



PLAN FOR DOWNTOWN  
**TUCSON**

DOWNTOWN ADVISORY COMMITTEE  
1978





**PLAN FOR DOWNTOWN  
TUCSON**

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# PLAN FOR DOWNTOWN TUCSON

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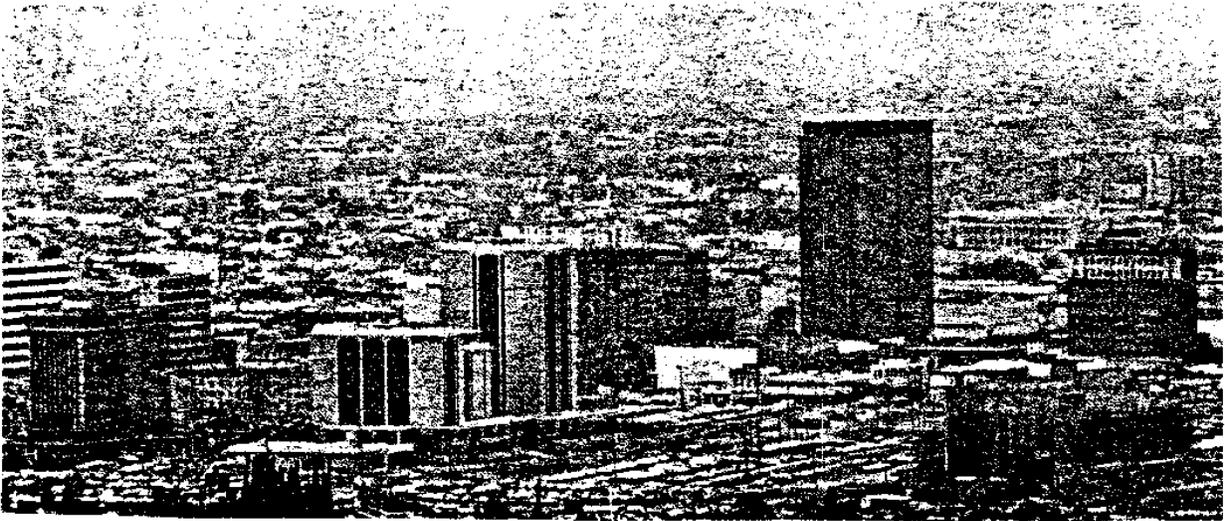
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# **INTRODUCTION**







## INTRODUCTION

Among all the centers of activity in the Tucson region, downtown is in a class by itself. It is the regional center for office employment; it is the place where city, county, state, and federal governments have their central headquarters; it is Tucson's center for the performing and visual arts; it is the place where our historical roots are preserved for all to see.

If all this is true, why, then, do we hear people speak of downtown Tucson as though it were an unwanted relic, without hope of rehabilitation? The main reason for this attitude is downtown's negative image--an image which has been brought about by its decline as a regional shopping center. There is no doubt that downtown retailing has fared poorly since the opening of El Con and Park Mall. But, retailing is only one of many downtown functions and there are many different types of retailing. In fact, certain downtown retail markets are quite strong. It is a mistake to give up on downtown solely because of its performance in one retail area, when it has so many other strengths.

For the last 10 to 15 years, it has not been clear just what "official" attitude should be adopted toward downtown. But, more recently, optimism about downtown's future has increased as people have begun to understand that it has basic strengths which had gone unrecognized in the shadow of retail decline. This new optimism has resulted in increased levels of support for

downtown revitalization. Some reasons for supporting downtown revitalization are based on such notions as economic common sense, while others are less tangible, having to do with the symbolic value of downtown to the community-at-large.

From the economic viewpoint, downtown represents a public and private investment which is simply so substantial that it cannot be permitted to deteriorate. It is also generally understood that a vigorous, attractive downtown is an important factor in attracting new investment to the entire Tucson region.

Downtown's symbolic value is harder to define, but is, nonetheless, real. Psychologists point out that human beings living in urban areas need various geographic and social points of reference which provide them with a sense of identity and equilibrium in what can be a very impersonal and lonely environment. Downtown is an important point of reference to Tucson residents. Because downtown represents Tucson as a whole, it is also a necessary link in the chain of places by which an individual can understand his relationship to the national and world communities.

For whatever reasons, economic or symbolic, many people and organizations are actively working for downtown improvement programs, are beginning to better understand downtown's current situation and future potential, and are giving an affirmative answer to the question--"Does Tucson need a downtown?"

This Plan marks a significant transition for downtown, as an attitude of ambivalence gives way to a new era of optimism.

The task of the Downtown Plan is to bring into focus an up-to-date definition of downtown Tucson and its role in the community, to indicate its potential for new growth and renewal, to suggest ways for overcoming whatever obstacles may exist to the achievement of that potential, and to generate a level of enthusiasm for downtown improvements which can be converted into the energy to carry them out. This Plan suggests appropriate actions to be taken by both local government and private enterprise. But, success will not come easily. Downtown revitalization will depend on the ability of the public and private sectors to maintain, over a period of many years, an unwavering commitment to the task and a spirit of cooperation which is without local precedent.

**YESTERDAY, TODAY, AND TOMORROW**  
**AN ASSESSMENT OF EXISTING CONDITIONS**  
**AND FUTURE POTENTIALS**





## YESTERDAY, TODAY AND TOMORROW

An assessment of existing conditions and future potentials

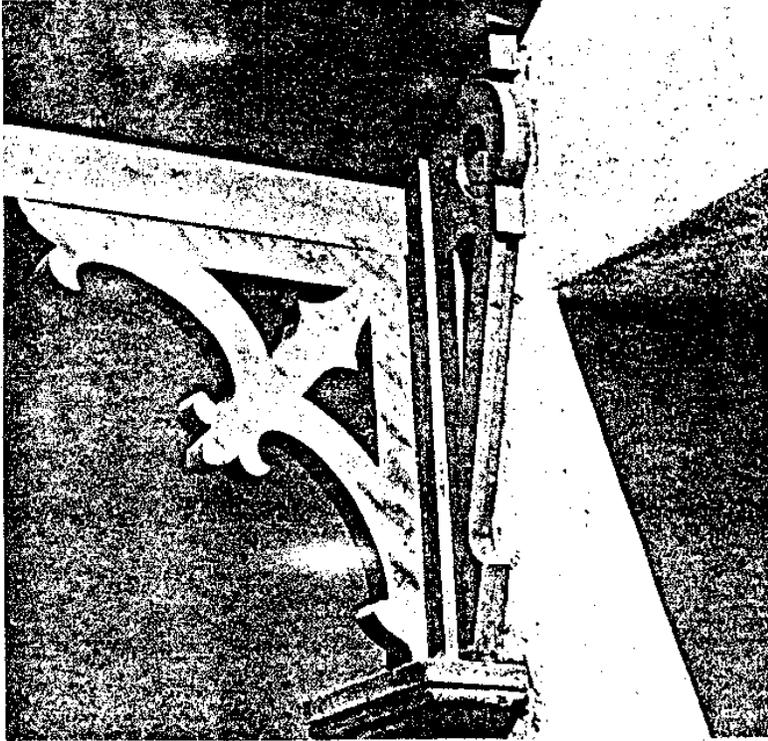
Tucson is a city of newcomers. Long time residents are a scarce commodity. The whole idea of revitalizing downtown Tucson must seem an odd notion to those--now a large majority--who never knew it in its heyday. But, in the days before shopping centers, downtown really was the center of everything. People really did live in Snob Hollow, making downtown a place where households of all income levels were well represented. All six of Tucson's department stores were located downtown. If you wanted to go to a movie, to the YMCA, or to get your allergy shot, you went downtown.

