

Introduction: Long-Range Regional Transit Plan

PAG and the City of Tucson are developing a plan to improve public transit over the next 10 to 20 years.

Last fall, we asked the public:

- Would you support fees or taxes for more transit service?
- How should we balance improvements to frequency and coverage?
- How should we balance improvements to weekday and weekend service?
- What kinds of investments should we be making in transit infrastructure?

In response to what we heard, the Draft Plan recommends significant investments:

- Expanding the reach of the Frequent Transit Network
- Improving weekend and evening service levels
- Improving speed, reliability and comfort for riders throughout the system.

What do you think?

Project Schedule

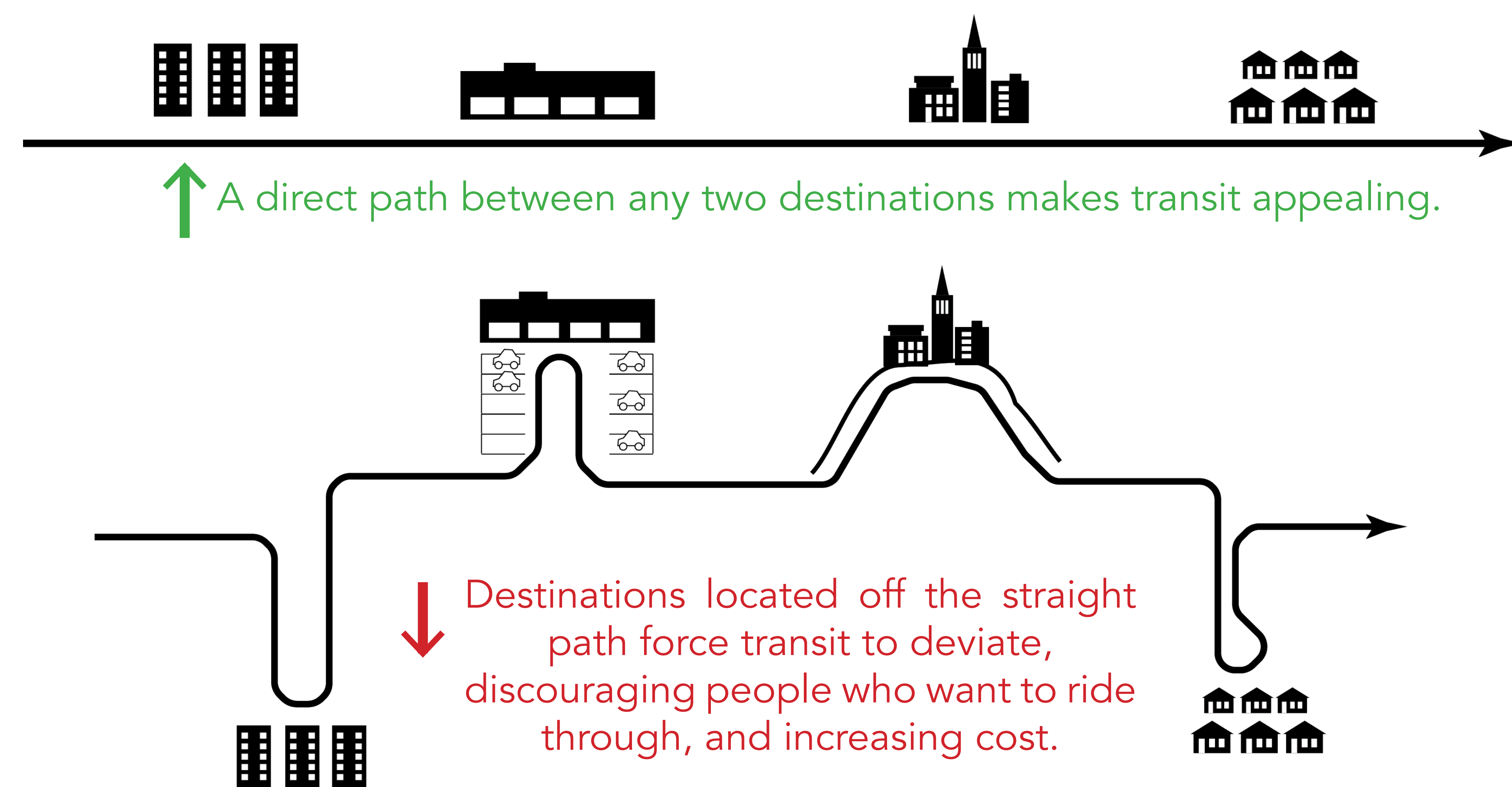


Transit Provides More Value in the Right Conditions

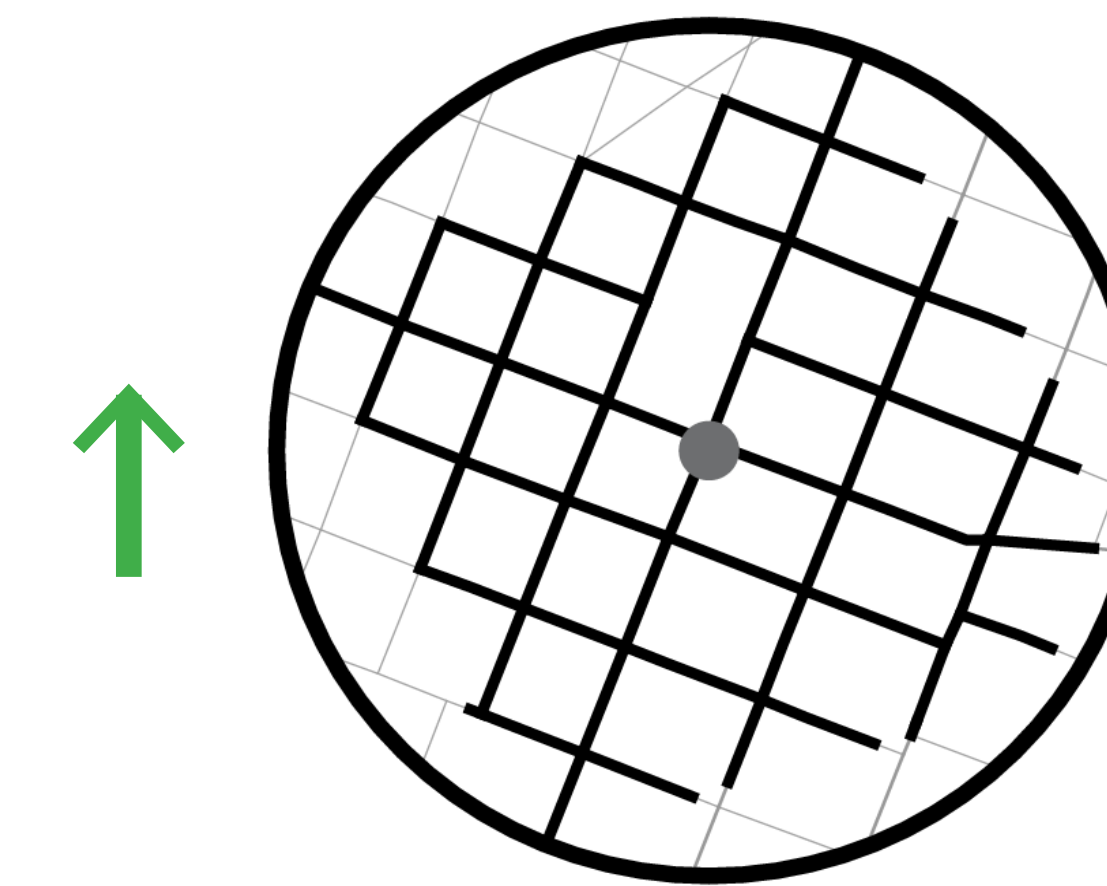
DENSITY *How many people, jobs, and activities are near each transit stop?*



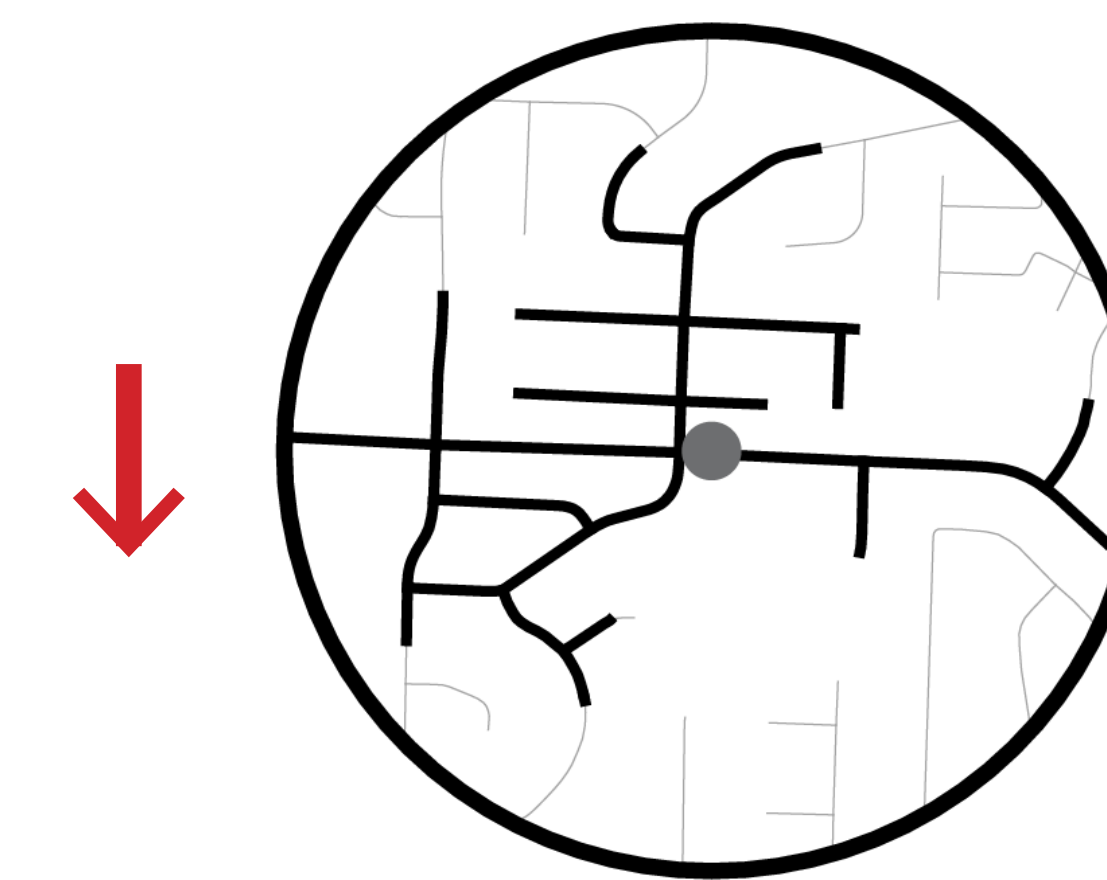
LINEARITY *Can transit run in reasonably straight lines?*



WALKABILITY *Can people walk to and from the stop?*



The dot at the center of these circles is a transit stop, while the circle is a 1/4-mile radius.

