

City of Tucson

Transit Connections Focus Group

Strengthening Tucson's Frequent Transit Network

June 21, 2018 Meeting

9-11am TDOT, 201 N Stone, 4th Floor Conf. Room



Agenda

1. Welcome and Introductions
2. Meeting Agenda & Upcoming Process
3. Presentation: Background on Preliminary List of 'Actionable' Recommendations
4. Discussion: Review of Goals and Recommendations in the Draft Preliminary List of 'Actionable' Recommendations
5. Review of Next Agenda and Meeting Dates
6. Activity: Preliminary Prioritization of Goals & Recommendations



Meeting Agenda & Upcoming Process

Jan Waukon, Facilitator



Overview of Process

- **Today – Goals and Recommendations**
Review and refine goals and recommendations; begin to define priority recommendation areas
- **July 19 – Strategies & Tactics**
Review and refine results from June 21 meeting; Review and refine potential strategies and tactics; Analysis of ‘actionable’ items
- **August 16 – Continued Analysis; Funding & BCCs**
- **Date? – Review Draft Transit Connections Recommendations Report**
- **Date? – Final Transit Connections Recommendations Report presented to Mayor and Council**



Background on Draft Preliminary List of 'Actionable' Recommendations

Jenn Toothaker, Project Manager



8/8/17 Mayor and Council Direction

Return with List of Recommended Actionable Items that:

- Builds from the Transit Vision (the Frequent Transit Network) developed with transit expert Jarrett Walker
- Considers pedestrian and bicycle connections with high-use bus routes
- Identifies strategies for how to increase ridership
- Recommends locations of bus rapid transit (BRT) and modern streetcar routes
- Considers how parking revenues can support the Transit Vision, and
- Considers ways to expedite implementing pilot programs (e.g. future bus routes)



We gave you Initial Project Team Assessments at the May 17, 2018 Meeting (Meeting #3)

TRANSIT CONNECTIONS FOCUS GROUP 5/17/18 Project Team Assessment: What do we need?

Analysis	Built Environment	Digital Improvements	Operations	Recommendation Focus	Transit system Categories															
					Ease of Connection Across Modes	Efficiency of Network, Scheduling & Routing	Physical Environment	Safety	Planning	Technology	Consumer-Focused	Marketing, Awareness, & Education	Political Will & Funding	New Mobility	Future Network	Public Health				
				Planning tools, technologies, transit system, routes, facility design, marketing, and payment options all need to reflect and be oriented to the riders entire decision-making process: every connection and every decision point. Make it easy to say yes to taking transit.	X	X						X	X							
				Establish a model 'station' design standard. One already exists, and can be updated to include options from webinar.			X		X											
				Identify funding for infrastructure improvements and maintenance			X		X											
				Perception of safety is very important to ridership. Research and identify important features that impact perceptions of safety. Analyze the system to understand where perceptions are lower and consider countermeasures that may improve perceptions.				X	X											
				Conduct an access shed analysis of the FTH and overall network.					X											
				Investigate FTA funding that supports access shed analysis results					X											
				Conduct an analysis of urban trails and bus stops locations to determine amount of connectivity and any gaps					X											
				Develop data and map the region's pedestrian network.					X											
				Conduct a network connectivity analysis					X											
				Analyze the ADA transition plan layers and data as they connect to the FTH and overall transit system					X											
				Identify access points to the FTH and transit system that are not ADA compliant and prioritize them for improvements					X											
				Organize existing studies in support of this effort					X											
				Look for opportunities to encourage more active transportation choices and reward choices to be active (such as infrastructure engaging with wearables like Fitbits)						X		X							X	
				"Trip Chaining": for instance stopping at the grocery store on the way home from work, then by the cleaners, isn't as relevant as it used to be. People are using more internet shopping and delivery services. This can make it easier for people to opt to take transit.					X			X						X		
				Make it easier for people to choose to ride transit. Consider the access points and what will make it easier for people to choose to ride. In the denser core, people will most likely have more bicycles and be walking. In suburban areas, there will be more Park+Ride that people most likely drive to or get dropped off at. Analyze these access points and make it easy to say 'yes' to taking transit.								X						X		
				Develop strategies to address those that are aging in outlying areas where transit service is not operating with high frequencies								X								
				Investigate funding sources for transportation available through the Health Department and its funding agencies					X										X	
				Marketing challenge: Is there a counter to the privacy people have in their car that cannot be found on a bus?										X						
				Marketing challenge: It isn't as hard to drive in Tucson as it is in other places where transit use is higher. Tucson has less congestion. In large city you can see the bus go by you and you can often walk past cars stuck in traffic.										X						
				Adopt a pedestrian hierarchy for our transportation system based on the fact that walking is a foundation to it					X						X					
				Define low stress bicycle networks and add data layers to Google maps							X									
				Add Bike Share stations on Google maps							X									
				Market the health benefits of opting to use transit and Bike Share										X						
				Create a more pedestrian-friendly community, on par with our bicycle friendly community.						X										
				Review RAG's walkability rating system and Tucson's ADA Transition Plan data for opportunity areas to prioritize for improvements.					X											
				Pedestrian-scale lighting is different than street lighting and can enhance perceived sense of safety; analyze where gaps exist for pedestrian-scale lighting to transit stops, and prioritize funding to fill them					X											
				Prioritize projects where population greatly needing transit exist. The challenges of getting people out of their cars is still great.								X								
				Density encourages and supports more options for transportation - look for key areas in the region, not just downtown, to encourage density	X		X		X											
				Fix/complete the connections for pedestrians to transit stops in the corridors	X				X											
				Complete a connected sidewalk network for the region			X													
				Design wayfinding signage so that it is pedestrian-oriented, such as ground stickers			X													
				Shade is a very important combination with pathways, part of the streetscape			X													
				Encourage businesses / land uses that cater to transit riders around the stations					X											
				People walk where there are interesting things to look at along the way; development standards and uses should support this in FTH transit corridors																
				Along transit corridors, and/or in areas of city, build to the lot lines and screen parking lots from view																
				Suburban style of development is different than the city center, however can still be made to be more transit supportive and connected to encourage walking, bicycling, and transit use																
				Prioritize ADA compliance projects, which require improvements to sidewalks, lighting and drainage																

