

IDEAS TOO GOOD TO LOSE
TRANSPORTATION-- within and outside neighborhood

TRRG Initiative of Sustainable Neighborhoods through Planning

Identified during neighborhood associations' self-assessment of area and neighborhood plans
Spring/Summer 2018

I. Vehicular Traffic

- A. Major Streets and Routes (MS&R) document needs updating (content in area and neighborhood plans are tied to outdated arterial and collector designations)
- B. Widening streets result in more commercial traffic
- C. New uses, such as charter schools, generate traffic increase
- D. Busier intersections result in cut-through traffic on residential streets to avoid them
- E. New commercial enterprises should be accessed only from arterials (collectors?)
- F. Local traffic only allowed into residential interiors of neighborhoods
- G. City provides traffic calming devices on neighborhood streets
- H. Neighborhood street maintenance critical

II. Parking

- A. Reduced commercial parking requirements results in spill-over to residential area
- B. High-density residential units with inadequate required parking on site results in all on-street parking being unavailable for other residents and guests in the surrounding area

III. Connectivity for alternative modes

- A. Plans needed for pedestrian and bicyclist safety, continuous pathways provided and kept in repair
- B. Bus stops shaded
- C. City assurance that Living Street goals are being achieved prior to approving any new development (Living Streets Alliance (LSA) and Complete Streets at www.completestreetstucson.org possible sources to explore.)

Major topic—Plan Tucson's Future Growth Scenario map primarily projects growth on the arterials. Have Neighborhoods which will be impacted by such growth on their borders been part of that decision process?