

From Complete
Streets
to Thriving
Communities:
presentation & discussion
with urbanist visionary

GIL PEÑALOSA

### **PRACTITIONERS SESSION - EVENT SUMMARY**



April 6, 2018 9:00 - 10:30AM Leo Rich Theater

BROUGHT TO YOU BY THE CITY OF TUCSON

# FROM COMPLETE STREETS TO THRIVING COMMUNITIES:

PRESENTATION & DISCUSSION WITH URBANIST VISIONARY

**GIL PEÑALOSA** 

The City of Tucson and Living Streets Alliance (LSA) are partnering to develop a Complete Streets Policy for the City of Tucson.

LSA received a grant that included bringing international speaker Gil Peñalosa to Tucson for a speaking engagement. As part of the arrangement, the City of Tucson was given an opportunity to host a professional development session with Gil.

Invitations were sent out to planning, transportation, housing, economic development, public safety, utilities, and water agencies and professional associations in eastern Pima County-anyone with a role in shaping the community was encouraged to attend!

The event was held on Friday, April 6, 2018, from 9-10:30a.m. at the Tucson Convention Center Leo Rich Theater.



# Gil Peñalosa, MBA, PhDhc, CSP

Founder and Chair, **8 80 Cities**Chair, **World Urban Parks**President, **Gil Peñalosa & Associates** 





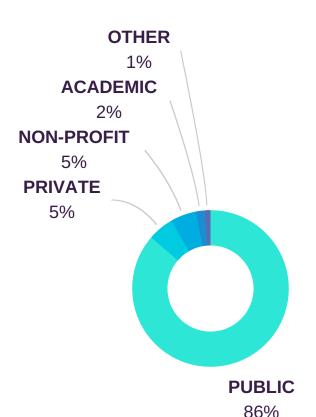
Gil is passionate about cities for all people. His '8 80 Cities' philosophy is simple but powerful: if you create a great community for an 8 year old and an 80 year old, you will create a successful thriving community for all people.

He has been internationally recognized for his influential and inspirational contributions to the design of cities; in particular, his focus on parks and streets as great public places, as well as on sustainable mobility: walking, riding bicycles, using public transit, and new use of cars.

He has advised decision makers in over 300 cities around the world on how to create healthy, vibrant, and sustainable communities for everyone. He serves as chair of the board of World Urban Parks, and senior advisor to Children & Nature Network, Vision Zero Network, and America Walks.

# **REGISTRATION & ATTENDANCE**

# 159 ATTENDEES 73 AGENCIES & DEPARTMENTS



#### **PRIVATE**

- Enterprise Rideshare
- eXo Coffee
- HDR, Inc
- Kimley-Horn
- Kittelson & Associates
- Norris Design
- Wheat Design Group
- TerraSystems Southwest Inc

#### **NON-PROFIT**

- Arizona Center for Disability Law
- Arizona Transportation Builders Association
- Habitat for Humanity
- Living Streets Alliance
- Os3 Movement
- Southwest Fair Housing Council
- Watershed Management Group

#### **ACADEMIC**

- City High School
- **Arizona State University:**Global Institute of Sustainability
- University of Arizona: College of Architecture, Planning & Landscape Architecture; Dept. of Hydrology & Atmospheric Sciences: Nutrition Network

#### **PUBLIC**

- **City of Nogales:** City Manager's Office; Planning & Zoning
- City of Tucson: City Manager's Office, Econ. Initiatives, Env. & General Services, Fire, Human Resources, Info Technology; Park Tucson; Planning & Dev. Services; Police; Prosecutor's; Real Estate; Sun Link/Sun Tran; Transportation; Water
- Pima Association of Governments
- Pima County: Dev. Services; Env.
   Quality; Flood Control; Health; Public
   Works; Transportation
- Tohono O'odham Nation: Human Resources
- **Town of Marana:** Planning & Dev. Services
- Town of Sahuarita: Parks & Rec; Planning & Building

# **ACTIVITIES**



**ACTIVITY 1:** 

Before the presentation, attendees added a sticky note to the board (photos above and on right).



**ACTIVITY 2:** After the presentation, attendees completed the survey card and turned it in (image below).

We want to hear from you! After listening to today's presentation and discussion, please take a minute to answer the questions below. Surveys will be collected as you leave. *Thank you!* 

In your opinion, what two words best describe Tucson?

What are the greatest challenges around mobility and public space in our region/your community?

What should be prioritized in order to improve mobility and enhance or increase public spaces?

# **ACTIVITY 1: Q1: WHAT ARE THE INGREDIENTS OF A THRIVING COMMUNITY?**

## 16 CATEGORIES IDENTIFIED

(86 STICKY NOTE RESPONSES)

- Arts, Entertainment & Culture (11)
- Community & Neighborhoods (20)
- Economic Health (11)
- Education & Kids (10)
- Equity & Accessibility (12)
- Good Governance (5)
- Growth & Development (5)

- Infrastructure (6)
- Jobs (6)
- Parks & Public Spaces (10)
- Safety & Crime (9)
- Shade & Landscape (5)
- Sustainability (6)
- Transportation & Mobility (27)
- Quality of Life (11)
- Water Conservation (4)

# WHAT WE HEARD:

WHAT ARE THE INGREDIENTS OF A THRIVING COMMUNITY?



Viable tax base that matches infrastructure needs.



# Strong local business community.





Open communication between citizens and government.

