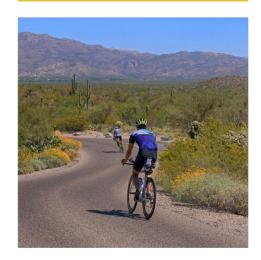
PIMA ASSOCIATION OF GOVERNMENTS

# REGIONAL ACTIVE TRANSPORTATION PLAN



#### **WORKING PAPER 2: REGIONAL CONNECTIVITY**

**MAY 2025** 

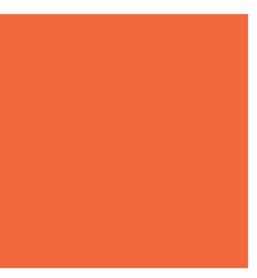


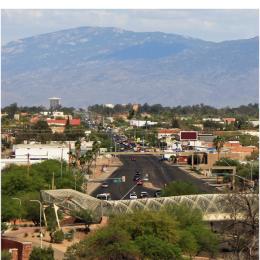
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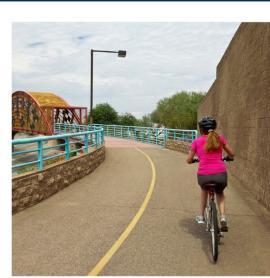
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### Introduction









#### Introduction

Pima Association of Governments (PAG) is the federally designated metropolitan planning organization (MPO) for the Tucson urban area and oversees regional transportation planning for all of Pima County. PAG is preparing this Regional Active Transportation Plan (RATP) by consolidating and updating the PAG Regional Bicycle Plan, completed in 2009, and the PAG Regional Pedestrian Plan, completed in 2014. The RATP will provide member agencies with a long-term vision, priorities, and implementation tools for active transportation improvements.

#### **Planning Process**

The planning process for the PAG RATP is shown in Figure 1. The Plan will:

- **Establish a Regional Active Transportation Vision.** The RATP will develop a vision statement, goals, and performance measures to reflect how the region aims to evolve its active transportation network and the tools to measure progress toward its goals.
- Develop Comprehensive Existing Conditions Data. Spatial data of existing transportation facilities and surrounding context maintained by local, regional, and state agencies will be reviewed to understand the existing regional connectivity. The RATP will develop consistent, regional data for PAG and its member agencies to use.
- **Prioritize Investments.** Regional corridors will be identified and analyzed to determine where investing in active transportation improvements will provide the most benefit to the region's residents and environment.
- Build Momentum for Investing in Active Transportation. The planning process will include a robust
  engagement process with the public and targeted stakeholders throughout its entirety. This will ensure that
  all recommended investments are supported by the public. The process should also build excitement for
  improving active transportation across Pima County.

Figure 1. PAG RATP Planning Process



#### **Working Paper Context**

Working Paper 2: Regional Connectivity (WP 2) is the second working paper of five in the development of the PAG RATP. WP 2 includes a review of recommendations from previous active transportation planning efforts, a review of active transportation policies from peer regions, and an existing and future conditions analysis of active transportation facilities in the PAG planning area. The working papers in the RATP development process are shown **Figure 2**.

Figure 2. PAG RATP Development Process

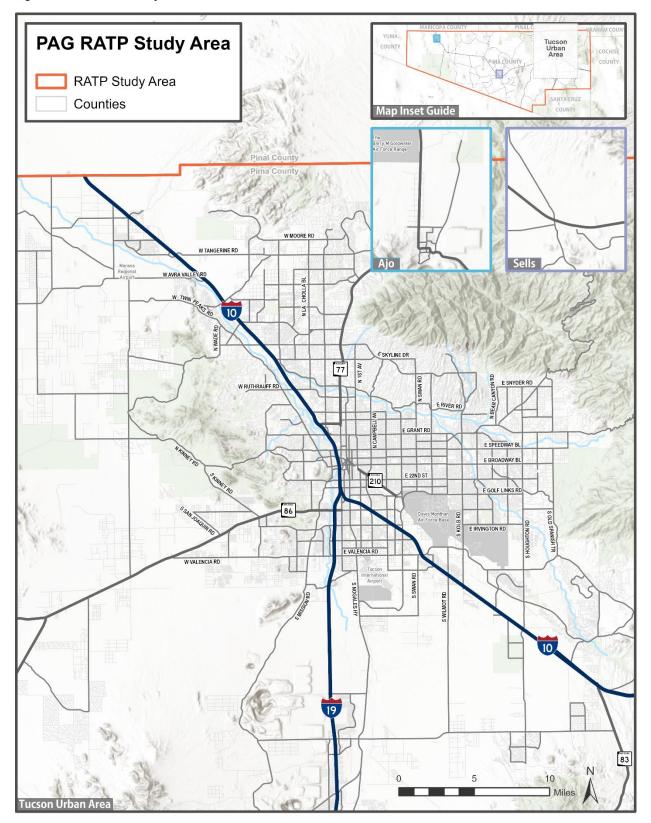


**PAG RATP DEVELOPMENT** 

#### Study Area

**Figure 3** shows the PAG RATP study area. The study area includes all of Pima County, which encompasses PAG's member jurisdictions: Pima County, City of Tucson, City of South Tucson, Town of Marana, Town of Oro Valley, Town of Sahuarita, Pascua Yaqui Tribe, Tohono O'odham Nation, and the Arizona Department of Transportation (ADOT).

Figure 3. PAG RATP Study Area

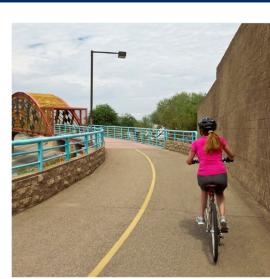


### Previous Plan Recommendations









#### Previous Plan Recommendations

To understand the current and future conditions of PAG's active transportation system, previous and ongoing planning efforts in the PAG planning area and statewide were reviewed. A total of 13 plans were reviewed to identify recommended projects and polices, 11 of which had specific project or policy recommendations:



#### **Programmed Projects**

An important piece of regional context for the RATP is to understand what active transportation improvement projects are already funded and programmed in the PAG planning area. The member jurisdiction Capital Improvement Plans (CIP) and the PAG Transportation Improvement Program (TIP) were reviewed to identify projects with allocated construction funding. **Table 1** and **Figure 4**. Programmed Active Transportation Projects show programmed projects in the PAG planning area.

