

Community Outreach Phase III Summary Memo



Stone Avenue Bus Rapid Transit (BRT)
Outreach Period: October 9 - December 8, 2024



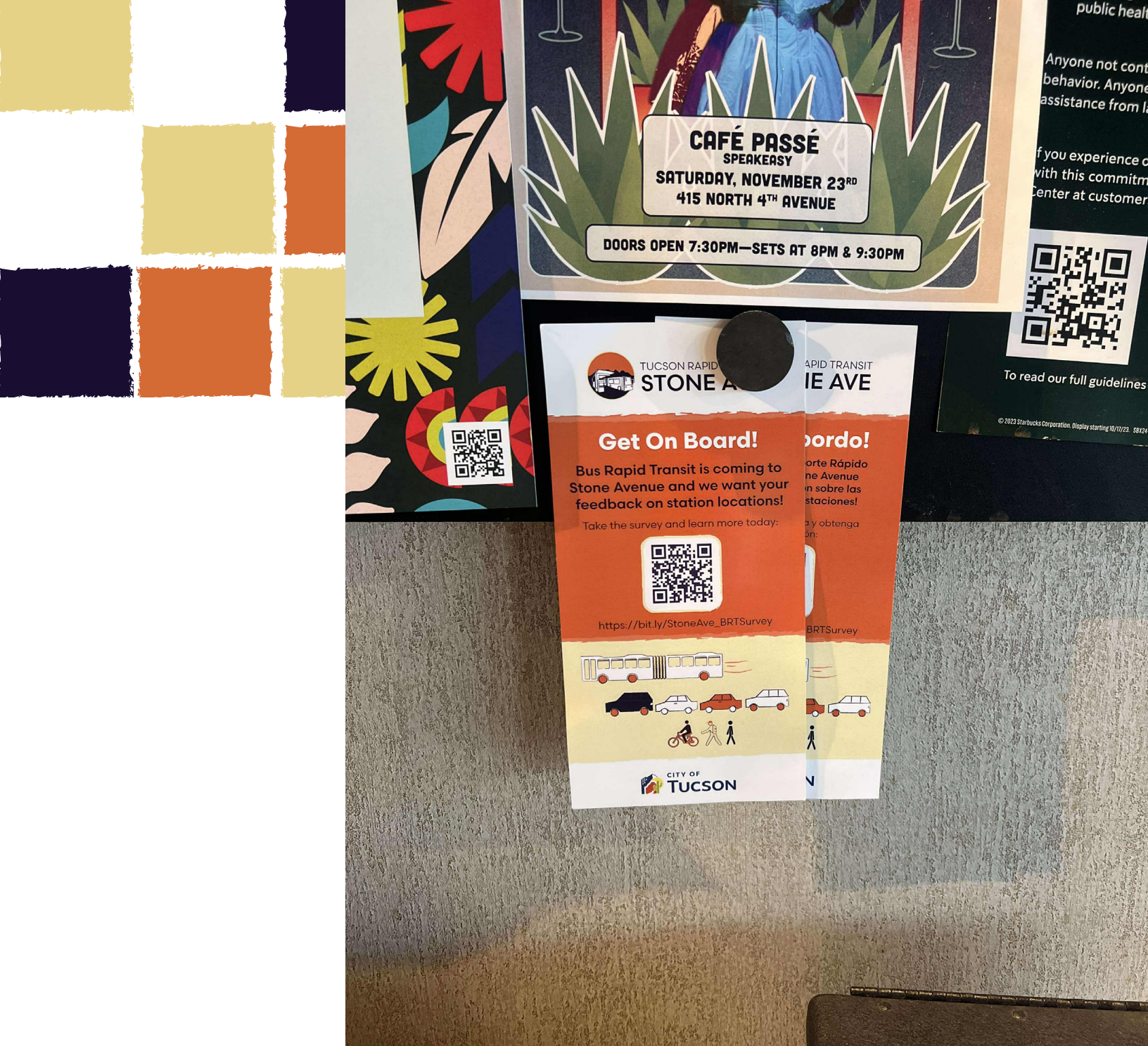
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Tucson, AZ

In cooperation with:
The City of Tucson

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1 Introduction

The City of Tucson is studying a 15-mile high-capacity transit corridor that will ultimately stretch from the Tohono Tadaí Transit Center/Tucson Mall to the Tucson International Airport. The first segment of this corridor to be completed will be Bus Rapid Transit (BRT) along Stone Avenue.

In fall 2024, Community Outreach Phase III began and included a survey that sought community input on station locations, elements, and amenities. Community input was collected from October 9, 2024, through December 8, 2024.



2 Notifications

Notifications were distributed prior to and during the survey launch and included details on the survey and directed the community to the website for more information. Details on each notice are below. These notices were distributed in both English and Spanish and can be found in **Appendix A, Notifications**.



2.1 Posters

Posters advertising the survey were delivered to several businesses and other interested stakeholders along the corridor and placed on all Sun Tran buses. The full list of poster locations includes:

- Tucson Museum of Art
- Joel Valdez Library
- Woods Memorial Library
- Popcycle
- Time Market
- Hotel Congress
- Amphitheater High School
- Brother John's Beer, Bourbon & BBQ
- Rosa's Mexican Food
- Nash Elementary School
- Donna Liggins Recreation Center
- The Tucson House
- Richey Elementary
- Pima Community College Downtown Campus

Posters were also placed on **270 Sun Tran buses**.



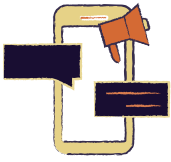
2.2 Bookmarks

Bookmarks advertising the survey were available at several community events and delivered to Woods Memorial Library and Literacy Connects.



2.3 Doorhangers

Between October 11 and October 13, 2024, doorhangers were hand-delivered to 15,000 residents and businesses within a ¼-mile radius of the corridor.



2.4 Digital Advertisements

Five digital advertisements promoting the survey ran on the Arizona Daily Star’s website from October 15 through November 18, 2024, on both desktop and mobile platforms. The results of online interactions with the ads are as follows:

Facebook/Instagram ads:

- English
 - 26,402 impressions
 - 928 clicks
- Spanish
 - 22,396 impressions
 - 626 clicks

Tucson.com Run of Site (ROS) ads:

- English
 - 17,503 impressions
 - 14 clicks
- Spanish
 - 17,498 impressions
 - 14 clicks

Tucson.com desktops ads:

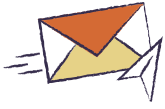
- English
 - 19,987 impressions
 - 16 clicks
- Spanish
 - 19,981 impressions
 - 12 clicks



2.5 Direct Email

A direct email sharing information about the survey was sent out to several stakeholders on November 21, 2024. The full list of recipients includes:

- | | | |
|---|---|----------------------------------|
| • Limberlost Neighborhood Association | • Dunbar Springs Neighborhood Association | • Tucson Mall Management |
| • Amphi Neighborhood Association | • Feldman’s Neighborhood Association | • Ward 3 Office |
| • Coronado Heights Neighborhood Association | • Keeling Neighborhood Association | • Ward 6 Office |
| • Balboa Heights Neighborhood Association | • Thrive in the 05 Committee | • Mayor’s Office |
| • Bronx Park Neighborhood Association | • Tucson-Pima County Historical Commission | • Amphi Unified School District |
| • Sugar Hill Neighborhood Association | • Complete Streets Coordinating Council | • Living Streets Alliance |
| • West University Neighborhood Association | • Tucson-Pima County Bicycle Advisory Committee | • Downtown Tucson Partnership |
| • El Presidio Neighborhood Association | • Tucson Transit Advisory Committee | • Tucson Unified School District |
| • Downtown Neighborhood Association | • Plans Review Subcommittee | |
| | • Pima Community College | |



2.6 Email Blast

On October 10, 2024, an email blast was sent to people who signed up for the project mailing list. The statistics for this email blast are as follows:

- 443 emails sent
- 422 (95%) delivered
- 21 (5%) bounces
- 159 (38%) opened



2.7 Social Media

A social media campaign was developed with content and graphics in both English and Spanish. Content was posted between October 9 and October 14, 2024, using the City of Tucson Department of Transportation and Mobility’s social media accounts on Facebook, X, and Instagram. The social media posts are listed below in Table 1.