Downtown **has** changed in the last 25 years. In some ways, it's been a change for the better--in some ways it has not. The time has come to focus on the present and future, rather than to bemoan the passing of an era to which we cannot return.

Without forgetting what downtown **was**, let us take stock of what it is.

**DOWNTOWN  
YESTERDAY**

**DOWNTOWN  
TODAY**



### DOWNTOWN HISTORIC SITES

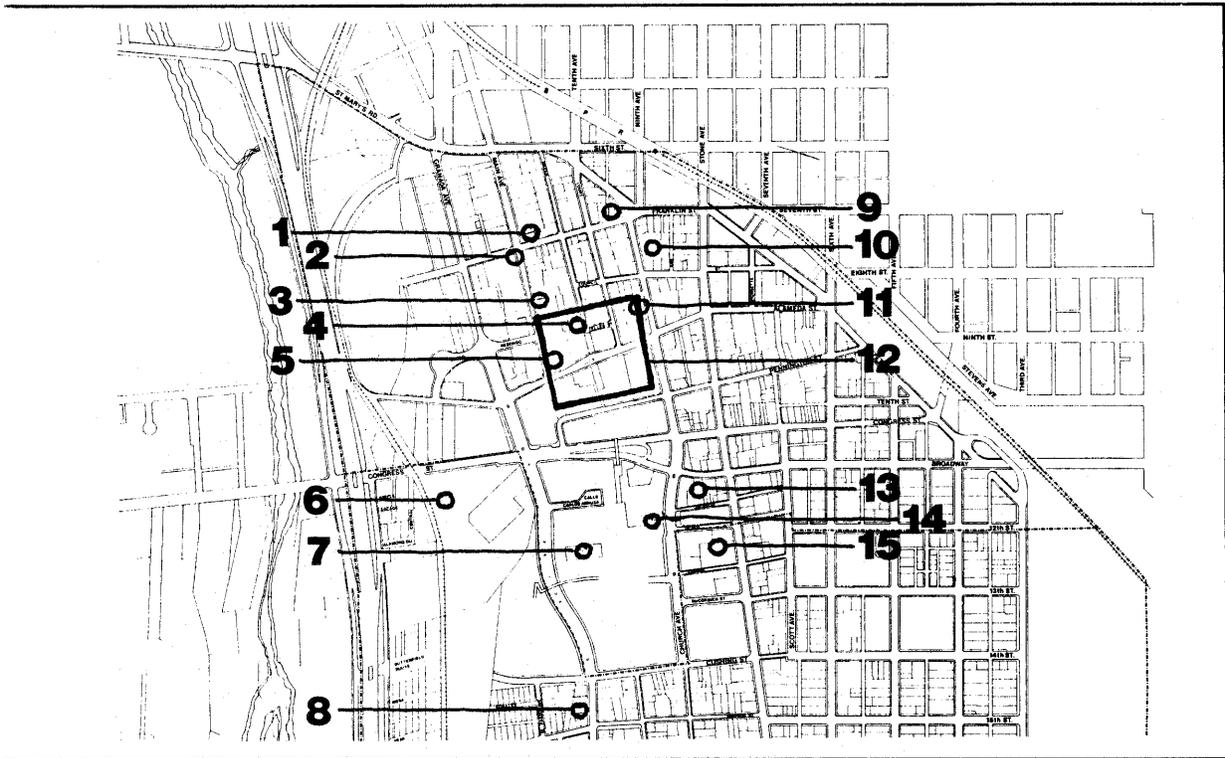
- 1 Verdugo House
- 2 Steinfeld House
- 3 Sam Hughes House
- 4 La Casa Cordova
- 5 Fish-Stevens House
- 6 E.P. & S.W. RR. Station
- 7 Case del Gobernador
- 8 El Tiradito
- 9 Hoff House
- 10 Wright-Zellweger House
- 11 Pithouse Site
- 12 Location of Presidio Wall
- 13 Charles O. Brown House
- 14 Samaniego House
- 15 St. Augustine Cathedral

Today downtown Tucson, like many downtowns in maturing American cities, is experiencing several serious problems. They include a familiar list: physical decay, commercial competition from regional shopping and office centers, and a predominance of low-income residents and shoppers.

Downtown, while sharing many familiar patterns of other cities, is unique in several important ways. It has many assets which represent a strong foundation on which to build tomorrow's downtown:

**Governmental Center:** Downtown is the region's governmental center with 2,900 combined federal, county, state, and city employees providing a relatively stable mix of income levels.

**Decision-Making Center:** Downtown is the meeting place of the City Council, the Pima County Board of Supervisors, and other groups whose decisions have impacts on the entire community.



**Financial Center:** Almost all local banks and other financial institutions have their main offices downtown. For some, downtown is a subregional headquarters.

**Retail Center:** Downtown is the third largest retail center in the region and the largest in Tucson's southwest trade area.

**Office Center:** Downtown is the region's principal office center, with over one million square feet of general office space.

**Cultural Center:** The downtown, since Tucson's founding, has been the cultural focus of the community. The Main Library, the Community Center, the Temple of Music and Art, and the Tucson Art Museum are all located downtown, making it a true cultural center today, as it has been in the past.

**Historic Center:** Downtown **IS** the history of Tucson. The CBD is ringed with three designated Historic District Neighborhoods, two of them on the National Register of Historic Places. Significant individual historic sites and structures are located throughout the downtown area. Among them are El Tiradito (The Wishing Shrine), the Pit House (900 AD), an archeological site which establishes Tucson as the second oldest continuously inhabited



community in the United States, the Casa Cordova (1843), the Fish-Stevens House, the Steinfeld House, and the Wright-Zellweger House.

**Convention Center:** Good convention facilities make downtown the region's leading convention center. Almost two-thirds of Tucson's convention visitors stay at downtown and central area hotels and motels.

**Regional Access:** Interstate 10 provides excellent regional access to downtown from the northwest and southeast; I-19 makes downtown the "gateway" to Tucson for travelers from the south.

**Transportation Hub:** All modes of transportation converge in the downtown which is the main transfer point for most local bus routes. Intercity buses and the railroad have their stations downtown.

**Natural Setting:** The heart of downtown is within two miles of Sentinel Peak ("A" Mountain). Tumamoc Hill and the Tucson Mountains form a picturesque backdrop for downtown's tall buildings. Views of the mountains from the buildings and from street level enhance the experience of being downtown.

**Santa Cruz River:** Proximity to the Santa Cruz River will become an important asset as work proceeds on the linear park.