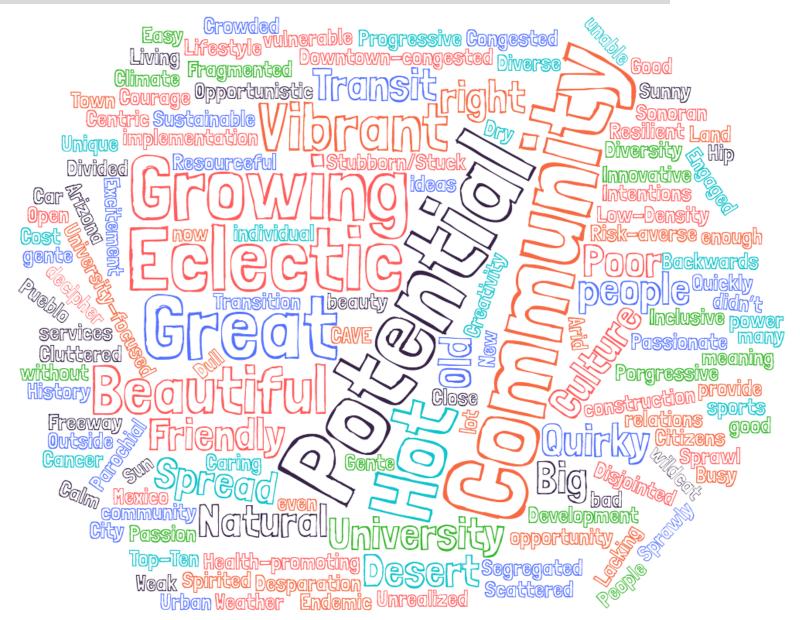




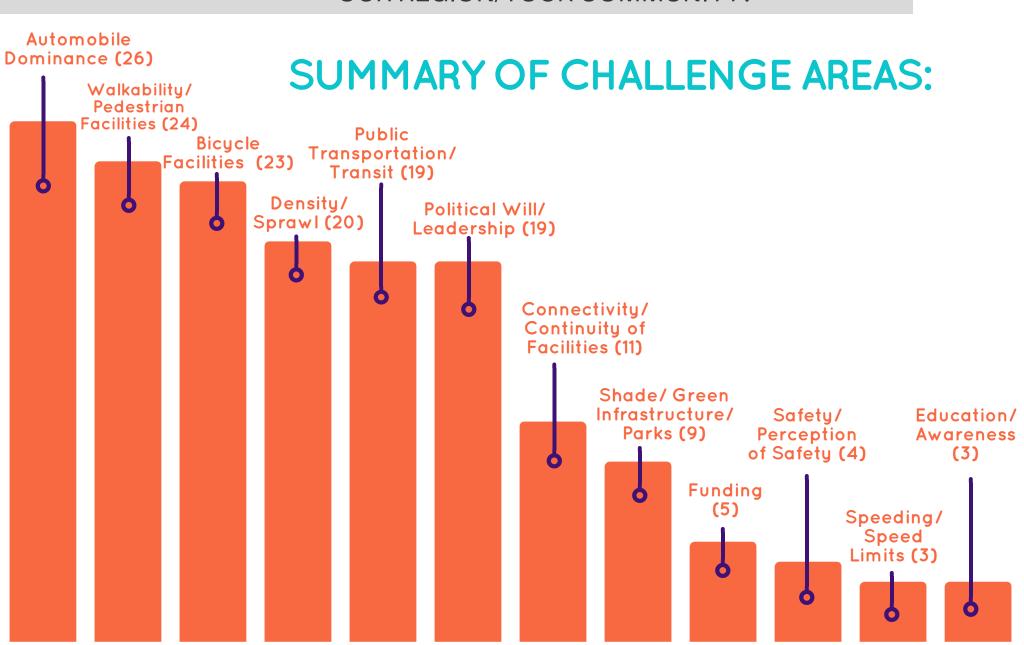
Safe streets and sidewalks for ALL. If it's good for people with disabilities = good for all!

Fast, affordable, convenient transit.

# **ACTIVITY 2:** Q1: IN YOUR OPINION, WHAT TWO WORDS BEST DESCRIBE TUCSON?



**Q2:** WHAT ARE THE GREATEST CHALLENGES ACTIVITY 2: AROUND MOBILITY AND PUBLIC SPACE IN **OUR REGION/YOUR COMMUNITY?** 



# WHAT WE HEARD:

**Q2:** WHAT ARE THE GREATEST CHALLENGES AROUND MOBILITY AND PUBLIC SPACE?



We are car-centric and value multimodal transit only in so far that it serves economic development.

Spread out, carfocused city.



High speed (40 mph) streets adjacent to residential areas.



No connectivity to business from residential areas.



No continuous mass transit and bicycle paths from southside to the center of town.

Sprawl - everything is being built out rather than infill creating a lack of connectivity for anything other than cars.





Lack of viable transportation options auto dominance.

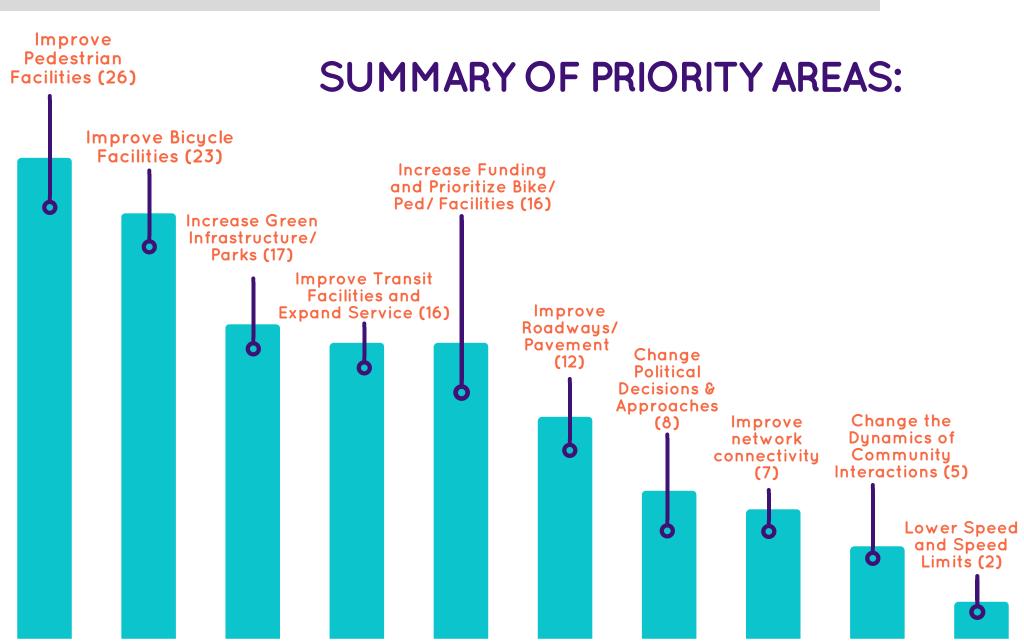


Lacking city-wide connectivity.

Public transit is ar afterthought.



Q3: WHAT SHOULD BE PRIORITIZED IN ACTIVITY 2: ORDER TO IMPROVE MOBILITY AND ENHANCE OR INCREASE PUBLIC SPACES?



# WHAT WE HEARD:

Q3: WHAT SHOULD BE PRIORITIZED IN ORDER TO IMPROVE MOBILITY AND ENHANCE OR INCREASE PUBLIC SPACES?



Collaboration, putting differences aside and thinking/working together as a region – including City, County, all political entities



More spaces, safer spaces, for pedestrians and bicyclists. There are too many white bikes [memorial bicycles] in the city!



Try stuff, don't overthink it, and we might learn something great.



Do not widen roads. Increase streetscapes and trails that connect the city. Stop sprawl.





City Council needs to have the courage to think "one level up" – not worry about the squeaky wheel who complains – they will gain many more supporters



Create more separated bike lanes. I want to ride and I'm afraid of cars.



Free activities to encourage community involvement.

Connect the dots between key community parks and business districts



# **APPENDIX**

The following appendices provide the data used for the April 6, 2018 Practitioners
Session with Gil Peñalosa Event Summary. Each appendix relates to one of the four questions posed at the event, and contains analyzed and organized data based on the answers provided by participants. Transcriptions of the answers provided are also included at the end of each appendix, for readers' ease of comparison.

- **A. Activity 1:** What are the Ingredients of a Thriving Community?
- **B.** Activity 2, Question 1: In your opinion, what two words best describe Tucson?
- **C. Activity 2, Question 2:** What are the greatest challenges around mobility and public space in our region/your community?
- **D. Activity 2, Question 3:** What should be prioritized in order to improve mobility and enhance or increase public spaces?

From Complete Streets to Thriving Communities: A presentation and discussion with urbanist visionary Gil Peñalosa April 6, 2018, Sticky Note Responses

#### "What are the Ingredients of a Thriving Community?"

**Methodology:** Two poster boards on display at the event were used for people to post sticky notes with their responses to the question "What are the Ingredients of a Thriving Community?" Eight-six (86) notes were filled out, and were transcribed into a list (see end of document). They were then organized into representative categories. Some responses appear multiple times in different categories where key words fit into more than one category.

#### **Responses Organized into Categories**

#### Quality of Life (11)

- Convenience
- Fun
- Ambulatory
- Affordability
- Safe
- Compassion
- Welcoming community (healthy, clean, + friendly)
- Open
- Communication
- You take care of it
- Healthy, empowered community members with access to clean and safe schools, businesses, and community

#### Arts, Entertainment, & Culture (9)

- Fun
- Tourist
- Music (Arts)
- School plays
- Arts & Entertainment
- A vibrant Arts community
- Support for the fine arts
- Thriving downtown

#### Community & Neighborhoods (20)

- Teachers supported by community partnerships
- A vibrant Arts community
- Parks with safe area for kids to play
- Compassion
- A safe law-abiding community
- Strong local business community
- Business friendly community
- Design of space, facilities that bring people together
- Familia
- Safe community
- Welcoming community (healthy, clean, + friendly)
- Open to communication 2 way (citizen to government, and government to citizen (e.g. 311)
- Sense of respect and stewardship for the environmental process that sustains [the environment]

From Complete Streets to Thriving Communities: A presentation and discussion with urbanist visionary Gil Peñalosa April 6, 2018, Sticky Note Responses

#### "What are the Ingredients of a Thriving Community?"

- Thriving downtown
- Deep connections with other community members, even those who are different
- Communication
- You take care of it
- Community involvement great customer service
- Healthy, empowered community members with access to clean and safe schools, businesses, and community
- Community Involvement