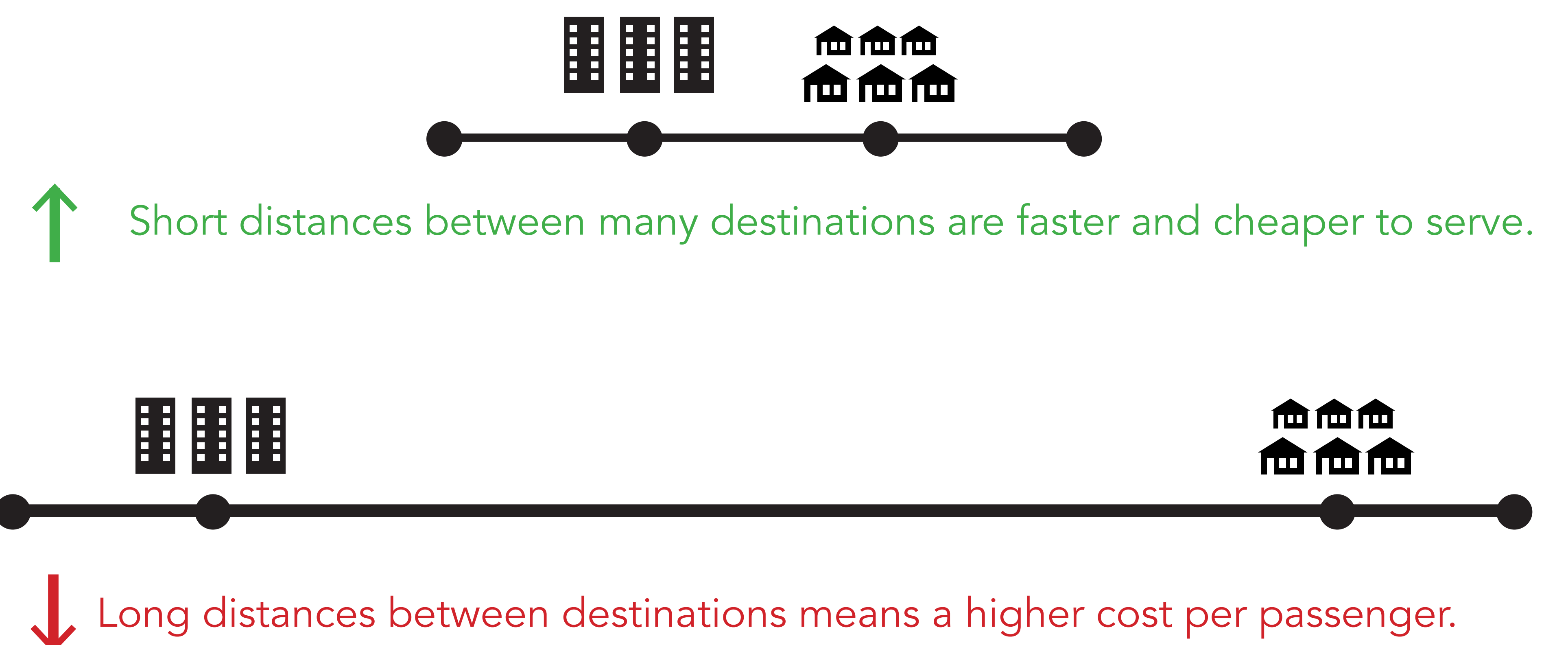


The whole area is within 1/4 mile, but only the black-shaded streets are within a 1/4-mile walk.



↑ It must also be safe to cross the street at a stop. You usually need the stops on both sides for two-way travel!

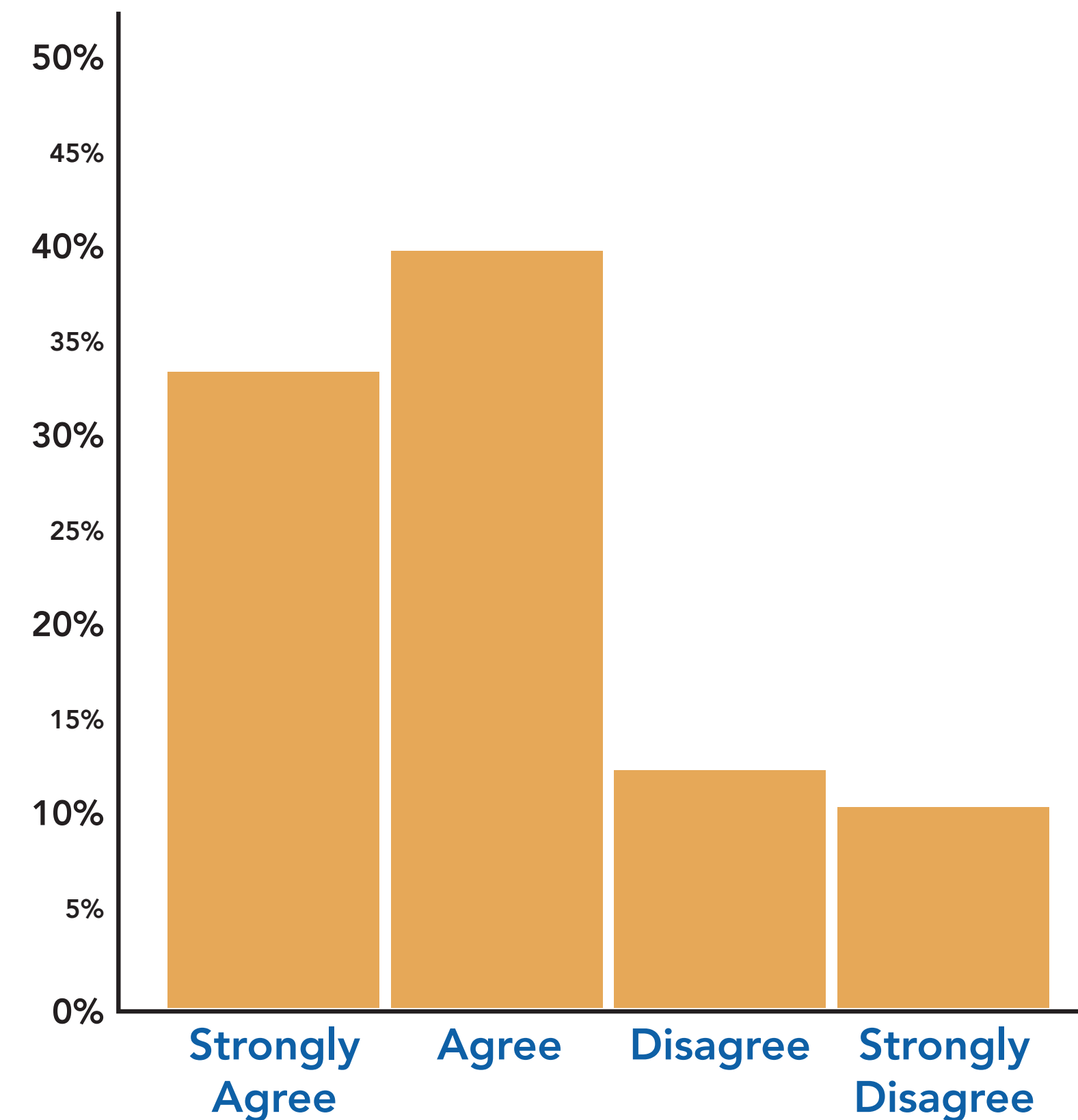
PROXIMITY *Does transit have to traverse long gaps?*



What we Asked, and What we Heard

We asked over 2,600 people throughout the Tucson region about transit improvements.

Would you be willing to support fees or local taxes for additional transit service?