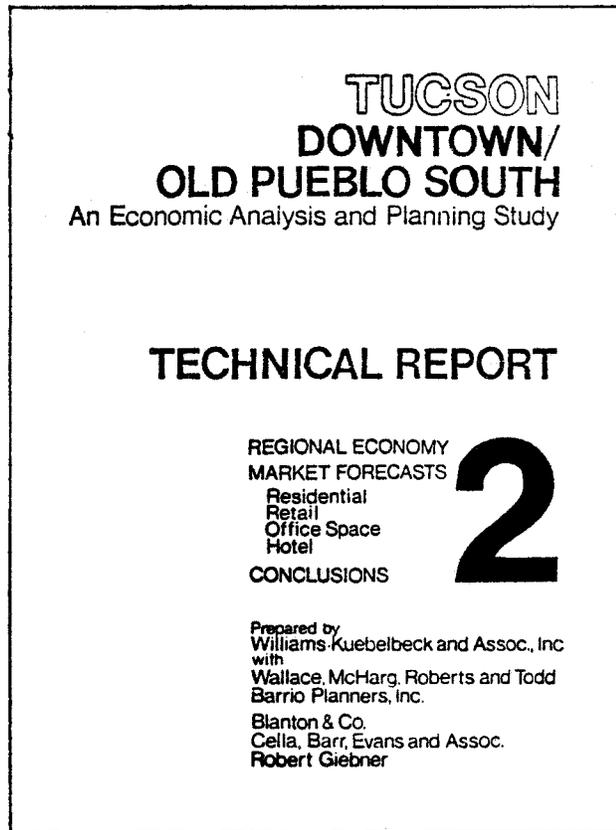
**Unique Architecture:** Downtown and the areas around it display the continuous evolution of architectural style from the 1870's to the present. The contrast between old and new is highlighted by many notable examples--pre-territorial adobe houses, brick Victorians, the Pima County Courthouse, E.P.& S.W. station, St. Augustine Cathedral, the buildings of the Community Center, the Main Library, etc.

**Self-Containment:** Downtown has the I-10 Freeway and railroads which act as major physical boundaries, keeping the Central Business District in a concentrated area.

**Variety:** No other area in Tucson offers the diversity of land uses, income and ethnic groups, historic resources, and concentration of activities.

**Expansion:** Several sites, public and private, are available. Investment in downtown, if structured correctly, can have a positive catalytic action.

**Energy Conservation:** As the public transit hub and with its great variety of services and other activities, downtown and surrounding areas will be an attractive residential location as strict energy conservation becomes necessary rather than merely fashionable.



While it is often easier to become frustrated about downtown's problems than excited by its virtues, it is important that the problems not be magnified to the point where any progress seems impossible and positive action is discouraged. It is clear that downtown has many, natural advantages upon which to base revitalization efforts. It is also encouraging to review the recently completed economic projections for downtown Tucson, which suggest a real, though conditional, potential for significant positive changes.

**DOWNTOWN  
TOMORROW**

The ways in which downtown Tucson will change in the next 12 years are, first and foremost, a product of economic factors. As a part of the Downtown Study, an economic analysis was conducted in 1977 to illuminate downtown economic potentials. The market analyses presented here are the results of extensive investigations of the Pima County market area and its localized impacts on the Tucson Central Business District. The dynamics of the Tucson region provide the economic basis for redevelopment within downtown Tucson. Accordingly, historic and current economic activity have been assessed at this larger scale in order to determine the potential for various urban land uses in and around the downtown.

Surveys conducted as part of the economic study indicated that proximity to the CBD is an important determinant in residential choice to some residents, and should become an even greater factor in the future with:

**Residential Market  
Forecast**

increasing energy costs, which discourage longer work trips;

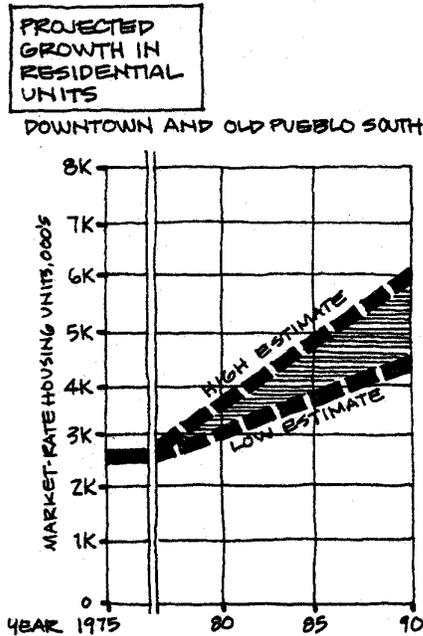
increasing costs of new streets and utilities which encourage higher prices for peripheral housing;

demographic shifts toward adult-only households;

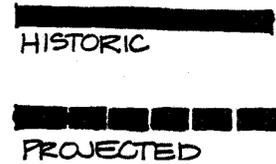
expanded employment in the downtown area; and

expanded growth of institutions and cultural activities in and around the CBD. (The University of Arizona student population is expected to increase from 28,000 in 1978 to about 36,000 by 1985.)

Given that households with one or more of these characteristics should represent an increasingly significant component of the total demand for housing in the future,



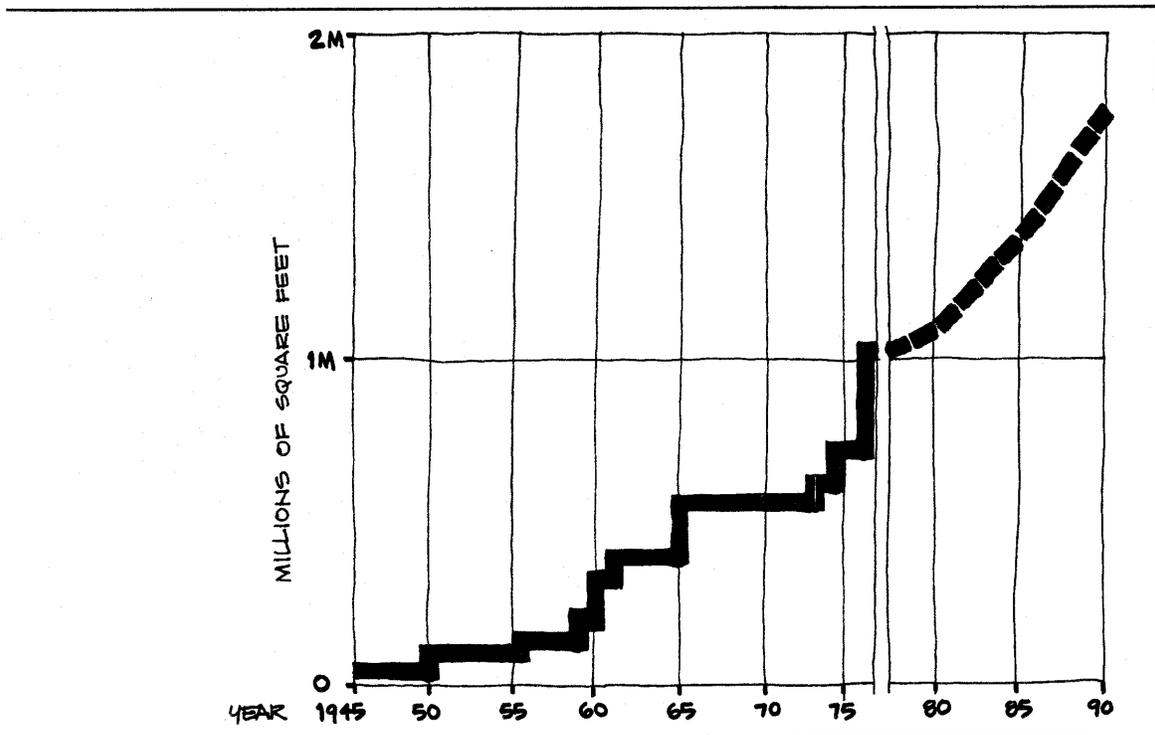
**GROWTH IN DOWNTOWN OFFICE SPACE**



it is realistic to project that between five to ten percent of the region's housing demand for multiple family housing could be attracted to the downtown area in the future. This demand represents on an annual basis from 40 to 80 townhouses/condominiums and 80 to 160 apartments. Projected over the 14-year period, 1977 through 1990, this represents a total demand for housing of between 1,700 to 3,400 units.