Table 1. Social Media Dates and Statistics

October 9, 2024		
X	Instagram	Facebook
<ul style="list-style-type: none"> • 6 likes • 1 repost • 12 comments 	<ul style="list-style-type: none"> • 52 likes • 1 comment 	<ul style="list-style-type: none"> • 7 likes
October 14, 2024		
	Instagram	
	<ul style="list-style-type: none"> • 25 likes 	

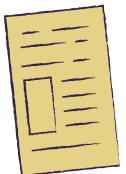


2.8 Press Release

On October 9, 2024, the City of Tucson distributed a press release informing the public about the survey. Analytics for this press release are included below:

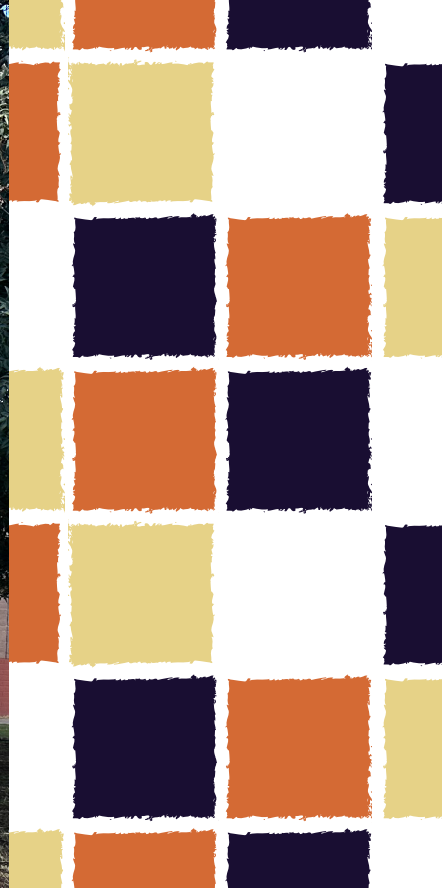
- 11,395 recipients
- 93.5% delivered
- 26% opened
- 7% bounced

2.9 Community Newsletters



Survey and project information was included in the following community newsletters:

- October 25, 2024: Downtown Tucson Partnership
- November 18, 2024: NewsNet for City Employees



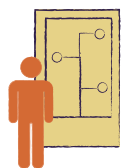
3 Event Materials

All materials for in-person events were produced in both English and Spanish. Copies are included in **Appendix B, Event Materials**.



3.1 Handout

A handout was developed by the team and distributed during the in-person events. The handout included information on Stone Avenue BRT, proposed station locations, and contact information.



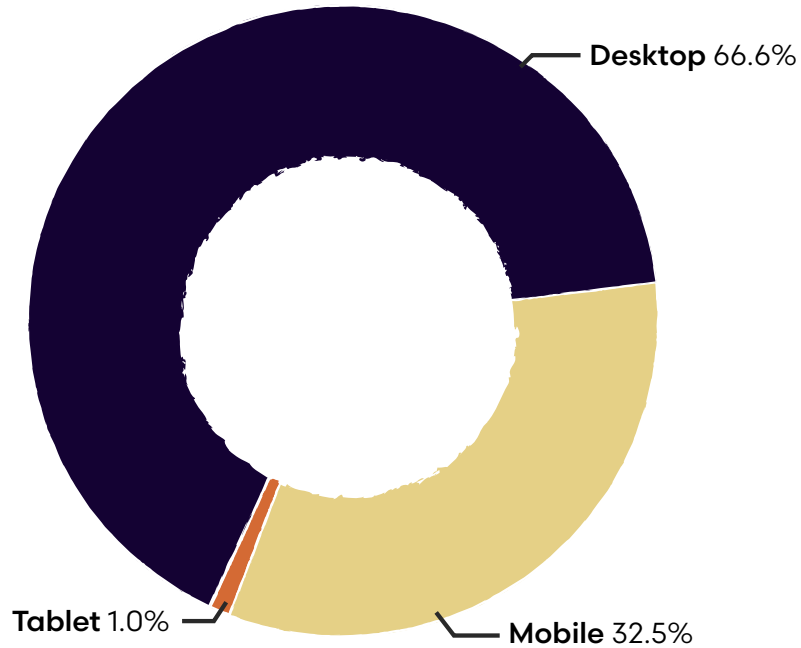
3.2 Banner

Banners allowing people to identify the proposed station location they would use the most were available in both English and Spanish at each in-person event. A total of 12 people took part in this activity. The Grant Road station location received the most votes (4).

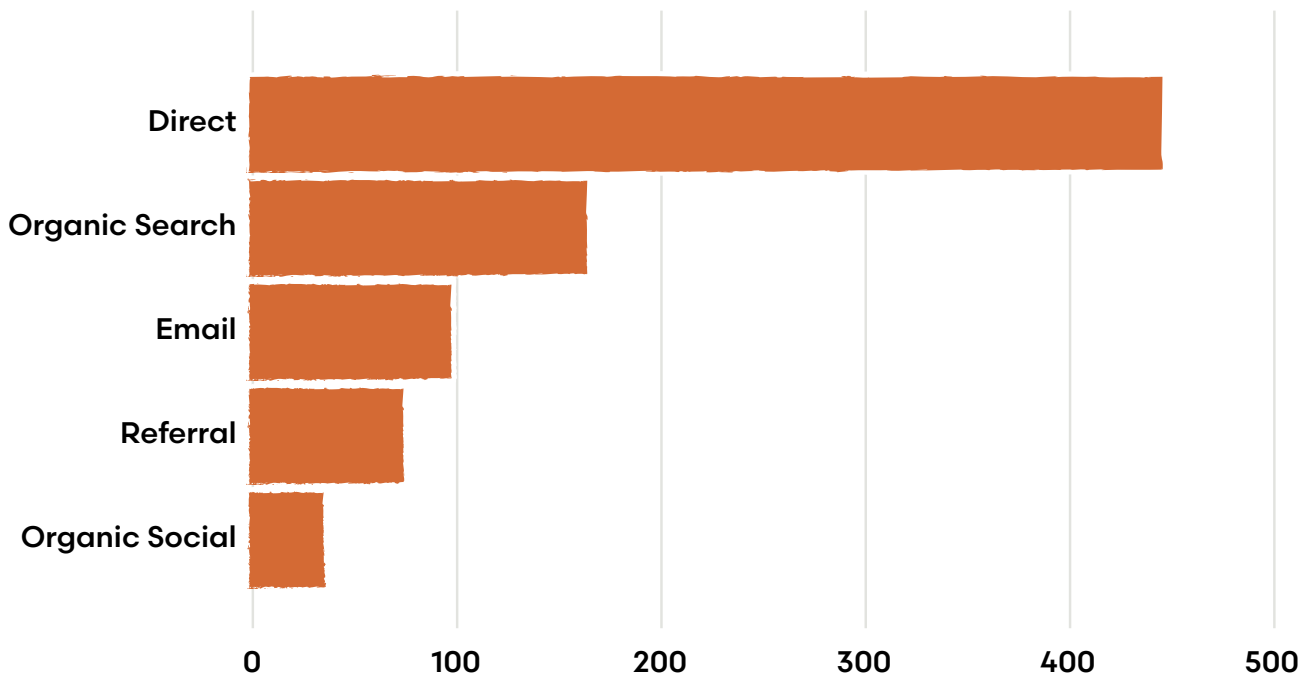
4 Website

An updated version of the **tucsonrapidtransit.com** website was launched on October 9, 2024. The updates included a new interactive comment map, new events, and a link to the survey. Below are analytics from the website.

How Do Users Access the Website?



Where Do New Users Come From?



5 Community Events

5.1 Community Meetings

Information about the project and the survey was presented in-person at the neighborhood association meetings, committee meetings, and business forums listed in Table 2.

Table 2. Community Meetings

Date	Organization	Number of attendees
Sept. 23, 2024	Keeling Neighborhood Association	10
Oct. 7, 2024	Thrive in the 05	10
Nov. 12, 2024	Tanque Verde Valley Association (TVVA)	30
Nov. 15, 2024	Southern Arizona Institute of Transportation Engineers/ University of Arizona Institute of Transportation Engineers (SAITE/UAITE)	20

5.2 Pop-Up/Tabling Events

Pop-up/tabling events were held throughout October, November, and December 2024. The project team and Community Connectors were present at each location to pass out information and surveys, and answer questions from community members. Locations and dates for the events are provided in Table 3.

Table 3. Pop-Up/Tabling Events Dates, Event Types, and Locations

Date	Event	Location
Oct. 9, 2024	1st Avenue Project Open House	Donna Liggins Rec. Center
Oct. 16, 2024	Transit Pop-Up	Ronstadt Transit Center
Oct. 20, 2024	Heirloom Farmers Market	Rillito River Park
Oct. 23, 2024	Library Pop-Up	Woods Memorial Library
Oct. 27, 2024	Cyclovia	Armory Park
Nov. 13, 2024	Pima Community College Pop-Up	PCC Downtown Campus
Dec. 7, 2024	Cyclovita	Woods Memorial Library



Community Connector Patricia Sanchez meets with the owner of The Little One, Marcela Davila-Barley, during Business Canvassing on November 12, 2024.