#### **Economic Health (11)**

- Viable tax base that matches infrastructure needs
- Affordability
- Strong local business community
- Business friendly community
- Diversified economic base: big + little + individual
- Buildings, businesses, and resource accessibility
- Diverse economic resources
- \$ to pay for new improvements
- Thriving downtown
- Invest \$ in local businesses
- Healthy, empowered community members with access to clean and safe schools, businesses, and community

#### Education & Kids (10)

- Good education
- Support of education for ALL citizens
- Teachers supported by community partnerships
- School plays
- Having high school kids ride public transit so they are able and willing for work
- Comfortable and safe walk/bike ways for all ages and abilities
- High quality education
- Gathering safe spaces for students near middle and high schools
- Education system that puts kids 1st
- Healthy, empowered community members with access to clean and safe schools, businesses, and community

#### Equity & Accessibility (12)

- Support of education for ALL citizens
- Accessible technology for all disability on public transport
- Safe streets and sidewalks for ALL. If it's good for people with disabilities = good for all!
- Comfortable and safe walk/bike ways for all ages and abilities
- Flexible work schedules
- Guide strips for visually impaired people to cross streets safely
- Buildings, businesses, and resource accessibility
- Open to communication 2 way (citizen to government, and government to citizen (e.g. 311)
- Open
- Equitable

From Complete Streets to Thriving Communities: A presentation and discussion with urbanist visionary Gil Peñalosa April 6, 2018, Sticky Note Responses

#### "What are the Ingredients of a Thriving Community?"

- Deep connections with other community members, even those who are different
- Healthy, empowered community members with access to clean and safe schools, businesses, and community

#### **Good Governance (5)**

- Community involvement great customer service
- Communication
- Open to communication 2 way (citizen to government, and government to citizen (e.g. 311)
- Sense of respect and stewardship for the environmental process that sustains [the environment]
- Great customer service

#### **Growth & Development (5)**

- Large lots in affordable low crime areas for housing
- Design of space, facilities that bring people together
- Buildings, businesses, and resource accessibility
- Thriving downtown
- Large lots in affordable low crime areas for housing

#### Infrastructure (6)

- Viable tax base that matches infrastructure needs
- Large open spaces for drainage mitigation
- Sustainability = detention drainage systems interwoven into other infrastructure
- Sustainability without stressing the driver with road diet
- Design of space, facilities that bring people together
- \$ to pay for new improvements

#### Jobs (6)

- Industry
- Having high school kids ride public transit so they are able and willing for work
- Flexible work schedules
- Jobs
- Thriving downtown
- · Healthy, empowered community members with access to clean and safe schools, businesses, and community

#### Parks & Public Spaces (10)

- Parks
- Public spaces (with people in them)
- Large open spaces for drainage mitigation
- Parks with safe area for kids to play
- Recreation
- Lots of Parks & Recreations programs
- Open space
- Gathering safe spaces for students near middle and high schools
- Cleaner parks
- Sustainable! Both environmentally and programmatically.

From Complete Streets to Thriving Communities: A presentation and discussion with urbanist visionary Gil Peñalosa April 6, 2018, Sticky Note Responses

#### "What are the Ingredients of a Thriving Community?"

#### Safety & Crime (9)

- Large lots in affordable low crime areas for housing
- Safe
- Safety
- A safe law-abiding community
- Comfortable and safe walk/bike ways for all ages and abilities
- Public safety Police/Fire/EMS
- Safe community
- Sense of respect and stewardship for the environmental process that sustains [the environment]
- Safe and comfortable network of protected bikeways

#### Shade & Landscape (5)

- Urban agriculture-edible landscape
- Sustainability = detention drainage systems interwoven into other infrastructure
- Water harvesting
- Trees. Lots of trees
- Sense of respect and stewardship for the environmental process that sustains [the environment]

#### Sustainability (6)

- Sustainability
- Sustainability that includes a maintenance plan that is efficient
- Urban agriculture-edible landscape
- Sustainability without stressing the driver with road diet
- Sense of respect and stewardship for the environmental process that sustains [the environment]
- Sustainable! Both environmentally and programmatically.

#### **Transportation & Mobility (27)**

#### General (12)

- Good public transportation
- Safety
- Accessible technology for all disability on public transport
- Safe streets and sidewalks for ALL. If it's good for people with disabilities = good for all!
- Mobility important
- Flexible work schedules
- Looking to the future, includes alternative modes of transit
- \$ to pay for new improvements
- Sustainable! Both environmentally and programmatically.
- Thriving downtown
- Mobility
- Off set turn lanes

#### Bicycle (7)

- Comfortable and safe walk/bike ways for all ages and abilities
- Bikes
- · Retrofit motorized bikes

From Complete Streets to Thriving Communities: A presentation and discussion with urbanist visionary Gil Peñalosa April 6, 2018, Sticky Note Responses

#### "What are the Ingredients of a Thriving Community?"

- Unicycles
- Battery operated unicycles
- More bike parking spots (example: around Leo Rich!!)
- Safe and comfortable network of protected bikeways

#### Pedestrian (6)

- Sidewalks
- Ambulatory
- Pedestrian routes with shade
- Safe streets and sidewalks for ALL. If it's good for people with disabilities = good for all!
- Comfortable and safe walk/bike ways for all ages and abilities
- Guide strips for visually impaired people to cross streets safely

#### Transit (2)

- Fast affordable convenient transit
- Having high school kids ride public transit so they are able and willing for work

#### Water & Water Conservation (4)

- Water
- Large open spaces for drainage mitigation
- Sustainability = detention drainage systems interwoven into other infrastructure
- Water harvesting

From Complete Streets to Thriving Communities: A presentation and discussion with urbanist visionary Gil Peñalosa April 6, 2018, Sticky Note Responses

#### "What are the Ingredients of a Thriving Community?"

#### **ORIGINAL TRANSCRIPTIONS – Both Boards**

Comfortable and safe walk/bike ways for all ages & abilities

High quality education Mobility important Support for the fine arts Flexible work schedules

Looking to the future, includes alternative modes of transit

**Bikes** 

Retrofit motorized bikes

Unicycles

Battery operated unicycles

Guide strips for visually impaired people to cross streets

safely

Lots of Parks & Recreations programs

Open space

Design of space, facilities that bring people together

Cleaner parks

Diversified economic base: big + little + individual Gathering safe spaces for students near middle and high schools

Public safety - police/fire/ems

Buildings, businesses, and resource accessibility

Public spaces (with people in them)

Familia

Safe community

Welcoming community (healthy, clean, + friendly)

Open to communication 2 way (citizen to government, and

government to citizen (e.g. 311)

Jobs

Education system that puts kids 1st

Parks

Diverse economic resources

Sense of respect and stewardship for the environmental

process that sustain it

\$ to pay for new improvements

Sustainable! Both environmentally and programmatically.

Open Equitable

Thriving downtown

More bike parking spots (example: around Leo Rich!!)
Deep connections with other community members, even

those who are different

Communication

Invest \$ in local businesses

Mobility

You take care of it Off set turn lanes

Community involvement – great customer service

**THEME** 

Safe and comfortable network of protected bikeways

Healthy, empowered community members with access to clean and safe schools, businesses, and community

Community Involvement Great customer service

Sidewalks

Viable tax base that matches infrastructure needs

Fast affordable convenient transit

Sustainability Water Industry Fun Tourist

Music (Arts) Good education

Support of education for ALL citizens

Ambulatory Convenience

Teachers supported by community partnerships

School plays

Arts & Entertainment

Pedestrian routes with shade

Sustainability that includes a maintenance plan that is

efficient

A vibrant Arts community

Urban agriculture-edible landscape Large open spaces for drainage mitigation

Sustainability = detention drainage systems interwoven into

other infrastructure Water harvesting Trees. Lots of trees.

Parks with safe area for kids to play

Large lots in affordable low crime areas for housing

Affordability Recreation Safe

Good public transportation

Safety Compassion

Sustainability without stressing the driver with road diet

A safe law-abiding community

Having high school kids ride public transit so they are able

and willing for work

Strong local business community

Accessible technology for all disability on public transport

Business friendly community

Safe streets and sidewalks for <u>ALL</u>. If it's good for people

with disabilities = good for all!