**Office Market Forecast**

In the future, the potential for office development in the downtown will depend primarily upon those services and functions which desire interaction with the governmental institutions, courts, and financial facilities. Given the continued significance of these activities, the potential capture rate for the Central Business District has been projected at 25 percent of the total regional market demand for the projection period 1977 to 1990. This projection, allowing for the continuation of the trend toward suburbanization of the majority of office-using activities, amounts to a net of 815.6 thousand square feet over the next 14 years, **after** allowance is made for absorption of 176.6 thousand square feet of existing vacant space. The CBD demand for new office space by time period is as follows: 1977 to



1980, 70 thousand square feet; 1981 to 1985, 336 thousand square feet; and 1986 to 1990, 410 thousand square feet.

Historically, the capture rate of hotel/motel facilities for downtown and the freeway adjacent to downtown has averaged about 35 percent of the competitive market. However, as decentralization of employment continues both easterly and northerly of the downtown area, it is unreasonable to assume that the central area will continue to attract such a substantial market share of the business travel market. Despite the difficulties experienced by several of the downtown establishments, there are still a significant number of factors supporting the central area as a major hotel/motel facility location.

**Hotel/Motel  
Market Forecast**

First, the center city continues to play an important functional role as an employment center for governmental activities as well as for private sector financial, legal and other business services. Second, the presence of the Convention Center and other cultural/institutional assets gives the downtown prominence as a location for convention and conference activities. Finally, the central area's proximity to I-10 gives it strong advantages with respect to attracting tourist or short-term visitor patronage. Given these

**GROWTH IN  
CENTRAL AREA  
HOTEL/MOTEL  
FACILITIES**

  
HISTORIC

  
PROJECTED

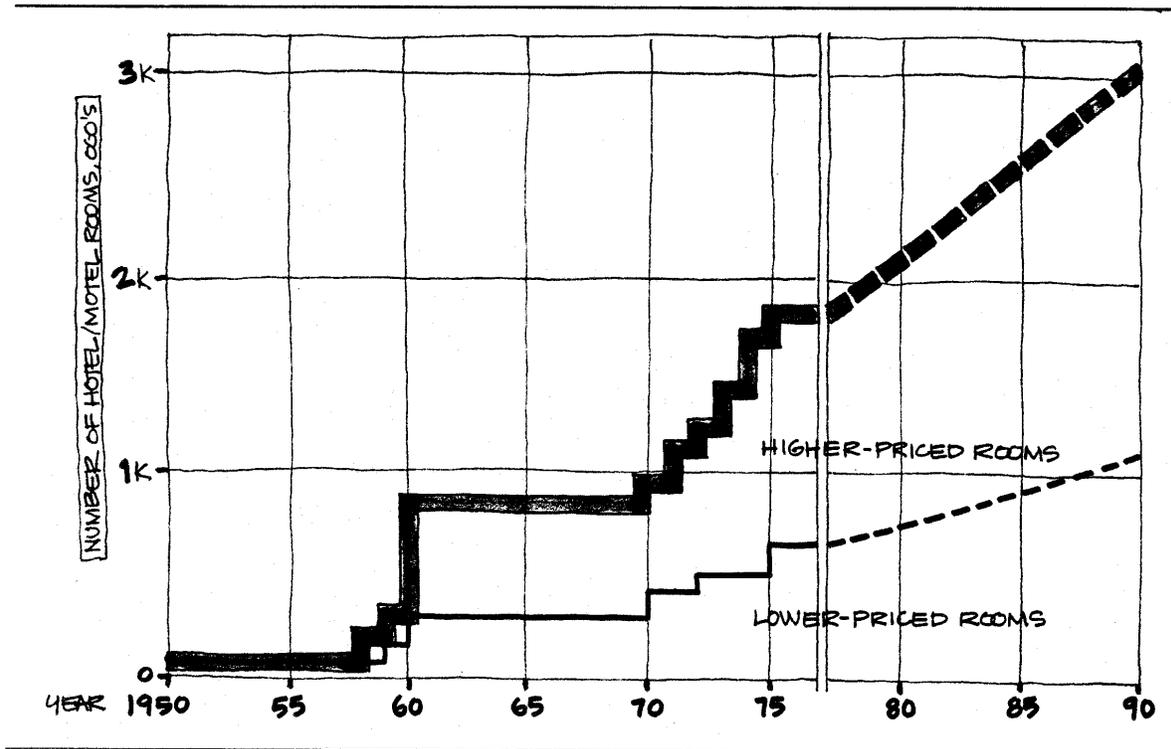
*More rooms in the downtown area and increases in hotel and motel occupancy will boost patronage of downtown restaurants and entertainment facilities, making downtown a more attractive and lively place at night as well as by day.*

advantages, in the future, the combined central areas should be able to attract 20 percent of the new higher-priced room demand and 30 percent of the new economy room demand. More rooms in the downtown area and increases in hotel and motel occupancy will boost patronage of downtown restaurants and entertainment facilities, making downtown a more attractive and lively place at night as well as by day.

Over the 14-year period 1977 to 1990 the total potential for the central area is estimated at between 1,200 and 1,300 rooms, 700 to 800 in the higher priced category and 500 in the economy price range. These capture rates are distributed by time period as follows: 1977 to 1980, 200 higher-quality rooms and 120 economy rooms; 1981 to 1990, 500 to 600 higher-quality rooms and 375 economy rooms.

**Retail Forecast**

A vigorous retail sector generates pedestrian activity which is essential if downtown is to have a lively image and a human scale.



The future of downtown retailing will be influenced by the performances of the residential, office, and hotel/motel markets, and forecasts for all three give rise to a measure of optimism. The only negative aspect of the downtown retail picture is the regional market forecast. While there will be demand for one additional regional shopping center in the Tucson market area within the next three to four years, it is highly unlikely that it can be attracted to the downtown.

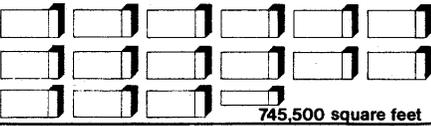
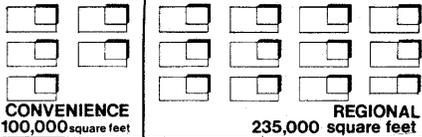
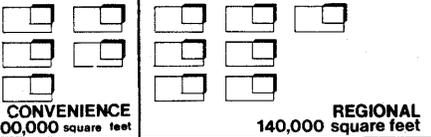
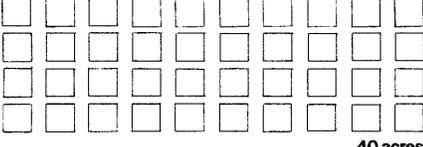
Over the longer term, however, concurrent with the expansion and infilling of new developments westerly of the CBD and the creation of a high amenity environment along the Santa Cruz River, it may be possible to develop a regional facility on Congress Street west of I-10 or even within downtown proper on a site with good regional access and visibility.

With an increase in residential development to the west, downtown could strengthen its role as a community shopping center serving the southwest portion of the Tucson area. In this sub-area, there is currently sufficient demand to support development of a community-sized shopping center of 150,000 to 200,000 square feet.

