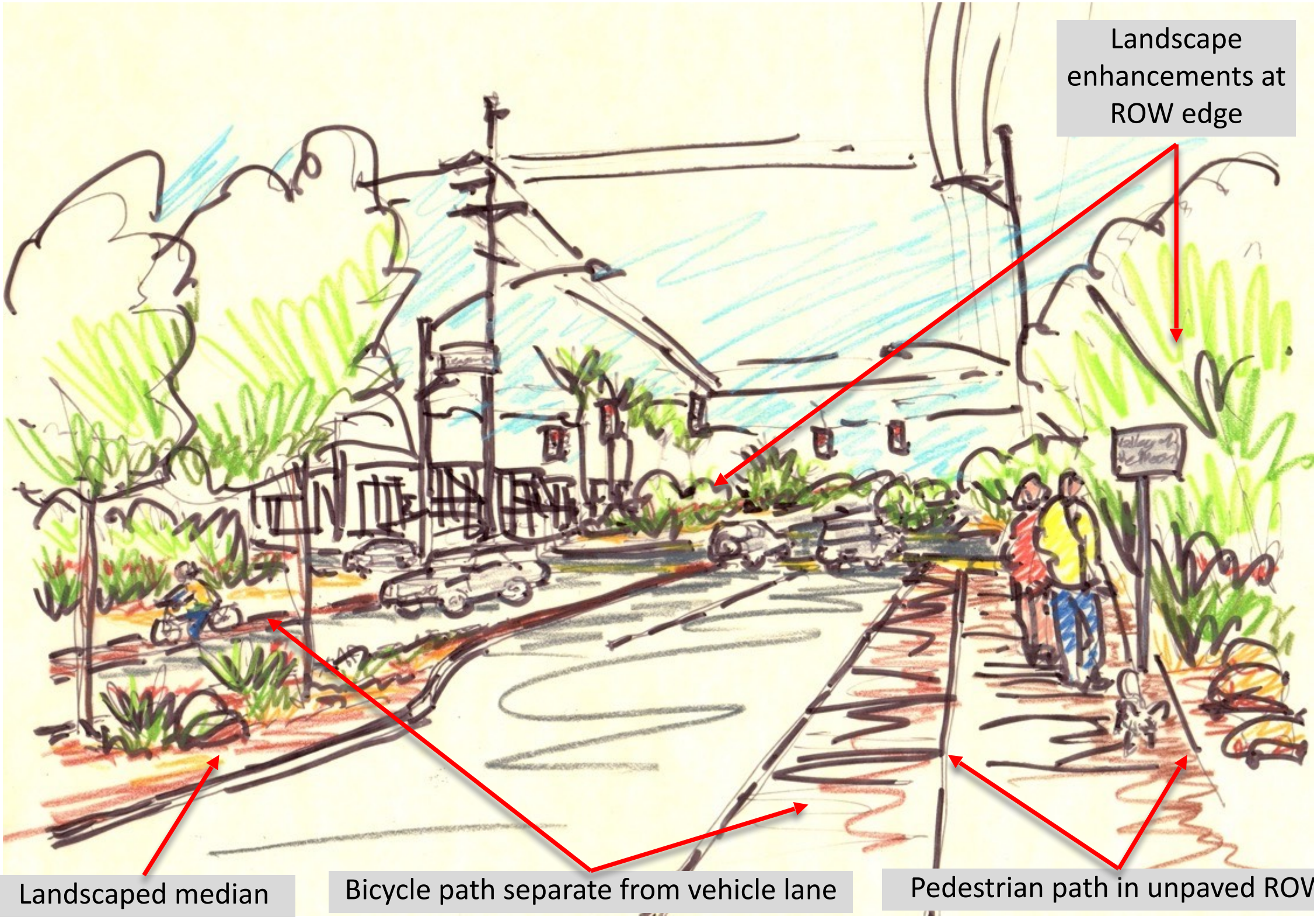
Landscape enhancements



Drainage improvements for pedestrian access and to mitigate stormwater impacts

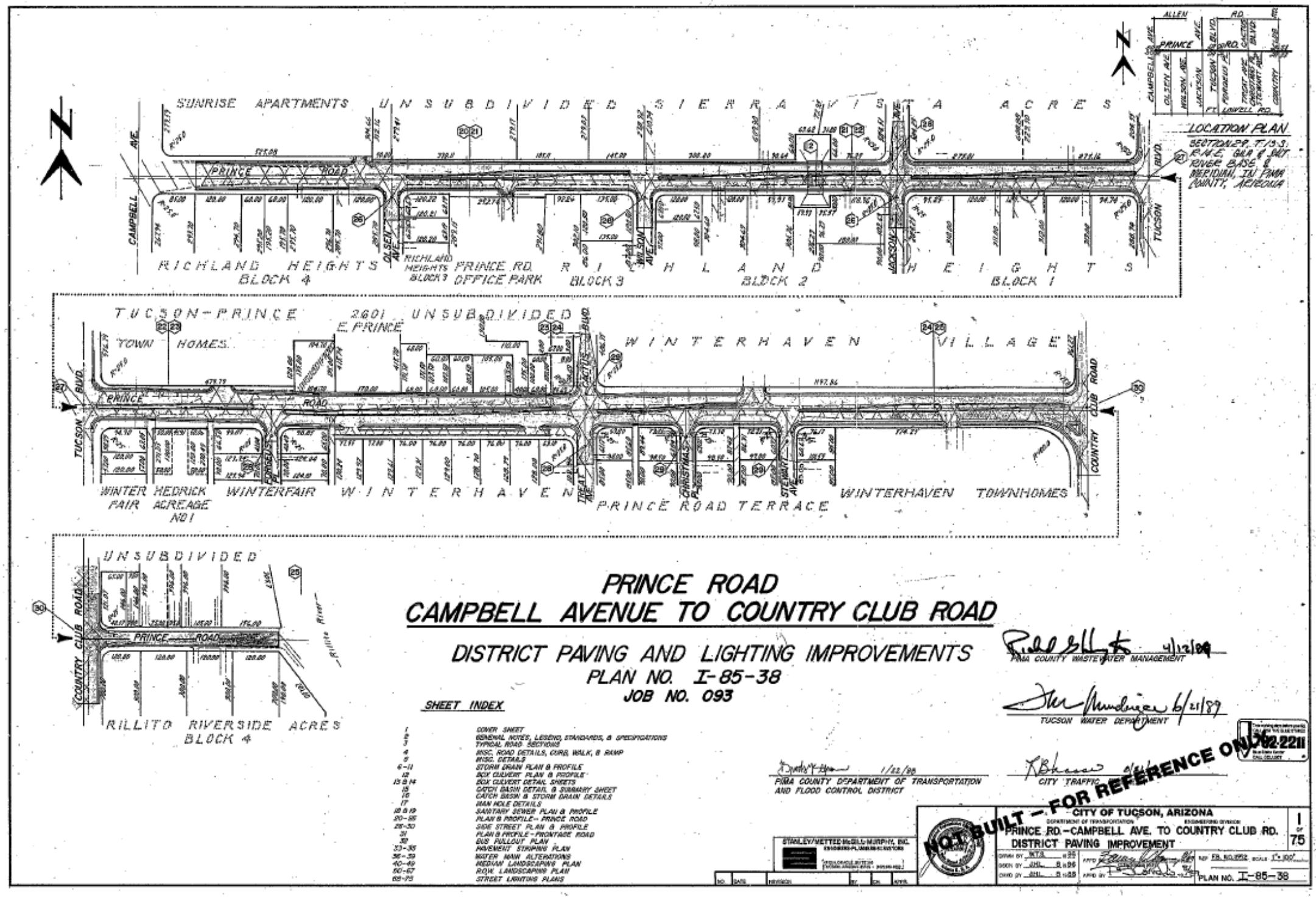
Future Bicycle Boulevard ”HAWK” crossing

PRINCE ROAD CONCEPT SKETCH – Tucson Boulevard intersection



The City purchased and still owns the unused easements along Prince Road, from Campbell to Country Club.