#### **APPENDIX B**

From Complete Streets to Thriving Communities: A presentation and discussion with urbanist visionary Gil Peñalosa April 6, 2018, Survey Card Responses

#### Question 1. In your opinion, what two words best describe Tucson?

#### TRANSCRIBED ANSWERS

Old Parochial Beautiful Outside

Pueblo (both outdated)Risk-averseEclecticCar CentricHotDisjointedVibrant CommunityDryDull

Growing Caring Citizens Downtown-congested

Spirited Opportunistic City (meaning Has Potential Segregated we have opportunity right Land Development

A few people have a lot of here, right now) Hot Sun power Urban Sprawl Cancer Desparation Too Divided Vibrant Endemic beauty Community Hip

Fragmented Hot Great Potential

PassionateCongestedQuirkyCalmBig TownAridVibrantToo many CAVE peopleSprawly

Diversity Growing Quickly Sonoran Desert

Eclectic Easy Lifestyle Close relations to Mexico
Sunny Community Transit Transition
Spread out Big Unrealized Potential

Backwards, does not provide Resilient Freeway Lacking enough community services Resourceful Cluttered for those who are vulnerable Open Friendly Sustainable **Progressive** Diverse Culture Inclusive Hot Beautiful Desert **Progressive** Low-Density

Weak TransitCultureUniversity-focusedEclecticHistoryGreat PotentialNaturalEngaged CommunityGrowing Community

BeautifulGood IntentionsPassion for the wildcat sportsStubborn/StuckExcitementeven if the individual didn'tUniqueCreativitygo to the University of

Scattered Potential Arizona

Busy Gente (la gente) Very [unable to decipher]

PoorLiving CostOldInnovative without CourageWeatherNewCrowdedUniversitySpread outConstructionEclecticHealth-promoting

QuirkyGreat ideasNaturalGrowingPoor implementationTop-Ten

Friendly People Great Climate

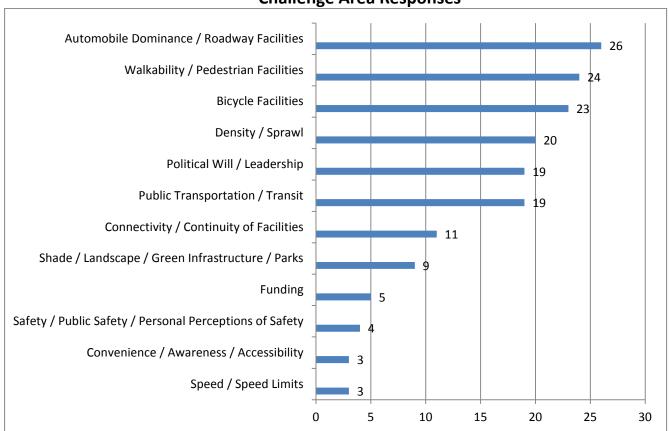
From Complete Streets to Thriving Communities: A presentation and discussion with urbanist visionary Gil Peñalosa April 6, 2018, Survey Card Responses

Question 2. What are the greatest challenges around mobility and public space in our region/your community?

**Summary of Challenge Areas** 

Challenge Areas (by number of responses)	Count
Automobile Dominance & Roadway Facilities	26
Walkability & Pedestrian Facilities	24
Bicycle Facilities	23
Density / Sprawl	20
Public Transportation / Transit	19
Political Will / Leadership	19
Connectivity / Continuity of Facilities	11
Shade / Landscape / Green Infrastructure / Parks	9
Funding	5
Safety / Public Safety / Personal Perceptions of Safety	4
Speed / Speed Limits	3
Convenience / Awareness / Accessibility	3

**Challenge Area Responses** 



From Complete Streets to Thriving Communities: A presentation and discussion with urbanist visionary Gil Peñalosa April 6, 2018, Survey Card Responses

Question 2. What are the greatest challenges around mobility and public space in our region/your community?

**Methodology:** The following table shows how responses were organized into categories and counted.

- Raw comments were analyzed for key words, then organized into categories related to the key words. Category response counts are based on the total number of responses organized into that category.
- Responses with multiple key words were categorized (copied) more than once into the related categories.
- Numbered responses correspond to the category response counts.

#### **Detailed List of Responses, Categorized**

Challenge Areas (alphabetical)	
Automobile Dominance / Roadway Facilities	26

- 1. Drivers exceeding speed limits that are already too high; Driving to work at 6:30am, in a 40 mph city road, and drivers passing me going at least 60 mph. I can drive 50 mph and still get passed on my right or me left.
- 2. We are car-centric and value multi-modal transit only in so far that it serves economic development
- 3. Long term projects that have languished, causing both vehicle and pedestrian circulation problems
- 4. Lack of viable transportation options auto dominance
- 5. Low density housing / land use reinforces auto dependence
- 6. Lack of connectivity for anything other than cars
- 7. Educating and getting public out of cars and using public transit. It needs to be convenient.
- 8. Cars' (drivers') attitudes
- 9. Distance vehicles are needed
- 10. Too many cars
- 11. Auto addiction
- 12. Highways, arterials that are like highways
- 13. We need better infrastructure for our area
- 14. Spread out, car-focused City
- 15. Lack of physical demarcation of key mobility corridors
- 16. Many arterials that are difficult to cross.
- 17. Mobility is prioritized in unincorporated county, i.e. suburbs, by the RTA/PAG. Public transit and bike/ped network is an afterthought. RTA has no skin in the game. Need mobility in the urban corridor (Grant Road).
- 18. More designated/quicker streets that run across town (less lights/ 45 speed limits)
- 19. Traffic congestion / traffic jams
- 20. Lack of forward thinking who is making the decision to widen streets instead of creating or maintaining public transit/bike/ped amenities? (Put different people in that position)
- 21. Money for building car infrastructure instead of building community
- 22. "More Cars" mentality
- 23. Car lovers
- 24. Cars and mobility on major streets for cyclists and walkers
- 25. City has no available funds for drainage infrastructure in large or small road projects
- 26. Rio Rico / Nogales area: Narrow streets with widely spaced houses

Bic	rcle Facilities	23

From Complete Streets to Thriving Communities: A presentation and discussion with urbanist visionary Gil Peñalosa April 6, 2018, Survey Card Responses

#### Question 2. What are the greatest challenges around mobility and public space in our region/your community?

- 1. Protected bike lanes and sidewalks
- 2. Biking outside of the Loop or other bikeways can be challenging.
- 3. Making it possible for people to ride their bikes without getting flat tires. Can we have help putting solid tubes in kids' bikes. I have a hard time finding small solid tubes to buy. WE need affordable bikes.
- 4. Bike lanes not separated from cars
- 5. Sidewalks and bike lanes are not shaded
- 6. We need better infrastructure for our area
- 7. No continuous mass transit and bicycle paths from southside to center of town
- 8. Non-designated lanes for bicyclists. They need to be off travel lanes.
- 9. Bikeways and reliable transport. I don't live downtown and don't bike because I'm scared to take my kid.
- 10. Dangerous biking
- 11. Lack of physical demarcation of key mobility corridors
- 12. Safe bike paths
- 13. Mobility is prioritized in unincorporated county, i.e. suburbs, by the RTA/PAG. Public transit and bike/ped network is an afterthought. RTA has no skin in the game. Need mobility in the urban corridor (Grant Road).
- 14. More bike lanes and sidewalks
- 15. Unsafe cycling/walking
- 16. Better in town bike paths / solution for homeless so we can enjoy parks
- 17. Shade trees need to be over dedicated bike paths so people will use them
- 18. Bike in shade
- 19. Not enough / disconnected bike/ped/transit infrastructure
- 20. Plan for public pathways
- 21. Dedicated lanes
- 22. Cars and mobility on major streets for cyclists and walkers
- 23. Rio Rico / Nogales area: hills, hills, hills topography

#### **Connectivity / Continuity of Facilities**

11

- 1. Connectivity in the neighborhood areas
- 2. Lack of connectivity for anything other than cars
- 3. Independent resources with physical limitations and conflicted expectations (e.g. lack of connectivity and lack of flexibility and resources at work)
- 4. No connectivity to business from residential areas
- 5. Safe travel and continuity
- 6. Lack of physical demarcation of key mobility corridors
- 7. Mobility is prioritized in unincorporated county, i.e. suburbs, by the RTA/PAG. Public transit and bike/ped network is an afterthought. RTA has no skin in the game. Need mobility in the urban corridor (Grant Road).
- 8. Connectivity
- 9. Not enough / disconnected bike/ped/transit infrastructure
- 10. City-wide connectivity
- 11. People's knowledge (lack of) of the different types and connectivity of mobility (bike, walk, bus, streetcar)

From Complete Streets to Thriving Communities: A presentation and discussion with urbanist visionary Gil Peñalosa April 6, 2018, Survey Card Responses

Question 2. What are the greatest challenges around mobility and public space in our region/your community?