63 Comments

Leaving the meeting, we pledged to spend time organizing the list, sorting comments by themes and topics, and deleting duplicate comments.

The Project Team met and discussed the compiling comments collected since the process started...



Mayor and Council Meeting: Aug. 8, 2017 – City Staff’s ‘Ideas to Better Integrate Transit, Parking, and Active Transportation’

IDEAS TO BETTER INTEGRATE TRANSIT, PARKING, AND ACTIVE TRANSPORTATION IN FUTURE

	Appearance / Image / Comfort	Ease of Connection Across Modes	Efficiency of FTN	Funding & Policy/Political Will	Marketing	Planning	Public Health	Safety	Technology & New Mobility
<input type="checkbox"/> Evaluate ways for more comprehensive and integrated transportation advice from the City’s Boards, Committees, and Commissions		X	X	X		X			
<input type="checkbox"/> Downtown/Streetcar Area Parking Study			X	X		X			
<input type="checkbox"/> Add transit stops to the HAWK prioritization methodology		X		X					
<input type="checkbox"/> Prioritize sidewalk corridors on transit routes for the ADA Transition Plan		X		X		X			
<input type="checkbox"/> Development requirements for Commercial Activity and Residential: <ul style="list-style-type: none"> o Ensure enough parking exists to adequately support demand o Encourage parking reductions o Ensure access by transit is easy and convenient o All can be accessed by pedestrian pathways (sidewalk, other) o Ensure cyclists can safely access properties, have safe and adequate parking 				X		X			
<input type="checkbox"/> Prioritize first / last mile options for transit riders (in public planning and TOD/urban infill development) <ul style="list-style-type: none"> o Sidewalks o Bike lanes/amenities areas where Bike Share / transit stops are located o Site and building design incorporate 		X		X		X			X

Meeting #1: Feb. 22, 2018 Focus Group Discussion Notes

Small Group Discussion Outcomes - Transit Connections Focus Group 2/22/18

Question #1: What do you believe are the characteristics of a well-connected community