Table 1. Programmed Projects

ID	Mode	Location	Description	Source	Agency
BI-223	Bicycle Improvements	1st Ave from Orange Grove Rd to Ina Rd	Widen to four lanes with bike lanes	2055 RMAP, PAG TIP 2025-2029	Pima County
BI-224	Bicycle Improvements	1st Ave from Grant Rd to River Rd		2055 RMAP, Tucson CIP 2023-2027	Tucson
BI-225	Bicycle Improvements	Sunset Rd from Silverbell Rd to I-10		2055 RMAP, Tucson CIP 2023-2027	Tucson
BI-226	Bicycle Improvements	Valencia Rd from Kolb Rd to Houghton Rd		2055 RMAP, Tucson CIP 2023-2027	Tucson, Pima County
BI-228	Bicycle Improvements	Silverbell Rd from Goret Rd to Camino del Cerro	Widen to 4 lanes with bike lanes	Tucson CIP 2023-2027	PAG
BI-229	Bicycle Improvements	Naranja Dr from La Canada Dr to 1 <sup>st</sup> Ave	Multi-use route for bicycles and pedestrians	PAG 2025-2029 TIP	Oro Valley
BI-230	Bicycle Improvements	Sauhara Ave from Glenn St to Golf Links Rd	RTAG: 2 projects will assist in safe routes for non-drivers. Two bicycle pathways: one northsouth, one east-west	PAG 2025-2029 TIP	Tucson
BI-231	Bicycle Improvements	Grant Rd from Oracle Rd to Swan Rd	Widen to 6 lanes with bike lanes & sidewalks	PAG 2025-2029 TIP	Tucson
BI-232	Bicycle Improvements	2nd Street from Olive Rd to Highland Ave	Improve bike and pedestrian safety	Tucson CIP 2023-2027	Tucson

ID	Mode	Location	Description	Source	Agency
C-35	Crossings	Drexel Rd from	Construct bridge over Santa	Move Tucson, 2055	J ,
	or cooming c	Midvale Park Rd to	Cruz River with bicycle and	RMAP	Tucson
		Calle Santa Cruz	pedestrian facilities.		
C-36	Crossings	At I-19 and	Planning & design of bike ped	PAG 2025-2029 TIP	T
		Nebraska St	bridge: I-19 and W Nebraska St		Tucson
C-37	Crossings	At Speedway Blvd	HSIP, PHB HAWK Pedestrian	PAG 2025-2029 TIP	Tuesen
		and Sahuara Ave	Safety Projects		Tucson
C-38	Crossings	At Kolb Rd and	Construct a HAWK pedestrian	Tucson CIP 2023-2027	Tucson
		Rosewood St	signal		1 003011
C-39	Crossings	At 36th St and	Construct a HAWK pedestrian	Tucson CIP 2023-2027,	
		Martin Luther King	signal	PAG TIP 2025-2029	Tucson
2.12		Jr. Way		T 01D 0000 0007	
C-40	Crossings	At Fort Lowell Rd	Construct a HAWK pedestrian	Tucson CIP 2023-2027,	Tucson
0.44	0	and Balboa Ave	signal	PAG TIP 2025-2029	
C-41	Crossings	At Grant Rd and	Construct a HAWK pedestrian	Tucson CIP 2023-2027,	Tucson
C-42	Crossings	Edith Blvd	signal Construct a HAWK pedestrian	PAG TIP 2025-2029	
U-42	Crossings	At Irvington Rd and 1st Ave	signal	Tucson CIP 2023-2027, PAG TIP 2025-2029	Tucson
C-43	Crossings	At Silverlake Rd and	Construct a HAWK pedestrian	Tucson CIP 2023-2027,	
0.40	Orossings	Cottonwood Ln	signal	PAG TIP 2025-2029	Tucson
C-44	Crossings	At Swan Rd and	Construct a HAWK pedestrian	Tucson CIP 2023-2027,	
<b>V</b> 44	O Coomigo	Cecelia St	signal	PAG TIP 2025-2029	Tucson
C-45	Crossings	At Wetmore Rd and	Construct a HAWK pedestrian	Tucson CIP 2023-2027,	_
		Neffson Dr	signal	PAG TIP 2025-2029	Tucson
C-46	Crossings	At 12th Ave and	Construct a HAWK pedestrian	Tucson CIP 2023-2027,	Tuesen
		District St	signal	PAG TIP 2025-2029	Tucson
PI-109	Pedestrian	Harrison Rd from	"Widen to 4-lane divided	Move Tucson, 2055	
	Improvements	Golf Links Rd to		RMAP	Tucson
		Irvington Rd			
PI-110	Pedestrian	Tangerine Rd from	roadway with continuous	PAG 2025-2029 TIP;	
	Improvements	Twin Peaks Rd and		Marana TMP	Marana
DI 444	Dadastrian	La Canada Dr	and action for illian animal	DAO 0005 0000 TID	
PI-111	Pedestrian Improvements	Palo Verde Rd from Lincoln St and	pedestrian facilities, raised	PAG 2025-2029 TIP	Pima
	Improvements	Irvington Rd			County
PI-112	Pedestrian	At Rillito River Park	medians, upgraded traffic	PAG 2025-2029 TIP,	
11-112	Improvements	and Escalante Rd	modiano, apgradod tranic	Move Tucson	Tucson
PI-113A	Pedestrian	At Campbell Ave	signals, enhanced bike lanes,	PAG TIP 2025-2029	<b> </b>
	Improvements	and Jason Vista	- 5,		Tucson
PI-113B	Pedestrian	At Campbell Ave	landscaping, and safe crossings.	PAG TIP 2025-2029	T.,,,,,,,,
	Improvements	and Duvall Vista			Tucson
PI-113C	Pedestrian	At Campbell Ave	Upgrade pavement."	PAG TIP 2025-2029	Tuocon
	Improvements	and Pinal Vista			Tucson
PI-113D	Pedestrian	At Campbell Ave	Widen to 4 lanes with sidewalks	PAG TIP 2025-2029	Tucson
	Improvements	and Cochise Vista	& multi-use lanes		1 000011
PI-113E	Pedestrian	At 36th St and Pinal	-	PAG TIP 2025-2029	Tucson
DI 440=	Improvements	Vista	40.6	DAO TID 0005 0000	
PI-113F	Pedestrian	At 36th St and	10 ft wide asphalt path, lighting,	PAG TIP 2025-2029	Tucson
DI 4400	Improvements	Country Club Rd	landscaping, amenities.	DAC TID 0005 0000	
PI-113G	Pedestrian	At Kaibab Vista and	Rehabilitate pavement and	PAG TIP 2025-2029	Tucson
PI-114	Improvements Pedestrian	Country Club Rd At Palo Verde Rd	address ADA ramp and sidewalk Rehabilitate pavement and	PAG TIP 2025-2029	Pima
FI-114	Improvements	and Michigan St	address ADA ramp and sidewalk	1 AG 111 2020-2029	County
PI-115A	Pedestrian	At Broadway Blvd	Rehabilitate pavement and	PAG TIP 2025-2029	
111107	Improvements	and Maguire Ave	address ADA ramp and sidewalk	1710 III 2020-2023	Tucson
	1	1			1