Drawing: City of Tucson's 1985 "District Improvements" project (UNBUILT)



PRINCE ROAD
CAMPBELL AVENUE TO COUNTRY CLUB ROAD

DISTRICT PAVING AND LIGHTING IMPROVEMENTS
PLAN NO. I-85-38
JOB NO. 093

SHEET INDEX

1	COVER SHEET
2	GENERAL NOTES, LEGEND, STANDARDS, & SPECIFICATIONS
3	TYPICAL ROAD SECTIONS
4	MISC. ROAD DETAILS, CURB, WALK, & RAMP
5	MISC. DETAILS
6-11	STORM DRAIN PLAN & PROFILE
12	BOX CULVERT PLAN & PROFILE
13 & 14	BOX CULVERT DETAIL SHEETS
15	CATCH BASIN DETAIL & SUMMARY SHEET
16	CATCH BASIN & STORM DRAIN DETAILS
17	MAN HOLE DETAILS
18 & 19	SANITARY SEWER PLAN & PROFILE
20-26	PLAN & PROFILE - PRINCE ROAD
28-30	SIDE STREET PLAN & PROFILE
31	PLAN & PROFILE - FRONTAGE ROAD
32	BUS PULLOUT PLAN
33-35	PAVEMENT STRIPING PLAN
36-39	WATER MAIN ALTERATIONS
40-49	MEDIAN LANDSCAPING PLAN
50-67	R.O.W. LANDSCAPING PLAN
68-75	STREET LIGHTING PLANS

PIMA COUNTY WASTEWATER MANAGEMENT 6/13/89

TUCSON WATER DEPARTMENT 6/21/89

PIMA COUNTY DEPARTMENT OF TRANSPORTATION AND FLOOD CONTROL DISTRICT 1/22/89

CITY TRAFFIC ENGINEER 6/16/89

792-2211

NOT BUILT — FOR REFERENCE ONLY

STANLEY/METTEE-McGILL-MURPHY, INC.

CITY OF TUCSON, ARIZONA
DEPARTMENT OF TRANSPORTATION — ENGINEERING DIVISION
PRINCE RD.-CAMPBELL AVE. TO COUNTRY CLUB RD.
DISTRICT PAVING IMPROVEMENT
1 OF 75
DRWN BY MTS
DSGN BY GHL
CHKD BY GHL
APPD BY
REF. FB. NO. 3992 SCALE 1"=100'
PLAN NO. I-85-38