Categories → Group Discussion Comments ↓	Ease of Connection Across Modes	Physical Environment	Safety	Consumer- Focused	Efficiency of Network, Scheduling & Routing	Political Will & Funding	Marketing, Awareness, & Education	Future Network
Connections - sidewalks, bike routes (bike racks, storage)	X		X					X
Lighting		X						
Access to all parts of system, jobs, social, school	X							
Ease of access (Fear of missing bus, how to ride...)	X						X	
How to get around? Where/how to get there							X	
Timing of lights	X							
Diversity of options	X							
Focus on people who need transportation	X			X	X			
Environmental justice						X		
PDX: free downtown (tax funded)	X		X					X
Light rail network	X		X					X
Good bike system	X							
Connected elements	X							
Dense vertical development		X		X				
Well lit, "activated" spaces				X				
A "destination"				X			X	
All modes connected: Rail, bus, sidewalk, bike	X							
Prioritized bus headways					X	X		
BRT			X					X
FTN	X		X		X	X		X
Express service at peak periods					X	X		
Bike, transit, walking as convenient as driving	X							
Thoughtless	X				X			
Understand how transit works, easy. Moving from my vehicle	X						X	
See people on street, familiar-socially				X				
Development creates a safe feeling through no holes (gaps)				X				
No gaps in transit	X				X			
Time and frequency needs to increase					X			
Facilities for park & ride	X	X						
Quality of service will increase ridership			X	X				X

Meeting #2: Apr. 19, 2018

Focus Group and Project Team Field Observations Tour Notes

TRANSIT CONNECTIONS FOCUS GROUP - 4/19/2018 FIELD OBSERVATIONS TOUR NOTES
RAW TRANSCRIPTIONS

ID	Name	Destination	Modes Used	Going To					
				Planning	Walkability	Facilities/Waiting Area	Boarding	On the Service	Convenience of Access
Pat Richter	Albertsons	Sun Tran	RT 1 Alameda & Grossetta I couldn't restart Google Maps for new trip plan. Then I couldn't get the route our group chose (19 to 34)	Easy to walk	Dirty, cigarette butts, leaves, sleep-proof bench	Easy Bus driver did a good job avoiding truck pulling out in front	Clean-ish	Could have stopped at Pima Downtown Campus	We got off at Stone & Yavapai - where is Yavapai??? System map too small
Pat Richter	Albertsons	Sun Tran	Sun Link - Rt 19		Hard to figure out we needed to cross the street Stop at Amphi HS was tagged up, map in bad shape		2005 bus or older; trashy, windows dirty, tape on plexiglass Announcement was too quiet Yellow tape - 1/2 mile walk		
Jan Waukon	Albertsons	Walking Sun Tran	planned a couple of routes and chose the one with the least amount of wait	Easy to walk to Toole & 7th. Used shortcut thru Grossetta. Would not feel safe on that shortcut at night.	Waited at Toole & 7th for Bus 19. Fairly new and nice waiting area. Comfortable. Sidewalks dirty where people spill things.	No problems	The bus was comfortable - always plenty of places to sit or stand. Seasoned riders were very helpful in both helping find our stop but on how to use the bus	At this location, a lot of choices	Apps don't give real detail on which stop to use and gave us alternative to that we used with a long walk
Rebecca Ruopp	Albertsons	Sun Tran	I think I forgot to put "N" in, so directions I got took me south. Group shared information with me. Seasoned rider often best source of information. 2 of the group used different apps and got different routes.	One of group new a shortcut to 7th/Toole, got there quickly. Talked with Tom Fisher about shelter maintenance - he described challenges with 1,700 shelters (2.200 stops). Bus #19 (Tohono) arrived at 10:20am.	First stop: Fine. Didn't wait long. Second stop: Seats not made for people with shorter legs. Feel like Lily Tomlin. Glass over map in shelter #13748 was marred making it hard to read maps.	Easy	First bus had paper maps; second didn't. I chatted with some passengers who provided some assistance about routes, etc.	Not at transfer stop / residential area	Numbers on shelters are very small - both shelter ID# and Route #.

In this Master List, topics were organized by Categories, then by topic.