#### Convenience / Awareness / Accessibility 3 1. Educating and getting public out of cars and using public transit. It needs to be convenient. 2. Cars' (drivers') attitudes 3. People's knowledge (lack of) of the different types and connectivity of mobility (bike, walk, bus, streetcar) **Density / Sprawl** 20 1. Walkability and increasing downtown density 2. Sprawl, in particular in the suburban regions. 3. Low density housing / land use reinforces auto dependence 4. Lack of housing next to transit 5. Sprawl – everything is being built out rather than infill/better use of already semi-developed space 6. Lack of high volume alternatives and resistance to change of zoning and high density redevelopment 7. Sprawl 8. Distance – vehicles are needed 9. Current infrastructure specific to public transit and urban sprawl 10. People living on outskirts 11. Right-of-Way 12. Spread out, car-focused City 13. Sprawl 14. Road widenings 15. Population is spread out in a very large area 16. Large arterials roads in outskirts (outside city) with marginalized or non-existent pedestrian facilities 17. Traffic congestion / traffic jams 18. Low density. 19. Rio Rico / Nogales area: Low density housing 20. Rio Rico / Nogales area: Narrow streets with widely spaced houses **Funding** 5 1. Funding 2. Matching those good intentions to what is sustainable 3. \$ (money) 4. Disproportionate focus on pavement preservation in DOTs. 5. Money for building car infrastructure instead of building community City has no available funds for drainage infrastructure in large or small road projects **Public Transportation / Transit** 19 1. Streamlined public transportation 2. We are car-centric and value multi-modal transit only in so far that it serves economic development 3. Lack of housing next to transit 4. Educating and getting public out of cars and using public transit. It needs to be convenient. 5. More extensive bus 6. Lack of high volume alternatives and resistance to change of zoning and high density redevelopment

7. Current infrastructure specific to public transit and urban sprawl

8. Not good public transit

From Complete Streets to Thriving Communities: A presentation and discussion with urbanist visionary Gil Peñalosa April 6, 2018, Survey Card Responses

#### Question 2. What are the greatest challenges around mobility and public space in our region/your community?

- 9. Transit services are inadequate takes too long
- 10. Un-availability of mass transit in Tucson
- 11. No continuous mass transit and bicycle paths from southside to center of town
- 12. Bikeways and reliable transport. I don't live downtown and don't bike because I'm scared to take my kid.
- 13. Light rail (limited)
- 14. Lack of physical demarcation of key mobility corridors
- 15. Mobility is prioritized in unincorporated county, i.e. suburbs, by the RTA/PAG. Public transit and bike/ped network is an afterthought. RTA has no skin in the game. Need mobility in the urban corridor (Grant Road).
- 16. Disproportionate focus on pavement preservation in DOTs.
- 17. Need more public transportation that runs on time. (Sun Tran's terrible)
- 18. Not enough / disconnected bike/ped/transit infrastructure
- 19. Dedicated lanes

#### Political Will / Leadership

19

- 1. Leadership. It's not the vision; it's the doing.
- 2. Interests that are opposed and have outsized influence on public policy
- 3. Long term projects that have languished, causing both vehicle and pedestrian circulation problems
- 4. Independent resources with physical limitations and conflicted expectations (e.g. lack of connectivity and lack of flexibility and resources at work)
- 5. Our focus on special interests
- 6. 8-80
- 7. Lack of interest to change from the status quo
- 8. Matching those good intentions to what is sustainable
- 9. Mobility is prioritized in unincorporated county, i.e. suburbs, by the RTA/PAG. Public transit and bike/ped network is an afterthought. RTA has no skin in the game. Need mobility in the urban corridor (Grant Road).
- 10. Concern about impacts to individual properties prevent us from making changes worried about parking, etc to individual properties ruins it for the whole community
- 11. Lack of forward thinking who is making the decision to widen streets instead of creating or maintaining public transit/bike/ped amenities? (Put different people in that position)
- 12. Resistance to change
- 13. Neighborhood groups have too much influence
- 14. Politicians not willing to face challenges (CAVE people)
- 15. "More Cars" mentality
- 16. CAVE People
- 17. NIMBYs
- 18. Convince
- 19. Change

#### Safety / Public Safety / Personal Perceptions of Safety

4

- 1. Safety
- Safe travel and continuity
   Bikeways and reliable transport. I don't live downtown and don't bike because I'm scared to take my kid.
- 3. Safe bike paths Safe walking

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#### Question 2. What are the greatest challenges around mobility and public space in our region/your community?

4. Terrible drivers
Unsafe cycling/walking

#### Shade / Landscape / Green Infrastructure / Parks

9

- 1. No shade in urban spaces
- 2. Sidewalks and bike lanes are not shaded
- 3. Heat and lack of shade
- 4. Safe, clean parks

Lack of trees / shade

Public parks - need more

- 5. Utilities in right of way that don't allow landscape adjacent
- 6. Better in town bike paths / solution for homeless so we can enjoy parks
- 7. Shade trees need to be over dedicated bike paths so people will use them Bike in shade
- 8. Not enough public open space, especially downtown No shade
- 9. City has no available funds for drainage infrastructure in large or small road projects
  Protecting our quasi-sole source aquifer while improving community with new projects

#### Speed / Speed Limits

- 1. Drivers exceeding speed limits that are already too high; Driving to work at 6:30am, in a 40 mph city road, and drivers passing me going at least 60 mph. I can drive 50 mph and still get passed on my right or my left.
- 2. High speed (40 mph) streets adjacent to residential areas
- 3. More designated/quicker streets that run across town (less lights/ 45 speed limits)

#### **Walkability / Pedestrian Facilities**

24

3

- 1. Protected bike lanes and sidewalks
- 2. Walkability and increasing downtown density
- 3. Long term projects that have languished, causing both vehicle and pedestrian circulation problems
- 4. Businesses are not convenient to the community (not in walking distance)
- 5. Sidewalks and bike lanes are not shaded
- 6. Sidewalks
- 7. Poor or non-existent sidewalks
- 8. Narrow sidewalks
- 9. We need better infrastructure for our area
- 10. Sh\*\*\*y sidewalks
- 11. Lack of physical demarcation of key mobility corridors
- 12. Lack of sidewalks
- 13. Safe walking
- 14. Mobility is prioritized in unincorporated county, i.e. suburbs, by the RTA/PAG. Public transit and bike/ped network is an afterthought. RTA has no skin in the game. Need mobility in the urban corridor (Grant Road).
- 15. More bike lanes and sidewalks
- 16. Large arterials roads in outskirts (outside city) with marginalized or non-existent pedestrian facilities
- 17. No sidewalks.
- 18. Unsafe cycling/walking
- 19. Not enough / disconnected bike/ped/transit infrastructure

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Question 2. What are the greatest challenges around mobility and public space in our region/your community?

- 20. Plan for public pathways
- 21. Sidewalks
- 22. Cars and mobility on major streets for cyclists and walkers
- 23. Rio Rico / Nogales area: hills, hills, hills topography
- 24. Rio Rico / Nogales area: No sidewalks

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Question 2. What are the greatest challenges around mobility and public space in our region/your community?

