



01

INTRODUCTION

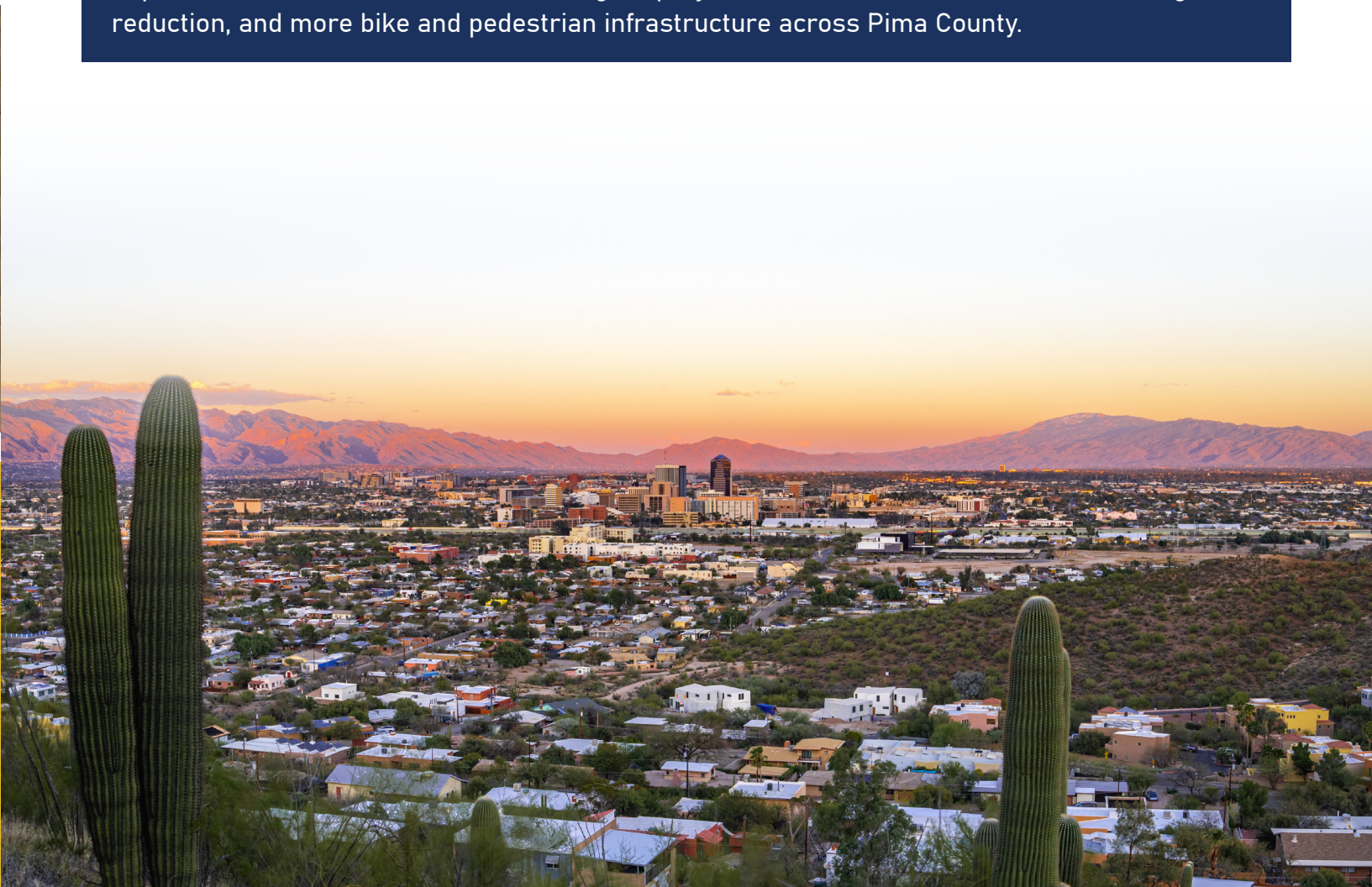
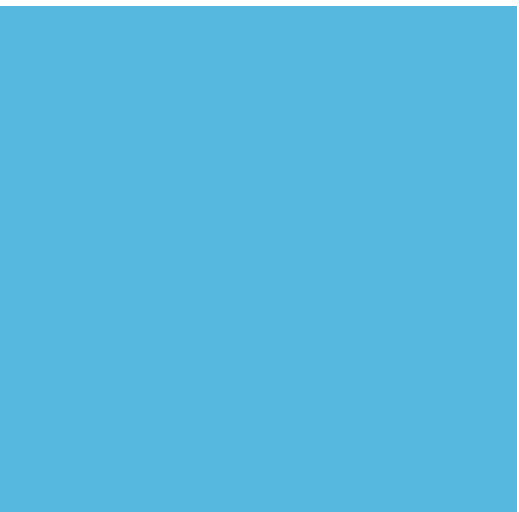
The Pima Association of Governments (PAG) is a regional planning agency that supports coordinated transportation efforts across Pima County. The Regional Active Transportation Plan (RATP) provides a unified vision and strategy to guide walking and biking improvements throughout the region. By updating and combining PAG's previous bicycle and pedestrian plans, the RATP helps local agencies prioritize investments, coordinate across jurisdictions, and expand safe, accessible travel options. The RATP also promotes regional connectivity by encouraging consistent infrastructure and design approaches that better link communities and support a more integrated active transportation network.