**SPACE  
FORECAST**

There is an excellent potential for development of convenience facilities. Development of downtown housing units at the scale suggested in the residential forecast would have significant beneficial effects on the retail base in the downtown area, particularly in terms of providing a market base for convenience retail and eating and drinking establishments. An infusion of resident market support would tend to stabilize the existing merchant base as well as promote diversification to include major food, drug/variety, and personal services establishments.

Within the downtown core, an orientation toward convenience facilities to serve the expanding downtown employment base appears as a realistic market alternative; with particular focus on drugstores, personal services, and a variety of eating and drinking facilities. As office employment increases, there will be additional demand for such facilities, and with more restaurants, the CBD could become increasingly competitive for evening dining and entertainment.

	1977-1980	1981-1990
<b>COMMERCIAL OFFICE</b>	 70,000 square feet	 745,500 square feet
<b>HOTEL/MOTEL</b>	 320 units	 925 units
<b>RETAIL</b>	 CONVENIENCE 100,000 square feet REGIONAL 235,000 square feet	 CONVENIENCE 100,000 square feet REGIONAL 140,000 square feet
<b>LIGHT INDUSTRY</b>	 15 acres	 40 acres
<b>GOVERNMENT OFFICE</b>	 138,000 square feet	 192,000 square feet

Industrial sites in or near downtown offer excellent access from rail and major arterial streets. They may be expected to attract approximately 10 percent or 55 acres of light industrial development between 1977 and 1990.

**Light Industrial Forecast**

These economic forecasts demonstrate that downtown Tucson is alive and well and can look forward to a brighter future. However, the achievement of maximum economic potential in each market sector is not automatic. Some of the forecasts are based on the assumption that certain improvements will be made in the downtown area and that local government will be consistently supportive of downtown revitalization efforts. For example, the forecasts for all sectors assume that the circulation system will be periodically upgraded to keep pace with increasing traffic volume and that parking space will be available in appropriate quantities and locations.

Achievement of the residential potential will require a number of public and private improvements which enhance the downtown as a residential location for "private market" housing. These improvements include the following actions:

providing major environmental amenities, such as the

development of Santa Cruz Linear Park; encouraging the

development of good convenience shopping within easy access to new residential development;

encouraging development of specialty retail, restaurants and entertainment complexes as part of the expansion of office development and other activities in the downtown area; and

assisting in land assembly, and possibly land cost write-down of residential sites, in order that land sufficient for economically-scaled development is made available at reasonable price levels.

Maximizing downtown's retail potential is wholly dependent upon the fulfillment of certain critical conditions. The downtown economic analysis reminds us of the 1968 study which suggested that to maintain its shopping facilities in the CBD, Tucson would have to:

add parking;

facilitate pedestrian and automobile traffic circulation; and

pursue a beautification program.

In the absence of such programs, a loss of 200 thousand square feet of retail space was projected to occur over the next eight to 10 years. The recommended improvements were not made, and the predicted shrinkage of retail facilities has, in fact, occurred. In order to prevent further decline, it would still seem necessary to undertake the three measures identified as vital to downtown's success in 1968, specifically: develop convenient, inexpensive parking facilities; improve access into and through the area; and undertake beautification programs to improve the aesthetic character of the urban environment.

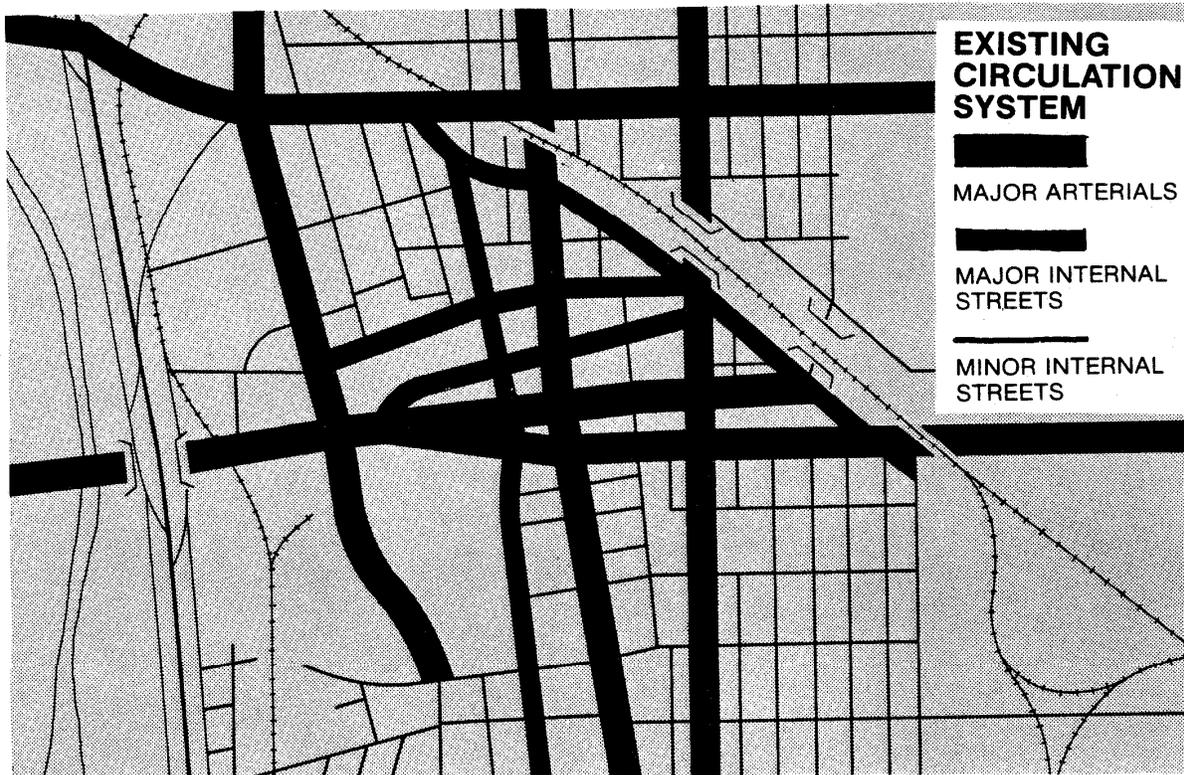
The portions of the Downtown Plan which follow deal with the actions which will be necessary to assist the transformation of these economic forecasts into reality.



# **CIRCULATION**







## CIRCULATION

Accessibility to downtown is constrained, a condition which inhibits its future growth. Access to the downtown area from the west is limited by the I-10 Freeway to two east--west arterials--St. Mary's Road and Congress Street. The Southern Pacific Railroad delineates the northeast boundary of downtown with access limited to underpasses at Stone Avenue, 6th Avenue, 4th Avenue and Broadway. Measures needed to improve downtown access will require significant outlays of capital.

The streets which provide access to downtown carry significant volumes of traffic not destined for nor originating in downtown. This is especially true of Broadway, Congress, Stone, and 6th Avenue and, to a lesser extent, Toole Avenue.

