

## ELEMENT 3: CIRCULATION

**VISION** The vision of regional transportation recognizes the excellent airport, railroad, and interstate freeway facilities that focus on Tucson as the hub of southern Arizona and the gateway to Mexico and the west coast. In addition to these external links, the basic internal metropolitan circulation network will integrate rail lines, interstate freeways, major streets, public transit, bikeways, and pedestrian paths to improve accessibility and create attractive options to move people, goods, and services. Future planning will place particular importance on transportation linkages to activity centers where a balance of functions and services, such as jobs, housing, and shopping, will be located. As more intensive development is concentrated in designated activity centers, increased use of the transit system will reduce dependence on the automobile and further the overall air quality goals of the region.



*Tucson International Airport links southern Arizona to world destinations.*

The region will continue to develop a transportation system that provides mobility for all people and ready access to the places and travel modes chosen. The percentage of people throughout the region having reasonable access to public transit services will be increased substantially. Greater population densities along existing and planned major travel corridors will be encouraged. Accessibility, especially to employment, education, and other services, will be a priority. Employment and activity centers will be planned with attention to the ease of access from residential areas.



*Excellent public transit offers a convenient transportation alternative.*

The *Regional Vision* displays a coordinated hierarchy of multimodal transportation corridors, including outstanding ground access to airports; expansion of excellent public transportation and bicycle routes; improvement of major streets; and consideration of well-designed, limited access roadways. An expanded, more efficient bus system, with improved service and passenger amenities, will attract a greater share of trips. A light rail system (or its equivalent) in highly developed corridors will furnish a competitive alternative to the private automobile. A safe, well-maintained bicycle system that interconnects with other transportation modes and utilizes major washes, where feasible, will also serve personal travel. Enhanced, continuous pedestrian networks are essential throughout the developed parts of the region. Pedestrian pathways along streets and natural washes are a priority.

Development of a safe and efficient multimodal transportation system will be encouraged by focusing on safe vehicular, bicycle, and pedestrian ways of travel. While the element recognizes that private automobiles will be the mode for the vast majority of trips in the foreseeable future, efforts will be made to minimize the duration and severity of peak hour traffic congestion. Traffic accident rates will be minimized by implementing uniform design and construction standards. Improved urban planning and design will reduce the average length of work, school, and shopping trips and assist achievement of regional air quality objectives. The percentage of work trips made by single-occupancy vehicles will be reduced through incentive programs that will increase the share of work trips using public transit, car and van pools, bicycles, and walking.



*A popular bicycle and pedestrian system meets commuter and recreational needs.*

Future land use patterns and transportation systems will be planned in a coordinated, continuous, and comprehensive manner. Air quality will be protected by promoting land use patterns that reduce travel miles and facilitate transportation alternatives. Auto, transit, bicycle, and pedestrian travel will be coordinated with land use planning, especially within and between activity centers. Attractive design of the region's travel ways and assurance of recreation and scenic linkages will be characteristic of the region's transportation system. In general, capital improvement programs will support attainment of environmental goals consistent with lifestyle expectations of citizens. New roadway design will be sensitive to the built and natural environment. Citizen participation will be a significant part of the decision-making process in order to preserve neighborhoods, promote public support for future improvements, and minimize adverse impacts on the environment and the natural terrain.

### **Livable Tucson Goals**

#### **Better Alternatives to Automobile Transportation**

Includes improved public transportation system, bicycle- and pedestrian-friendly streets, improved roadways (landscape, lighting, sidewalks, bus stops), and promotion of alternatives to the automobile.

### **Introduction**

The primary goals of an effective regional transportation system are to improve the mobility of people and goods, protect the natural environment, enhance the quality of life of our communities, assure that financial needs are met, and sustain public support for the transportation planning efforts. The factors considered in the development of a comprehensive transportation and circulation plan include supporting the economic viability of the area, increasing the safety of the transportation system, and improving accessibility and mobility options for people and freight. In order to meet these goals, the plan should protect and enhance the environment, promote energy conservation, enhance integration and connectivity of transportation systems, promote efficient system management and operation, and emphasize the preservation of existing intermodal transportation systems.