# RAW DATA, ORIGINAL TRANSCRIPTIONS (Numbers reflect an individual survey card received)

1. Drivers exceeding speed limits that are already too high;

Driving to work at 6:30am, in a 40 mph city road, and drivers passing me going at least 60 mph. I can drive 50 mph and still get passed on my right or me left.

- 2. Walkability and increasing downtown density
- 3. Protected bike lanes and sidewalks

Connectivity in the neighborhood areas

Streamlined public transportation

- 4. Sprawl, in particular in the suburban regions. Biking outside of the Loop or other bikeways can be challenging.
- 5. Funding
- 6. We are car-centric and value multi-modal transit only in so far that it serves economic development
- 7. Long term projects that have languished, causing both vehicle and pedestrian circulation problems
  No shade in urban spaces
- 8. Lack of viable transportation options auto dominance

Low density housing / land use reinforces auto dependence

Lack of housing next to transit

- 9. Interests that are opposed and have outsized influence on public policy
- 10. Leadership. It's not the vision; it's the doing.
- 11. Sprawl everything is being built out rather than infill/better use of already semi-developed space Lack of connectivity for anything other than cars
- 12. Businesses are not convenient to the community (not in walking distance)
- 13. Making it possible for people to ride their bikes without getting flat tires. Can we have help putting solid tubes in kids' bikes. I have a hard time finding small solid tubes to buy. WE need affordable bikes.
- 14. Bike lanes not separated from cars

Sidewalks and bike lanes are not shaded

- 15. Educating and getting public out of cars and using public transit. It needs to be convenient.
- 16. Cars' (drivers') attitudes

More extensive bus

- 17. Lack of high volume alternatives and resistance to change of zoning and high density redevelopment
- 18. Sprawl
- 19. Sidewalks

Safety

- 20. Independent resources with physical limitations and conflicted expectations (e.g. lack of connectivity and lack of flexibility and resources at work)
- 21. Distance vehicles are needed
- 22. Heat and lack of shade
- 23. Too many cars
- 24. Auto addiction

Poor or non-existent sidewalks

25. Highways, arterials that are like highways

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#### Question 2. What are the greatest challenges around mobility and public space in our region/your community?

26. Current infrastructure specific to public transit and urban sprawl

Not good public transit

People living on outskirts

27. Transit services are inadequate – takes too long

Narrow sidewalks

28. Un-availability of mass transit in Tucson

We need better infrastructure for our area

- 29. Our focus on special interests
- 30. No connectivity to business from residential areas

Safe, clean parks

8-80

31. Safe travel and continuity

No continuous mass transit and bicycle paths from southside to center of town

- 32. Non-designated lanes for bicyclists. They need to be off travel lanes.
- 33. Right-of-Way
- 34. Spread out, car-focused City
- 35. Bikeways and reliable transport. I don't live downtown and don't bike because I'm scared to take my kid.
- 36. Light rail (limited)

Shitty sidewalks

Dangerous biking

37. Lack of physical demarcation of key mobility corridors

Lack of interest to change from the status quo

- 38. High speed (40 mph) streets adjacent to residential areas
- 39. Sprawl

Road widenings

40. Lack of sidewalks

Lack of trees / shade

Public parks - need more

- 41. Matching those good intentions to what is sustainable
- 42. Safe bike paths

Safe walking

- 43. Mobility is prioritized in unincorporated county, i.e. suburbs, by the RTA/PAG. Public transit and bike/ped network is an afterthought. RTA has no skin in the game. Need mobility in the urban corridor (Grant Road).
- 44. More bike lanes and sidewalks
- 45. Population is spread out in a very large area
- 46. Large arterials roads in outskirts (outside city) with marginalized or non-existent pedestrian facilities Utilities in right of way that don't allow landscape adjacent
- 47. \$ (money)
- 48. No sidewalks.

Many arterials that are difficult to cross.

Disproportionate focus on pavement preservation in DOTs.

49. Connectivity

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#### Question 2. What are the greatest challenges around mobility and public space in our region/your community?

50. Terrible drivers

Unsafe cycling/walking

51. Need more public transportation that runs on time. (Sun Tran's terrible)

More designated/quicker streets that run across town (less lights/ 45 speed limits)

Better in town bike paths / solution for homeless so we can enjoy parks

- 52. Traffic congestion / traffic jams
- 53. Shade trees need to be over dedicated bike paths so people will use them

Bike in shade

- 54. Concern about impacts to individual properties prevent us from making changes worried about parking, etc to individual properties ruins it for the whole community
- 55. Not enough / disconnected bike/ped/transit infrastructure

Not enough public open space, especially downtown

Lack of forward thinking – who is making the decision to widen streets instead of creating or maintaining public transit/bike/ped amenities? (Put different people in that position)

56. Resistance to change

Neighborhood groups have too much influence

57. Politicians not willing to face challenges (CAVE people)

Lifestyles, social aspects, work schedules

- 58. Plan for public pathways
- 59. Money for building car infrastructure instead of building community

Low density

No shade

- 60. Convince
- 61. "More Cars" mentality
- 62. Rio Rico / Nogales area:

Low density housing

Narrow streets with widely spaced houses

hills, hills - topography

No sidwalks

63. CAVE People

Car lovers

64. Dedicated lanes

City-wide connectivity

- 65. Change
- 66. People's knowledge (lack of) of the different types and connectivity of mobility (bike, walk, bus, streetcar)
- 67. Sidewalks
- 68. Cars and mobility on major streets for cyclists and walkers
- 69. NIMBYs
- 70. City has no available funds for drainage infrastructure in large or small road projects

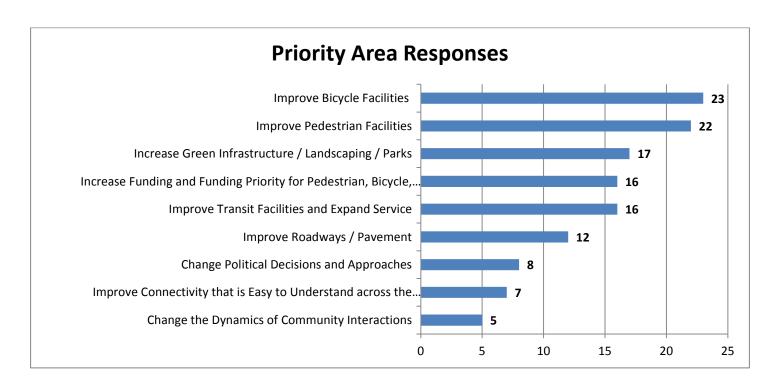
  Protecting our quasi-sole source aquifer while improving community with new projects

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Question 3. What should be prioritized in order to improve mobility and enhance or increase public spaces?

#### **Summary of Priority Areas**

Priority Areas (by number of responses)	Count
Improve Bicycle Facilities	23
Improve Pedestrian Facilities	22
Increase Green Infrastructure / Landscaping / Parks	17
Improve Transit Facilities and Expand Service	16
Increase Funding and Funding Priority for Pedestrian, Bicycle, and Transit Facilities	16
Improve Roadways / Pavement	12
Change Political Decisions and Approaches	8
Improve Connectivity that is Easy to Understand across the Region	7
Change the Dynamics of Community Interactions	5
Increase Pedestrian Lighting	4
Lower Speed and Speed Limits	2



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Question 3. What should be prioritized in order to improve mobility and enhance or increase public spaces?

Methodology: The following table shows how responses were organized into categories and counted.

- Raw comments were analyzed for key words, then organized into categories related to the key words. Category response counts are based on the total number of responses organized into that category.
- Responses with multiple key words were categorized (copied) more than once into the related categories.
- Where multiple responses in a category were similar, they were organized under a bulleted heading (all bold text) conveying the theme of responses, and the number of similar responses counted and listed.