The principal streets used for internal circulation within downtown include:

Congress/Broadway one-way couplet;

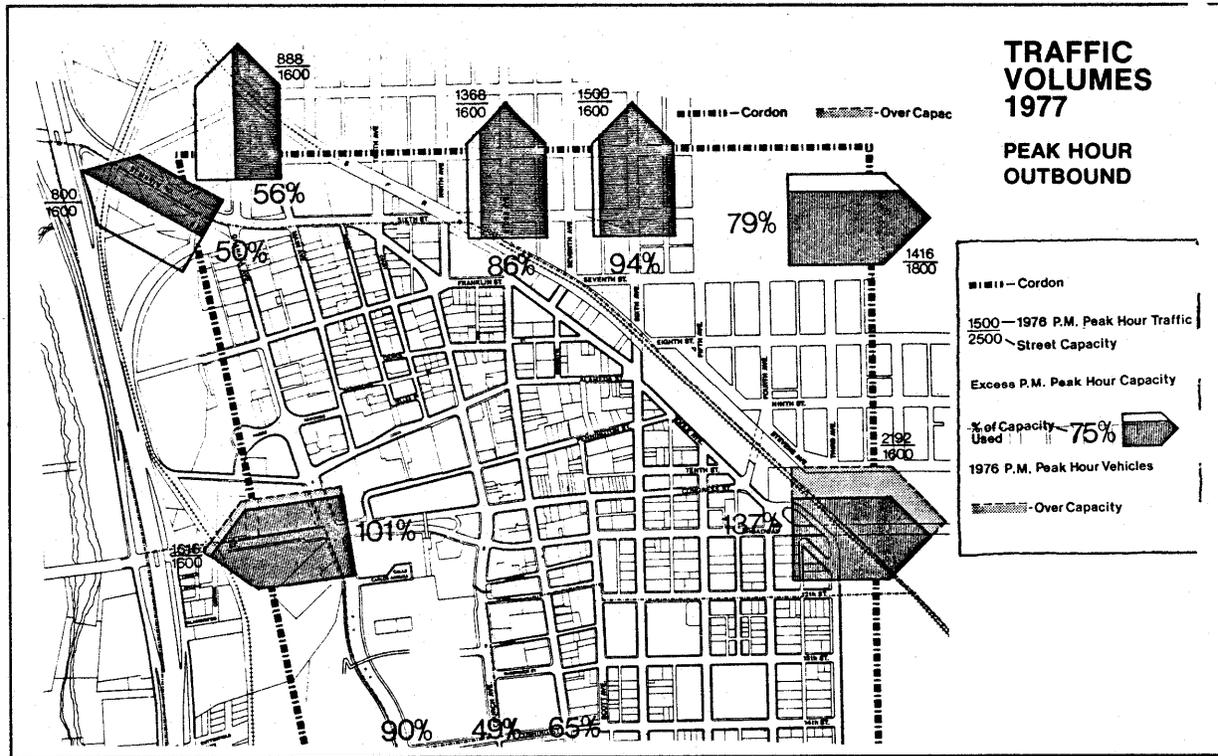
The one-way couplet of Stone Avenue southbound and 6th Avenue northbound;

### EXISTING CONDITIONS

#### Through Traffic

#### Internal Vehicular Circulation

# PLAN FOR DOWNTOWN TUCSON



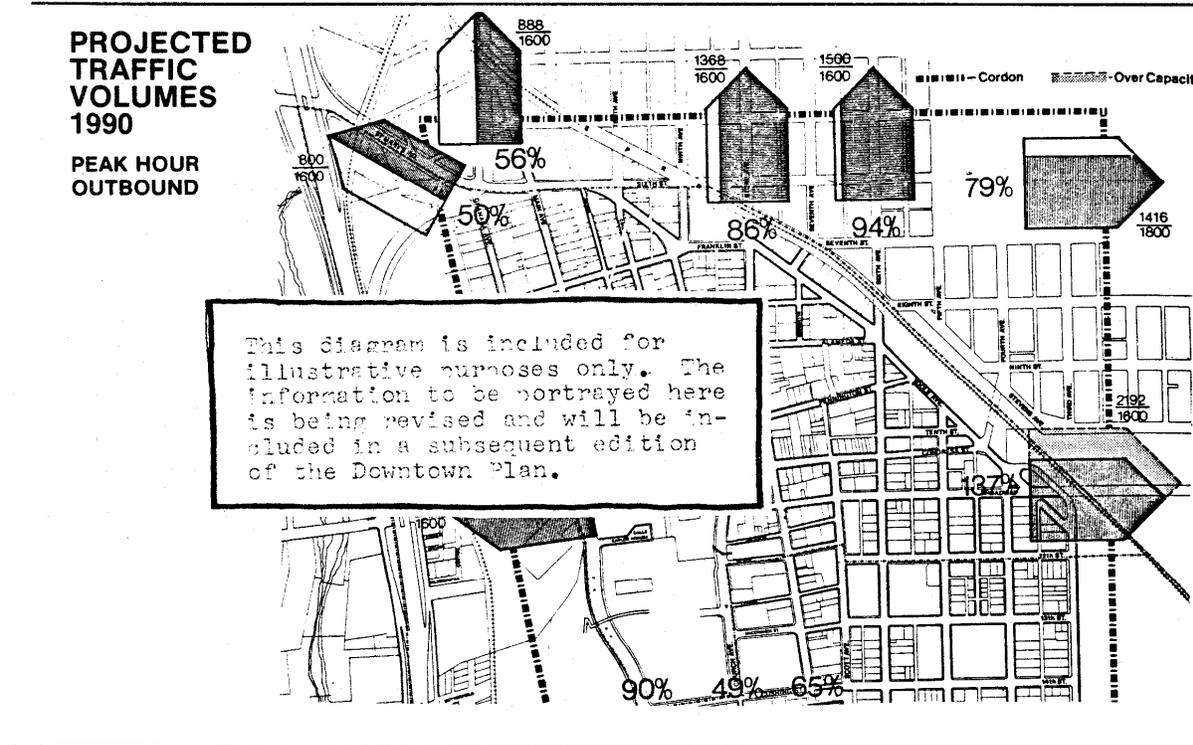
Main-Granada Avenue, a north-south arterial paralleling the I-10 Freeway which provides access to the Community Center;

Alameda Street westbound and Pennington Street eastbound are primarily internal access streets; and

Toole Avenue serves as a minor arterial for north westerly bound traffic and provides access to the northern sections of downtown.

## Pedestrian Circulation

Pedestrian trips in downtown exceed vehicular traffic volume. The highest volumes of pedestrian traffic occur along Stone Avenue between Alameda and Congress, Congress between Scott and Church, Pennington between Scott and Church, and in the La Placita-Community Center complex. Most of the high volume pedestrian ways in the core of downtown are extremely narrow, dirty and gumspotted, and tend to create negative negative impressions of downtown. In the easterly section of downtown, deteriorated buildings and an unfavorable environment discourage pedestrian circulation. Only in the La Placita-Government complex area has an attempt been made to encourage pedestrian circulation through separation from vehicular traffic and the provision of an aesthetically pleasing environment. Little has been done to connect or expand this concept to the rest of downtown.



Most local bus routes circulate through the downtown. Downtown is the only transfer point between the SunTran and Old Pueblo bus systems. Bus transfers are conducted at curb loading areas offering a bare minimum of comfort and shelter. Greyhound and Continental Trailways provide intercity bus service from terminals located in the eastern section of downtown. AMTRAK passenger train service is provided at the railroad station on Toole Avenue near the intercity bus terminals. Taxi cabs, airport minibus and tour buses also serve the downtown area. No common transfer point is provided for all the different types of public transportation. Thus, transfers from one mode to another can be inconvenient. A detailed analysis of public transportation issues is included elsewhere in this report.

**Public Transportation**

Some level of congestion always occurs in major activity areas. The major objective is to ensure that vehicular flow is not completely disrupted.