Draft RTA Project Submittal

Name	Location	Description	Total Cost(thousands)	Project Type	Equity Zone	Weighted Equity	Safety	Ped High Injury Network	Weighted Safety	Ward Priority	County Project Connection	Missing Sidewalks	Future Congestion	Frequent Transit Network	Weighted FTN	Demand Zone	Total	Length (miles)
South 12th Ave Complete Streets Project	44th St to Drexel Rd	Update and modernize corridor.	$10,000.00	Complete Streets	2	6	2	2	12	1	0	2	0	2	4	2	27	2.5
S. 6th Ave Complete Streets Project	I-10 to Irvington	Update and modernize corridor	$11,000.00	Complete Streets	2	6	2	2	12	1	0	0	1	2	4	2	26	1.6
Irvington Rd Complete Streets Project	15th Ave to Tucson Blvd	Update and modernize corridor	$42,000.00	Complete Streets	2	6	2	2	12	0	0	2	0	1	2	2	24	2.7
S. Campbell Ave Complete Streets Project	Benson Hwy to Valencia Rd	Update and modernize corridor	$18,000.00	Complete Streets	2	6	2	2	12	0	0	2	0	1	2	2	24	2.4
Prince Road Complete Streets Project #2	Romero Road to Campbell	Update and modernize corridor	$32,000.00	Complete Streets	2	6	2	2	12	2	0	1	0	0	0	2	23	1
Ft. Lowell Complete Streets Project	Oracle to Alvernon	Update and modernize corridor	$23,000.00	Complete Streets	1	3	2	1	9	2	0	1	1	2	4	2	22	3.7
Craycroft Rd #2 Complete Streets Project	Golf Links Rd to 22nd St	Update and modernize corridor	$11,000.00	Complete Streets	1	3	2	2	12	0	0	0	0	2	4	2	21	1
Speedway Blvd Complete Streets Project #2	Euclid to Wilmot	Update and modernize corridor	$73,000.00	Complete Streets	0	0	2	2	12	0	0	2	0	2	4	2	20	6
Roger Road Complete Streets Project	Oracle Rd to Campbell	Update and modernize corridor	$12,300.00	Complete Streets	0	0	2	0	6	2	0	2	0	2	4	2	16	2
22nd St Complete Streets Project	Alvernon to Kolb	Update and modernize corridor	$35,000.00	Complete Streets	1	3	2	1	9	0	0	2	0	2	4	2	20	4
N. Campbell Ave Complete Streets Project	Grant to Ft Lowell	Update and modernize corridor	$28,000.00	Complete Streets	0	0	1	0	3	1	0	2	2	2	4	2	14	1
Drexel Road Complete Streets Project	Mission Road to Alvernon Way	Update and modernize corridor	$40,000.00	Complete Streets	2	6	2	0	6	1	1	2	0	0	0	2	18	6.1
Country Club Complete Streets Project	Silverlake to Prince Rd	Reduce to 3 lanes.	$40,000.00	Complete Streets	0	0	2	0	6	0	0	2	0	0	0	1	9	5
Bilby Rd Complete Streets Project	S. 12th Ave to S. Del Moral Blvd	Update and modernize corridor	$9,500.00	Complete Streets	2	6	2	0	6	0	0	2	0	0	0	2	16	1.75
Prince Rd Complete Streets Project #1	Campbell Ave to Country Club Rd	Update and modernize corridor	$13,000.00	Complete Streets	0	0	2	2	12	2	0	2	0	0	0	1	17	1
Wrightstown Rd Complete Streets Project	Tanque Verde Rd to Harrison Rd	Update and modernize corridor	$8,500.00	Complete Streets	0	0	1	0	3	1	0	2	0	0	0	0	6	2.4
Camino Seco Complete Streets Project (north)	Speedway Bl to Wrightstown Rd	Update and modernize corridor	$6,500.00	Complete Streets	0	0	0	0	0	2	0	2	0	0	0	0	4	0.6
Ironwood Hill Dr	Silverbell Rd to Greasewood Rd	Widen to 4-lanes with median	$6,700.00	Expansion	0	0	2	2	12	0	0	2	2	2	4	0	20	0.4
Colossal Cave Improvement	Within the city limits	Widen to 4 lanes	$6,000.00	Expansion	0	0	2	0	6		2	2	2	0	0	0	12	0.5
Mary Ann Cleveland Way Improvement Project	City border to Houghton	Widen to 4-lane divided roadway	$29,000.00	Expansion	0	0	2	0	6	2	2	2	1	0	0	0	13	3.4
Harrison Road Extension	Harrison Road from Irvington to Valencia	New 4-lane roadway with sidewalks	$26,000.00	Expansion	0	0	0	0	0	2	0	0	0	0	0	0	2	3
Irvington Rd Expansion	Kolb Rd to Houghton Rd	Widen to 3-lane roadway, bike lanes, sidewalks & drainage	$32,000.00	Expansion	0	0	1	0	3	2	0	2	2	0	0	0	9	4
ITS corridors	Oracle, Alvernon, Kolb, 22nd, Grant, Houghton, Valencia, Gr	Upgrade signals and communications	$12,100.00	ITS/Capacity		0			0						0		0	
Oracle Rd Bus Rapid Transit - Capital	Tohono Tadai Transit Center to Ronstadt Transit Center	6-mile Bus Rapid Transit line	$30,400.00	Transit	2	6	2	2	12	2	0	0	2	2	4	2	28	5.5
S. 6th Ave Bus Rapid Transit	Downtown to the Airport	Bus Rapid Transit downtown airport	$44,000.00	Transit	2	6	2	1	9	0	0	0	0	2	4	2	21	8.8
			$599,000.00															