6 Business Canvassing

On November 12, 2024, project team members and Community Connectors visited several businesses along the Stone Avenue corridor to share information about the project and the survey. Businesses visited include:

- Joel D. Valdez Library
- The Little One
- Mestizo Studio
- Lohse Family YMCA
- Southern Arizona Heritage and Visitor Center
- Make Way for Books
- La Indita Restaurant
- Hem and Her Bridal
- Captain Coffee Company
- Pima Federal Credit Union
- Amphitheater High School
- Mezo Smoke Shop
- Amy's Donuts
- Coronado Grocery & Market
- Grant and Stone Supermarket
- Donut King
- ACE Charter High School
- Tucson Youth Development
- Stone Ave. Standard
- Kidzco Early Learning Center

7 Survey and Results

7.1 Survey

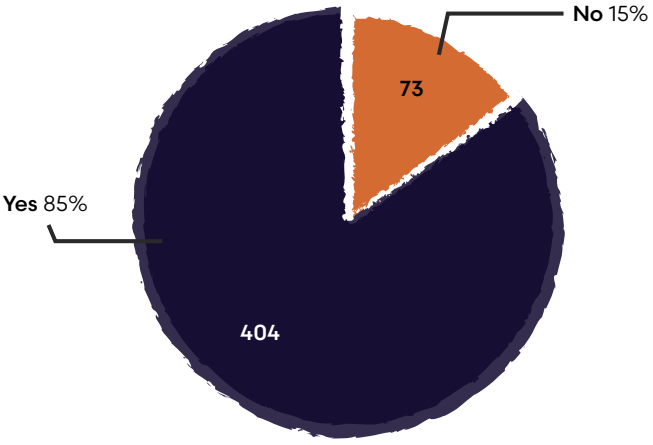
The survey was officially launched on October 9, 2024. It remained live on the project website through December 8, 2024. The survey focused on Stone Avenue BRT and consisted of 16 questions – six questions specific to public transit and 10 demographic questions. A copy of this survey can be found in **Appendix C, Survey**.

7.2 Survey Results

In total, there were 494 survey responses. Responses are summarized below, and full results can be found in **Appendix D, Survey Results**.

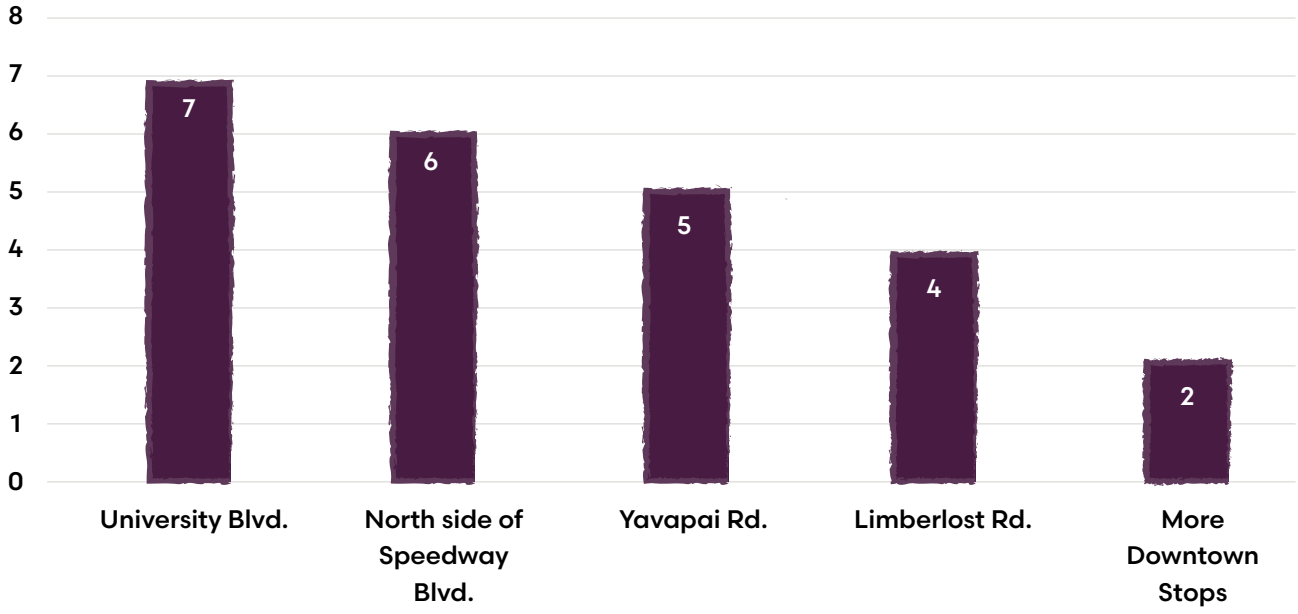
7.2.1 Question #1

Do you agree with the draft station locations? | 477 Responses



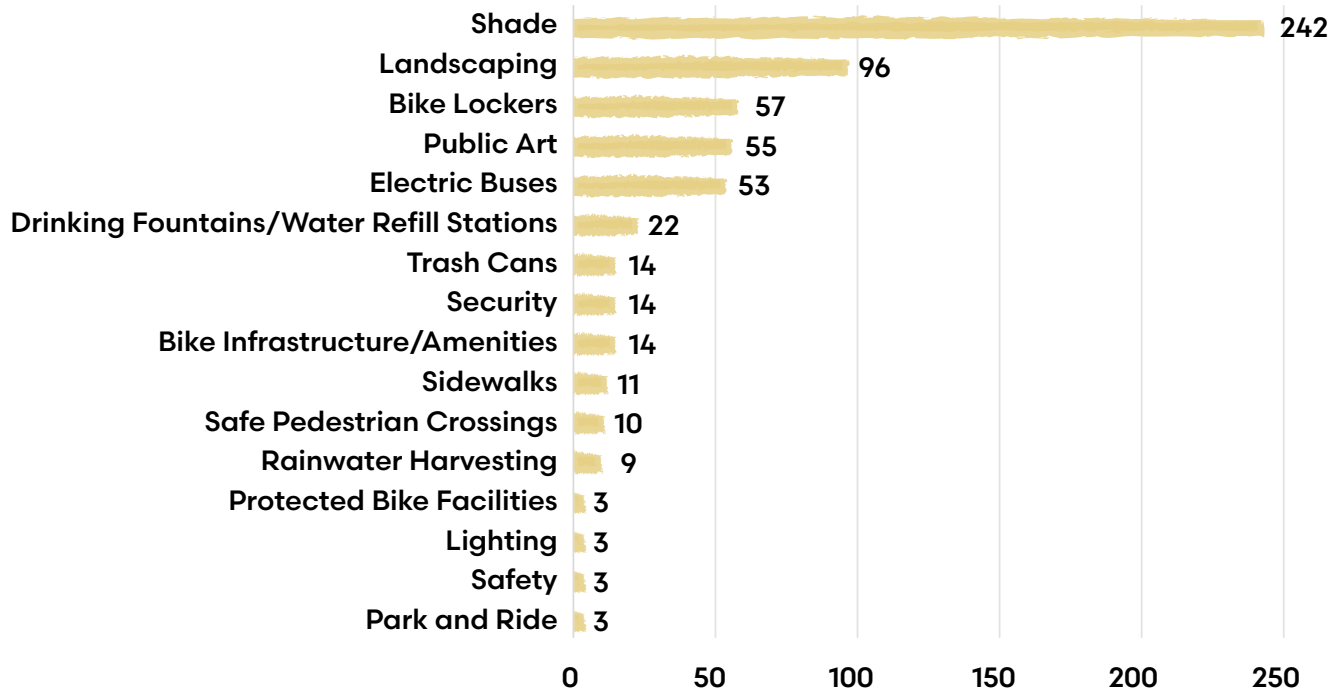
7.2.2 Question #2

If you could choose your own station location, where would it be?