ID	Mode	Location	Description	Source	Agency
PI-115B	Pedestrian	At Speedway Blvd	Rehabilitate pavement and	PAG TIP 2025-2029	Tucson
	Improvements	and Beverly Ave	address ADA ramp and sidewalk		TUCSOIT
PI-115C	Pedestrian	At Golf Links Rd	Rehabilitate pavement and	PAG TIP 2025-2029	Tucson
	Improvements	and Langley Ave	address ADA ramp and sidewalk		1 403011
PI-115D	Pedestrian	At Oracle Rd and	Rehabilitate pavement and	PAG TIP 2025-2029	Tucson
	Improvements	Simmons Rd	address ADA ramp and sidewalk		Tucson
PI-115E	Pedestrian	At 22nd St and	Rehabilitate pavement and	PAG TIP 2025-2029	Tucson
	Improvements	Rosemont Ave	address ADA ramp and sidewalk		Tucson
PI-115F	Pedestrian	At Broadway Blvd	Construct and install a	PAG TIP 2025-2029	
	Improvements	and Mountain View	Pedestrian Hyrid Beacon		Tucson
		Ave			
PI-115G	Pedestrian	At Pima St and	HSIP Design, construct & install	PAG TIP 2025-2029	Tucson
	Improvements	Pima St	traffic signal infrastructure		Tucson
PI-115H	Pedestrian	At 6th Ave and	HSIP Design, construct & install	PAG TIP 2025-2029	Tucson
	Improvements	Columbia St	traffic signal infrastructure		TUCSOIT
PI-115I	Pedestrian	At Ajo Wy and	HSIP Design, construct & install	PAG TIP 2025-2029	Tucson
	Improvements	Valley Rd	traffic signal infrastructure		Tucson
PI-116	Pedestrian	Tangerine Farms	HSIP Design, construct & install	Town of Marana CIP	
	Improvements	Rd from Clark	traffic signal infrastructure	2024-2028, 2055 RMAP	Marana
		Farms Rd and I-10			
PI-117	Pedestrian	Tangerine Rd from	HSIP Design, construct & install	Town of Marana CIP	
	Improvements	I-10 to Marana Tech	traffic signal infrastructure	2024-2028; Marana	Marana
		Drive		TMP	
PI-118	Pedestrian	22nd Street from	HSIP Design, construct & install	Tucson CIP 2023-2027,	
	Improvements	Camino Seco and	traffic signal infrastructure	2055 RMAP	Tucson
		Houghton Rd			
PI-138	Pedestrian	At Dodge Blvd and	HSIP Design, construct & install	Pima County Active CIP	Pima
	Improvements	Country Club Rd	traffic signal infrastructure		County
PI-139	Pedestrian	At Prince Rd	HSIP Design, construct & install	Pima County Active CIP	Pima
	Improvements		traffic signal infrastructure		County

**Programmed Active Transportation Projects** Tucson Urban Area RATP Study Area - Programmed Projects Counties Map Inset Guide 85 86 Ajo Sells 77 210 W VALENCIA RD 86 286 83

Figure 4. Programmed Active Transportation Projects

#### Previous Plan Project Recommendations

Recommendations from previous plans were categorized by the type of active transportation improvement. The number of project recommendations by improvement category include:





**Figure 5.** and **Figure 6** show recommended pedestrian and bicycle improvements, respectively. **Figure 7** shows recommended crossings and transit connectivity improvements. Crossings are determined based on whether they provide a connection across a road or other barrier in the active transportation network, such as a river or railroad. Detailed descriptions on each recommended project are in **Appendix A**.

#### Previous Plan Policy Recommendations

Previous plans were also reviewed for active transportation policy recommendations, which are provided in **Table 2**. Policy recommendations included implementing standards for active transportation facilities and trails, requiring developers to provide bicycle amenities, and implementing complete streets policies. None of the recommended policies has been implemented into the jurisdictions' code. More details on the policy recommendations below are provided in **Appendix A**.

Table 2. Policy Recommendations

ID	Recommendation	Source
TI-1	Adopt standards in Town Code for future trails to minimize impacts on the environment	Make Marana 2040 General Plan
BI-1	Amend Town Code to require bicycle network facilities	Make Marana 2040 General Plan
BI-2	Require private development to provide bicycle amenities by updating the Zoning Code	Your Voice, Our Future General Plan for the Town of Oro Valley
BI-3	Implement complete streets strategies	Aspire Sahuarita's General Plan
TI-2	Adopt a Vision Zero policy as a commitment to build safer streets, and prioritize maintenance of infrastructure	Move Tucson
TI-3	Work regionally to create guidelines for planning and design of development that help define the public realm based on principles of Active Design	Pima Prospers Comprehensive Plan Initiative

**Previous Plan Pedestrian Improvement** Recommendations RATP Study Area Pedestrian Improvement Counties Map Inset Guide 85 Sells 77 210 W VALENCIA RD 86 286 83

Figure 5. Previous Plan Pedestrian Improvement Recommendations

Previous Plan Bicycle Improvement Recommendations RATP Study Area - Bicycle Improvement Counties Map Inset Guide 85 86 Sells 77 210 W VALENCIA RD 86 286 83

Figure 6. Previous Plan Bicycle Improvement Recommendations

Previous Plan Crossing and Transit Improvement Recommendations RATP Study Area Transit Improvement Counties --- Crossing Improvement Map Inset Guide 85 86 Sells 77 210 W VALENCIA RD 86 286 83

Figure 7. Previous Plan Crossing and Transit Connectivity Recommendations

#### Peer Region Policy Review

Peer regions were identified to understand best practices in active transportation policy. Peers were identified by the primary city and metropolitan area characteristics, driven by walking and bicycling commute shares, population, and climate. While the PAG planning area has relatively high bicycle and walking commute shares, the selected peers have either higher walking commute shares and/or bicycling commute shares than the PAG planning area. Peer review can identify what policies in these regions may be incentivizing more people to walk or bike.

The identified peer cities to Tucson and the PAG planning area were Portland, Oregon, Madison, Wisconsin, and San Diego, California. Portland and Madison have higher walking and bicycling walk shares but different climates than Tucson. San Diego acts as a regional comparison, also located in the Southwest and similar development patterns. The peer cities and pertinent statistics listed in **Table 3**.

Table 3. Peer Region Statistics (2020)

METRIC	TUCSON, AZ	PORTLAND, OR	MADISON, WI	SAN DIEGO, CA
Metro Area Population	1,043,433	2,512,859	680,796	3,298,634
Urban Area Pop. Density	2,450	4,052	3,008	9,631
Average Income	\$75,662	\$101,594	\$95,827	\$111,241
Commute Bike Share	1.4%	2.0%	2.0%	0.6%
Commute Walk Share	2.1%	3.3%	4.9%	2.9%

Source: US Census Bureau

Development code policies for the core city within each peer region were examined to identify policies that may improve walking and bicycling commute shares in the PAG planning area and whether these policies have been adopted by PAG member agencies. Active transportation policies for Portland are provided in **Table 4**, Madison in **Table 5**, and San Diego in **Table 6**.