A process of synthesizing comments – trying to stay true to exact comments or as close to – resulted in creating:

- **Goal Statements** (a desired future state of the system/community)
- **Recommendations** (objectives aimed at achieving the Goals)
- **Potential Strategies & Tactics** (methods; actions)



Goals Statements developed by compiling comments that were almost Mission Statements

<p>Make it easier for people to choose to ride transit. Consider the access points and what will make it easier for people to choose to ride. In the denser core, people will most likely have more bicycles and be walking. In suburban areas, there will be more Park-N-Rides that people most likely drive to or get dropped off at. Analyze these access points and make it easy to say "yes" to taking transit.</p>
<p>Planning tools, technologies, transit system, routes, facility design, marketing, and payment options all need to reflect and be oriented to the riders entire decision-making process: every connection and every decision point. Make it easy to say yes to taking transit.</p>
<p>Access to all people & destinations</p>
<p>Diversity of options</p>
<p>EQUITY: Avoid displacement Serve the most vulnerable Avoid gentrification</p>
<p>Consumer-focused approach</p>
<p>Create a more pedestrian-friendly community, on par with our bicycle friendly community. Review PAG's walkability rating system and Tucson's ADA Transition Plan data for opportunity areas to prioritize for improvements.</p>

Participants Hopes and Concerns

Hopes

- **Disability is an equal part of the conversation**
- **Connectivity for all**
- **By focusing on connections, use our knowledge (intelligence) to break barriers to use of transit**
- **Transit gets more priority, seen as an equal mode**
- Expansion of streetcar (hours and geography)
- Recognize need for funding ✓
- **All inclusive**
- **Makes sense to the public, affordable**
- **Support pedestrian friendly and non-vehicular**
- Expand into weekend considerations
- Opportunity to have a good solid voice on issues of connectivity
- **Promote and get people onto transit ✓**
- **Make other modes as convenient as driving**
- See what has been perceived as threats, as opportunities
- Process is a sign that the city is viewing transportation as a new culture (shift)

Concerns

- Hard to make things accessible
- Funding and otherwise seen as an add-on
- Parking does not get short-changed
- May not be looking far enough into the future
- Decisions already made? Hope not
- Uber & Lift
- Marketing aspects - understanding aspects
- Serving people who use it the most -- make it better rather than large innovation
- How transportation is treated in the big picture= find ways for transit to be treated more preferentially
- Pie in the sky plans that will never get funded
- Safety

Recommendations, and Potential Strategies & Tactics were developed by compiling comments into topical themes, reviewing for the intent, and synthesizing into new or more representative statements

	A	B	C	D	E	F	G	I	J	K	L	M	N	O	P	Q	R
	Aug. 8, 2017 Initial Project Team Recommendations	Feb. 22, 2018 FG Mtg	Apr. 19, 2018 Field Observations	Project Team Assessments	May 17, 2018 FG Mtg Input	Category	Recommendation topic	Specific Comments	Appearance / Image / Comfort	Ease of Connection Across Modes	Efficiency of FTM	Funding & Policy/Political Will	Marketing	Planning	Public Health	Safety	Technology & New Mobility
1						Appearance, Image, Comfort	Comfort	Shade	X							X	
2						Appearance, Image, Comfort	Design standards	Establish a model "station" design standard. One already exists, and can be updated to include options from webinar.	X			X		X			
3						Appearance, Image, Comfort	Design standards	o "Next arrival" signs at bus stops	X	X	X						X
4						Appearance, Image, Comfort	Design standards	o Need to include as part of standard designs those things needed by people who are differently-abled (e.g. visually impaired, use wheelchairs, use walkers, deaf) i) Bus stop indicators in braille at the bus stops l) Truncated domes at every crossing, and placed at same location j) Pedestrian push buttons located in same place at all intersections	X	X				X	X	X	
5						Appearance, Image, Comfort	Design standards	"Next bus arrives" at bus stops similar to streetcar	X	X	X						X
6						Appearance, Image, Comfort	Design standards	Incorporate more streetcar amenities in bus stops and shelters: bus and Sun Link route maps, TuGo station locations, "next arrival" signs, onboard payment systems	X			X	X				X
7						Appearance, Image, Comfort	Design standards	Make stop signage bigger and easier to see	X	X			X				
8						Appearance, Image, Comfort	Design standards	Investigate using pylons at transit stops, which can be seen a few blocks away and can blink when bus is nearing so pedestrians know when to hurry	X	X						X	
9						Appearance, Image, Comfort	Design standards	Connections - sidewalks, bike routes (bike racks, storage)	X	X						X	X
10						Appearance, Image, Comfort	Design standards	Dedicated Right of Way	X		X	X				X	X
11						Appearance, Image, Comfort	Design standards	Design wayfinding signage so that it is pedestrian-oriented, such as ground stickers	X	X						X	
12						Appearance, Image, Comfort	Design standards	Improve consistency across the system	X	X	X						
13						Appearance, Image, Comfort	Design standards	Lighting	X							X	
14						Appearance, Image, Comfort	Design standards	Lighting and Shade	X								
15						Appearance, Image, Comfort	Design standards	More shade	X					X	X	X	
16						Appearance, Image, Comfort	Design standards	MOST IMPORTANT: Rapid - dedicated transit lanes, signal prioritization	X		X	X					
17						Appearance, Image, Comfort	Design standards	"Next arrival" signs at some locations	X	X							X
18						Appearance, Image, Comfort	Design standards	Pedestrian-scale lighting is different than street lighting and can enhance perceived sense of safety; analyze where gaps exist for pedestrian-scale lighting to transit stops, and prioritize funding to fill them	X					X		X	
19						Appearance, Image, Comfort	Design standards	Perception of safety is very important to ridership. Research and identify important features that impact perceptions of safety. Analyze the system to understand where perceptions are lower and consider countermeasures that may improve or offset perceptions.	X				X	X		X	
20						Appearance, Image, Comfort	Design standards	Shade is a very important combination with pathways, part of the streetscape	X					X		X	
21						Appearance, Image, Comfort	Design standards	Tailor maps to each stop so it is clear to someone where the stop is on the map, what buses serve the stop, and what the route will be	X	X			X				