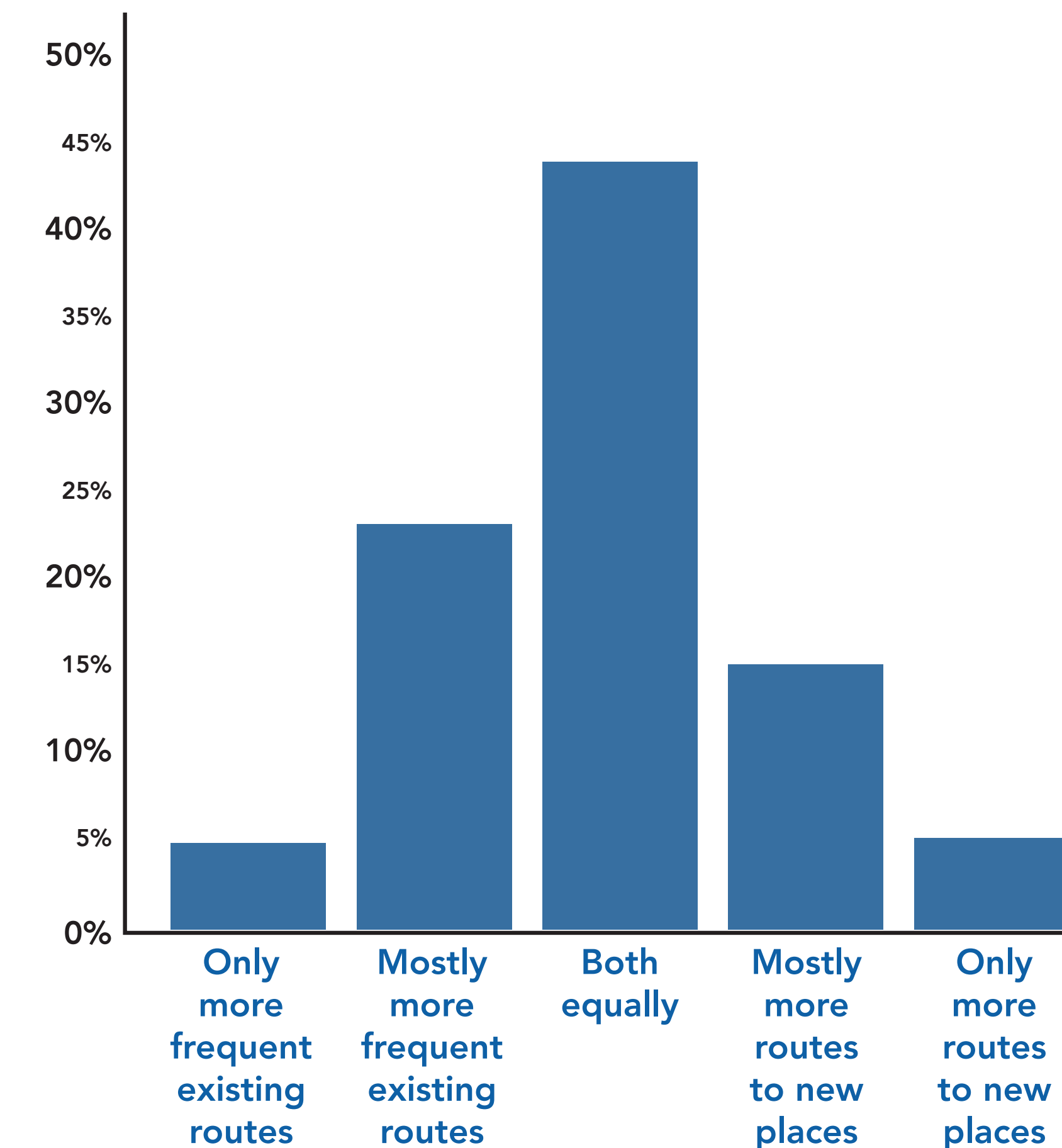


1. Most people want more transit service.

Over 70% of respondents agreed or strongly agreed that more service is needed, and they would support taxes to pay for it.

Majorities agreed on this regardless of age, income or location.

Would you prefer more routes to new places, or more frequent service on existing routes?

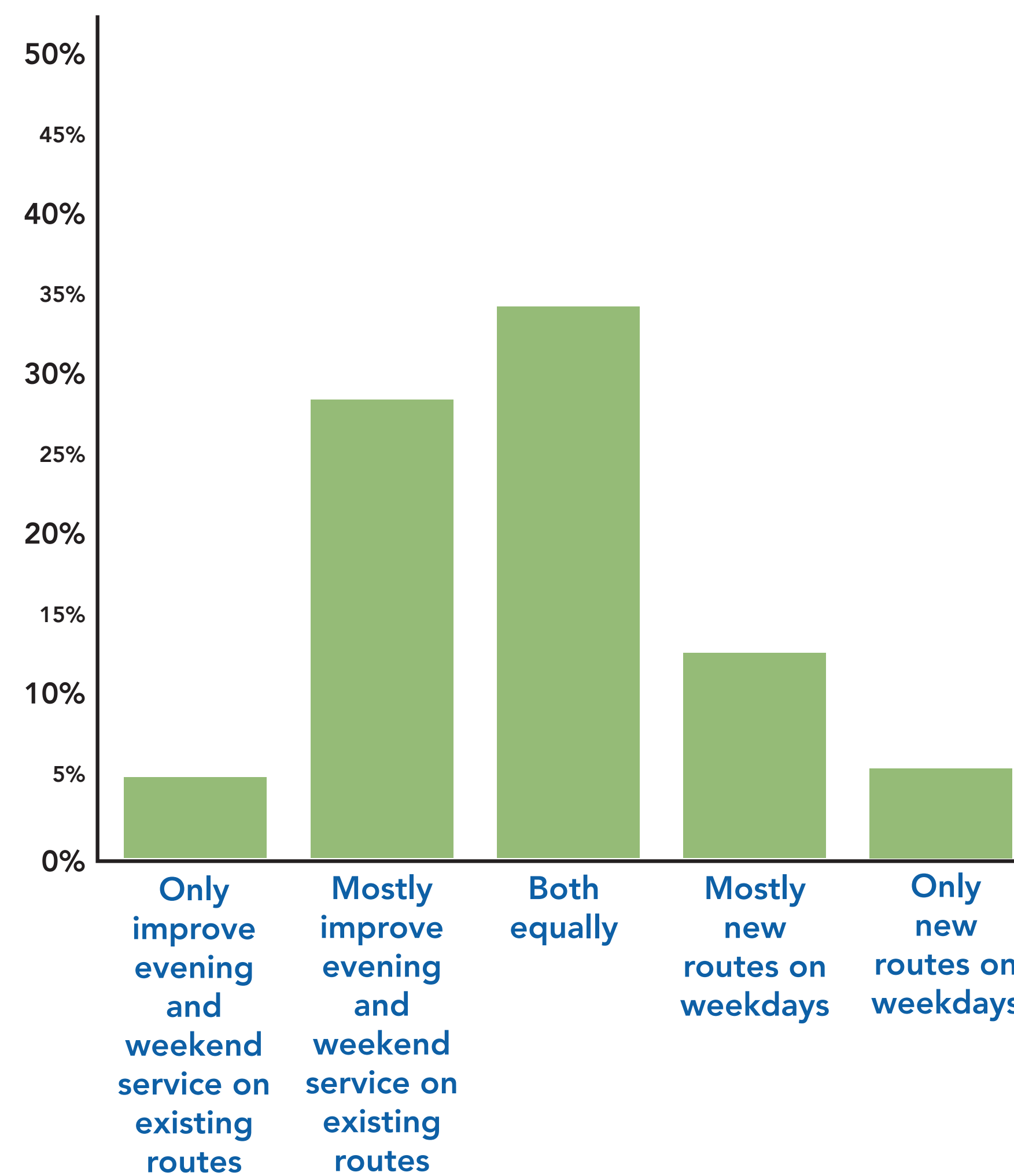


2. Most people want more frequency and service to more places.

44% of respondents wanted equal attention to improving frequency and serving new places.

Fewer than 10% felt that improvements should only focus in one direction.

Would you prefer frequent routes to more places on weekdays, or better evening and weekend service on existing routes?

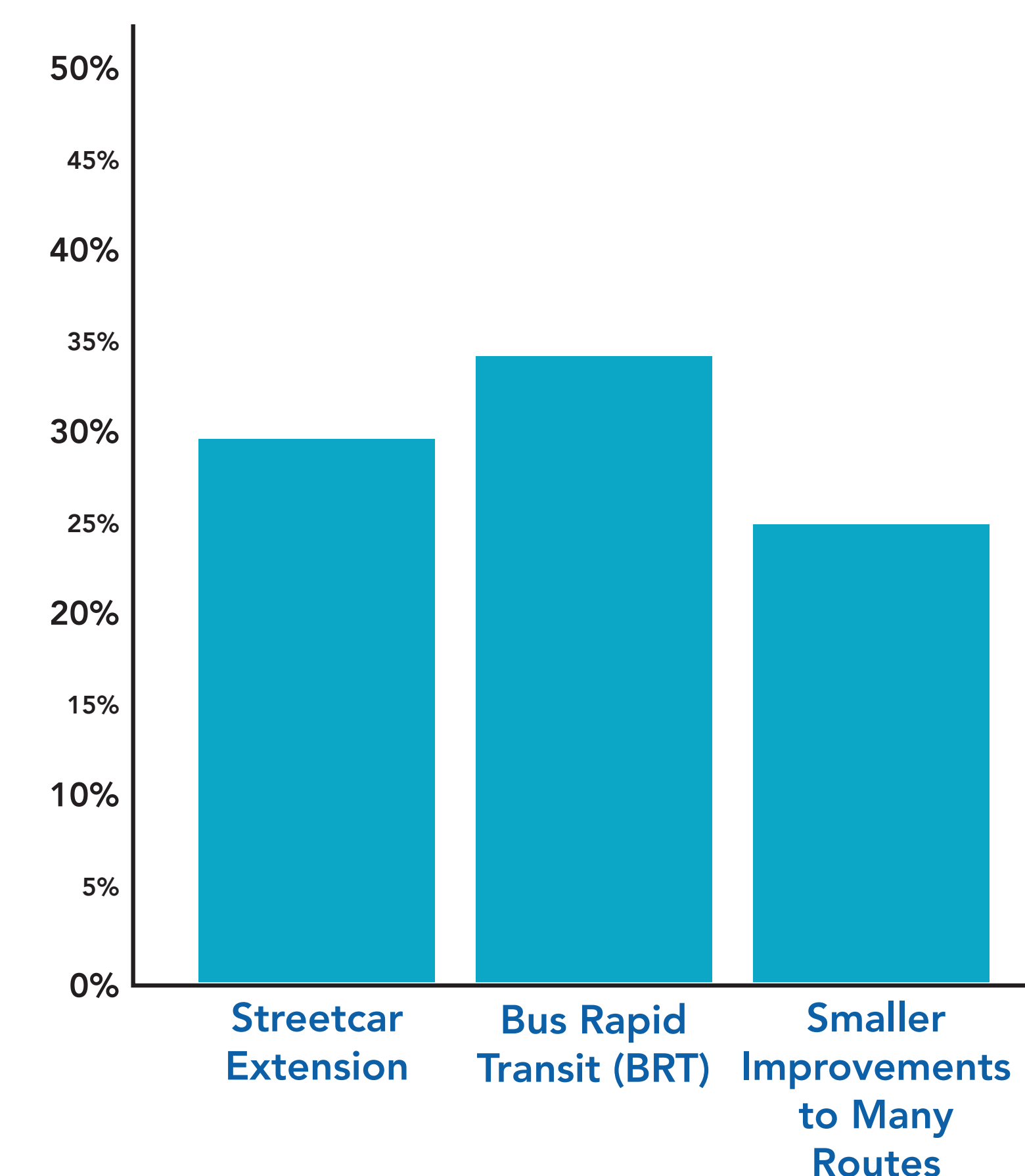


3. More people want to improve weekend and evening service than weekday service.

35% of respondents were mostly or only interested in evening and weekend improvements. 20% mostly or only favored weekday improvements.