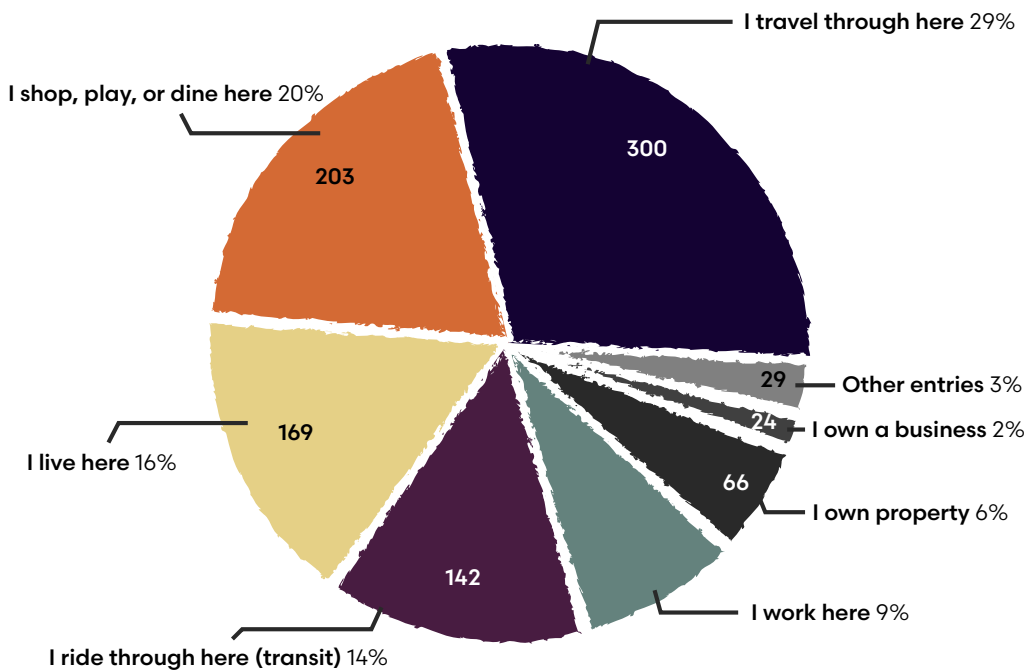
7.2.3 Question #3

What are some other elements that you like and would like to see included with the Stone Avenue BRT?



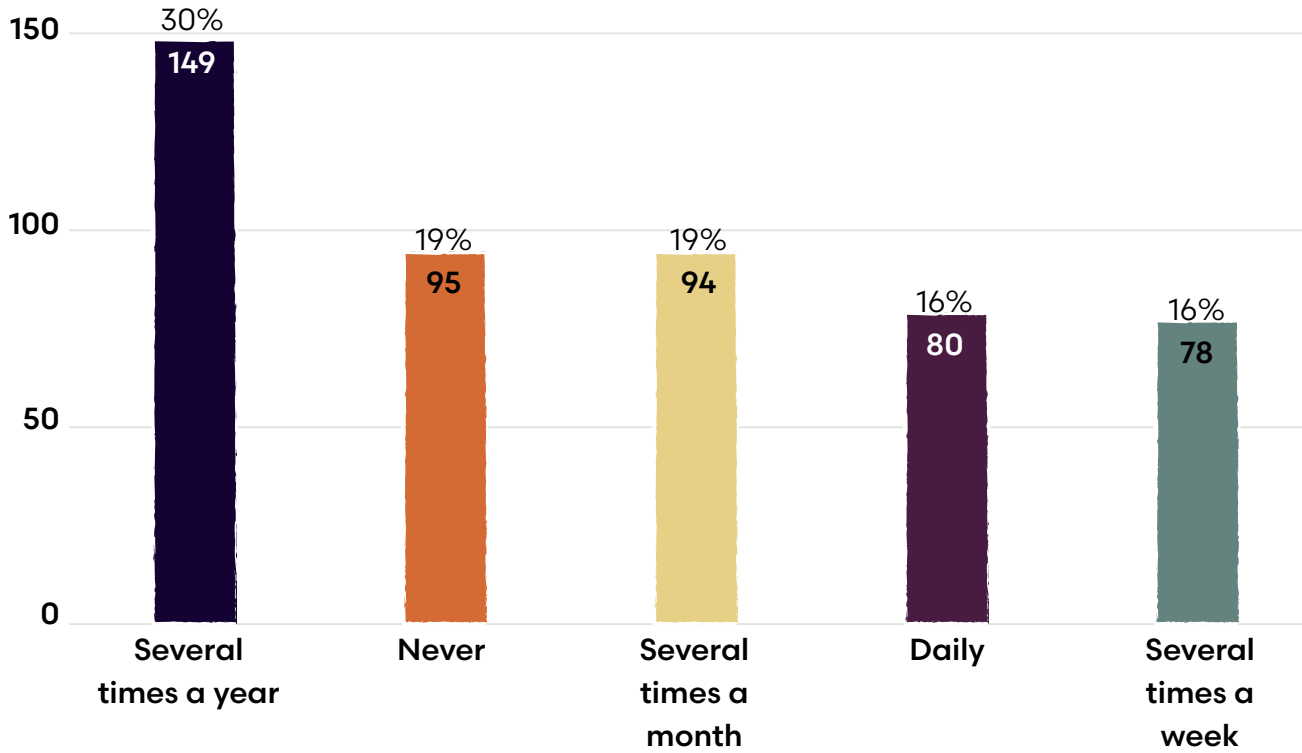
7.2.4 General: Question #1

What is your connection to Stone Avenue? Select all that apply. | 1,029 Responses