Criteria Scoring Reference Sheet

Criteria	Description	Score	Data source	Complete Streets Policy Guiding Principle(s)
Equity Zone	The equity analysis was conducted by Alta Planning + Design as part of their Move Tucson work. The purpose of the analysis was to determine where there are concentrations of demographic groups in Tucson who typically face greater barriers in getting to the places they need to go, especially in communities designed primarily for motor vehicles. These demographic groups include:people who identify as black, indigenous and people of color; youth; older adults; people with low incomes; people without a high school diploma; people with limited English proficiency; people without access to a motor vehicle; and people with disabilities. The equity analysis was mapped to show transportation disadvantaged areas of the city. Candidate projects were overlaid on the equity areas to determine an equity score.	2 points: Project is completely or substantially located within an equity area 1 point: Project is partially located within an equity area 0 point: Project is minimally within an equity or entirely outside of equity areas	American Community Survey 2017 5-year estimates	Equity, Diversity, And Inclusivity
Weighted Equity Score	Equity Score multiplied by 3 [based on direction from the Complete Streets Coordinating Council Project Development Subcommittee]			
Safety	The safety analysis was conducted using the Pima Association of Governments' Level of Safety Service (LOSS) analysis. LOSS is a safety categorization system for roadway segments or intersections in reference to their expected performance and is derived from Safety Performance Functions (SPF). SPFs are equations used to predict the average number of crashes per year at a location as a function of exposure and roadway/intersection characteristics (e.g., number of lanes, traffic control, or median type). If the number of crashes predicted by the SPF represents normal or expected crash frequency at a specific level of Average Annual Daily Traffic (AADT), then the degree of deviation from the norm can be stratified to represent specific levels of safety. LOSS reflects how a roadway segment or intersection is performing in regard to its expected crash frequency and severity at a specific level of AADT. However, it only describes the magnitude of the safety problem; it does not provide any information related to the nature of the problem itself. LOSS helps categorize roads and intersections on a 1 to 4 scale, with 1 indicating the lowest potential for crash reduction, and 4 indicating the highest potential for crash reduction. To determine the safety performance of a project, both intersections and road segments within the project extend were considered.	2 points: Both intersections and segments have an LOSS of 2.5 or worse 1 point: Either intersections or segments have an LOSS of 2.5 or worse, but not both 0 point: Both intersections and segments have an LOSS of 2.5 or better	Pima Association of Governments LOSS Analysis	Safety
Pedestrian High Injury Network	The Pedestrian High-Injury Network (HIN) was developed through the City of Tucson's Pedestrian Safety Action Plan (PSAP). The HIN consists of the top 10th percentile of segments of the City of Tucson's road network for pedestrian crashes, weighted for crash severity (with serious injury and fatal crashes being weighted most heavily.) Crash data come from the period of 2014-2018. Projects were evaluated for being on the pedestrian HIN by how much of the corridor extent overlaid on an HIN segment	2 points: The majority of the project extent is on the HIN 1 point: Some portion of the project is on the HIN, but not a majority of the extent 0 point: The project is not on the HIN	City of Tucson Pedestrian Safety Action Plan	Safety
Weighted Safety Score	Safety Score + Pedestrian High Injury Network Score multiplied by 3 [based on direction from the Complete Streets Coordinating Council Project Development Subcommittee]			
Ward Priority	The project team met with representatives of each of Tucson's Ward offices to discuss ward priority projects. Projects identified by the wards that were consistent with the RTA project request are included in the project universe. Ward priority was also used as an evaluation criteria for the project universe	2 points: Ward representatives clearly identified project as a priority 1 point: Ward recognized project need, but did not clearly state project is a priority 0 point: Project not identified or discussed by Ward representatives	City of Tucson staff meetings with Tucson council offices	None
County project connection	During project development, City staff met with the staff of the Pima County Department of Transportation to discuss whether any County-proposed RTA projects have critical connections within the City of Tucson. Projects with a cricitcal connection were identified and added to the project Universe. County project connections were also used to evaluate corridors	2 points: City portion of corridor is critical to having the project functional 1 point: County connection exists, but is not critical to function of proposed project 0 point: No physical or functional connection between projects	Coordinating with Pima County Department of Transportation staff	None