#### **Detailed List of Responses, Categorized**

Pr	iority Areas (alphabetically)	Count
Ch	ange the Dynamics of Community Interactions	5
•	Free activities to encourage community involvement	1
•	Try stuff, don't overthink it, and we might learn something great	1
•	Enable individuals to help themselves and contribute to community vibrancy and connectivity	1
•	Break mindset of "ownership" of streets and trails in neighborhoods – breaks up the system	1
•	City Council needs to have the courage to think "one level up" – not worry about the <b>squeaky wheel</b>	1
	who complains – they will gain many more supporters	
Ch	ange Political Decisions and Approaches	8
•	Work more collaboratively, more holistically, as a region across boundaries	2
	Collaboration, putting differences aside and thinking/working together as a region – including	
	City, County, all political entities	
	Break mindset of "ownership" of streets and trails in neighborhoods – breaks up the system	
•	Decision-makers and leaders need to make informed decisions and have the courage to stick to	4
	them.	
	I think all decision makers would do well to access the city without a car for 1 month	
	Match the infrastructure to the tax base and having the vision, system, and leadership to do that.	
	Leadership has basically good intentions to try and do this, but there still is a huge deficit. The	
	value is coming back to Tucson. However, have things changed enough to change?	
	City Council needs to have the courage to think "one level up" – not worry about the squeaky	
	wheel who complains – they will gain many more supporters	
	Leadership	
•	Transparency in public processes	1
•	Try stuff, don't overthink it, and we might learn something great	1
Im	prove Bicycle Facilities	23
•	More bike lanes / spaces	7
	More spaces, safer spaces, for pedestrians and bicyclists. There are too many white bikes	
	[memorial bicycles] in the city!	
	Safe cycling space	
	Safe bike routes	
	Safer bike lanes	
	Bike and walkways	
	Make a <u>big fat</u> safe bike lane down Broadway	
	Bike lanes	

Question 3. What should be prioritized in order to improve mobility and enhance or increase public spaces?

•	More protected bike lanes	10
	Dedicate space for pathways	
	Protected bike lanes within the city	
	Dedicated bus on arterials and bike lanes on boulevards	
	Public transportation, protected bike lanes, and connections between those and parks	
	Public transportation: light rail, more dedicated street spaces for the bus and bikes and walking	
	Create more separated bike lanes. I want to ride and am afraid of cars.	
	More protected bike lanes	
	Protected bikeways	
	Shade, green space, dedicated bike infrastructure, sidewalks, traffic calming	
	Protected bike/ped lanes	
•	Bike-ped <b>shade</b>	
•	More enforcement protecting bike and peds	1
•	Add [bicycle, pedestrian, and transit facilities] to current design projects	1
•	Fix streets for less car damage / better bike paths in town.	1
•	Pass a fee on carbon so planning for walk/bike ways becomes the indisputable best choice	1
•	Public transportation, protected bike lanes, and connections between those and parks	1
		1
lm	prove Connectivity that is Easy to Understand across the Region	7
•	Access – it's not how much you can move around, it's what you can get to	1
•	Back-filling sidewalks / connecting (proactively!) schools, and other areas with frequent pedestrian	1
	traffic – not just waiting for grants	
•	Public transportation, protected bike lanes, and connections between those and parks	1
•	Connect the dots between key community parks/centers/business districts	1
•	Connectivity of high-quality spaces for people	1
•	Physically denote these corridors	1
•	Not to widen roads & increase streetscapes and trails that <b>connect the city</b> (stop sprawl)	1
lm	prove Pedestrian Facilities	22
•	More sidewalks	15
	Sidewalk, lighting, and landscape improvements driven through micro grants to neighborhoods	
	More spaces, safer spaces, for pedestrians and bicyclists. There are too many white bikes	
	[memorial bicycles] in the city!	
	Lit and safe <b>sidewalks</b>	
	More sidewalks	
	Protected bike/ped lanes	
	Sidewalks	
	Bike and walkways	
	Sidewalks	
	More sidewalks	
	Sidewalks	
	Dedicate space for <b>pathways</b>	
	Shade, green space, dedicated bike infrastructure, <b>sidewalks</b> , traffic calming	
	More pedestrian-oriented streets (sidewalks, shade, crosswalks, lights)	
	Public transportation: light rail, more dedicated street spaces for the bus and bikes and walking	

Question 3. What should be prioritized in order to improve mobility and enhance or increase public spaces?

	Back-filling <b>sidewalks</b> / connecting (proactively!) schools, and other areas with frequent	
	pedestrian traffic – not just waiting for grants	
•	Connectivity	2
	Back-filling sidewalks / connecting (proactively!) schools, and other areas with frequent	
	pedestrian traffic – not just waiting for grants	
	Sidewalk <b>Connectivity</b>	
•	More enforcement protecting bike and peds	
•	Pass a fee on carbon so planning for walk/bike ways becomes the indisputable best choice	1
	Bike-ped shade	1
	More maintenance of sidewalks	1
		1
•	Add [bicycle, pedestrian, and transit facilities] to current design projects	1
lm	prove Roadways / Pavement	12
•	Improve /fix current roadways	2
	Improve <b>roadways</b>	
	Fix streets for less car damage / better bike paths in town.	
•	Change design standards and priorities for roadway projects	4
	Improve the design standards for roadway / street design	
	Focus on making the whole ROW nice – we spend so much \$ on the 45'-60' used for cars and very	
	little on the 45'-60' left for everyone else.	
	Add to current design projects [for roadway improvements]	
	Not to widen roads & increase streetscapes and trails that connect the city (stop sprawl)	
•	Road diets	3
	Reduce number of travel lanes	
	Road diets	
	Road diets via restriping and replace lane with public space that enhances bike/ped network.	
•	Better integration of utilities	2
	Large <b>TEP poles along Tucson streets</b> (i.e. newly built Grant Rd) are an abomination. We can do	
	better. Utilities shouldn't be an afterthought and destroy the possibility of great public	
	spaces.	
	Better integration of utilities	
•	Shade, green space, dedicated bike infrastructure, sidewalks, traffic calming	1
Im	prove Transit Facilities and Expand Service	16
•	Dedicated bus lanes	3
	Dedicated bus on arterials and bike lanes on boulevards	
	Dedicated lane for public transit when expanding roads (Grant, Broadway).	
	Lanes for buses only, no automobiles allowed	
•	More transit / public transportation	4
	Public transportation, protected bike lanes, and connections between those and parks	
	Expand public transport and make it attractive	
	Transit	
	Divert money from expanding roads to expanding public transit	
•	Expand mass transit / light rail	3
	Public transportation: light rail, more dedicated street spaces for the bus and bikes and walking	
	Increase mass transit to make it more appealing to use	

Question 3. What should be prioritized in order to improve mobility and enhance or increase public spaces?

	Extend light rail	1
•	Fast transport or local services.	1
•	Having kids use <b>public transit</b> to get to school.	1
•	Getting public to use <b>public transit</b>	1
	Make public transit navigation easier	1
	Shared mobility	1
•	Add [bicycle, pedestrian, and transit facilities] to current design projects	
Inc	rease Funding and Funding Priority for Pedestrian, Bicycle, and Transit Facilities	16
•	Increase funding, including new sources	8
	\$ (money)	
	Sidewalk, lighting, and landscape improvements driven through micro grants to neighborhoods	
	Public /private partnerships / investments	
	Divert money from expanding roads to expanding public transit	
	Pass a fee on carbon so planning for walk/bike ways becomes the indisputable best choice	
	Things [options] to pay for these improvements	
	Match the infrastructure to the tax base and having the vision, system, and leadership to do that.	
	Leadership has basically good intentions to try and do this, but there still is a huge deficit. The	
	value is coming back to Tucson. However, have things changed enough to change?	
	Always include sustainable aspects that provide best maintenance plan	
•	Prioritize transit	
	Emphasize bus service at level or beyond of streetcar	2
	Better faster public transportation (high speed)	
•	More funding in next RTA Plan for pedestrian, bicycle, and transit	3
	More focus on peds, bikes, and transit for next RTA Plan	
	Shift RTA funding to sidewalks, protected bike lanes, shade, and transit	
	RTA funding for Cyclovia, and mobility in areas of greatest need (density of youth, older adults,	
	and poor).	
•	More Cyclovia / Open Streets events	3
	Close downtown to cars on weekends. Every weekend.	3
	More Cyclovia events	
	RTA funding for Cyclovia, and mobility in areas of greatest need (density of youth, older adults,	
l no a	and poor).	17
inc	rease Green Infrastructure / Landscaping / Parks  More green infrastructure and landscaping.	4
•	Sidewalk, lighting, and landscape improvements driven through micro grants to neighborhoods	4
	Developing green infrastructure	
	Shade, green space, dedicated bike infrastructure, sidewalks, traffic calming	
	<b>Detention systems</b> should be used; not <b>retention</b> . (NOTE: These systems are a form of water	
	harvesting that can support landscaping and green infrastructure and so the comments are	
	listed here.)	
•	More shade trees in parks and along streets.	6
	more street trees	
	Edible fruit trees are good. Put them in parks and streets.	
	<b>Shade trees.</b> People don't want to spend time outside if they are always exposed to the hot sun.	
	Shade, green space, dedicated bike infrastructure, sidewalks, traffic calming	