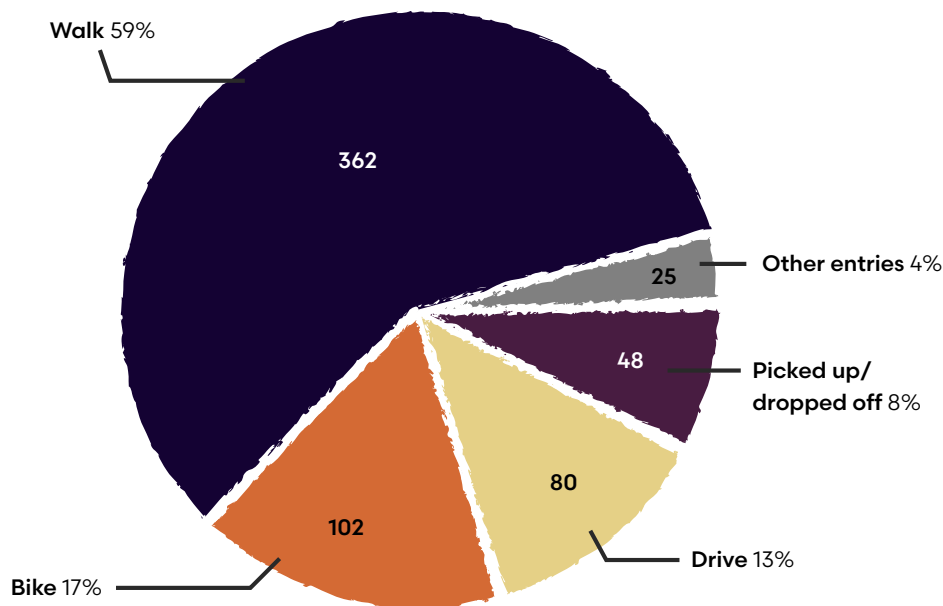
7.2.4 General: Question #2

How often do you use public transit? | 496 Responses



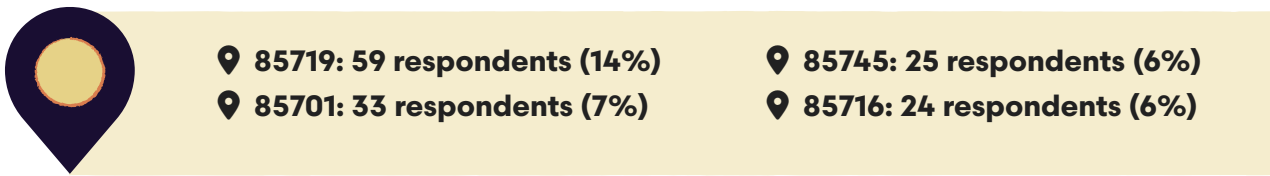
7.2.6 General Question #3

How do you typically get to/from a transit station/bus stop? | 617 Responses



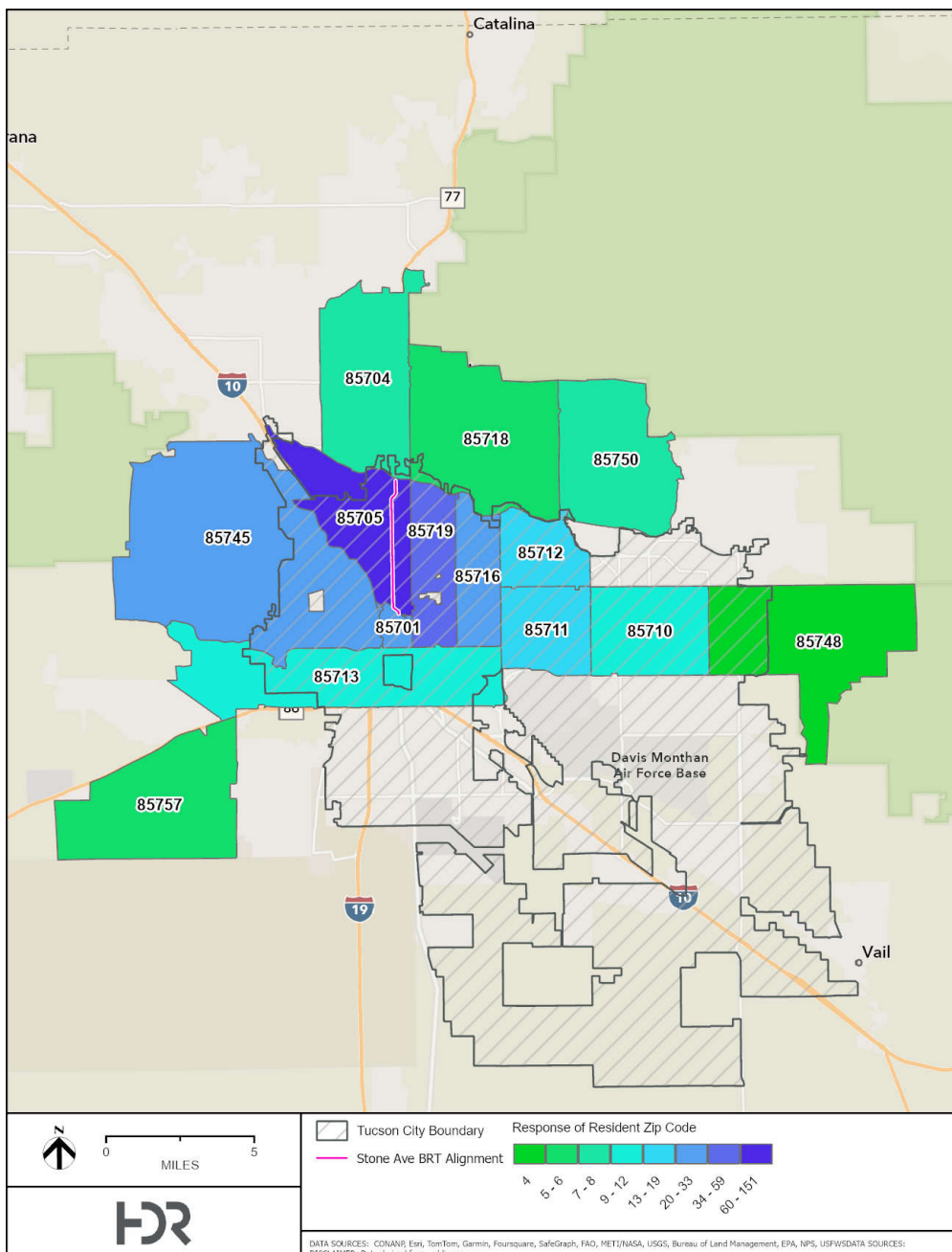
7.2.7 Demographics

A majority of responses to the survey were from residents living in the 85705 zip code, which is right along the Stone Avenue BRT route. **Thirty-five percent (35%) of respondents (151)** live in this zip code. The survey also received a large number of responses from the following zip codes:



A heat map and a further breakdown of respondents by zip code can be found in **Appendix D, Survey Results**.

To highlight potential gaps or alignments in survey responses, survey response demographics were compared to corridor demographics and are outlined in Table 4.

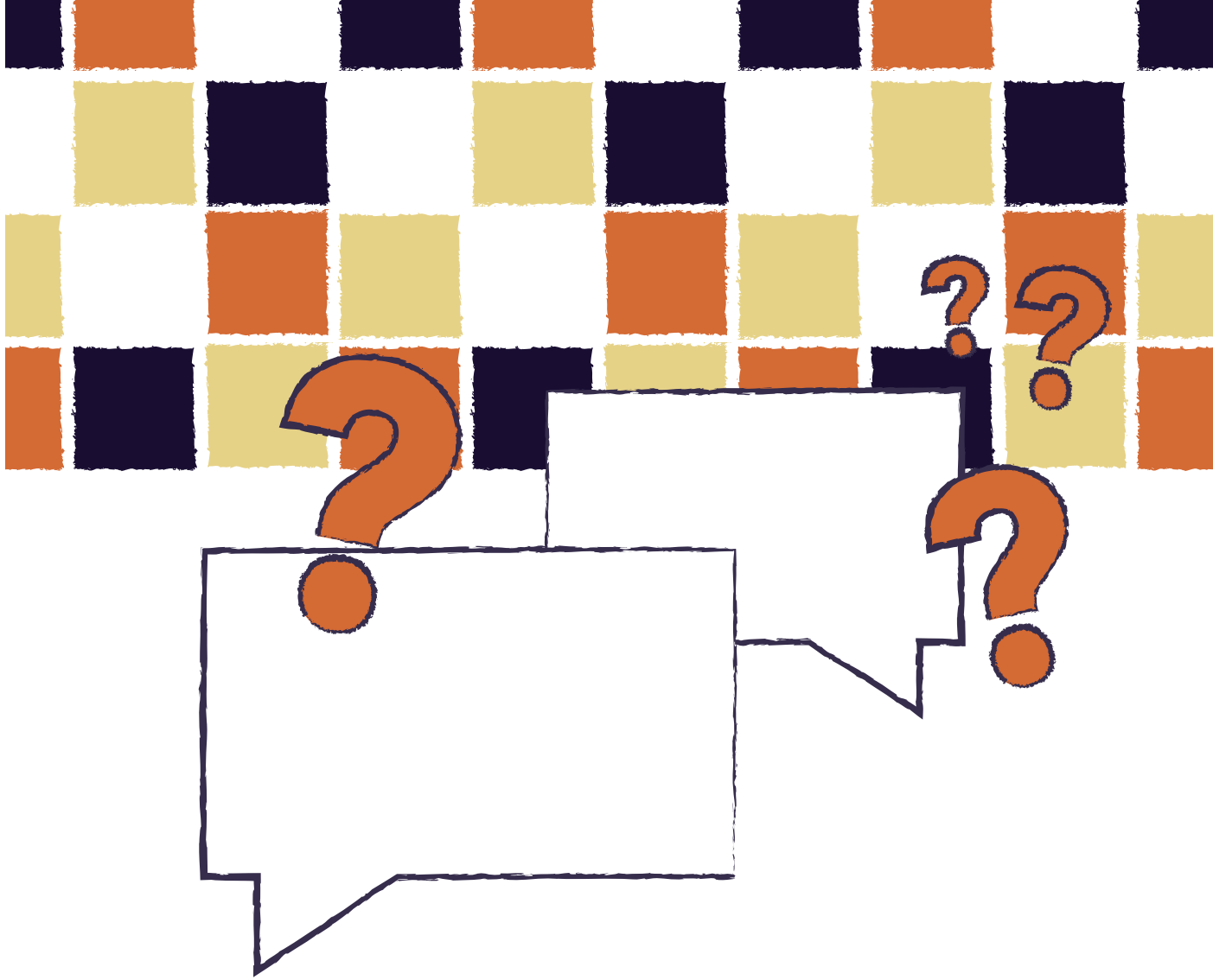


The table below shows 39% of corridor residents are Hispanic, but only 26% of survey respondents are Hispanic. It also shows 24% of corridor residents have an annual income under \$15,000, but only 16% of respondents fit into this category. **In the next round of outreach, reaching these demographics will be prioritized through grassroots outreach, targeted digital, and traditional media.**

All demographic information captured in the survey can be found in **Appendix D, Survey Results.**

Table 4. Survey Response Demographics and Corridor Demographics

	Survey Response Demographics	Corridor Demographics
Race/Ethnicity	26% of respondents are Hispanic.	39% of corridor residents are Hispanic.
Age	40% of respondents are 25-44 years old.	30% of the corridor population is 25-44.
Income	23% of respondents have an annual income of \$100,000 or more.	12% of corridor residents have an annual income of \$100,000 or more.
	20% of respondents have an annual income between \$50,000-\$74,999.	15% of corridor residents have an annual income between \$50,000-\$74,999.
	16% of respondents have an annual income under \$15,000.	24% of corridor residents have an annual income under \$15,000.