People with lower incomes and people without vehicles were most likely to favor weekend and evening improvements.

If we have new funds to build transit infrastructure, what would you prefer:



4. People don't agree on what would be the best infrastructure investments.

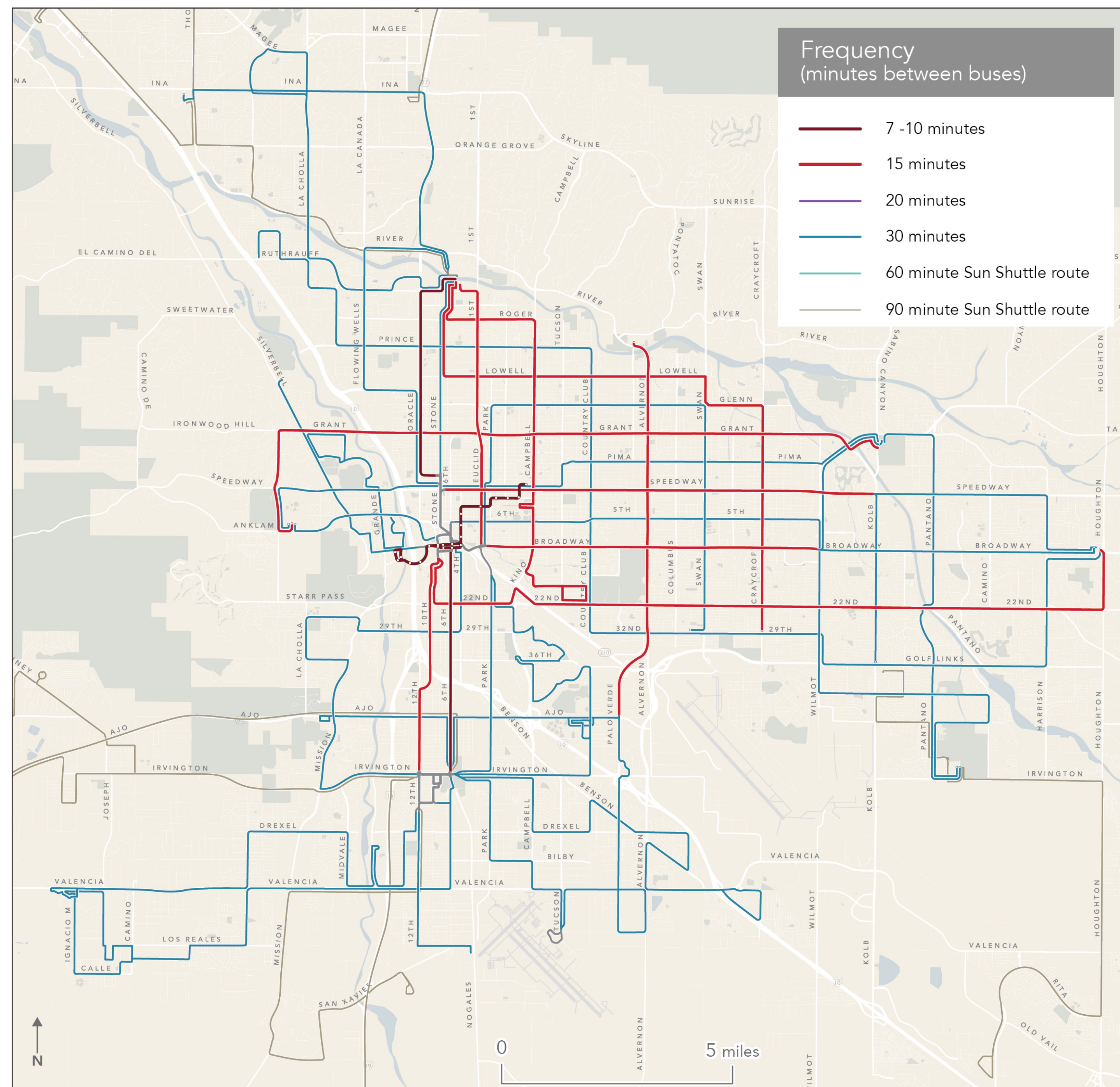
35% of respondents favored BRT. 30% favored a streetcar extension. 25% favored small improvements in many locations.

Strategy no. 1: Expand the Frequent Transit Network

Frequent service is the most useful type of service; it should go more places.

Existing Network

(Weekdays)

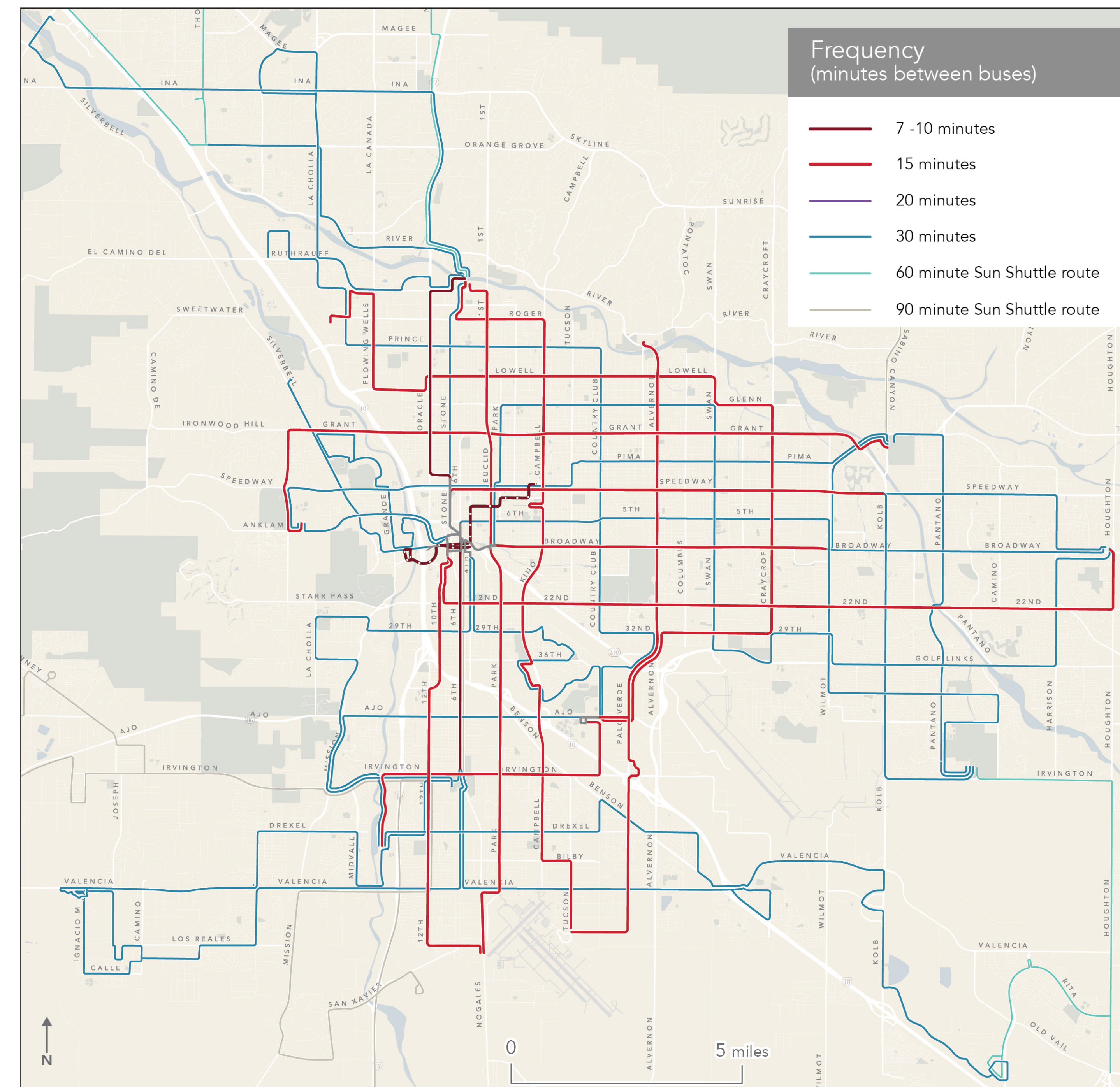


Frequent grid (red lines, service every 15 minutes or better) on most main streets east and north of downtown.

Many areas with high density and poverty far from frequent service, especially on the south side.