Recommendations, and Potential Strategies & Tactics were developed by compiling comments into topical themes, reviewing for the intent, and synthesizing into new or more representative statements

Identify 'transit priority' corridors and develop roadway design standards that will support the prioritized operations of transit						
●					Develop, approve, and implement a Complete Streets policy, which will have an emphasis on the importance of pedestrians in the transportation hierarchy and can provide a foundation to 'transit priority' corridor designs	Develop, approve, and implement a Complete Streets policy
●	●	●	●	●	Develop model 'transit priority' corridor design standards to include various features in a consistent manner system-wide, such as: large/high capacity transit vehicles, high frequencies, dedicated Right-of-Way, intelligent traffic signal timing, real-time data, high quality pedestrian features with paths, lighting, and shade, model station designs, and access to first-/last-mile mobility options	MOST IMPORTANT: Rapid - dedicated transit lanes, signal prioritization
	■					Dedicated Right of Way
				■		"Next arrival" signs at some locations
	■		■			Lighting for pedestrians
		■	■			Shade is a very important combination with pathways, part of the streetscape
		■				Tailor maps to each stop so it is clear to someone where the stop is on the map, what buses serve the stop, and what the route will be
Create/update development design standards to incorporate industry best practices for transit-supportive design, particularly along FTN corridors						
	●		●	●	Encourage higher density residential development, mixed with other transit-supportive land uses, along FTN corridors	Dense vertical development
				■		Support for land use patterns that support transit, bringing uses closer together so it isn't as hard to access what we need (transit-oriented development)
			■			Encourage businesses / land uses that cater to transit riders around the stations
		●	●		Require new and infill development near transit stops and improvements to the transit system to incorporate better pedestrian access and pedestrian-oriented design in the site and building design	Going to UMC, how do you find the entrance to the hospital? Access for pedestrians should be clear. Require new and infill development near transit stops
			■			People walk where there are interesting things to look at along the way; development standards and uses should support this in FTN transit corridors
			■			Along transit corridors, and/or in areas of city, build to the lot lines and screen parking lots from view
●					Identify and prioritize first / last mile options for transit riders in public planning and TOD/urban infill development - Sidewalks - Bike lanes / amenities in areas where Bike Share and transit stops are located - Crossings (e.g. HAWKs) - Site and building designs incorporate access for all travelers to site - Ride-hailing - Car Share - Parking	Identify and prioritize first / last mile options for transit riders in public planning and TOD/urban infill development - Sidewalks - Bike lanes / amenities in areas where Bike Share and transit stops are located - Crossings (e.g. HAWKs) - Site and building designs incorporate access for all travelers to site
				●	Eliminate parking minimums/replace with parking maximums	Eliminate parking minimums/replace with parking maximums
●					Establish protocols requiring City staff to work regularly as part of interdisciplinary teams to review infill and revitalization initiatives and projects, and on developing development standards and Code	Collaborate regularly with interdisciplinary teams on infill and revitalization initiatives