Criteria	Description	Score	Data source	Complete Streets Policy Guiding Principle(s)
Missing Sidewalk Connection	Sidewalk presence was determined using the City of Tucson and PAG joinly develop ADA Sidewalk inventory report from 2011. The inventory was inporated into PAG's project development viewer to enable projects to be evaluated for the presence or absence of sidewalks. Where sidewalks are known to have been installed since the completion of the report, City staff adjusted project scores to reflect sidewalk installed since the completion of the report. In addition to directly addressing gaps, sidewalk presence is also a good proxy for corridors in need of broader modernization Both sides of the roadway are evaluated separately to determine sidewalk gaps	2 points: Less than 75% of the project extent has sidewalk on both sides 1 point: 75% to 89% of the project has sidewalk 0 point: 90% or greater of the project area has sidewalk	2011 City of Tucson/Pima Association of Governments ADA Sidewalk Inventory Report	Accessibility
Future Congestion	Future congestion levels were evaluated using the output of PAG's 2019 Travel Demand Analysis for the year 2045. Projects were evaluated based on the proportion of the corridor that was projected to be operating above a volume-to-capacity (V/C) ratio of 0.8 at the highest peak hour period. V/C ratio is a measurement commonly used in traffic modeling that represents what share of a given roadway segment's capacity is being used during the average weekday peak hour. For example, if a segment of roadway has enough capacity (travel lanes) to move 1,000 vehicles per hour, and on average, 800 vehicles per hour travel the corridor during a typical weekday, the segment has a v/c ratio of 0.8. Travel demand outputs are not sensitive to signal operations or a corridor, driveway density, or irregular events that add traffic, but it is a good representation of general traffic levels. At a V/C around 0.75-0.8 is where we begin to see a reduction in speed and increase in travel delay at segments, or what is commonly called "congestion." Travel demand model forecasts were used to both identify future network bottlenecks as well as to identify locations with excess capacity.	2 points: 25% or more of the project extent is forecasted to have a V/C ratio at or above 0.8 for the highest daily peak hour 1 point: 11% to 24% of the project of the project extent is forecasted to have a V/C ratio at or above 0.8 for the highest daily peak hour 0 point: Less than 10% of the project extent is forecasted to have a V/C ratio at or above 0.8 for the highest daily peak hour	PAG's Travel Demand Model	None
Frequent Transit Network	Frequent transit network (FTN) bus routes are those that operated on frequencies of 15 minutes or better during the weekday from 6 a.m. to 6 p.m. Currently, 11 buses comprise the FTN, with more identified through the Long-Range Regional Transit Plan. FTN service is that in which a transit user can catch a bus and make connections without having to plan their trips around the the service schedule. As such, these are the corridors where higher ridership is occurring or is anticipated. The reason FTN is included as an evaluation criteria of corridor projects is to prioritized connections between modes, especially for Complete Streets projects. These projects would improve pedestrian and bike infrastructure to support more comfortable bus stop areas and safer connections to transit. The scoring criteria consider both the current FTN and the medium term future planned FTN network.	2 points: Project is substantially on the current FTN 1 point: Project is substantially on the medium term FTN or partially on the current FTN 0 point: Project is not on the current or future FTN	Long-Range Regional Transit Plan and existing FTN	Accessibility and Economic Vitality
Weighted FTN	Frequent Transit Network Score multiplied by 2 [based on direction from the Complete Streets Coordinating Council Project Development Subcommittee]			
Demand Zone	The Demand Zone analysis was developed by Alta Planning + Design based on mapping a composite score of employment density, residential density, retail, parks and trails, public transportation and bike share stations, and schools. These are areas that highest the potential for supporting more multi-modal travel and that can benefit more of the residents of Tucson. The Demand Zones were mapped to show the areas of highest expected activity levels in the City. Candidate projects were overlaid on the Demand Zones to assign a demand zone score.	2 points: Project is completely or substantially within a Demand Zone 1 point: Project is partially within a Demand Zone 0 point: Project is minimally within or not located within a Demand Zone	Alta Plan Tucson Demand Zone Analysis	Land Use and Economic Vitality
Total	Sum of Weighted Equity Score + Weighted Safety Score + Ward Priority Score + Connections with County Projects Score + Missing Sidewalk Score + Future Congestion Score + Weighted Frequent Transit Network Score + Demand Zone Score	Total Project Scores range from a high of 28 points to a low of 2		