**Policy 1: Mobility and Accessibility: Improve the mobility of people and goods throughout the region by providing efficient, effective, convenient, accessible, and safe transportation options for travel to employment, education, medical, and other desired destinations.**

### **Supporting Policies**

- 1.1 Provide an integrated, multimodal, metropolitan transportation system that offers attractive choices among modes for the efficient movement of people and goods.
- 1.2 Provide a regional balance of transportation facilities and services by mode, including automobile, public transit, bicycle, pedestrian, rail, and aviation.
- 1.3 Provide the accommodation of more than one mode of travel in transportation improvement projects.

1.4 Provide a continuous system of functional segments and points of convenient transfer from one mode to another.

1.5 Manage the performance of all modal systems to best mitigate traffic congestion and to attain safe operating conditions.

1.6 Effectively operate and maintain transportation facilities and infrastructure.

1.7 Promote travel demand strategies and incentives to more fully utilize alternate modes of travel.

1.8 Assure that transportation investments improve the mobility of all segments of the community, including the underserved, disabled, and economically disadvantaged.

1.9 Promote strategies to reduce peak period demand through car pooling, flexible hours, alternate modes of travel, and other travel reduction techniques.



1.10 Identify and pursue funding mechanisms for ongoing maintenance of existing transportation investments and for future improvements needed to maintain mobility within the transportation system.

1.11 Develop and implement overall strategies to maintain clean air standards and continue to subject transportation plans to assessment procedures to determine their air quality impacts.

1.12 Design, manage, and evaluate the performance of the transportation facilities in conformance with regional level of service capacity measures consistent with approved mobility management goals.

**Policy 2: Circulation and Safety: Promote an effective, well-planned system of roadways that establishes a functional, safe, and aesthetic hierarchy of streets while incorporating the latest advanced technologies.**

***Supporting Policies***

2.1 Work together with other jurisdictions to implement adopted policies of the *Regional Transportation Plan* to accommodate existing and future demands for transportation and to facilitate a sustainable transportation system, reduce congestion, and provide for efficient and economic movement of people and goods.

2.2 Continuously monitor and report on transportation system demand, operating conditions, and performance for all modes and use management systems to assist in the process.

2.3 Promote convenient multimodal access to public places having high concentrations of trips, including airports, schools, military installations, parks, recreation areas, monuments, and historic sites and tourist attractions.

- 2.4 Promote efficient transportation connectivity to major trade corridors, which enhance the region's standing as a major economic hub.
- 2.5 Provide for a street functional classification system that is based on type, use, and visual quality.
- 2.6 Integrate vehicular circulation within neighborhoods and improve bicycle and pedestrian connectivity to key destinations, including recreation areas, such as parks, adjacent services, transit facilities, and schools.
- 2.7 Design streets with continuous pedestrian facilities of sufficient width to provide safe accessible use and opportunities for shade and shelter.
- 2.8 Design neighborhood streets using appropriate traffic calming techniques and street widths to sustain the quality of life in the neighborhoods.
- 2.9 Provide for the planning, design, construction, and operation of transportation facilities and services to reduce, to the greatest possible extent, the losses from accidents.
- 2.10 Identify rights-of-way for transportation corridors as adopted in the *Major Streets and Routes Plan*.

***Policy 3: Public Transit Services: Provide for a safe, efficient, and accessible public transportation system that is in harmony with area-wide environmental objectives while making the most effective and prudent use of public funds to operate the system.***

***Supporting Policies***

- 3.1 Provide a public transit system that is readily accessible, convenient, and safe to an increasing proportion of persons in the region.
- 3.2 Encourage optimal availability and utilization of public transit facilities and services within the region, whether fixed route, local circulator, demand responsive, paratransit, rural, or historic trolley.
- 3.3 Provide public transit centers that are effectively distributed throughout the region to increase the attractiveness of public transit.
- 3.4 Provide opportunities to develop multiuse corridors of sufficient intensity and diversity to support future high capacity transit.
- 3.5 Provide convenient public transit connections at urban activity centers.