Question 3. What should be prioritized in order to improve mobility and enhance or increase public spaces?

Bike-ped <b>shade</b>	
More shade	
Enhance transportation access, particularly bus and bike, connections to parks.	2
Public transportation, protected bike lanes, and connections between those and parks	
Connect the dots between key community parks/centers/business districts	
Keep existing parks and programs, and add more.	4
More parks and public spaces	
The City needs to stop closing Parks & Rec programs and parks.	
Public <b>parks</b>	
More pop-up parks	
More beauty	
	1
Increase Pedestrian Lighting	4
Lit and safe sidewalks	1
Sidewalk, lighting, and landscape improvements driven through micro grants to neighborhoods	1
More pedestrian-oriented streets (sidewalks, shade, crosswalks, lights)	1
Lighting on streets	1
Lower Speed and Speed Limits	2
Lower speed limits	1
Lower speed limit	1

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Question 3. What should be prioritized in order to improve mobility and enhance or increase public spaces?

# RAW DATA, ORIGINAL TRANSCRIPTIONS (Numbers reflect an individual survey card received)

- 1. More spaces, safer spaces, for pedestrians and bicyclists. There are too many white bikes in the city!
- 2. Get the cars out of the way
- 3. Protected bike lanes within the city

Lit and safe sidewalks

4. Developing green infrastructure

Mobilize alternative transportation

Safety

5. More sidewalks

More maintenance of sidewalks

Sidewalk connectivity

6. I think all decision makers would do well to access the city without a car for 1 month

Sidewalk, lighting, and landscape improvements driven through micro grants to neighborhoods

Emphasize bus service at level or beyond of streetcar

Dedicated bus on arterials and bike lanes on boulevards

- 7. Back-filling sidewalks / connecting (proactively!) schools, and other areas with frequent pedestrian traffic not just waiting for grants
- 8. Lower speed limits

More pedestrian-oriented streets (sidewalks, shade, crosswalks, lights)

more street trees

- 9. More focus on peds, bikes, and transit for next RTA Plan
- 10. Commitment to working in an interdisciplinary manner and practicing the integration of land use and transportation not just talking about it.
- 11. Public transportation, protected bike lanes, and connections between those and parks
- 12. Public transportation: light rail, more dedicated street spaces for the bus and bikes and walking
- 13. Having kids use public transit to get to school.

Provide services at local level close by. I should not need to drive an hour to get my daughter to speech therapy. Fast transport or local services.

Edible fruit trees are good. Put them in parks and streets.

- 14. Create more separated bike lanes. I want to ride and am afraid of cars.
- 15. Getting public to use public transit

Transit

Public parks

16. More beauty

More shade

More enforcement protecting bike and peds

- 17.
- 18. Safe cycling space
- 19. Transportation

Improve roadways

Bike and walkways

- 20. Enable individuals to help themselves and contribute to community vibrancy and connectivity
- 21. Shared mobility
- 22. Expand public transport and make it attractive
- 23. Reduce number of travel lanes

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#### Question 3. What should be prioritized in order to improve mobility and enhance or increase public spaces?

24. Really plan for it

Require developers to work beyond their properties to develop mobility infrastructure Break mindset of "ownership" of streets and trails in neighborhoods – breaks up the system

- 25. Access it's not how much you can move around, it's what you can get to
- 26. Build on the phenomenal work being done downtown and grow outward (Build up to higher density)
- 27. Sidewalks

Road diets

Lower speed limit

- 28. Increase mass transit to make it more appealing to use
- 29. Collaboration, putting differences aside and thinking/working together as a region including City, County, all political entities
- 30. More sidewalks

More protected bike lanes

Close downtown to cars on weekends. Every weekend.

31. More designated spaces

Safe bike routes

More Cyclovia events

More pop-up parks

Add to current design projects

- 32. The City needs to stop closing Parks & Rec programs and parks.
- 33. Things to pay for these improvements
- 34. Shift RTA funding to sidewalks, protected bike lanes, shade, and transit
- 35. Protected bikeways
- 36. Extend light rail

Make a big fat safe bike lane down Broadway

37. Connect the dots between key community parks/centers/business districts

Physically denote these corridors

- 38. Safer bike lanes
- 39. Density

Sense of Place / placemaking

40. More family-friendly spaces

Free activities to encourage community involvement

- 41. Match the infrastructure to the tax base and having the vision, system, and leadership to do that. Leadership has basically good intentions to try and do this, but there still is a huge deficit. The value is coming back to Tucson. However, have things changed enough to change?
- 42. More spaces for public gathering

A culture of cars being the only source of transportation

- 43. RTA funding for Cyclovia, mobility in areas of greatest need (density of youth, older adults, and poor). Dedicated lane for public transit when expanding roads (Grant, Broadway). Road diets via restriping and replace lane with public space that enhances bike/ped network.
- 44. More parks and public spaces
- 45. Density of people needs to increase in order to have enough people to actually use the public spaces
- 46. Better integration of utilities

Large TEP poles along Tucson streets (i.e. newly built Grant Rd) are an abomination. We can do better. Utilities shouldn't be an afterthought and destroy the possibility of great public spaces.

47. \$ (money)

Sidewalks

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#### Question 3. What should be prioritized in order to improve mobility and enhance or increase public spaces?

- 48. Focus on making the whole ROW nice we spend so much \$ on the 45'-60' used for cars and very little on the 45'-60' left for everyone else.
- 49. Make public transit navigation easier
- 50. Bike lanes
  - Lighting on streets
- 51. Fix streets for less car damage / better bike paths in town.

  Use buildings that are sitting empty instead of [bull]dozing more land for new buildings
- 52. Improve the design standards for roadway / street design
- 53. Shade trees. People don't want to spend time outside if they are always exposed to the hot sun.
- 54. City Council needs to have the courage to think "one level up" not worry about the squeaky wheel who complains they will gain many more supporters
- 55. Connectivity of high-quality spaces for people
- 56. Better faster public transportation (high speed)
- 57. Leadership
  - Transparency in public processes
    Public /private partnerships / investments
- 58. Dedicate space for pathways
- 59. Shade, green space, dedicated bike infrastructure, sidewalks, traffic calming Try stuff, don't overthink it, and we might learn something great
- 60. Assure only young healthy people live in Tucson
- 61. Divert money from expanding roads to expanding public transit
- 62. Pass a fee on carbon so planning for walk/bike ways becomes the indisputable best choice
- 63. Lanes for buses <u>only</u>, no automobiles allowed Higher density
- 64. Protected bike/ped lanes
- 65. Dedicating public spaces
- 66. Advertise, promote, word of mouth encouragement to use public ROW, etc.
- 67. Sidewalks
- 68. Not to widen roads & increase streetscapes and trails that connect the city (stop sprawl)
- 69. Bike-ped shade
- 70. Always include sustainable aspects that provide best maintenance plan Detention systems should be used; <u>not</u> retention.