Recommendations, and Potential Strategies & Tactics were developed by compiling comments into topical themes, reviewing for the intent, and synthesizing into new or more representative statements

Identify 'transit priority' corridors and develop roadway design standards that will support the prioritized operations of transit					
●					Develop, approve, and implement a Complete Streets policy, which will have an emphasis on the importance of pedestrians in the transportation hierarchy and can provide a foundation to 'transit priority' corridor designs
●	●	●	●	●	Develop model 'transit priority' corridor design standards to include various features in a consistent manner system-wide, such as: large/high capacity transit vehicles, high frequencies, dedicated Right-of-Way, intelligent traffic signal timing, real-time data, high quality pedestrian features with paths, lighting, and shade, model station designs, and access to first-/last-mile mobility options
Create/update development design standards to incorporate industry best practices for transit-supportive design, particularly along FTN corridors					
	●		●	●	Encourage higher density residential development, mixed with other transit-supportive land uses, along FTN corridors
		●	●		Require new and infill development near transit stops and improvements to the transit system to incorporate better pedestrian access and pedestrian-oriented design in the site and building design
●					Identify and prioritize first / last mile options for transit riders in public planning and TOD/urban infill development <ul style="list-style-type: none"> - Sidewalks - Bike lanes / amenities in areas where Bike Share and transit stops are located - Crossings (e.g. HAWKs) - Site and building designs incorporate access for all travelers to site - Ride-hailing - Car Share - Parking
				●	Eliminate parking minimums/replace with parking maximums
●					Establish protocols requiring City staff to work regularly as part of interdisciplinary teams to review infill and revitalization initiatives and projects, and on developing development standards and Code amendments

Mayor & Council Meeting: Aug. 8, 2017 City Staff's 'Ideas to Better Integrate Transit, Parking, and Active Transportation'

Meeting #1: Feb. 22, 2018 Focus Group Discussion Notes

Meeting #2: Apr. 19, 2018 Focus Group and Project Team Field Observations Tour Notes

Meeting #3: May 17, 2018 Initial Project Team Assessments

Meeting #3: May 17, 2018 Focus Group Input

PRELIMINARY LIST OF 'ACTIONABLE' RECOMMENDATIONS

4 Goal Statements

18 Recommendations

63 Potential Strategies & Tactics

Creating the Draft Preliminary List of 'Actionable' Recommendations for today's meeting!

Preliminary List of 'Actionable' Recommendations – June 18, 2018

Note: This list has been developed for discussion at the June 21, 2018 Transit Connections Focus Group meeting, which will focus on reviewing/refining the Goals and Recommendations. The 18 Recommendations listed here are organized by the Goal to which they most closely relate. Potential Strategies and Tactics will be discussed at a future meeting, as will analysis regarding what meets the definition of 'actionable.'

GOAL 1. A DIVERSITY OF FREQUENT, FAST-MOVING, INTER-CONNECTED TRANSIT ROUTES AND MOBILITY OPTIONS

RECOMMENDATION 1.

Invest in the system where people need and/or use transit the most

Potential Strategies and Tactics

- 1a. Analyze where and who needs transportation options
- 1b. Work to integrate priorities and consistency across modes by engaging with regularly with system users, advocates, and Boards, Committees, and Commissions members

RECOMMENDATION 2.

Decrease the amount of time it takes to operate FTN routes so it meets or exceeds industry standards (i.e. travel by bus is no more than 1.5 times that of travel by car)

Potential Strategies and Tactics

- 2a. Increase FTN service hours from Monday-Friday to include nights and weekends
- 2b. Increase the frequency of buses running (headways)
- 2c. Reduce dwell times for buses
 - All door boarding
 - Off board payments
 - Create a policy to 'let the bus back in'
 - Create PSAs to broadcast informing drivers on why this is good
- 2d. Give priority to buses on FTN roadways
 - Traffic lights
 - Dedicated right-of-way
 - Express service at peak periods
 - Traffic engineering and design solutions to help buses get out of Ronstadt Transit Center during rush hour traffic downtown

RECOMMENDATION 3.