3.6 Provide paratransit operations to Americans with Disabilities Act eligible populations that are complementary and comparable to the fixed route component and that comply with all Americans with Disabilities Act requirements.

3.7 Develop an integrated system that seamlessly links all modes of transportation into a system that maximizes the public's ability to use alternate modes of transportation.

**Policy 4: Bicycle Facilities: Plan for bicycle facilities throughout the region that provide for the safe and efficient means of transportation and recreation throughout the greater Tucson metropolitan area.**

***Supporting Policies***

4.1 Promote bicycle travel as an alternate mode of transportation.

4.2 Promote a system of bicycle facilities that provide a continuous, connective, safe, and accessible system.

4.3 Promote bicycle safety education programs to increase awareness of and adherence to laws and regulations regarding bicycle use.

4.4 Design bicycle facilities consistently throughout the region.

**Policy 5: Pedestrian Facilities: Plan and encourage the use of pedestrian facilities as a critical element of a safe and livable community to meet the transportation and recreational needs of the community.**

***Supporting Policies***

5.1 Provide for the construction of accessible pedestrian facilities with all street construction and reconstruction; all private residential, commercial, and industrial development; and all public development in the urban area.

5.2 Develop a program for the installation of pedestrian facilities in already developed urban areas where they do not currently exist.

5.3 Design pedestrian facilities that are direct, safe, comfortable, aesthetically pleasing, and continuous.

5.4 Improve pedestrian visibility and safety and raise awareness of the benefits of walking.

5.5 Identify specific pedestrian mobility and accessibility challenges and develop measures for implementation of necessary improvements.

**Policy 6: Environmental Considerations: Protect the natural and built environments from adverse impacts resulting from the provision of transportation facilities and services. Promote transportation facilities and services that enhance the quality of life of the communities within the region.**

***Supporting Policies***

6.1 Design transportation improvement projects to comply with air quality standards and avoid the creation of air quality hot spots.

6.2 Consider the economic, energy, and environmental effects of transportation investments.

6.3 Promote the implementation of the goals and objectives of adopted land use plans and development policies with investments in transportation facilities and services.

6.4 Promote transportation investments that will enhance the quality and livability of neighborhoods and community places and support appropriate opportunities for urban infill development projects.

6.5 Consider incentives to reduce the average length of work trips made by single occupant autos and provide incentives to increase the percentage of work trips made by alternate modes of transportation.

6.6 Promote investments in the transportation systems that complement investments in other public infrastructure and utilities and promote a beneficial impact on the region's economic vitality.

6.7 Attempt to equitably distribute the burdens and benefits of transportation investments to all segments of the community.

6.8 Provide for transportation enhancements, including bicycle lanes, sidewalks, and nontraditional transportation projects.

6.9 Review and revise parking and other terminal regulations to provide for their use as flexible tools to achieve other overall transportation policies.

**Policy 7: Public Support: Build and sustain public support for the implementation of transportation planning goals and objectives, including the financial underpinnings of the plan, by actively seeking meaningful community involvement.**

***Supporting Policies***

7.1 Maintain the credibility of the regional transportation planning process through the application of professional standards in the collection and analysis of data and in the dissemination of information to the public.

7.2 Approach public involvement proactively throughout regional transportation planning and programming processes, including open access to communications, meetings, and documents related to the plan.

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7.3 Include and involve all segments of population, including those groups protected under Title VI of the Civil Rights Act of 1964 and Executive Order 12898 Environmental Justice provisions, including future amendments to those provisions.

7.4 Promote effective intergovernmental relations through agreed-upon procedures to consult, cooperate, and coordinate transportation-related activities and decisions.