City of Tucson – MOVETucson "Catalyst Corridor" List

Project Category	Project Subcategory	Location	From	To	Project Description	Length (Miles)	TOTAL COST	Priority Tier
Catalyst Corridor	Modernization	6Th Av	I-10	Irvington Rd	Modernize corridor to include continuous and accessible sidewalks, landscaping, lighting, upgraded traffic signals, enhanced bike lanes, and safe crossings. Repave roadway.	1.65	$ 21,134,960	Tier 1
Catalyst Corridor	Modernization	12Th Av	Irvington Rd	Drexel Rd	Update and modernize corridor; complete streets Irvington to Drexel	1.00	$ 10,578,700	Tier 1
Catalyst Corridor	Expansion	Kolb Rd	Escalante Rd	I-10	Widen to 6-lane divided roadway with continuous pedestrian facilities, raised medians, enhanced bike lanes, upgraded traffic signals, landscaping, and safe crossings. Repave roadway.	5.25	$ 88,049,940	Tier 2
Catalyst Corridor	Expansion	Escalante Rd	Camino Seco	Cedarwood Way	Build new bridge over the Pantano to improve network connections and extend the roadway to the east.	1.68	$ 30,459,000	Tier 2
Catalyst Corridor	Expansion	Ironwood Hill Dr	Greasewood Rd	Silverbell Rd	Widen to 4-lane divided roadway with continuous pedestrian facilities, raised medians, enhanced bike lanes, landscaping, and safe crossings. Repave roadway.	0.41	$ 41,517,960	Tier 2
Catalyst Corridor	Expansion	Country Club Rd	I-10	Los Reales Rd	Widen to 4-lane divided roadway with continuous pedestrian facilities, raised medians, enhanced bike lanes, upgraded traffic signals, and landscaping, Repave roadway.	3.22	$ 35,784,000	Tier 2
Catalyst Corridor	HCT	Speedway Blvd	Main St	Kolb Rd	HCT: Construct bus rapid transit on Speedway Blvd from Main to Kolb	8.03	$ 71,899,300	Tier 2
Catalyst Corridor	HCT	Campbell Ave/Kino Pkwy	River Rd	Tucson Marketplace Blvd	HCT: Construct streetcar from River Rd to Tucson Marketplace Blvd	7.23	$ 810,000,000	Tier 2
Catalyst Corridor	HCT	Broadway Blvd	Ronstadt Transit Center	Alvernon Wy	HCT: Construct streetcar from Downtown to Alvernon	3.69	$ 440,000,000	Tier 2
Catalyst Corridor	HCT	Broadway Blvd	Ronstadt Transit Center	Wimot Rd	HCT: Construct Bus Rapid Transit from Downtown to Wilmot along Broadway.	6.83	$ 34,300,000	Tier 2
Catalyst Corridor	Lane Reduction	Limberlost Dr	Oracle Rd	Campbell Ave	Modernize corridor to include continuous and accessible pedestrian facilities, landscaping, lighting, enhanced bike lanes, and safe crossings. Repave roadway. Remove a travel lane between Oracle and Stone.	2.01	$ 17,542,200	Tier 2
Catalyst Corridor	Lane Reduction	Country Club Rd	Prince Rd	Aviation Pkwy	Remove travel lane. Modernize corridor to include continuous and accessible pedestrian facilities, landscaping, upgraded traffic signals lighting, enhanced bike lanes, and safe crossings. Repave roadway.	5.13	$ 52,858,080	Tier 2
Catalyst Corridor	Modernization	Campbell Ave	Fort Lowell Rd	Grant Rd	Modernize corridor to include continuous and accessible sidewalks, landscaping, lighting, upgraded traffic signals, enhanced bike lanes, and safe crossings. Repave roadway.	0.98	$ 12,656,160	Tier 2
