

PIMA ASSOCIATION OF GOVERNMENTS
**2030 REGIONAL
 TRANSPORTATION PLAN**



October, 2003

In late 2002, the **Pima Association of Governments (PAG)** initiated an extensive 3-year planning effort to develop a new long range transportation plan for eastern Pima County and the Tucson metropolitan area. To set the stage for the long-range transportation plan, PAG first studied a myriad of land use and transportation plans separately developed by the jurisdictions within the region. This analysis helped identify areas of agreement that can be built upon as well as areas of disagreement that may require special focus. It also provided input on community values into the initial public involvement phase of the **2030 Regional Transportation Plan (RTP)**. The initial phase was aimed at identifying the community's core values for a good quality of life.

The Vision and Goals identified in that initial phase of public involvement are shown in the figure on the reverse side of this page.

This Fact Sheet focuses on

Regional Plans for Our Future

LOOKING TO OUR PAST...

... TO PLAN FOR OUR FUTURE

WE LEARNED WHERE WE AGREED...

...AND WHERE WE DID NOT AGREE...

...AND AREAS OF FOCUS FOR OUR LONG-RANGE REGIONAL TRANSPORTATION PLAN

LOOKING TO OUR PAST...

To set the stage for a major study of the Tucson metropolitan area's long range transportation needs and potential solutions, the Pima Association of Governments in 2002 contracted with Venture Catalyst, Inc to analyze land use and transportation planning information from over 30 recent regional planning documents. The scope of work also included interviews with representatives from Pima County, the Cities of Tucson and South Tucson, and the Towns of Marana, Oro Valley and Sahuarita as well as with the region's Tribal representatives in order to identify crucial issues and concerns. Results of this study will factor into PAG's 2030 Regional Transportation Plan. Results were summarized in the following areas:

- Key areas of agreement and differences across plans.
- Critical issues related to planning for future growth, land use and transportation.
- Implications for the long-range Regional Transportation Plan development effort.

... TO PLAN FOR OUR FUTURE

PAG's Regional Transportation Plan (RTP) is only one of many different regional and jurisdictional planning efforts that help guide the future of our region. Other key plans include General/Comprehensive Plans, corridor planning studies and more specific conceptual or master plans. These plans are most effective when they build on knowledge acquired through previous efforts and recognize their inter-relationships in response to the region's needs.

WE LEARNED WHERE WE AGREED...

There was general agreement across the plans PAG reviewed concerning core values within the community, as well as goals and strategies for achieving the regional vision. Regardless of geographic and jurisdictional boundaries, the plans shared a desire for balancing our built and natural environments, for sharing both benefits and costs equitably among our residents, for building and maintaining a safe and efficient transportation system, for enhancing the quality and livability of our neighborhoods, and for

promoting the region's economic vitality. These goals were further refined in the initial public involvement phase of PAG's 2030 RTP and are shown in the figure below.

...AND WHERE WE DID NOT AGREE...

The key areas of difference often reflected conflicting direction and response to growth in our changing region. While many citizens express a desire for transit and more pedestrian and bike friendly neighborhoods, there was also strong sentiment for a low-density environment. This perceived disconnect between vision and goals as articulated in some adopted plans (that aspire to curtail inefficient land use patterns through, for example, compact development and mixed use activity centers) and the actual implementation of those plans (through zoning and development) provides a challenge for future planning.

Another area impacted by rapid change is the southeastern portion of the County such as the Southlands and Houghton Corridor areas. Conflicting population forecasts and differing land use goals among multiple landowners, jurisdictions and development interests highlight the need for a coordinated planning effort. Unknown impacts include uncertainties as to when and if the Arizona State Land Department will release trust lands in the area for development, as well as the potential impact of the Sonoran Desert Conservation Plan. In response to these concerns, PAG initiated a specific study of the southeast area to help identify the transportation facilities needed to meet potential future demand.

...AND AREAS OF FOCUS FOR THE 2030 RTP

PAG's comparison of regional planning efforts highlighted the need for the 2030 Regional Transportation Plan development effort to respond to projected future growth scenarios identified in the land use plans reviewed. These included:

- The Southeast Sub-Regional Future Growth Issues
- Sahuarita Corridor Issues, including location for alignment and resolution of right of way conflicts
- Future Employment and Traffic Generators, including projections for new employment and traffic generators related to Puerto Nuevo, the U of A Science and Technology Park, the Desert Diamond Resort Casino, the Casino Del Sol, the Rio Nuevo Project, the Marana Northwest Regional Airport Industrial Development, the regional mall and other retail development in Oro Valley, and the emerging industrial cluster in Oro Valley.
- The need for regional "Vision" within the community and for early and meaningful public involvement activities, including an assessment of public preferences for transportation in the context of current regional growth issues and projected land use patterns at the sub-regional level as well as perceptions of the potential impacts of proposed transportation solutions.
- Transportation Revenues, including the issue of funding shortfalls and the goal of having a financially feasible plan.

The full report of this study: Comparison of Regional Planning Efforts - Selected Plans, Studies & Reports in the PAG Region completed in February 2002 is available at PAG by contacting 792-1093. An April 2003 report on the 2030 RTP Vision & Goals and information on the on-going Southeast Area Study are also available. For a full list of PAG publications go to www.pagnet.net

BETTER TRANSPORTATION DECISIONS THROUGH PUBLIC INVOLVEMENT

PIMA ASSOCIATION OF GOVERNMENTS

2030 REGIONAL TRANSPORTATION PLAN

Vision

The vision of the 2030 Regional Transportation Plan is that of an inclusive, people-focused plan to create an efficiently linked variety of transportation choices in a regional system that serves all people. This Plan offers solutions that:

- Address safety;
- Coordinate transportation and land use;
- Support a healthy economic environment;
- Maintain the integrity of neighborhoods and build a healthy community;
- Recognize and enhance cultural diversity and heritage;
- Are environmentally sensitive; and
- Are sustainably funded.

Goals

<p>Multi-Modal Choices Develop a comprehensive transportation system that supports a balanced mix of travel choices, including alternatives to driving alone, throughout the region.</p> <p>Efficiency, Mobility and Accessibility Promote an efficient, linked system of rail lines, interstate freeways, major streets, public transit, bikeways and pedestrian paths that enhances accessibility and the movement of people and goods and maximizes use of technological innovations.</p> <p>Land Use and Transportation Coordinate future land use patterns and transportation systems to foster economic prosperity, environmental protection and mitigation, trip reduction and the creation of efficient, integrated mixed-use communities.</p> <p>Transit Increase the availability of affordable, effective public transit.</p> <p>Cross Town Mobility Improve cross-town mobility and reduce congestion-related delay.</p>	<p>Safety Enhance safety for bicyclists, pedestrians, transit riders, wheelchair users, children and the driving public.</p> <p>Funding Identify and allocate funding and resources for building, operating and maintaining the existing and future regional transportation system.</p> <p>Economic and Community Compatibility Recognize and respond to disparities in economic circumstances, accessibility and mobility among the region's diverse population and communities.</p> <p>Environment Enhance environmental stewardship through protection of natural and human resources and creation or preservation of aesthetic amenities and the unique identities of the region's varied communities.</p> <p>Accountability Provide early and on-going opportunities for public participation and education and foster improved intergovernmental coordination, responsiveness to community interests and effective leadership.</p>
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For an on-line copy of this sheet: www.pagnet.org/TPD/VisionGoalsBooklet.pdf Vision & Goals endorsed by PAG Regional Council March 26, 2003