8 Additional Comments and Questions

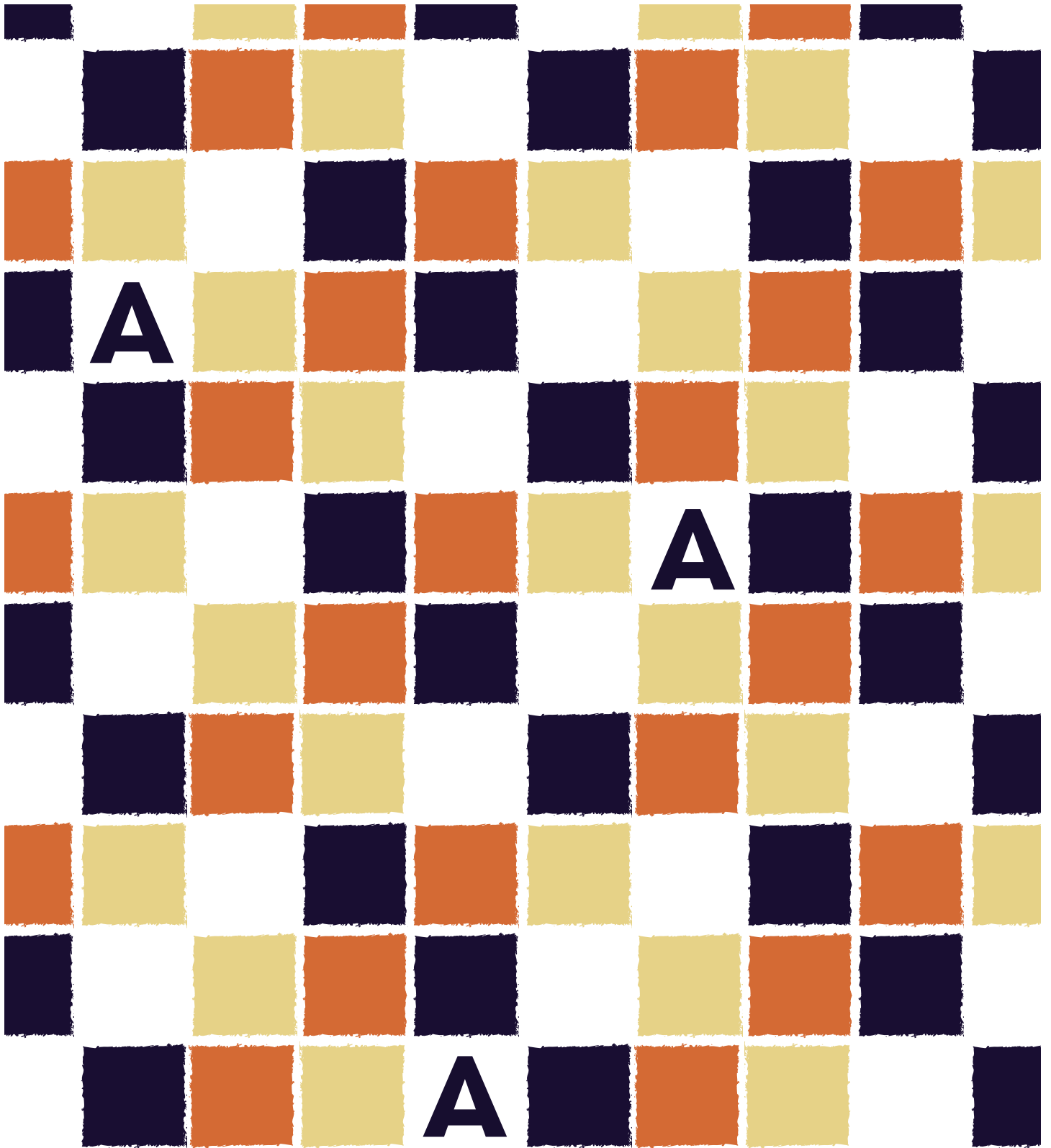
A total of 18 comments were received between October 9 and November 28, 2024, through the following methods:

- Fourteen (14) comments were submitted through the project website comment form.
- Four (4) map comments were received.

General themes from these comment options are listed below:

- Support for the Tucson Rapid Transit project.
- Concerns about gentrification.
- Requests to consider expanding BRT to other parts of the City, including the east side and Marana.

All comments can be found in **Appendix E, General Comments.**



Appendix A: Notifications

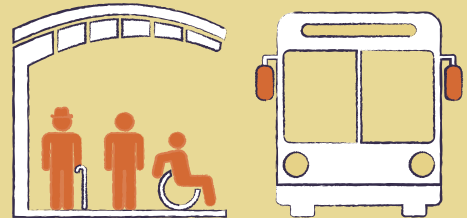


Get On Board!

Learn more about **Stone Avenue Bus Rapid Transit** station locations and provide your feedback today!

¡Suban a bordo!

¡Obtenga más información sobre las ubicaciones de las estaciones de **Stone Avenue Bus Rapid Transit** y proporcione sus comentarios hoy mismo!



https://bit.ly/StoneAve_BRTSurvey

Connect With Us! / ¡Conéctese con nosotros!

▶ tucsonrapidtransit.com | ✉ connect@tucsonrapidtransit.com | ☎ 520.442.0302



TUCSON RAPID TRANSIT
STONE AVE

Get On Board!

Bus Rapid Transit is coming to Stone Avenue and we want your feedback on station locations!

Take the survey and learn more today:



https://bit.ly/StoneAve_BRTSurvey



TUCSON RAPID TRANSIT
STONE AVE

¡Suban a bordo!

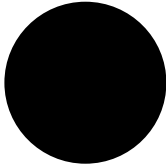
¡El Autobús de Transporte Rápido pronto llegará Stone Avenue y queremos su opinión sobre las ubicaciones de las estaciones!

Responda a la encuesta y obtenga más información:



https://bit.ly/StoneAve_BRTSurvey





TUCSON RAPID TRANSIT
STONE AVE

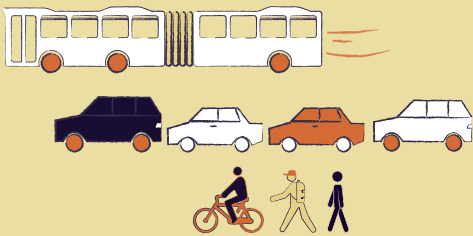
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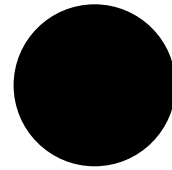
Take the survey and learn more today:



https://bit.ly/StoneAve_BRTSurvey



tucsonrapidtransit.com



TUCSON RAPID TRANSIT
STONE AVE

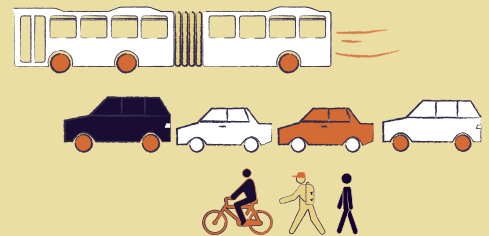
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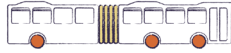


tucsonrapidtransit.com

Digital Advertisements


Get On Board!
Bus Rapid Transit is coming to Stone Avenue and we want your feedback on station locations!


[Take our survey](#)




¡Suban a bordo!
¡El Autobús de Transporte Público Rápido pronto llegará a Stone Avenue y queremos su opinión sobre las ubicaciones de las estaciones!


[Responda a la encuesta](#)




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[Responda a la encuesta](#)



Direct Email

From: [Ian Sansom](#)
Subject: Stone Ave Bus Rapid Transit survey
Date: Thursday, November 21, 2024 2:05:41 PM
Attachments: [image001.png](#)

Dear neighborhoods leaders,

The City of Tucson is asking for community feedback on proposed station locations for Bus Rapid Transit (BRT) along Stone Avenue through a [brief survey](#). We would be grateful if you are able to distribute widely. **The survey closes December 1st**.

Earlier this year, Tucson's Mayor and Council approved Stone Avenue as the preferred corridor for the first segment of the Tucson Rapid Transit program. The decision comes after extensive community outreach and technical analysis of two potential corridors, Stone Avenue and Oracle Road. The Stone Avenue corridor will connect people and places from the Tohono Tadaï Transit Center/Tucson Mall to the Ronstadt Transit Center in Downtown Tucson. BRT will provide riders with enhanced stations, dedicated lanes, transit signal priority, and high-capacity buses.

Please don't hesitate to reach out with any questions. We'd also be happy to attend one of your NA meetings if you would like a more in-depth presentation in the coming months.

Thank you,



Ian Sansom
*Project Manager, FTA Grant for equitable Transit
Oriented Development*
(he/him/his)

Transportation & Mobility | City of Tucson

ian.sansom@tucsonaz.gov

mobile 520.262.9916



Email Blast



Get on Board!



Give us your feedback on proposed station locations along Stone Avenue

Tucson's first Bus Rapid Transit (BRT) is coming to Stone Avenue, and we want to know what you think. Stone Avenue BRT will connect the Tohono Tadaí Transit Center/Tucson Mall to the Ronstadt Transit Center in Downtown Tucson.

Click here to take our new survey on station locations:

https://bit.ly/StoneAve_BRTSurvey

You can also visit our [website](#) for more information about this project, or to leave a comment on our interactive map.

About Tucson Rapid Transit

Tucson Rapid Transit is a study identifying a 15-mile high-capacity transit corridor, ultimately connecting the Tohono Tadaí Transit Center/Tucson Mall, the downtown Tucson Ronstadt Transit Center, the Roy Laos Transit Center/El Pueblo Center, and the Tucson International Airport.

