To promote healthy communities by empowering people to transform our streets into vibrant places for walking, bicycling, socializing, and play.
Now Coveted: A Walkable, Convenient Place

By CHRISTOPHER B. LEINBERGER
Published: May 25, 2012

WALKING isn’t just good for you. It has become an indicator of socioeconomic status.

Until the 1990s, exclusive suburbs with homes that were accessible only by car cost more, per square foot, than sprawling, low-density kinds of American housing. Nowadays, however, these suburbs have become overbuilt, and housing values have fallen. Today, the most valuable urban real estate lies in walkable urban localities. Many of these now pricey places are in downtown Washington, D.C.

Mariela Alfonzo and I just released a study that measures values of core urban real estate in the Washington, D.C., region.
Survey by The Rockefeller Foundation and Transportation for America:

- 66% said access to high quality transportation is one of the top three criteria they would weigh when deciding where to live.
- Up to 68% important for their city to offer opportunities to live and work without relying on a car.

This survey reinforces that cities that don’t invest in effective transportation options stand to lose out in the long run.

-Michael Myers
The Rockefeller Foundation
American Planning Association
“Investing in Place” Survey

• 50% of respondents were Millennials; 50% were Boomers

• Shared desires: better transportation options, walkable communities, technology-enabled cities, and housing that would allow “aging in place”

• 68% believe US economy is fundamentally flawed and that the path to prosperity lies in building up local communities – not through recruiting companies but by concentrating on these same basic elements of desirable places to live
## Project Preferences - % choosing project

<table>
<thead>
<tr>
<th>Public Health, Flood Control, Neighborhood Reinvestment and Government Facilities</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pima County Animal Care Center Improvements</td>
<td>50.1%</td>
</tr>
<tr>
<td>Pedestrian Safety and Walkability Improvements</td>
<td>40.1%</td>
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<tr>
<td>Affordable Housing Program</td>
<td>30.4%</td>
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<tr>
<td>Neighborhood Reinvestment Program</td>
<td>28.5%</td>
</tr>
<tr>
<td>Pima County Forensic Science Center Expansion &amp; Remodel</td>
<td>18.7%</td>
</tr>
<tr>
<td>Santa Cruz River: Rillito and Canada del Oro Confluence</td>
<td>16.7%</td>
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<tr>
<td>Elections Equipment</td>
<td>16.4%</td>
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<tr>
<td>Theresa Lee Clinic Relocation</td>
<td>12.6%</td>
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<tr>
<td>Marana Health Center Expansion</td>
<td>10.3%</td>
</tr>
<tr>
<td>Downtown Legal Services Building Asbestos Abatement &amp; Fire Sprinklers</td>
<td>9.6%</td>
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<tr>
<td>Desert Senita Community Health Center Facility Improvement</td>
<td>6.8%</td>
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<tr>
<td>Lower Santa Cruz Levee Extension</td>
<td>6.5%</td>
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<tr>
<td>40th Street Drainage</td>
<td>6.0%</td>
</tr>
<tr>
<td>South 7th Avenue Between West 28th and 20th Streets Drainage</td>
<td>6.0%</td>
</tr>
<tr>
<td>Affordable Housing Land Acquisition, Entitlement and Improvement Fund</td>
<td>5.0%</td>
</tr>
<tr>
<td>East 32nd 1/2 Street Drainage</td>
<td>5.0%</td>
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<tr>
<td>Green Valley Government Center Parking &amp; Access Improvements</td>
<td>4.5%</td>
</tr>
<tr>
<td>Green Valley Courthouse Expansion</td>
<td>4.3%</td>
</tr>
<tr>
<td>Marana Neighborhood Reinvestment Housing Stock Retention Fund</td>
<td>3.3%</td>
</tr>
</tbody>
</table>
Collaboration

- Regional DOTS
- School districts
- Neighborhood Reinvestment
- City Ward offices
- Supervisor districts
- Neighborhood associations
- Non-profit organizations
- Business districts
- Pima Association of Governments
- Transit groups
Our proposal addresses:

- Safety
- Transportation
- Health
- Equity & Diversity
- Environment
- Economic Development
- Partnerships
Pedestrian-Involved Crashes, 2007-2011
Pedestrian-Involved Crashes, 2007-2011

Injury severity:
Fatal and Incapacitating Injuries

Crash Density
- Crashes Per Acre

- Low
- Low-Medium
- Medium
- Medium-High
- High

University of Arizona
Demand/Need Composite

- Pedestrian generators and attractors
- Current walking/transit rates to work
- The urban context
- Vulnerable users
Pedestrian Safety & Comfort Bond

• **$25 million** for pedestrian capital improvements

• Allocated on a **need-basis** in Pima County member jurisdictions

• Program focuses on **pedestrian collector system** that falls between the in-neighborhood pedestrian efforts of Neighborhood Reinvestment and arterial efforts of the RTA

• Emphasis on bringing pedestrians safely and comfortably to community **destinations** (schools, businesses, parks, community centers, libraries, transit stops, etc.)
Pedestrian Safety & Comfort Bond

• **PAG Pedestrian Plan Update** will establish goals and objectives; jurisdictions may apply for funding by demonstrating how need-based projects relate to this Plan.

• **Pilot projects in all jurisdictions**, City of Tucson Wards and Pima County Districts.

• **LSA will work with County to convene transparent oversight committee** to review proposals and make recommendations based on project’s potential to fulfill goals and objectives outlined in the PAG Plan.
What does $25 million buy?

- Hawk light ($100,000ea): 250
- 5’ linear sidewalk ($35/li. ft.): 714,285
- Linear miles of sidewalk: 135*  
  *67.5 if sidewalks along both sides of roadway  
- Ramps ($2,000ea): 12,500
- Striped crosswalks ($5/li. ft.): 5,000,000