Plan for the changing future of transportation

Potential Strategies and Tactics

- 3a. Include on-demand ridehails in mobility options for riders
- 3b. Update/institute Transportation Demand Management policies and guidelines
 - Travel Reduction Ordinance revisions
 - Trip Generation requirements for new development
- 3c. Connect the FTN routes to popular destinations
- 3d. Work with major employers to encourage and incentivize employees to try FTN and transit system including Bike Share

Discussion: Review of Goals and Recommendations in the Draft Preliminary List of 'Actionable' Recommendations

Jan Waukon, Facilitator

Rebecca Ruopp, Principal Planner/Project Team



Goals and Recommendations Review

- *Each Goal and its Recommendations will be reviewed in turn*
- *Additions can be suggested and discussed with group – is it a recommendation or a strategy?*
- *Agreed-upon additions can be added using the post-it notes on the table*
 - *If a strategy, it will be place in an Idea Bucket to be added to the next month's exercise*



Goal Statements

It is easy to say “yes” to using transit in Tucson. The transportation system has:

1. A diversity of frequent, fast-moving, interconnected transit routes and mobility options;
2. High quality and well-located connections for all users that are “seamless,” easy to use, and safe;
3. Services that are consumer-focused and equitable to – and are accessible by – all people, regardless of race, age, and physical ability; and,
4. Prominence and recognition as a mode of transportation equally important as automobiles.



GOAL 1. A DIVERSITY OF FREQUENT, FAST-MOVING, INTERCONNECTED TRANSIT ROUTES AND MOBILITY OPTIONS

RECOMMENDATION 1. Invest in the system where people need and/or use transit the most

RECOMMENDATION 2. Decrease the amount of time it takes to operate FTN routes so it meets or exceeds industry standards (i.e. travel by bus is no more than 1.5 times that of travel by car)

RECOMMENDATION 3. Plan for the changing future of transportation

RECOMMENDATION 4. Create more “eyes on the street” and thereby higher degrees of – and perceptions of – safety

RECOMMENDATION 5. Reduce injuries to all road users

RECOMMENDATION 6. Improve system users’ perceptions of safety

GOAL 2. HIGH QUALITY AND WELL-LOCATED CONNECTIONS FOR ALL USERS THAT ARE “SEAMLESS”, EASY TO USE, AND SAFE

RECOMMENDATION 7. Provide users access to information that will help them make more-informed decisions about how and when to travel

RECOMMENDATION 8. Planning, design, and operational decisions are focused to achieve a “seamless,” easy to use, and safe interconnected system

RECOMMENDATION 9. Raise awareness of existing services that may enhance users’ comfort using the system and can support new riders learning to use the FTN

GOAL 3. SERVICES THAT ARE CONSUMER-FOCUSED AND EQUITABLE TO – AND ACCESSIBLE BY – ALL PEOPLE, REGARDLESS OF RACE, AGE, AND PHYSICAL ABILITY

RECOMMENDATION 10. Expand/add new services that may enhance users' comfort using the system

RECOMMENDATION 11. Create/update design standards for model public transit system stops and stations that make it easy to recognize the system, has information that is easy to understand, and enhances the user's experience

RECOMMENDATION 12. Identify 'transit priority' corridors and develop roadway design standards that will support the prioritized operations of transit

RECOMMENDATION 13. Perform analyses and develop plans for the FTN and transit system

GOAL 4. PROMINENCE AND RECOGNITION AS A MODE OF TRANSPORTATION EQUALLY AS IMPORTANT AS CARS

RECOMMENDATION 14. Maximize/Build on existing political support and momentum to invest in transit and prioritize faster operations

RECOMMENDATION 15. Prioritize investment in pedestrian, bicycle, and transit infrastructure and projects

RECOMMENDATION 16. Identify opportunities to increase revenue sources for improvements to the system

RECOMMENDATION 17. Enhance/Increase transportation options that contribute to better health, environment, and quality of life for the community

RECOMMENDATION 18. Invest in technology that will enhance the user experience

Did we successfully capture in these goals and recommendations the ideas and concerns that you have identified in previous discussions?

If not, what would you like to add?