Medium-Term

(10 years)



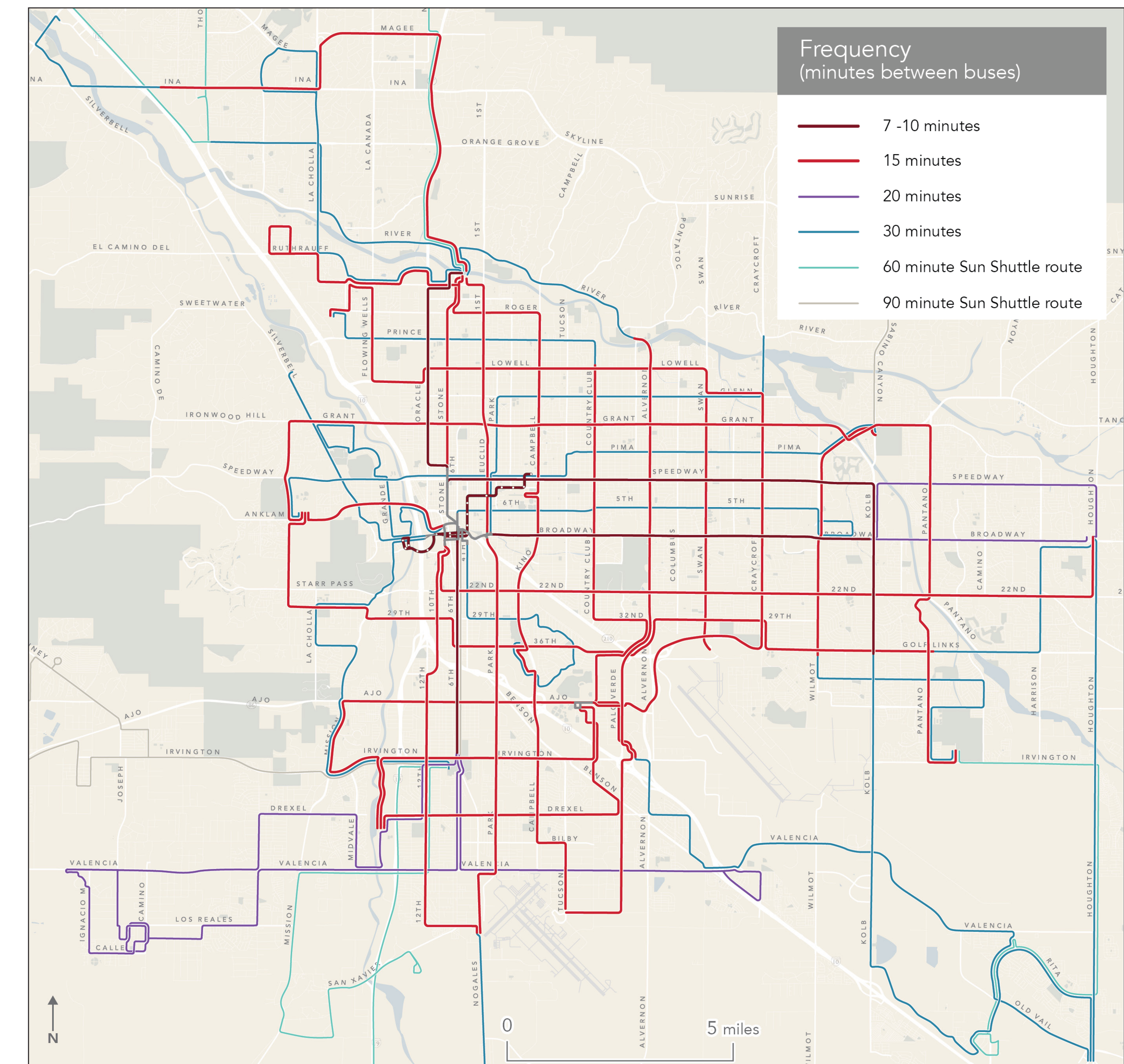
Frequent grid extended on the south side out to Valencia Road.

Service every 15 minutes on South 12th Ave, Park Ave, Campbell Ave, Palo Verde Rd, and Irvington Rd.

Service every 15 minutes on Flowing Wells Road.

Long-Term

(20 years)



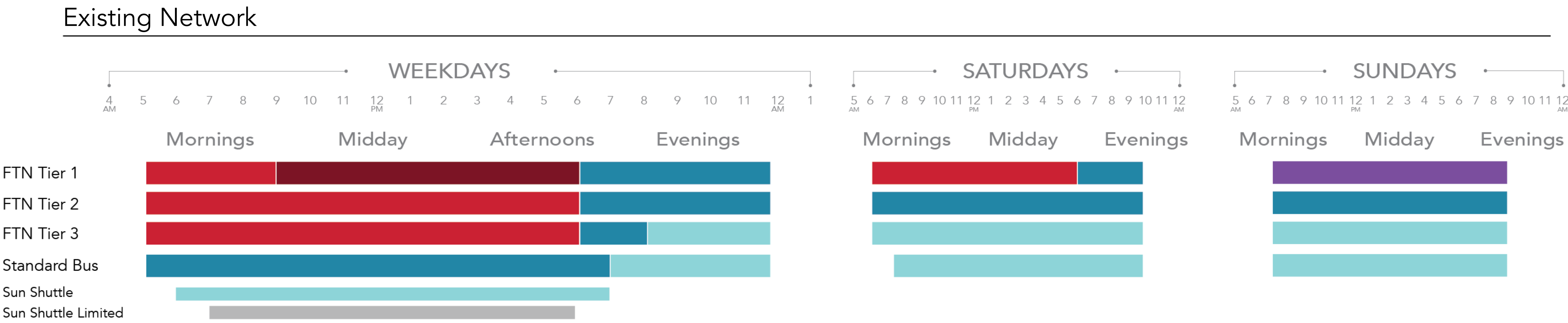
Frequent service on nearly every main street in Tucson.

Service every 15 minutes or better extended to west Tucson, and north of Tucson Mall.

Strategy no. 2: Increase Weekend and Evening Service

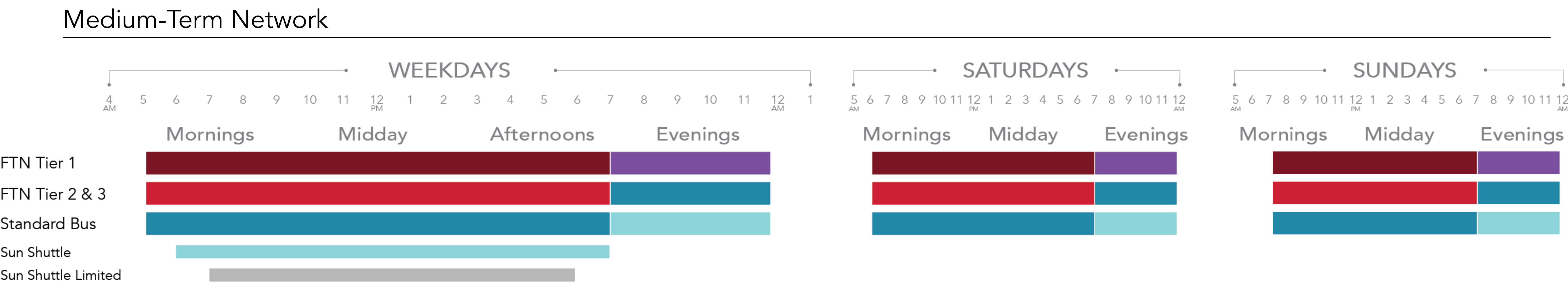
People need to go places; even on weekends and even after 6 PM.

The bus comes every 10 min or less 15 min 20 min 30 min 60 min 90 min



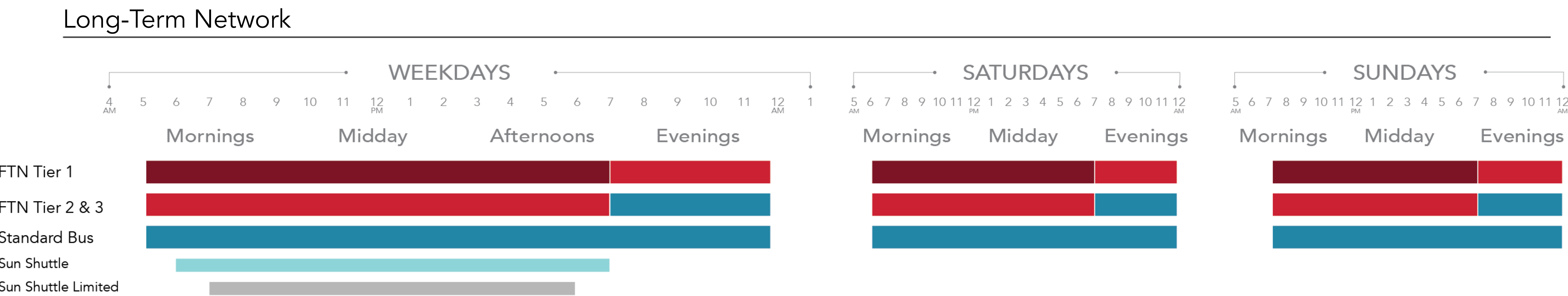
Today:

- Most Sun Tran routes run once an hour on weekends or after 6 PM.
- Only a few routes run every 30 minutes or better on evenings and weekends.



Medium-Term (10 years):

- Sun Tran routes would run at the same frequencies, seven days a week.
- All FTN routes would run every 30 minutes in the evening.
- All Sun Tran routes would operate until midnight.