**CIRCULATION PROBLEMS**

The principal causes of vehicular congestion are:

**Congestion**

- Vehicles queuing up while waiting to make right or left turns;
- Vehicles looking for on- and off-street parking;
- Vehicles entering and leaving parking spaces;
- The current pattern of through travel;

**CIRCULATION  
CONCEPT PLAN**

Pedestrian signal timing; and

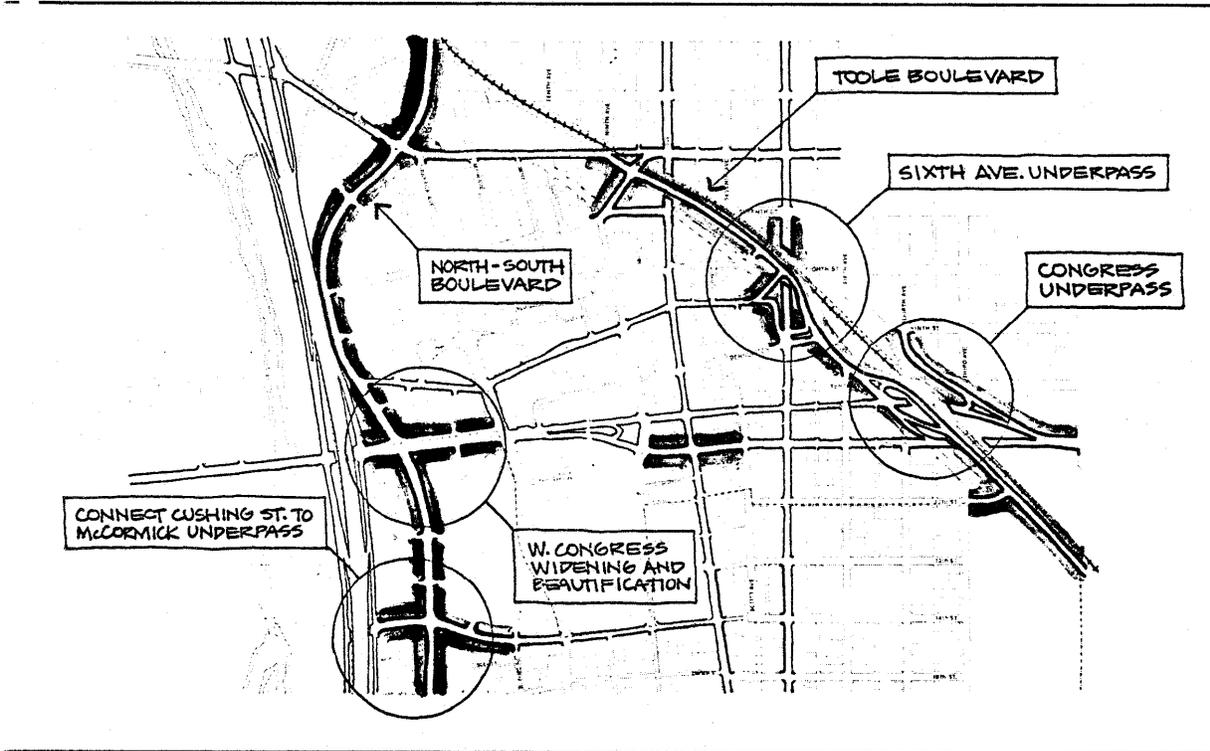
Service vehicles illegally parking (double parking, etc.)

**Confusing Street  
Patterns**

Another major traffic problem is a confusing pattern of one-way and two-way streets in a non-grid configuration found only in downtown. This situation is especially awkward and confusing to motorists entering downtown from the east along Broadway where the westbound connection to Congress lacks clear definition. Internal circulation is difficult for those who are not completely familiar with the street system

**Pedestrian  
Circulation**

Narrow sidewalks adjoining heavy traffic flows create a poor pedestrian environment. Frequent intersections further inhibit pedestrian flow. Linkages between the downtown business district, the Government Center and La Placita are circuitous and inconvenient.



Other problems which have a localized affect are:

**Other Traffic  
Circulation  
Problems**

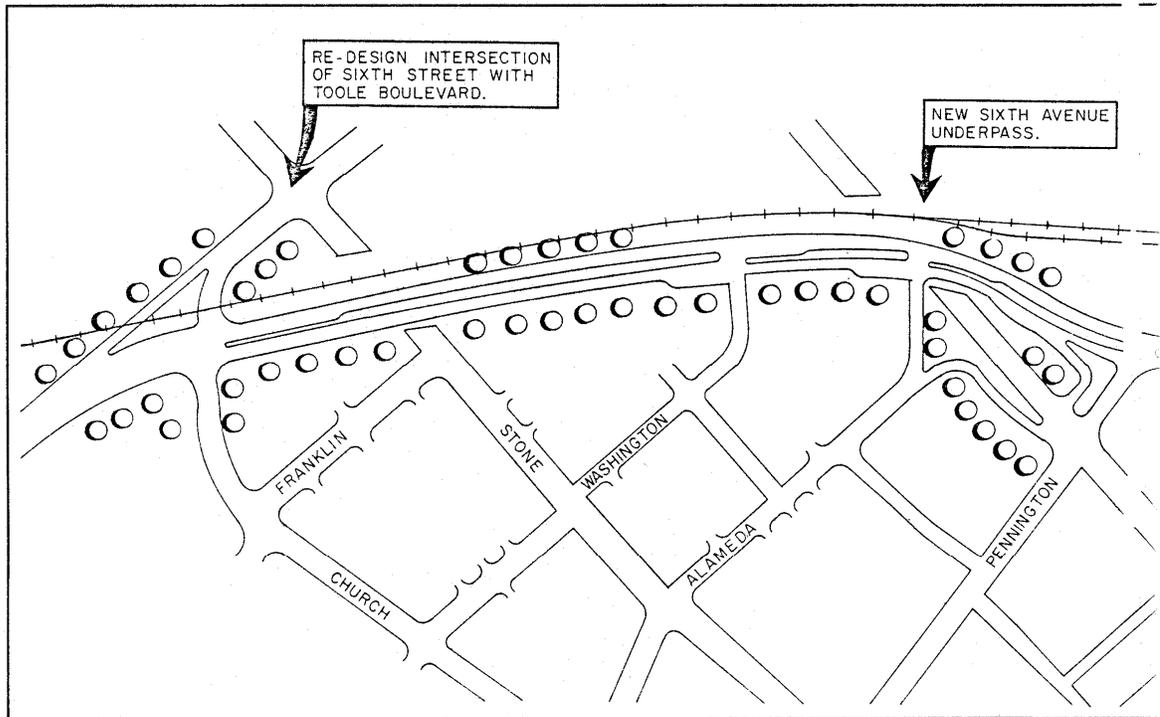
Jogged intersections and substandard street widths introduce a confusing movement pattern along Toole Avenue, Scott, and Council. In the case of Toole Avenue, this problem significantly reduces its role as an access route.

Several of the major arterials cross the railroad by substandard underpass or controlled at-grade crossings. These underpasses are subject to flooding and the grade crossings are frequently interrupted by passing trains. The substandard design of the 6th Avenue underpass is particularly critical because of the high volume of traffic the street carries.

On-street parking is allowed on most streets downtown. On some of those streets operating near capacity, this conflicting use of street space has been a traffic safety problem. An example of this problem occurs on Congress, between 6th Avenue and Church, where in excess of 50 percent of the mid-block traffic accidents are related to on-street parking. Toole Avenue is another example where on-street parking by trucks, loading and unloading goods to abutting warehouse uses, has reduced capacity and disrupted Toole Avenue use.