Table 4. Portland, OR Region Active Transportation Policies

POLICY	DESCRIPTION	IMPLEMENTED IN TUCSON
PORTLAND		
TRN-1.09	Provides standards for public street design, including connectivity with active and public transit options.	<b>/</b>
TRN-1.28	Curb extensions are required at unsignalized intersections within the Northwest and the Central City Plan Districts when those sites are also located within a Pedestrian District or along a City Walkway.	<b>~</b>
TRN-6.01	Make the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.	×
TRN-6.02	The Transportation System Plan (TSP) will contain an element for each mode of travel, including a Pedestrian Element. The Pedestrian Master Plan represents the first step in developing the Pedestrian Element of the TSP.	<b>~</b>
TRN-6.07	Investing in bicycle transportation addresses numerous City objectives by creating safer streets; reducing the causes of global climate change; promoting a healthy environment; limiting adverse health effects related to inactivity; providing equity and access to viable, affordable transportation options; creating vibrant and livable neighborhoods; and supporting Portland's economy.	×
TRN-6.09	PedPDX affirms walking as a fundamental human right and the most fundamental means of transportation, and seeks to ensure that walking is a safe, accessible, and attractive experience for everyone in Portland by putting pedestrians at the forefront of City policy, investments, and design.	<b>~</b>
TRN-7.09	Created a corridor wide vision and goal to achieve community aspirations for the corridor to guide future investments in a high-capacity transit system with supporting active transportation, roadway and green infrastructure projects.	X
TRN-7.14	The project team identified an initial network of Enhanced Transit Corridors along bus lines in the TriMet Planned Frequent Service Network.	X
TRN-8.09	The blockage of a sidewalk, cycle lane, or other public use path shall be regarded with the same importance as the closure of a lane of motor vehicle traffic by applying temporary traffic control practices. The term "safe accommodation" means a safe and convenient route for pedestrians and cyclists through, past or around a work zone that provides sufficient capacity and is likely to be followed by pedestrians and cyclists.	×
TRN-8.12	The blockage of a sidewalk, cycle lane, or other public use shall be regarded with the same importance as the closure of a land of motor vehicle traffic by applying temporary traffic control practices.	×
TRN-8.16	Provide guidance to the Bureau of Development Services (BDS), other City Bureaus, applicants, and the public on the implementation of the standard of sites located close to transit in Title 33. The close to transit designation is used both for minimum parking requirements (33.266.110) and for Transportation and Parking Demand Management.	×

Table 5. Madison, WI Region Active Transportation Policies

POLICY	DESCRIPTION	IMPLEMENTED IN TUCSON
MADISON		
10.33	A City-sponsored bicycle-sharing program offers residents and visitors of the City the ability to use rented bicycles as an alternative form of short-term transportation. Such a program will be an important amenity and means of transportation for City residents, workers and visitors, and will help bring visitors to the City's downtown, displace car traffic, take pressure off of the City's downtown parking needs, and improve public health by providing opportunities for exercise. This program will also help the City meet its goals of reducing air pollution and greenhouse gas emissions and having twenty percent (20%) of all downtown trips done by bicycle by 2020.	<b>~</b>
10.38	Whenever a sidewalk is to be constructed with electric, circulating fluid, steam or any other type of heating system, the property owner shall submit plans for approval to the City Engineer showing the type of heating and the location and design of the heating unit in the sidewalk and its connection to the source of power or heat at least five (5) days prior to installation. A record of all heated sidewalk installations shall be kept in the office of the City Engineer. A permit for such installation shall be obtained from the City Engineer before commencement of the work. Acceptance of the permit by the applicant shall constitute their agreement to the following conditions.	×
28.067	Encourage appropriate transitions between higher-intensity uses along commercial corridors and adjacent lower-density residential districts.	<b>/</b>
28.081	Encourage the design of employment centers that are well-connected to transit, bike and pedestrian corridors, regional highways, and nearby housing, civic, commercial and recreational uses.	<b>~</b>
28.141	Bicycle Space Minimum. A minimum number of two (2) bicycle spaces (the equivalent of one two-sided bike rack) is required for nonresidential uses.	<b>~</b>

Table 6. San Diego, CA Region Active Transportation Policies

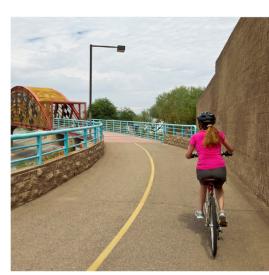
POLICY	DESCRIPTION	IMPLEMENTED IN TUCSON
SAN DIEGO		
08.03.03	The City Council enacts this Division to establish a process for allowing providers to rent shared mobility devices for public use in the City of San Diego. The City Council finds that authorizing City streets for this purpose furthers its goal of encouraging alternative methods of transportation while protecting public health and safety and maintaining accessibility under local, state and federal laws, including, but not limited to, the Americans with Disabilities Act.	×
13.01.07	The purpose of the mixed-use zones is to provide housing and jobs near commercial centers and corridors to reduce dependency on the automobile, to promote access to transit and multi-model transportation systems, and to provide for a walkable, pedestrian-oriented setting, including infill of existing development.	<b>~</b>
13.02.11	Residents, employees, and transit users should be able to easily walk or bike to the jobs, stores, and service providers located in the mixed-use core. Retail uses similar to those permitted in the mixed-use core should not be permitted outside of the core area. Residential uses may be in separate buildings or over commercial uses in the same building.	~
14.03.11	The purpose of the Mobility Choices Regulations is to reduce Citywide vehicle miles traveled (VMT) to address the environmental impacts of development related to noise, air pollution, and greenhouse gas emissions, and to promote public health and enjoyment, by investing in active transportation infrastructure and amenities that will result in the greatest reductions to Citywide VMT.	<b>~</b>

### Existing and Future Conditions









#### **Existing Conditions**

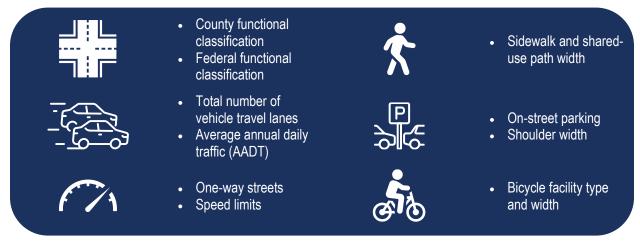
Before beginning the major technical analyses, which will be documented in Working Paper 3, consistent regional datasets of existing transportation network characteristics, equity focus areas, and infrastructure gaps needed to be developed. These datasets will be used to conduct deeper analysis on active transportation needs and aid in prioritizing recommended improvements.