What is Active Transportation?

Active transportation includes walking, biking, and other non-motorized or low-powered options for getting around, such as scooters, e-bikes, and motorized skateboards. These modes promote healthier lifestyles, cleaner air, and a higher quality of life. By expanding travel choices beyond cars, active transportation helps create safer, more connected communities.

Who is PAG?

PAG is the federally required and state-designated **Metropolitan Planning Organization** (MPO) for the greater Tucson region. PAG works with local governments to plan transportation improvements and secure federal funding for projects like safer roads, better transit, congestion reduction, and more bike and pedestrian infrastructure across Pima County.





PLANNING PROCESS

The RATP was developed through a structured process, shown in **Figure 1**, to define a regional vision, assess current conditions, and identify opportunities to improve walking, biking, and other active travel options across Pima County. The process began with establishing goals and performance measures to guide investments and track progress toward a more connected, accessible transportation network.

A comprehensive review of existing conditions, including infrastructure, safety, equity, and public health, was paired with the first phase of public engagement, which asked residents where new or improved facilities should be located. This input helped identify gaps in the network and informed a corridor-level analysis to prioritize investments where the greatest impact could be achieved.

The planning process included the development of a toolbox of preferred design treatments to support consistency across jurisdictions. A second phase of public engagement was conducted to review and refine draft project recommendations, ensuring they reflect community needs and values. Together, these steps build momentum for future investments and support a more integrated regional approach to active transportation.