The first phase of the project is a five-mile bus rapid transit (BRT) system, a new high-capacity transit option that will connect people and places between the Tohono Tadaí Transit Center/Tucson Mall and the Ronstadt Transit Center/downtown Tucson. BRT will provide riders with enhanced stations, dedicated lanes, transit signal priority, and high-capacity buses. Learn more about BRT on our [website](#).



¡Suban a bordo!



Comparta su opinión sobre la ubicación de las estaciones propuestas a lo largo de Stone Avenue

El primer autobús de transporte público rápido (BRT) de Tucson llegará a Stone Avenue, y queremos saber lo que piensa. El BRT de Stone Avenue conectará el Centro de Tránsito Tohono Tadaí/Tucson Mall con el Centro de Tránsito Ronstadt en el centro de Tucson.

Haga clic aquí para responder a nuestra nueva encuesta sobre la ubicación de las estaciones:

https://bit.ly/StoneAve_BRTSurvey


También puede visitar nuestro sitio web para obtener más información sobre este proyecto, o para dejar un comentario en nuestro mapa interactivo.

Acerca de Tucson Rapid Transit


Tucson Rapid Transit es un estudio que identifica un corredor de transporte público de alta capacidad de 15 millas, conectando en última instancia el Centro de Tránsito Tohono Tadaí/Tucson Mall, el Centro de Tránsito Ronstadt, el Centro de Tránsito Roy Laos/El Pueblo Center y el Aeropuerto Internacional de Tucson.

La primera fase del proyecto es un sistema de autobuses de transporte público rápido (BRT) de cinco millas, una nueva opción de transporte público de alta capacidad que conectará personas y lugares entre el Centro de Tránsito Tohono Tadaí/Tucson Mall y el Centro de Tránsito Ronstadt/centro de Tucson. El BRT ofrecerá estaciones mejoradas, carriles exclusivos, prioridad en las señales de tránsito y autobuses de gran capacidad. Para más información sobre el BRT, visite www.tucsonrapidtransit.com.

Social Media

 Tucson Department of Transportation & Mobility
October 9, 2024 · 🌐

Get on board! Bus Rapid Transit is coming to Stone Avenue. The new system will have buses running every 10 minutes as opposed to every 15 to 30 minutes. Provide input on the proposed transit stops by taking our survey! tucsonrapidtransit.com
#getonboard #StoneAveBRT #transit



7

 Tucson Department of Transportation & Mob @Tucson_DT · Oct 9, 2024 · 🌐

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#getonboard #StoneAveBRT #transit



12 1 6 1.2K



 @cyclingtucson and tucson_dtm

🔗 tucsonrapidtransit.com The City of Tucson Department of Transportation and Mobility (DTM) will be at Cycling to gather YOUR feedback through the Tucson Rapid Transit survey and the 1st Avenue Improvement Project survey.

📌 Stop by the DTM booths to take the survey (in-person, or head over to tucson_dt.com and click the link in their bio to take the online one. Your feedback matters!

#StoneAveBRT #TucsonTucson

📍 Tucson

25 likes
October 14, 2024

🗨️ Add a comment...



Contact: Erica Frazelle, Public Information Officer, Department of Transportation & Mobility, Erica.Frazelle@tucsonaz.gov, (520) 429-9646

Date: October 9, 2024, TDD: 520-791-2639

For internal review

City Seeking Feedback on Tucson Rapid Transit Station Locations

The City of Tucson is asking for community feedback on proposed station locations for Bus Rapid Transit (BRT) along Stone Avenue.

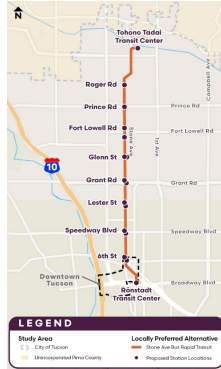
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A brief survey and interactive map will allow the project team to collect feedback on the proposed station locations for Stone Avenue BRT. Both are available on the Tucson Rapid Transit website. The survey will close on December 1, 2024.

###

Tucson Rapid Transit is a study identifying a 15-mile high-capacity transit corridor, ultimately connecting the Tohono Tadaí Transit Center/Tucson Mall, the downtown Tucson Ronstadt Transit Center, the Roy Laos Transit Center/El Pueblo Center, and the Tucson International Airport.

The first phase of the project is a five-mile bus rapid transit (BRT) system, a new high-capacity transit option that will connect people and places between the Tohono Tadaí Transit Center/Tucson Mall and the Ronstadt Transit Center/downtown Tucson. BRT will provide riders with enhanced stations, dedicated lanes, transit signal priority, and high-capacity buses. Learn more about BRT at www.tucsonrapidtransit.com.



Contacto: Erica Frazelle, Oficial de Información Pública, Transporte y movilidad, Erica.Frazelle@tucsonaz.gov, (520) 429-9646

Fecha: October 9, 2024, TDD: 520-791-2639

For internal review

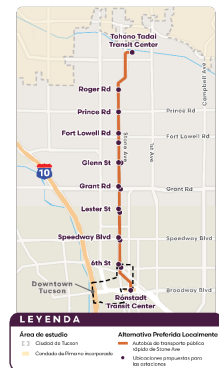
La ciudad busca opiniones sobre la ubicación de las estaciones de Tucson Rapid Transit

La ciudad de Tucson está solicitando la opinión de la comunidad sobre la ubicación de las estaciones propuestas para el autobús de transporte público rápido (BRT) a lo largo de Stone Avenue.

A principios de este año, la Alcaldesa y el Consejo de Tucson aprobaron Stone Avenue como el corredor preferido para el primer segmento del programa Tucson Rapid Transit. La decisión se tomó tras una amplia campaña de información a la comunidad y un análisis técnico de dos posibles corredores: Stone Avenue y Oracle Road. El corredor de Stone Avenue conectará personas y lugares desde el Centro de Tránsito Tohono Tadaí/Tucson Mall hasta el Centro de Tránsito Ronstadt en el centro de Tucson.

Una breve encuesta y un mapa interactivo permitirán al equipo del proyecto obtener comentarios sobre las ubicaciones de las estaciones propuestas para el BRT de Stone Avenue. Ambos están disponibles en el sitio web de Tucson Rapid Transit. La encuesta se cerrará el 1 de diciembre de 2024.

###



Tucson Rapid Transit es un estudio que identifica un corredor de transporte público de alta capacidad de 15 millas, conectando en última instancia el Centro de Tránsito Tohono Tadaí/ Tucson Mall, el Centro de Tránsito Ronstadt, el Centro de Tránsito Roy Laos/El Pueblo Center y el Aeropuerto Internacional de Tucson.

La primera fase del proyecto es un sistema de autobuses de transporte público rápido (BRT) de cinco millas, una nueva opción de transporte público de alta capacidad que conectará personas y lugares entre el Centro de Tránsito Tohono Tadaí/Tucson Mall y el Centro de Tránsito Ronstadt/centro de Tucson. El BRT ofrecerá estaciones mejoradas, carriles exclusivos, prioridad en las señales de tránsito y autobuses de gran capacidad. Para más información sobre el BRT, visite www.tucsonrapidtransit.com.



Date: Nov. 18, 2024

NewsNet Daily Digest - A Communication for City Employees

MAYOR AND COUNCIL MEETINGS TOMORROW - Tucson's Mayor and Council will meet tomorrow, Nov. 19, at 1:30 p.m., for its Study Session, and reconvene at 5:30 p.m. for the Regular Meeting. You can watch the meetings live (and recordings of previous meetings) on the City of Tucson's YouTube channel, and you can also read the agendas by following the links below.

[City of Tucson YouTube channel](#)

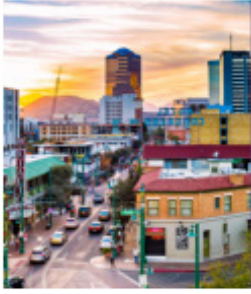
[Mayor and Council agendas](#)

CITY SEEKING FEEDBACK ON TUCSON RAPID TRANSIT STATION LOCATIONS - The City of Tucson is asking for community feedback on proposed station locations for Bus Rapid Transit (BRT) along Stone Avenue. Earlier this year, Tucson's Mayor and Council approved Stone Avenue as the preferred corridor for the first segment of the Tucson Rapid Transit program. The decision comes after extensive community outreach and technical analysis of two potential corridors, Stone Avenue and Oracle Road. The Stone Avenue corridor will connect people and places from the Tohono Tadaí Transit Center/Tucson Mall to the Ronstadt Transit Center in Downtown Tucson. BRT will provide riders with enhanced stations, dedicated lanes, transit signal priority, and high-capacity buses. A brief survey and interactive map will allow the project team to collect feedback (link below) on the proposed station locations for Stone Avenue BRT. The survey closes Sunday, Dec. 1.