#### Regional Dataset

One of the major objectives of the PAG RATP was to develop a consistent, region-wide dataset for use in the RATP and beyond by PAG and its member agencies. Several different datasets were collected from various sources to compile the existing active transportation infrastructure into a single network. These datasets include:

- Arizona Geographic Information Council (AGIC) AZGeo Open Data
- City of Tucson Open Data Portal
- PAG Open Data Portal
- Pima County Open Data Portal
- Datasets provided by member agencies
- Ecopia AI from the PAG Orthophoto Data Feature Extraction Project

The full dataset compiled several attributes to serve as the basis of technical analyses:



The compiled datasets established a base network, but many areas were still incomplete. The dataset was reviewed manually to confirm the compiled data and fill in remaining gaps. **Figure 8** and **Figure 9** show the existing pedestrian and bicycle facilities in the PAG region, respectively. **Appendix B** shows maps of the regional network for all attributes that were compiled and completed.

Figure 8. Pedestrian Facilities

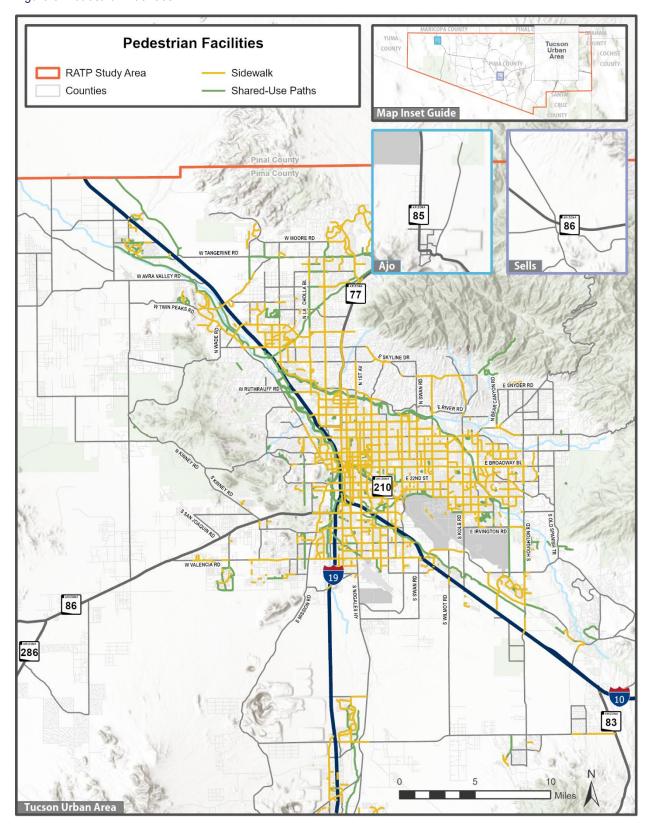
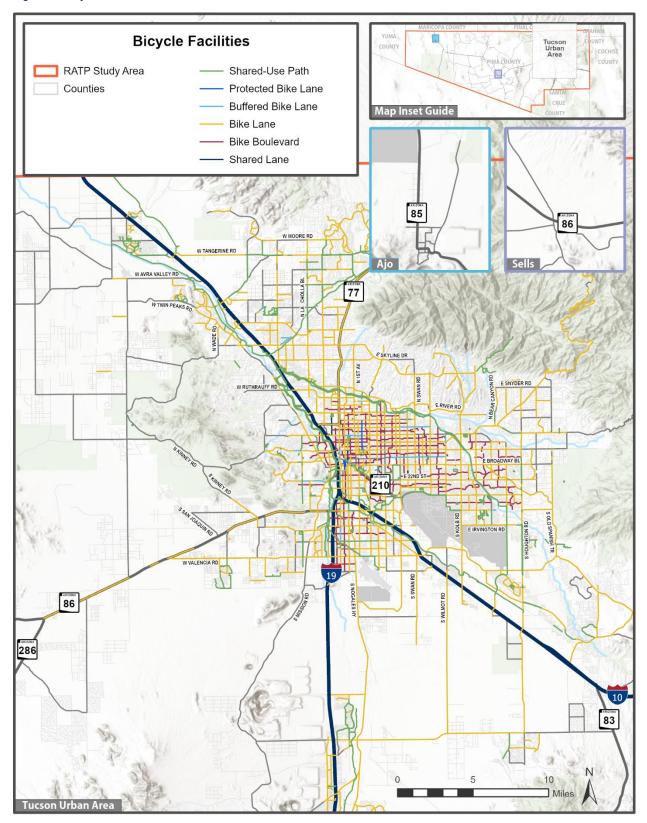


Figure 9. Bicycle Facilities



#### **Equity Focus Areas**

Identifying disadvantaged communities helps to understand areas that may be burdened or underserved to inform strategic and fair transportation investments into the region. This process also helps to aid in understanding the needs that are not being met for these communities.

The federal government has defined disadvantaged communities in a variety of ways depending on the application. Three of these disadvantaged community types have been reviewed. The resulting disadvantaged census tracts are around 'Equity Focus Areas' (EFAs) for the PAG RATP. Equity focus areas are shown in **Figure 10**.

The USDOT has developed the Equitable Transportation Community (ETC) Explorer tool that examines the cumulative burden communities experience because of underinvestment in transportation. The ETC Explorer looks at five components:

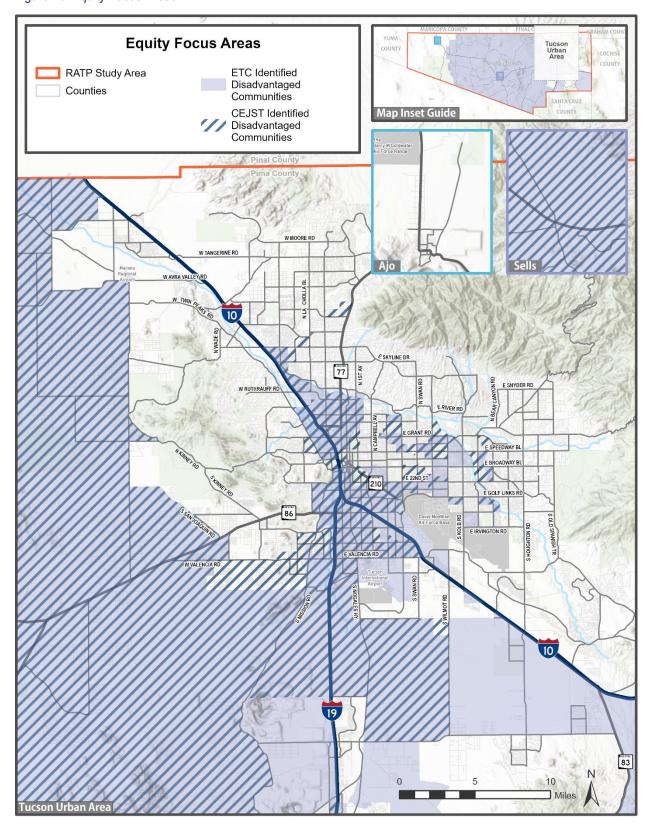
- Transportation insecurity.
- Climate and disaster risk burden.
- Environmental burden.
- Health vulnerability.
- Social vulnerability.