The bus comes every 10 min or less 15 min 20 min 30 min 60 min 90 min

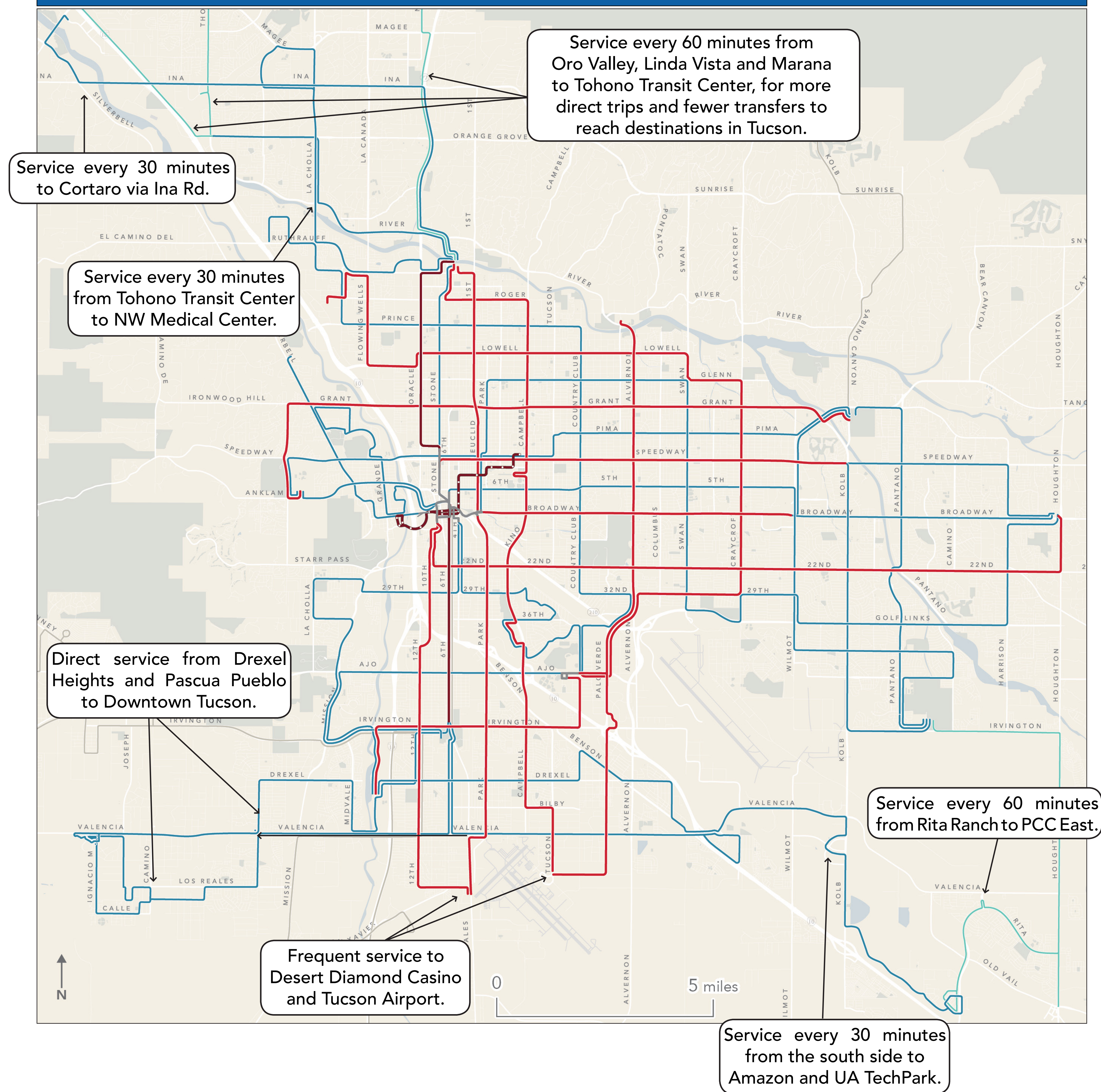
Long-Term (20 years):

- All Sun Tran routes would run every 30 minutes or better until midnight.
- More routes in FTN Tier 1, with service every 10 minutes, would operate seven days per week.

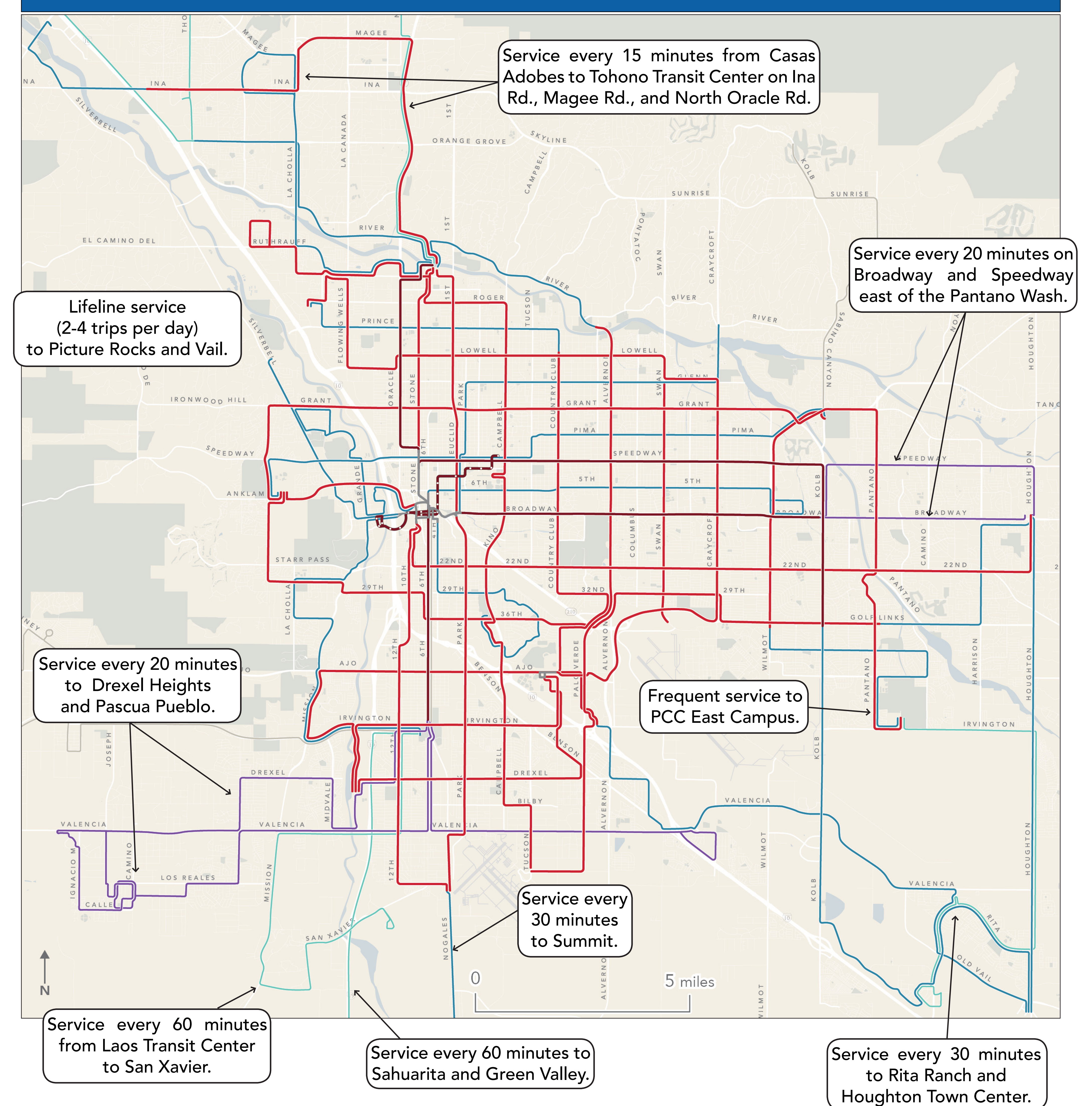
Strategy no. 3: Targeted Expansions in Suburban Areas

Improved service in areas of high need and/or high growth.

Medium-Term (10 years)



Long-Term (20 years)



Strategy No. 4: Investments in Speed, Reliability, and Comfort

Making transit a more reliable and dignified way of getting around requires better facilities and vehicles.



Purchase of up to **120 additional alternative fuel vehicles**, on top of Sun Tran's normal vehicle replacement program. This will make it possible to operate expanded service.



Expanded bench and shelter program, with shelters at stops accounting for 99% of all boardings, and lighting at all Frequent Network stops. This will improve safety and comfort for almost all riders.



Premium stations at the highest-boarding stops (bench, shelter, lighting, off-board payment, and real-time arrival display). This will enhance rider safety and comfort, while also making the system more visible and easy-to-use.



New mobility hubs and transit centers promoting connections between multiple modes. This will enhance the connections between the transit network and other ways to get around.