## PLAN FOR DOWNTOWN TUCSON

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### **Future Problems**

Economic forecasts suggest that downtown can add about 800,000 square feet of office space between now and 1990. The forecast also calls for increases in retail and government sector use. Downtown streets, i.e., Broadway, Congress, 6th Avenue, Stone, and Toole are now exceeding capacity and will be more severely congested if major circulation improvements are not completed.

### **CIRCULATION CONCEPT**

The circulation system is the foundation for the future development of downtown. The proposed system provides for the free flow and access of vehicular traffic, coupled with an emphasis on the needs of the pedestrian. Downtown has an opportunity to establish an environment that will encourage growth and development. This goal can be attained by several specific actions.

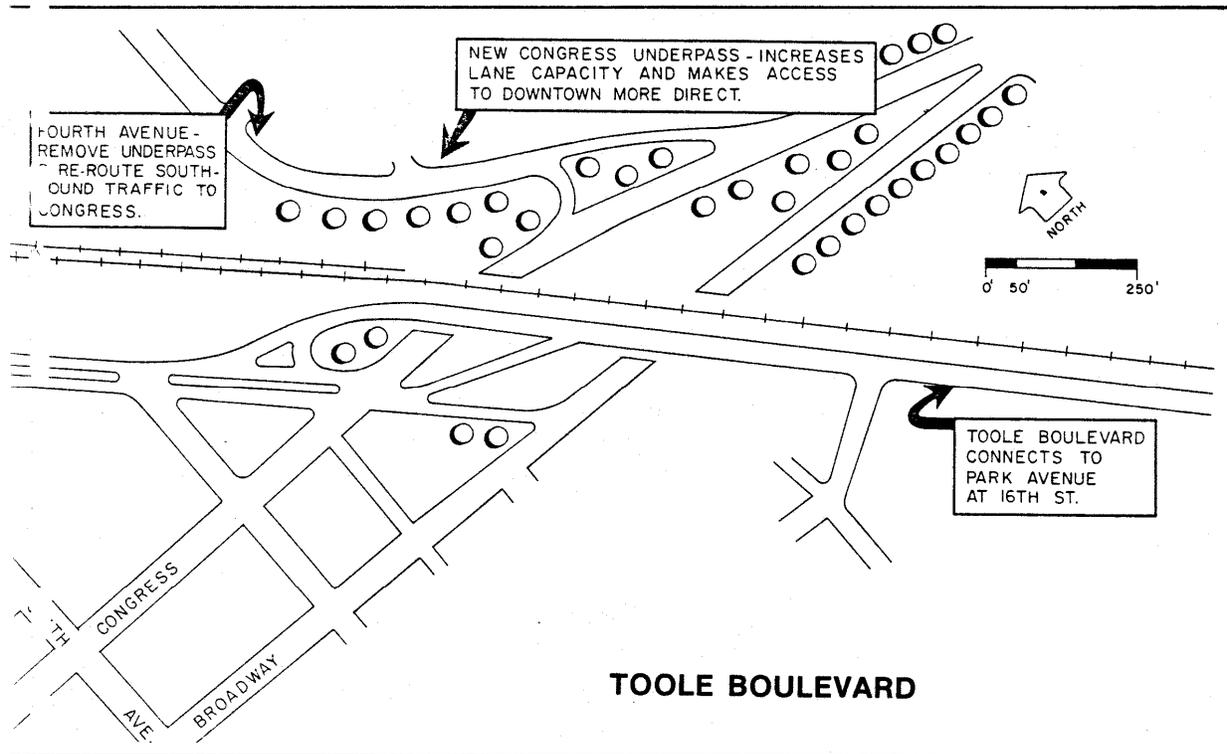
### **RECOMMENDATIONS**

#### **Improved Downtown Access**

**Broadway-Congress.** The one-way couplet of Broadway-Congress is the main east-west corridor in the urban area. This corridor presently carries the highest volume of traffic in downtown and has increased 20-25 percent in the last 10 years. Approximately 70 percent of the traffic using this route has origins and destinations inside the downtown.

Various studies during the past 20 years have investigated alternative routes for accommodation of the Broadway-Congress traffic load. Of all the suggestions, the Broadway-Congress couplet remains the most reasonable route for improved access.

## PLAN FOR DOWNTOWN TUCSON



Major elements of the Broadway-Congress Improved Access include:

Construction of a new underpass at Congress to connect with Broadway east of the Southern Pacific Railroad.\*  
Re-routing of N. 4th Avenue traffic.

Widening of portions of Broadway and Congress to accommodate increasing traffic volumes. Encourage construction of off-street parking facilities. Widening and beautification of Congress, Granada to I-10.

**Toole Boulevard.** Toole Avenue represents a further opportunity to improve access for traffic entering downtown from the east along the Broadway corridor. This will reduce some of the traffic load on Congress Street and provide an additional route to I-10. In order to increase capacity for through traffic and remove conflicts with local traffic, Toole Avenue should be upgraded to a boulevard status. This will require relocation of existing warehouse functions between 6th Avenue and 9th Avenue, as well as extensive realignment and

\* Plan amendments have deleted the sentences outlined. See the Tucson General Plan, Land Use Element.

widening.

**New North-South Boulevard.** Currently, north-south traffic uses Main-Granada and the Stone-6th Avenue couplet. Routing this traffic along Main-Granada causes these vehicular trips to pass through the El Presidio and Barrio Historico neighborhoods. Future increases in traffic volume on this route will have a negative impact on these residential areas. Southbound through traffic on Stone Avenue disrupts pedestrian circulation in the downtown core and interferes with the flow of internal traffic. This problem will become more serious as through traffic, internal traffic, and pedestrian volumes all increase. An alternative to the Stone and Main Granada routes is a new arterial paralleling the freeway along the railroad spur line right-of-way.

This route would provide the following advantages:

Traffic on Stone and Main-Granada would be reduced.

Provide two-way access to a large underdeveloped land area located between St. Mary's Road and 22nd Street which is presently served by the one-way freeway frontage road. It would also provide better visibility to these properties and could encourage development.

**6th Avenue Underpass.** The existing 6th Avenue underpass is substandard in both overhead clearance and lane width. The underpass should be reconstructed to remove these deficiencies.

**Cushing Street-McCormick Underpass.** Cushing Street/14th Street and McCormick Street are not connected. These two routes should be connected to provide better internal circulation and improve access to the Community Center.

With the upgrading of these access routes, all other streets in downtown can provide better local circulation, pedestrian movement, off-street parking, onstreet parking, loading facilities, and bus transit operations.

### **Pedestrian Circulation**

An improved pedestrian environment would encourage more walking which reduces internal vehicle trips and, thereby, street congestion and air pollution.

Pennington Street presents one of the best opportunities for creating a better pedestrian environment because of low vehicular traffic volumes and its connection to the government complex

across Church Avenue. Improvement of pedestrian facilities on Stone would be possible with the reduction of through traffic made possible by the development of the new north-south route paralleling the freeway.

Redevelopment of the east end of Downtown depends in part, on the degree to which it can be made to seem a part of the Downtown core. Convenient, attractive linkages should be established which connect the east end with the lively pedestrian activity in the heart of the Downtown core.

A great deal of confusion is created in Downtown by the existing street configuration. A comprehensive signing program directing users to parking, major activity generators and access routes would reduce much of the confusion and encourage greater use of Downtown facilities.

**Improved Signing**

**PLAN FOR DOWNTOWN TUCSON**

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