According to the ETC Explorer, many of the tracts in Pima County area are affected – primarily away from the downtown Tucson area and centered around interstate freeways and Tribal lands.

The Climate and Economic Justice Screening Tool (CEJST) is another USDOT tool that looks at climate change, energy, health, housing, legacy pollution, transportation, waste and wastewater, and workforce development to determine if an area is considered disadvantaged. Many overlaps are observed between the CEJST tool and the ETC Explorer, indicating that many of the areas experiencing vulnerability are also disadvantaged communities.

For some grant opportunities, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, USDOT also uses Areas of Persistent Poverty (APP). The entirety of Pima County is identified as living in an APP.

Figure 10. Equity Focus Areas

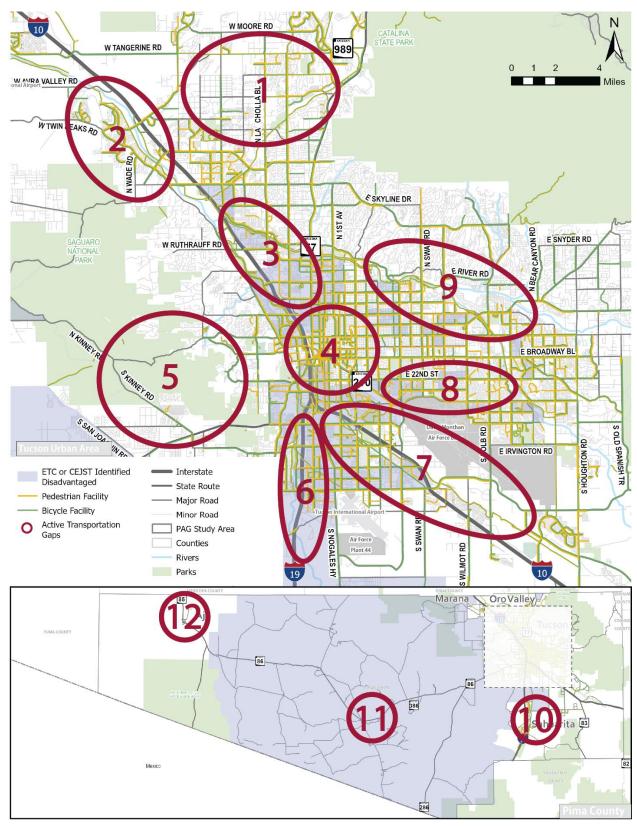


#### Regional Active Transportation Gap Analysis

To identify major gaps in PAG's active transportation network, the pedestrian and bicycle facilities identified in the regional dataset were compared with the EFAs. Eleven general areas of interest where there is a need for infrastructure improvement for active transportation are found listed below and visualized in **Figure 11**. Extensive additional analysis will be performed on these and other areas of gaps in Working Paper 3.

- Area 1. Oro Valley was identified because there are multiple segments of road that have bicycle facilities as
  well as several segments of sidewalks that are isolated and not connected to any existing network. Many
  roads that don't have either bicycle or pedestrian facilities.
- Area 2. Marana was identified due to lack of pedestrian and bicycle facilities, especially connecting residential developments to commercial businesses and services. Facilities are typically missing on major roadways.
- Area 3. Flowing Wells was identified because there are several dangling pedestrian facilities. A few sections
  that have bicycle facilities that don't have pedestrian facilities.
- Area 4. Downtown Tucson was identified due to several roads having pedestrian facilities but without bicycle
  facilities. There are also dangling pedestrian facilities.
- Area 5. Tucson Mountain Park has many roads that don't have any pedestrian facilities. Many of the
  roadways in this area lack bicycle facilities, and as the area is a recreational area it would be beneficial to
  have the facilities.
- Area 6. I-19 North has several dangling pedestrian facilities, resulting in consistent gaps in the pedestrian facilities.
- Area 7. Drexel-Alvernon has numerous gaps and dangling facilities for both facility types. The pedestrian network is in more need than the bicycle network.
- Area 8. East 22nd Street has many pedestrian facility gaps. Numerous roads need bicycle facilities to have a complete network.
- Area 9. Northeast Tucson was identified because there were a lot of gaps in both networks. Numerous roads need both facility types.
- Area 10. Sahuarita is lacking in both facility types. There are some pedestrian facilities, but they are not well
  connected and there are no bicycle facilities.
- Area 11. Sells was identified due to the town having neither widespread bicycle or pedestrian facilities despite
  being within an EFA.
- Area 12. Ajo has neither bicycle or pedestrian facilities throughout much of the community.

Figure 11. GAP Analysis

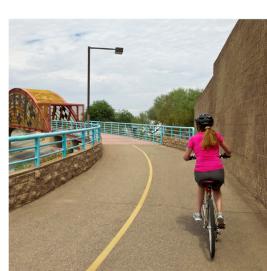


## **Appendices**









# Appendix A. Previous Plan-Recommended Projects

Recommended projects from the previous plan review are shown below.

#### Appendix B. Regional Dataset Maps

The regional dataset is shown in Figure 12 through Figure 24 below.

**Pima County Functional Classification** Tucson Urban Area RATP Study Area Interstate Highway Counties State Route Indian Route Map Inset Guide Major Local Road Minor Local Road Ajo Sells CHOLLA BL 10 77 W VALENCIA RD 10 83 10 Miles

Figure 12. Pima County Functional Classification

**Federal Functional Classification** Tucson Urban Area COUNTY PIMA COUNTY RATP Study Area Interstate Counties Other Freeway Principal Arterial Map Inset Guide Minor Arterial Major Collector The Barry M Goldwate Air Force Range Minor Collector Local Ajo Sells 10 77 10 83 10 Miles