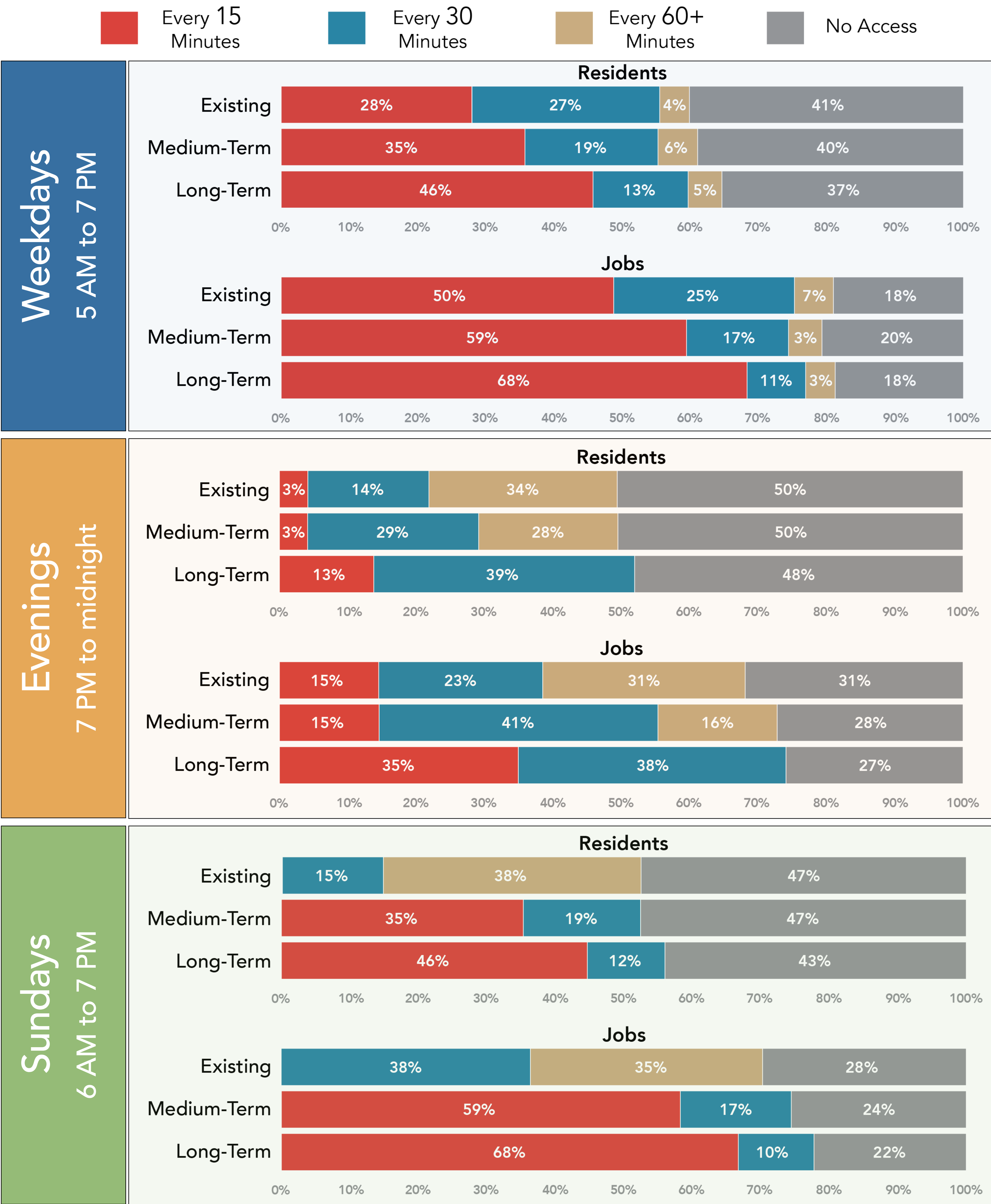
Bus priority treatments at key intersections in the region, and new bus lanes. This will speed up service and protect transit from the impacts of increasing congestion.



On board technologies allowing passengers to reliably know when the next bus is coming and help Sun Tran to operate more reliable service.

Outcomes: More People Closer to Better Service

Percentage of Pima County population within a 1/2 mile of transit service



Medium-Term (10 years):

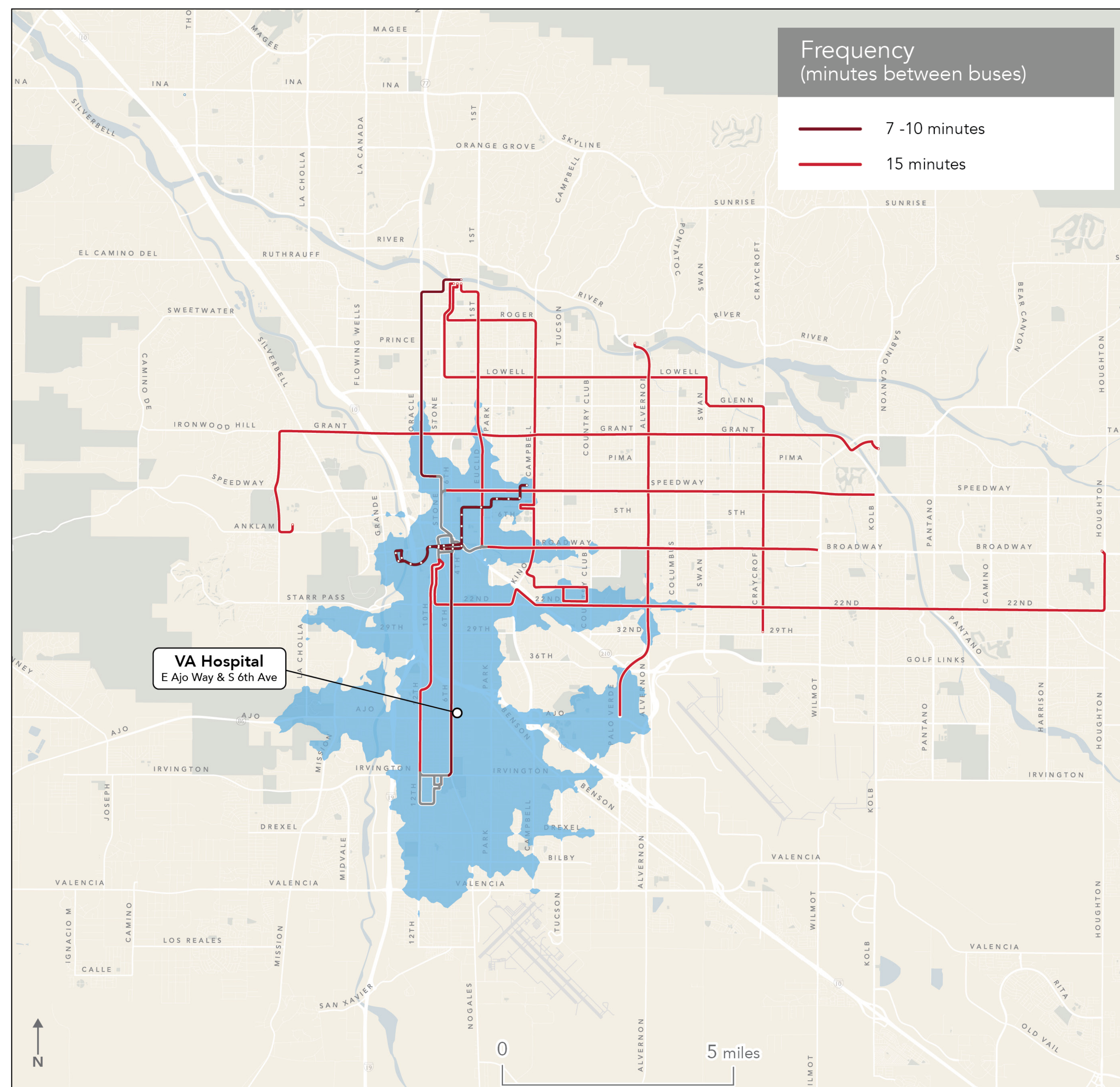
- Over 360,000 people would live near frequent service available seven days a week.
- Over 50% of jobs would be located near a bus that runs every 30 minutes or better after 7 PM.

Long-Term (20 years):

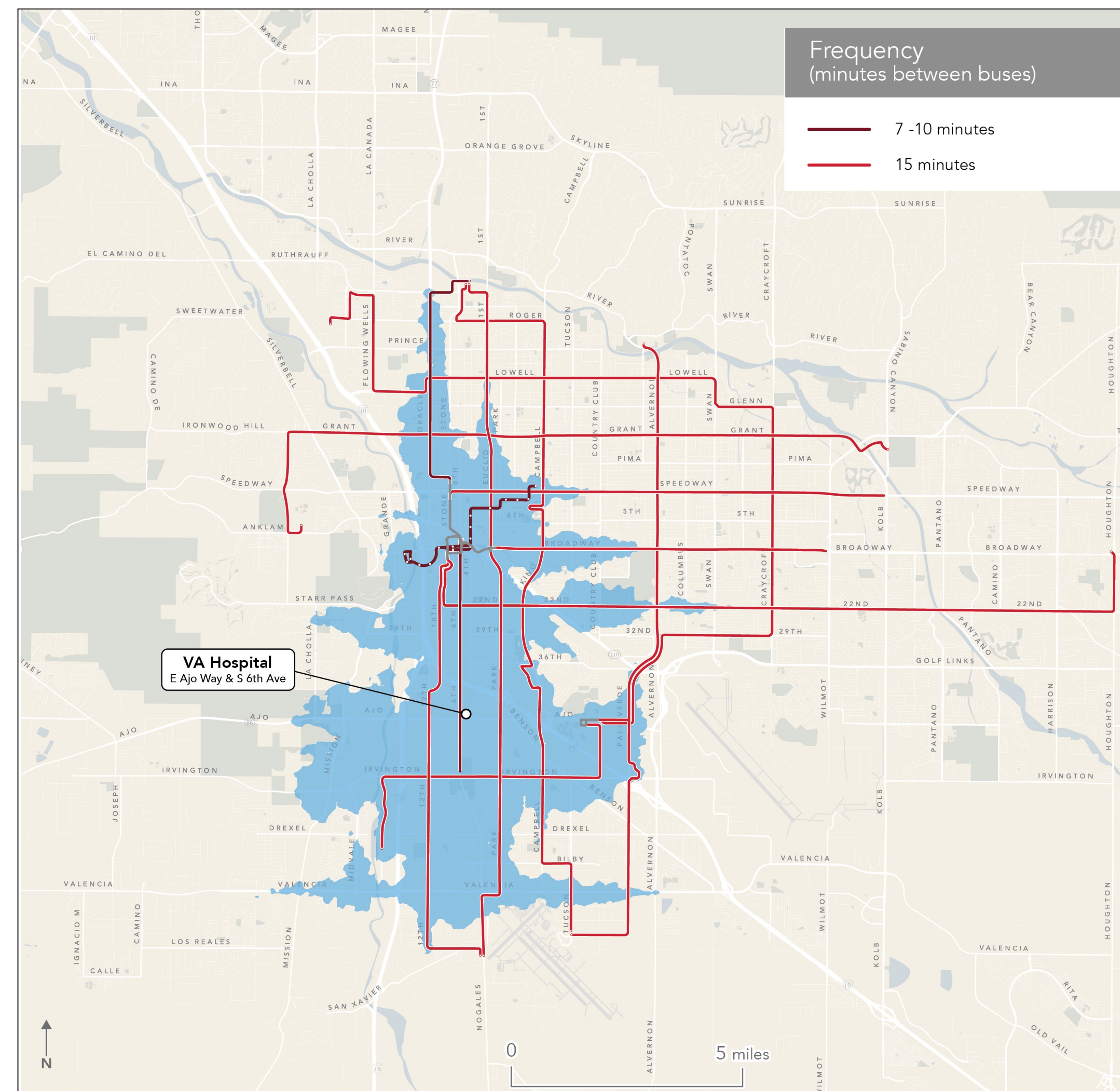
- Over 470,000 people would live near frequent service available seven days a week.
- Over 75% of jobs would be located near a bus that runs every 30 minutes or better after 7 PM.