Figure 1. RATP Planning Process



Figure 2. PAG Region

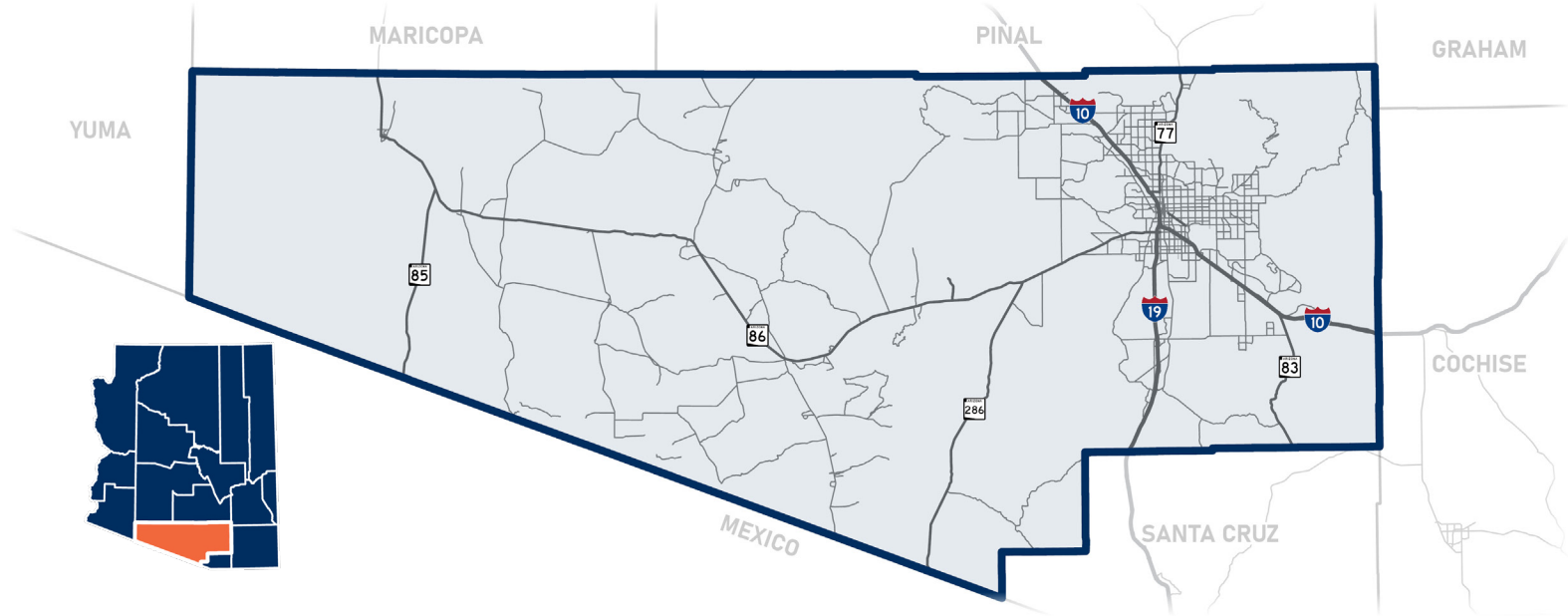


Figure 3. Urbanized Area





VISION AND GUIDING PRINCIPLES

The vision, goals, and strategies for the RATP were developed through a review of previous planning efforts, analysis of safety and health trends, and public input. The process helped identify regional priorities and values, which were translated into a guiding vision for active transportation in Pima County. Supporting goals and performance measures were then established to help track progress and inform future decision-making.

1

Promote safe, cohesive, context-appropriate active transportation infrastructure across jurisdictional boundaries.

Strategy 1: Support member agencies in their efforts to incorporate best practice principles into their general plans, development workflows, and other relevant processes.

Strategy 2: Identify locations where improvements can be made to the transition between facilities.

Strategy 3: Support member agencies in their efforts to reduce the frequency and severity of crashes.

2

Promote well-maintained active transportation facilities across jurisdictional boundaries and improve the physical condition of these facilities.

Strategy 1: Maintain pavement condition datasets that are accessible to all jurisdictions.

Strategy 2: Periodically review pavement condition data on active transportation facilities.

Strategy 3: Utilize orthophoto, lidar, or other readily available sensor data to measure and track the physical condition of active transportation facilities.

Strategy 4: Develop or utilize existing tools to identify locations in the active transportation network that are vulnerable to flooding.

3

Continually collect and track active transportation data to support data-driven decision making.

Strategy 1: Create a tool to process sensor and crowd-sourced data to track and model active transportation travel behavior.

Strategy 2: Leverage each jurisdiction's data collection efforts to share datasets whenever practical.

Strategy 3: Develop regional tools to track safety trends by location and gaps in active transportation facilities.

Strategy 4: Reduce the impacts of heat on users of the active transportation network.

VISION

The greater Tucson region will develop and maintain an active transportation network that is safe, accessible, comfortable, convenient, and desirable for all ages and abilities.

4

Prioritize active transportation infrastructure that provides connections between residential areas, transit facilities, and activity centers. This will provide first- and last-mile walking and biking connections to transit and expand the reach of the active transportation network.

Strategy 1: Support member agencies in increasing the number of housing units served by active transportation facilities.

Strategy 2: Support member agencies in increasing the number of activity centers served by active transportation facilities.

Strategy 3: Support member agencies in increasing the percentage of transit facilities that are served by active transportation facilities.

Strategy 4: Support member agencies in converting short car trips to activity centers to active transportation trips.

5

Promote an active transportation network that supports mobility, access, health and improved air quality.

Strategy 1: Invest active transportation resources to address network gaps in underserved communities.

Strategy 2: Support jurisdictional partners in their efforts to identify projects which protect vulnerable road users.

Strategy 3: Track data related to heat vulnerability and prioritized improvements in areas with poor health outcomes.

Strategy 4: Ensure users can access healthcare facilities via an active transportation network.

Strategy 5: Promote the use of active transportation to help improve air quality.

6

Identify funding opportunities through coordination with member agencies to implement RATP recommendations during the RMAP and TIP development process

Strategy 1: Support member jurisdictions in their efforts to identify eligible local, regional, state and federal funding sources for high priority projects during the RMAP and TIP development process.