Figure 13. Federal Functional Classification

Figure 14. Speed Limits

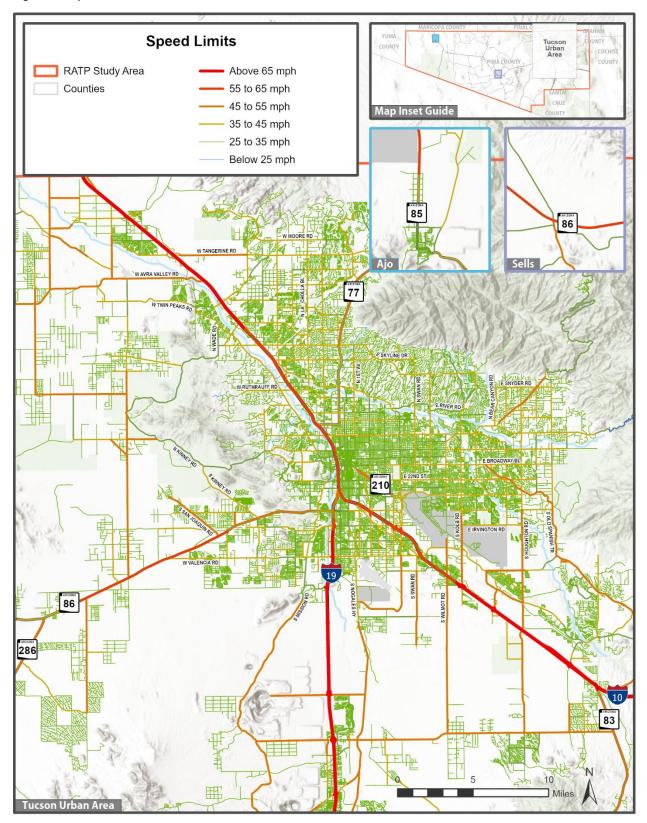


Figure 15. Average Daily Traffic Volumes

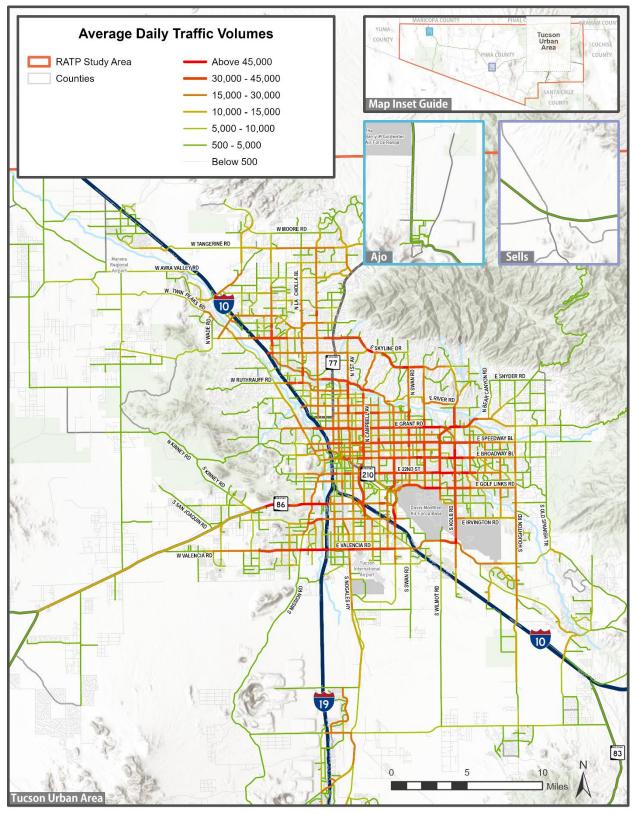


Figure 16. Number of Lanes

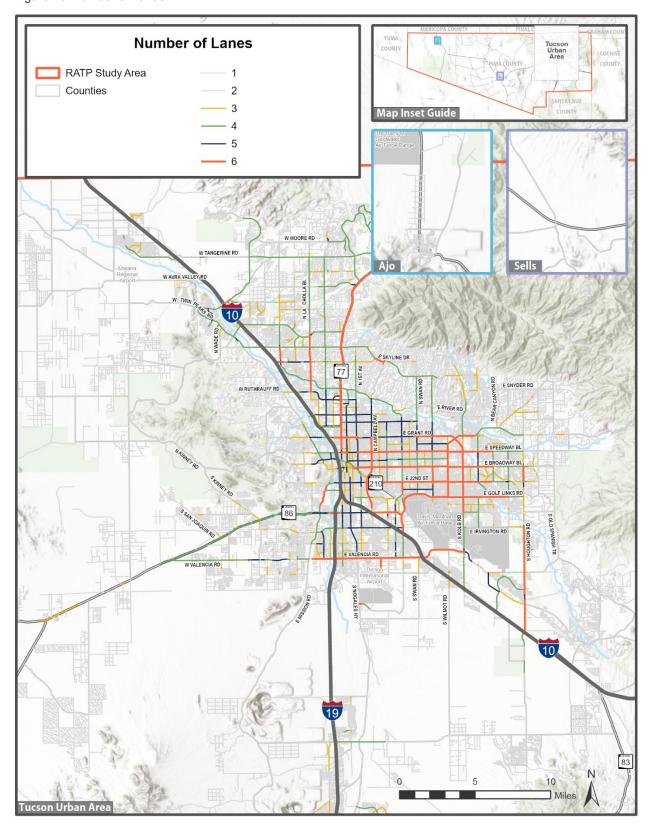


Figure 17. One-Way Street

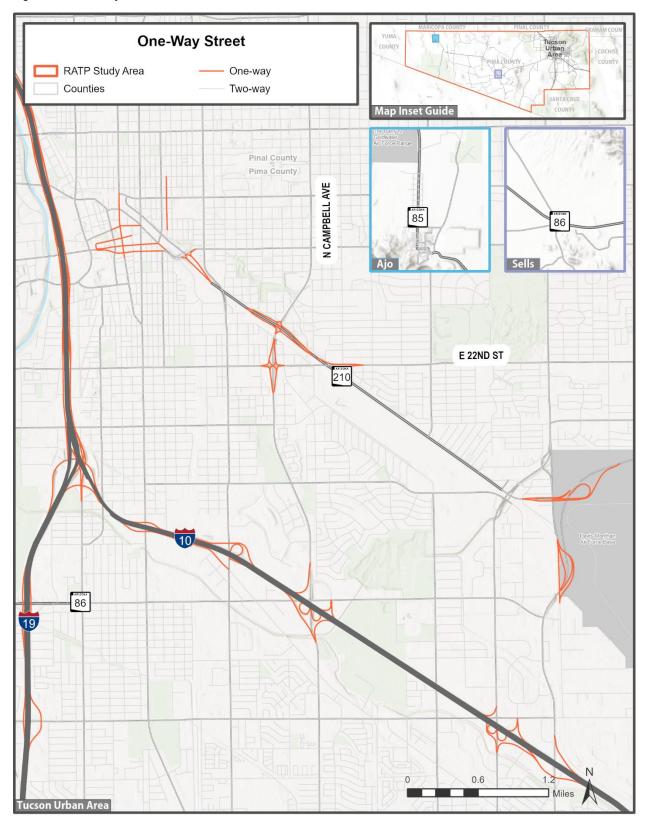


Figure 18. On-Street Parking

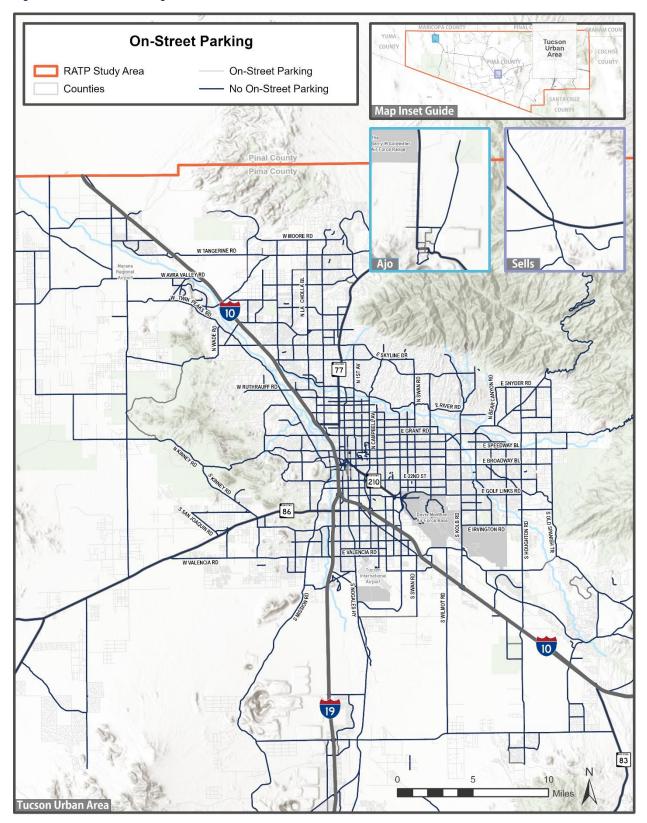


Figure 19. Shoulder Width

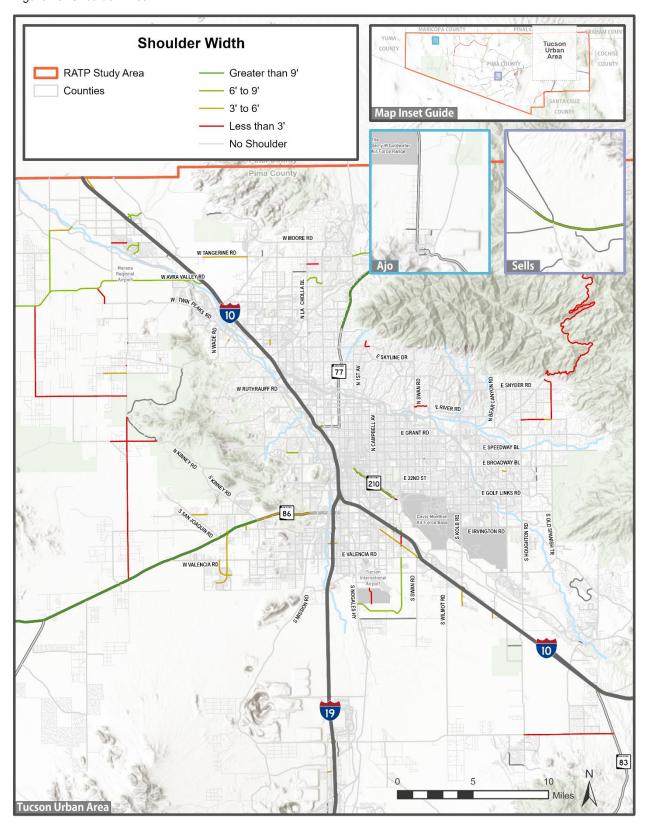
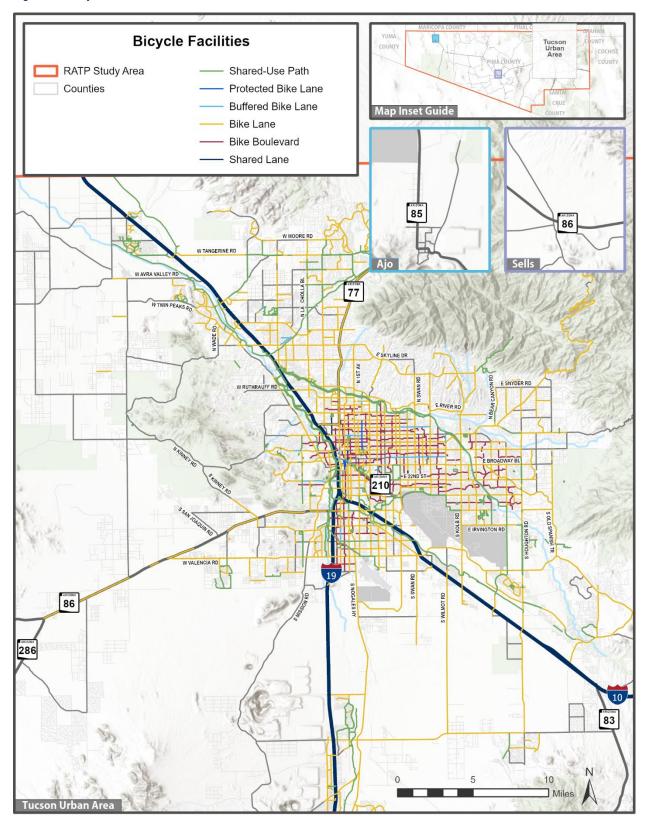


Figure 20. Bicycle Facilities



**Bicycle Facility Width** Tucson Urban Area COUNTY (Southbound/Westbound Travel Direction) PIMA COUNTY RATP Study Area No Facility Counties 3' or less Map Inset Guide 3' to 6' 6' to 9' 9' to 12' Greater than 12' Sells 10 ESKYLINE DR 77 E SPEEDWAY BL E BROADWAY BL 210 86 W VALENCIA RD 10 19 83 10 Miles

Figure 21. Bicycle Facility Width (Southbound/Westbound Travel Direction)

**Bicycle Facility Width** Tucson Urban Area COUNTY (Northbound/Eastbound Travel Direction) PIMA COUNTY RATP Study Area No Facility Counties 3' or less Map Inset Guide 3' to 6' 6' to 9' 9' to 12' Greater than 12' Sells 10 ESKYLINE DR 77 E GRANT RD E SPEEDWAY BL E BROADWAY BL 210 E GOLF LINKS R 86 E VALENCIA RD W VALENCIA RD 10 19 83 10 Miles

Figure 22. Bicycle Facility Width (Northbound/Eastbound Travel Direction)

Sidewalks Tucson Urban Area (Southbound/Westbound Travel Direction) RATP Study Area Sidewalk Counties Map Inset Guide 85 86 Sells 77 210 86 286 83

Figure 23. Sidewalks (Southbound/Westbound Travel Direction)

Sidewalks Tucson Urban Area (Northbound/Eastbound Travel Direction) RATP Study Area Sidewalk Counties Map Inset Guide 85 86 Sells 77 210 86 286 83

Figure 24. Sidewalks (Northbound/Eastbound Travel Direction)

#### REGIONAL ACTIVE TRANSPORTATION PLAN





