PAG Regional Pedestrian Plan
Why a Regional Pedestrian Plan?

Growing National Focus: Walkability
- Demand among certain demographics
- Property Values
- Public health
- Environment
- Livability
- Efficiency

Previous Plan is Out of Date
- Last plan in 2000
- State of the practice has changed
- Community interest in updating plan
- Region has changed

Support for Walking Emerging as a Regional Priority
And ultimately...

to set a direction for improving walkability in our region
Plan Emphasis

1 - Develop regionally-shared priorities for pedestrian investments and actions

2 - Data-driven decision making tool

3 - Consideration of comfort, safety, and access

4 - Targets improvements where people walk
Outcomes of a Regional Pedestrian Plan

1. Vision and Goals
2. Regional Resource
3. Project Selection
4. Community Engagement
5. Momentum
Elements of the Plan

Vision

Goals/Objectives
- Develop performance measures

Existing Conditions

Toolbox / Best Practices

Programmatic / Policy Recommendations

Project Criteria / Project List
- Demand
- Need
- Deficiencies

Potential Funding Sources / Strategies
Building on Past Efforts
Role of the TAC

Provide guidance
- Represent interests and knowledge of jurisdiction or agency
- Review process and outcomes
- Develop elements of the plan

Participation
- Attend monthly meetings
- Sit on working groups, if required
- Help promote Ped Plan activities
**Pedestrian Survey Data Analysis**

**Vision and Goals**
- Review Results – Develop vision/goals
- Initial development of project criteria
- Weighting of project criteria and project list
- Project list
- Project list
- Revise vision/goals and base data for open houses
- Create Plan Recommendations, policies, and targets
- Review Draft

### Timelines

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Pedestrian Plans in other locations

Many pedestrian plans moving in a more quantitative/performance based direction:

- Berkeley
- Raleigh
- Durham
- Seattle
Berkeley Pedestrian Master Plan

Goals:
1) Plan, Build and Maintain Pedestrian Supportive Infrastructure
2) Provide Universally Safe and Equal Access
3) Develop Pedestrian Supportive
   Encouragement and Enforcement Programs

Description:
• Prioritizes a project list
• Develops costs
• Identifies funding
• Provides extensive existing conditions data
• Makes program recommendations
Raleigh Comprehensive Pedestrian Plan

Goals:
1) Establish a framework to implement optimal pedestrian accessibility
2) Develop technical standards for improving pedestrian access in the land development process
3) Determine means to increase funding for pedestrian infrastructure
4) Quadruple the pedestrian journey to work mode share by 2020

Description:
- Inventory of existing network
- Prioritizes projects
- Best Practices
- Example projects
- Infrastructure focus
- Some programmatic elements
Durham Walks! Pedestrian Plan

Goals:
1) **Facility Quantity:** Increase number of facilities: sidewalks, trails, crosswalks, safety at intersections, etc.
2) **Facility Quality:** Improve quality of future and existing facilities, especially areas with poor conditions.
3) **Safety and Security:** Enhance real and perceived safety and increase pedestrian activity.
4) **Coordination:** Guarantee that pedestrians are considered in everyday policies/practices of transportation and land use planning.

Description:
- Completed inventory of existing network
- Prioritizes projects
- Costs estimates
- Programs to Educate, Enforce, and Encourage Pedestrians
- Implementation outline
Seattle Pedestrian Master Plan

**Goals:**
- **Safety:** Reduce the number and severity of crashes involving pedestrians
- **Equity:** Make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments
- **Vibrancy:** Develop a pedestrian environment that sustains healthy communities and supports a vibrant economy
- **Health:** Raise awareness of the important role of walking in promoting health and preventing disease

**Description:**
- GIS method for identifying project priority areas
- Fully web-based plan
- Performance measures and targets
- Toolbox
- “Becoming the most walkable city”
Prioritizing Investments

1. Building Blocks
2. Contribution to Total Score
3. High Priority Areas
4. Needs Assessment
5. Project Priorities

- **Demand**: 40%
- **Equity**: 35%
- **Corridor Function**: 25%

Along the Roadway Score:
- Prioritize projects in areas where:
  - People need to be able to walk the most
- Crossing the Roadway Score
  - Where conditions are difficult
Pedestrian Plan
Baseline Data
Where are the people...?
Where are the jobs...?
Where are people walking?
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5-Year ACS means of travel to work – Region #
5-Year ACS means of travel to work – Metro
Estimated Pedestrian Trips
What are the conditions?
Tucson: 48
Casas Adobes: 36
Green Valley: 22
Drexel Heights: 22
Catalina Foothills: 21
Marana: 20
Oro Valley: 19
Sahuarita: 14
Tanque Verde: 12

• Tucson is the 27th most walkable city
• Iron Horse, Pie Allen, W. University most walkable neighborhoods
Intersection Density

Multi-Road Intersections:
- 4-Road (5974), 5-Road (27), 6-Road (5)
- 6-Road Intersections:
  - CONTRACTORS WY / ALVERNON WY / GOLF LINKS RD
  - AVIATION PIV / TECHNICAL DR / DODGE BL
  - 22ND ST / CHERRY AV / CHERRYBELL SV
  - 6TH AV / 7TH ST / UNNAMED
  - KINO PIV / AVIATION PIV/RAMP

Multi-Road Intersections:
- 4-Road Intersection
- 5-Road Intersection
- 6-Road Intersection

Jurisdictions

[Map showing intersection density with various road intersections marked]
Total Directional Miles of Roadways 2251

Miles of completely accessible segments 419

Miles of complete segments 449

Miles of partially complete segments 436

Miles of segments with no sidewalks 1366
Inaccessible Sidewalks
Where is the need?
Fatality Characteristics

Fatality Location

- Urban Arterials: 64%
- Crossing the road: 86%
- CR- not in crosswalk: 51%

Pedestrian Fatalities by Year

Pedestrian Fatalities by Time of Day 2001-2011

- 0:00 am-0:59 am: 1.00
- 2:00 am-2:59 am: 2.46
- 4:00 am-4:59 am: 3.00
- 6:00 am-6:59 am: 3.50
- 8:00 am-8:59 am: 4.00
- 10:00 am-10:59 am: 4.50
- 12:00 pm-12:59 pm: 5.00
- 2:00 pm-2:59 pm: 5.50
- 4:00 pm-4:59 pm: 6.00
- 6:00 pm-6:59 pm: 6.50
- 8:00 pm-8:59 pm: 7.00
- 10:00 pm-10:59 pm: 7.50
Safety Treatments: Pedestrian Crosswalks and Traffic Signals

Pedestrian Traffic Signals
School Crosswalks
Parks

0 1 2 3 4 5
Miles
• More frequent walkers

• Third leading cause of death

• Walk to destinations

• Childhood obesity
• More likely to be killed while walking

• Walk for recreation

• Highest reported non-walking rate
• More likely to walk for instrumental purposes
• Have fewer automobiles available
• Poverty is correlated to higher fatality rates
Households with No Motor Vehicle Available
by Census Tract, 2011 5-Yr ACS

Percentage Without A Vehicle
- 0%
- 1 - 5%
- 6 - 10%
- 11 - 15%
- 16 - 30%
- 31 - 59%

Pima Association of Governments

Metro, %