Outcomes: Faster and More Reliable Travel

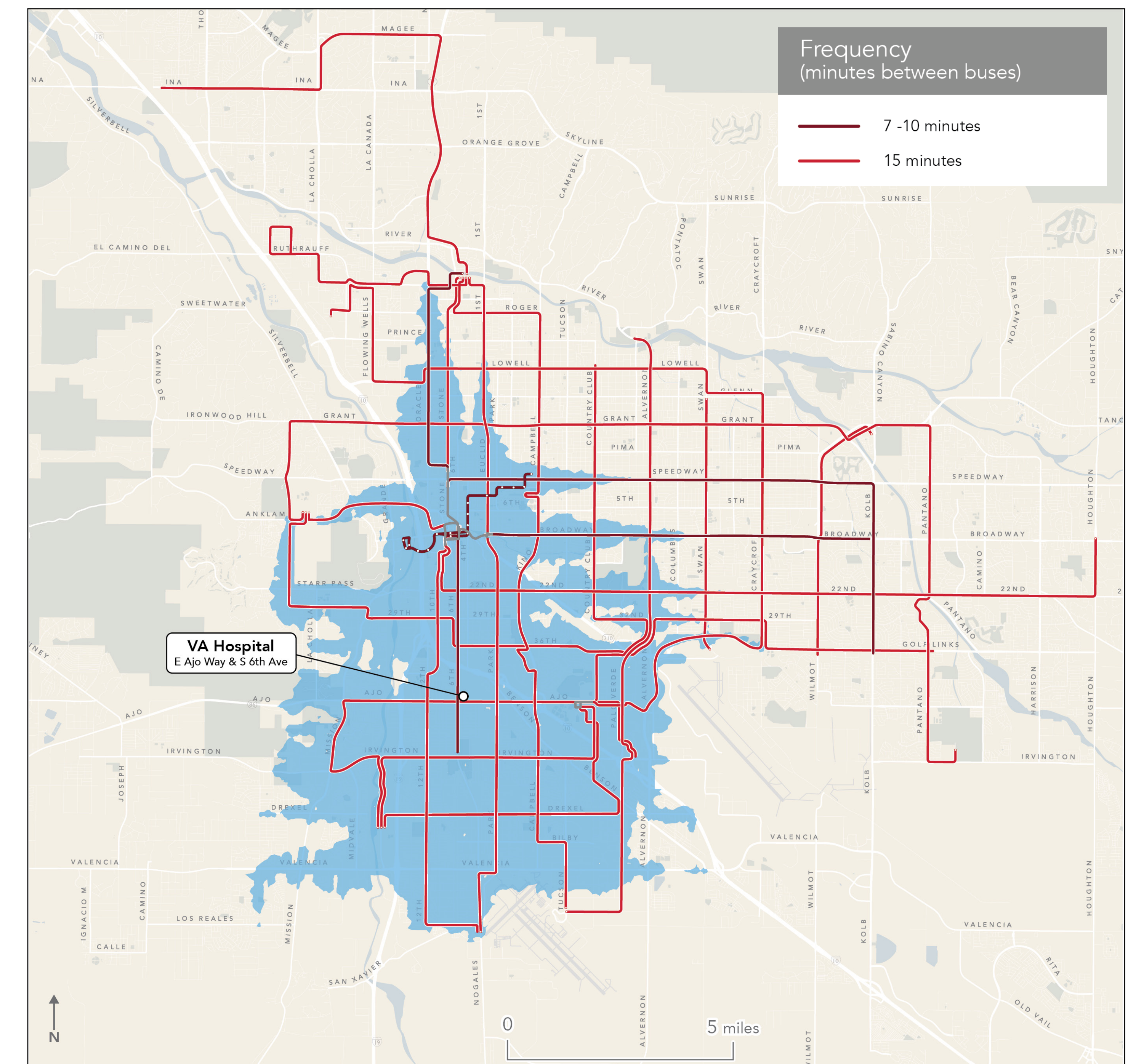
Existing (Weekdays)



Medium-Term (Weekdays)



Long-Term (Weekdays)



On the maps above, frequent transit routes (service every 15 minutes or better) are shown in red.

The light blue area shows how far a person could travel on transit in 45 minutes door-to-door, starting from the VA Hospital at Ajo Way & South 6th Ave. This includes time walking to and from bus stops, waiting, riding, and any transfers.

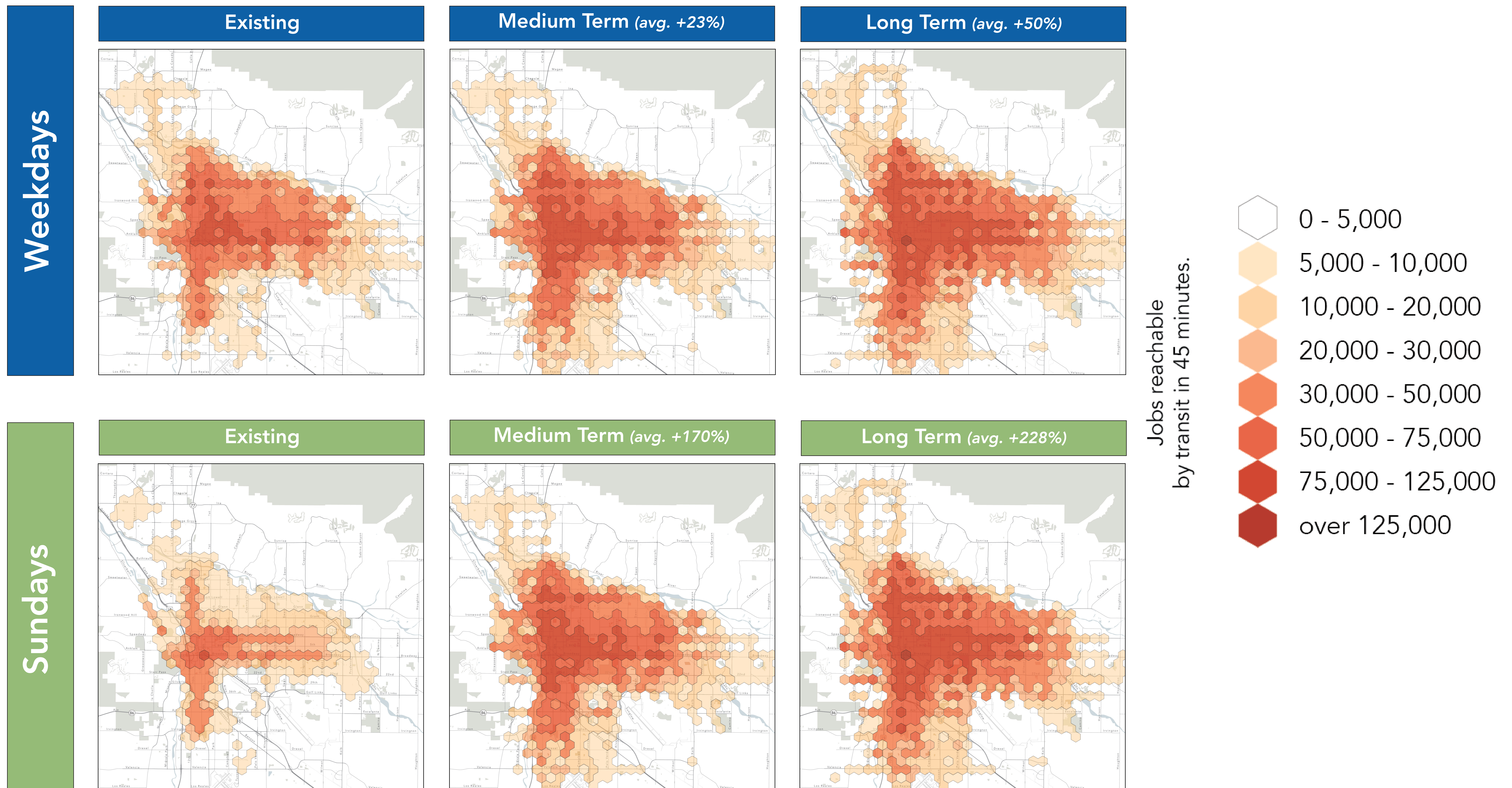
As the Frequent Transit Network grows, the number of places a person could reach in 45 minutes would expand.

The same would be true all over Tucson. Because frequent service would be available in more places, more people could use transit to reach their destinations in a reasonable amount of time.

Outcomes: More Access to Jobs and Opportunity

These maps show how many jobs you could access in 45 minutes (door-to-door) by transit and walking from any area in Tucson.

If the Draft Plan improvements take place, the number of opportunities people can access would increase.



What do you think?

A public survey will become available in the coming days. In the meantime, we'd love to record any comments you have on this board.