Catalyst Corridor	Modernization	Speedway Blvd	Euclid Ave	Alvernon Wy	Improve bicycle and pedestrian facilities. Upgrade lighting and landscaping where needed. Increase safe crossing opportunities.	2.92	$ 23,906,080	Tier 2
Catalyst Corridor	Modernization	Camino Seco	Wrightstown Rd	Speedway Blvd	Modernize corridor to include continuous and accessible pedestrian facilities, landscaping, lighting, enhanced bike lanes, and safe crossings. Repave roadway.	0.55	$ 23,265,000	Tier 2
Catalyst Corridor	Modernization	Alvernon Wy	River Rd	Speedway Blvd	Modernize corridor to include continuous and accessible pedestrian facilities, landscaping, lighting, upgraded traffic signals, enhanced bike lanes, and safe crossings. Repave roadway and improve drainage.	2.99	$ 37,298,800	Tier 2
Catalyst Corridor	Modernization	Speedway Blvd	Stone Ave	Euclid Ave	Modernize corridor to include continuous and accessible pedestrian facilities, landscaping, lighting, upgraded traffic signals, enhanced bike lanes, and safe crossings. Repave roadway. Requires moving curb back to fit bike lanes.	0.72	$ 15,493,500	Tier 2
Catalyst Corridor	Modernization	Stone Ave	Alameda St	Broadway Blvd	Extend two-way protected bike lane to Broadway Blvd. Provide appropriate crossing treatments at the Broadway/Stone intersection	0.23	$ 1,793,000	Tier 2
Catalyst Corridor	Modernization	Toole Ave	Stone Ave	Congress St	Modernize corridor to include continuous and accessible pedestrian facilities, landscaping, lighting, enhanced bike lanes, upgraded traffic signals and safe crossings. Repave roadway.	0.44	$ 5,922,000	Tier 2
Catalyst Corridor	Modernization	Church Ave	6th St	W Cushing St	Modernize corridor to include continuous and accessible pedestrian facilities, landscaping, lighting, protected bike lanes, and safe crossings. Repave roadway.	0.77	$ 9,646,340	Tier 2
Catalyst Corridor	Modernization	Pima St	Country Club Rd	Swan Rd	Modernize corridor to include continuous and accessible pedestrian facilities, landscaping, lighting, upgraded traffic signals, enhanced bike lanes, and safe crossings. Repave roadway.	2.00	$ 26,475,900	Tier 2
Catalyst Corridor	Modernization	Flowing Wells Rd	River Rd	Grant Rd	Modernize corridor to include continuous and accessible pedestrian facilities, landscaping, lighting, upgraded traffic signals, enhanced bike lanes, and safe crossings. Repave roadway.	3.46	$ 50,702,520	Tier 2
Catalyst Corridor	Modernization	Prince Rd	Campbell Ave	Rillito River	Modernize corridor to include continuous and accessible pedestrian facilities, landscaping, lighting, upgraded traffic signals, enhanced bike lanes, and safe crossings. Repave roadway.	1.09	$ 12,445,620	Tier 2
Catalyst Corridor	Expansion	Colossal Cave Rd	City Limit	Dawn Dr	Widen to 4-lane divided roadway with turn lanes, continuous pedestrian facilities, raised medians, upgraded traffic signals, enhanced bike lanes, landscaping, and safe crossings. Repave roadway.	0.53	$ 6,964,980	Tier 3

Prince Road - Campbell Avenue to Country Club/Rillito River = **Tier 2 ($12,445,620)**