Review Next Agendas & Meeting Dates



Focus Group 2018 Meeting Outline

- Updated 6/19/18
- Revised meeting content
- Posted online



TRANSIT CONNECTIONS FOCUS GROUP MEETINGS

Strengthening Tucson's Frequent Transit Network through Integrated Transportation Planning including Active Transportation, First-/Last-Mile Connections, and Parking Connections

www.tucsonaz.gov/transit/transit-connections

Focus Group Meeting Outline **Updated 6/19/18**

Meeting #1: February 22, 2018 (9-11 am, 201 N Stone, 4th Flr LARGE Conf Room)

Enhancing the Future Transit Vision for Tucson's Frequent Transit Network (FTN)

Introductory meeting to manage expectations, logistics and clarify the mission of the focus group. This meeting will also introduce future transit vision for Tucson.

Breakout Group Discussions Questions:

- What do you believe are the characteristics of a well-connected community? (*Consider what we do well and what exists in other communities that you have visited*)
- What are we missing currently?
- What's most important?

Meeting #2: Field Observations Tour: April 19, 2018 (9am-1pm, 201 N Stone, TDOT 4th Flr LARGE Conf Room)

The focus group and organizing team will participate in a 1/2-day tour that will have everyone use, observe, and document their experiences regarding Tucson's Frequent Transit Network and the multi-modal connections.

Debrief Questions: (To be utilized on the day of the field trip)

- What worked well?
- What didn't work well?
- What's missing?
- What one thing stands out in your mind most about your experience?

Meeting #3: May 17, 2018 (9-11 am, 201 N Stone, TDOT 4th Flr LARGE Conf Room)

Best Practices and Opportunities for Integrated Planning

Review other successful transit models that integrate multi-modal considerations into transportation planning, funding, and operational policies, decision-making, and procedures. Discussion will consider what we already have in Tucson, and what are we missing that could be implemented in Tucson. Initial Project Team Assessments and Recommendations will be shared for discussion.

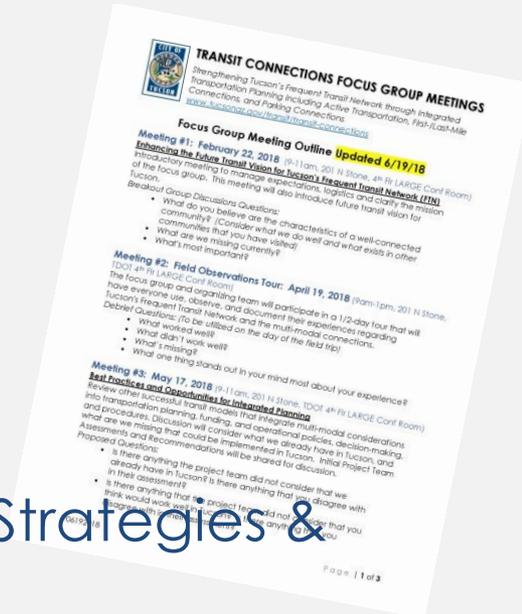
Proposed Questions:

- Is there anything the project team did not consider that we already have in Tucson? Is there anything that you disagree with in their assessment?
- Is there anything that the project team did not consider that you think would work well in Tucson? Is there anything that you disagree with in their assessment?



Focus Group 2018 Meeting Outline

- **2/22 Meeting 1:** Orientation
- **4/19 Field Observations Tour:** Experience
- **5/17 Meeting 3:** Best Practices
- **6/21 Meeting 4:** Preliminary List: Goals & Recommendations
- **7/19 Meeting 5:** Preliminary List: Potential Strategies & Tactics
- **8/16 Meeting 6:** Preliminary List Analysis; Funding; Boards, Committees, and Commissions
- **Date? Meeting 7:** Review Recommendations Report
- **Date?** Mayor and Council Presentation



ACTIVITY:

Preliminary Prioritization of Goals and Recommendations

Jan Waukon, Facilitator
**Rebecca Ruopp, Principal Planner/Project
Team**



Preliminary Prioritization of Goals and Recommendations

- Each participant will be given two blue dots and 5 yellow dots.
- **Blue dots:** Place a blue dot on your highest priority recommendation for each goal, in turn. You should have one item recommendation identified for each goal.
- **Yellow dots:** Place your five yellow dots on your highest priority recommendations overall, across all of the goals. **No more than one dot per recommendation.** In this case it is possible that all of your dots could be on recommendations attached to a single goal, or could be distributed across 2 -4 of the goals.



Thank you!