[Tucson Rapid Transit BRT information and survey](#)

[Read the news release](#)

SOME DOWNTOWN TUCSON UTILITY BOXES RECEIVE VIBRANT MAKEOVERS - Ten utility boxes in Downtown Tucson, along Congress Street and Broadway Boulevard,



Downtown
Update

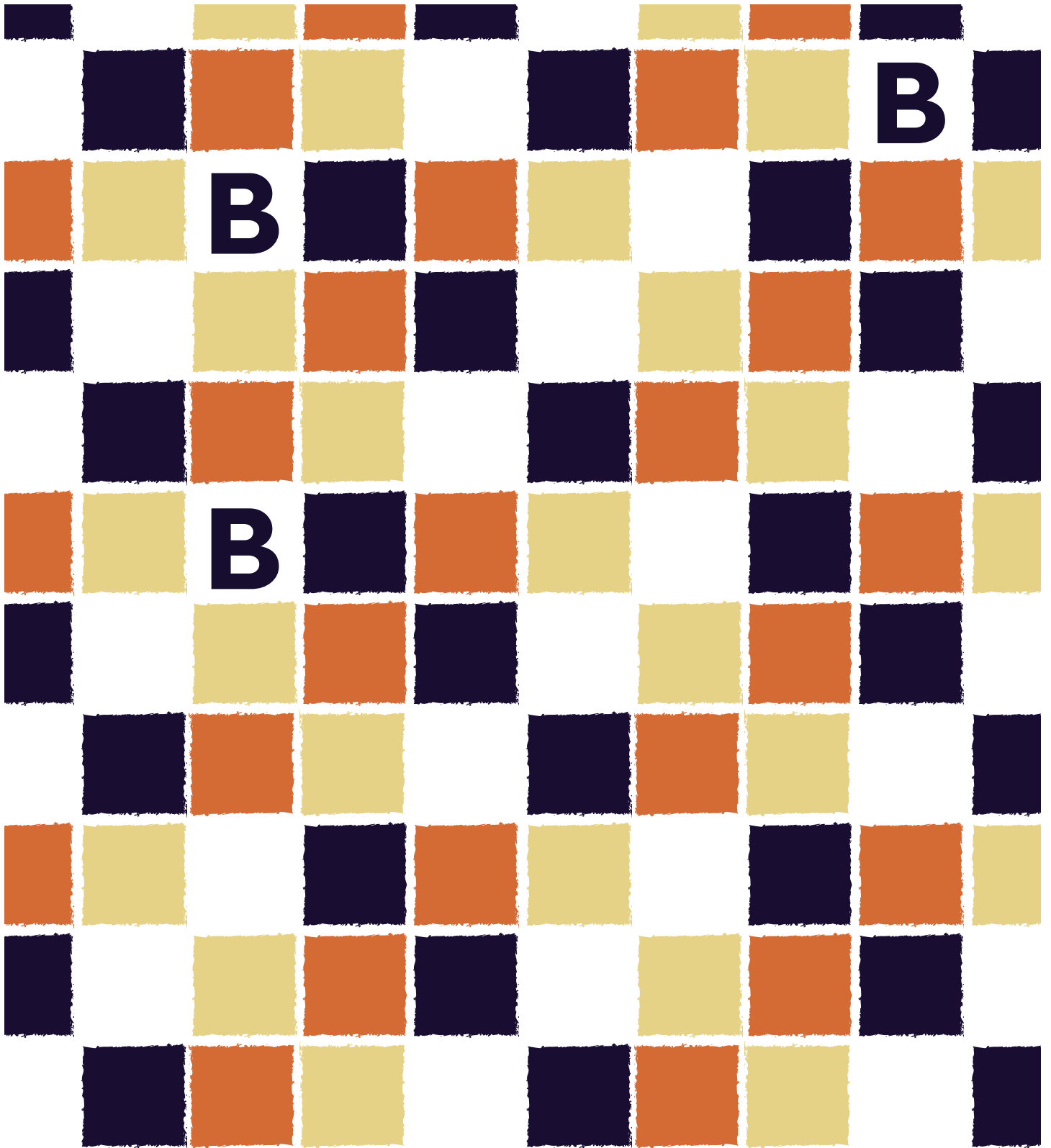


Get on Board!



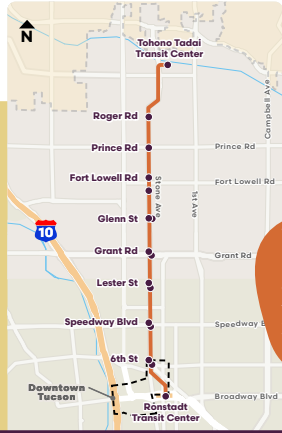
Bus Rapid Transit in the Works for Tucson

The City of Tucson is launching its first [Bus Rapid Transit \(BRT\) system](#), which will connect the Tohono Tadaí Transit Center/Tucson Mall to the Ronstadt Transit Center in Downtown Tucson via Stone Avenue. They want your input! Click [here](#) to take the survey on station locations, open through December 1, 2024. You can also visit the [project website](#) for more information and to leave comments on the interactive map.



Appendix B: Event Materials

Tucson Rapid Transit



We Want to Hear from You!

We are collecting feedback on proposed station locations. Share your feedback through **December 1, 2024**.

LEGEND	
Study Area	Locally Preferred Alternative
City of Tucson	Stone Ave Bus Rapid Transit
Unincorporated Pima County	Proposed Station Locations

Benefits of BRT



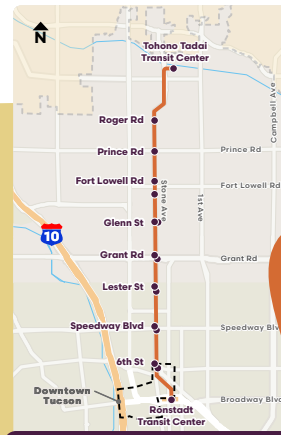
Learn more and share your feedback!



Connect With Us!

tucsonrapidtransit.com | connect@tucsonrapidtransit.com | 520.442.0302

Tucson Rapid Transit



¡Queremos saber qué opina!

Estamos recogiendo opiniones sobre las ubicaciones de autobuses. Comparta su opinión hasta el **1 de diciembre de 2024**.

LEYENDA	
Área de estudio	Alternativa Preferida Localmente
Ciudad de Tucson	Autobús de transporte público rápido de Stone Ave
Condado de Pima no incorporado	Ubicaciones propuestas para las estaciones

¡Suban a bordo!

El Autobús de Transporte Público Rápido (BRT) en Stone Avenue ofrecerá un nuevo servicio de autobús con mayor velocidad de viaje, estaciones de autobuses, más capacidad de pasajeros y una mejor experiencia. El nuevo servicio de BRT conectará el Centro de Tránsito Tohono Tadaí/Tucson Mall con el Centro de Tránsito Ronstadt en el centro de Tucson.

Beneficios del BRT



¡Obtenga más información y comparta su opinión!



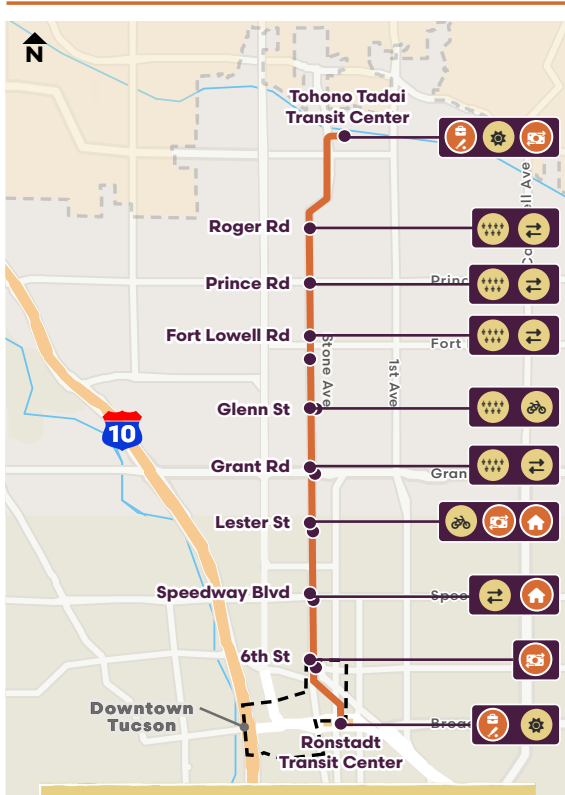
¡Conéctase con nosotros!

tucsonrapidtransit.com | connect@tucsonrapidtransit.com | 520.442.0302

Share Your Input!



What do you think about these proposed Bus Rapid Transit station locations on Stone Avenue?



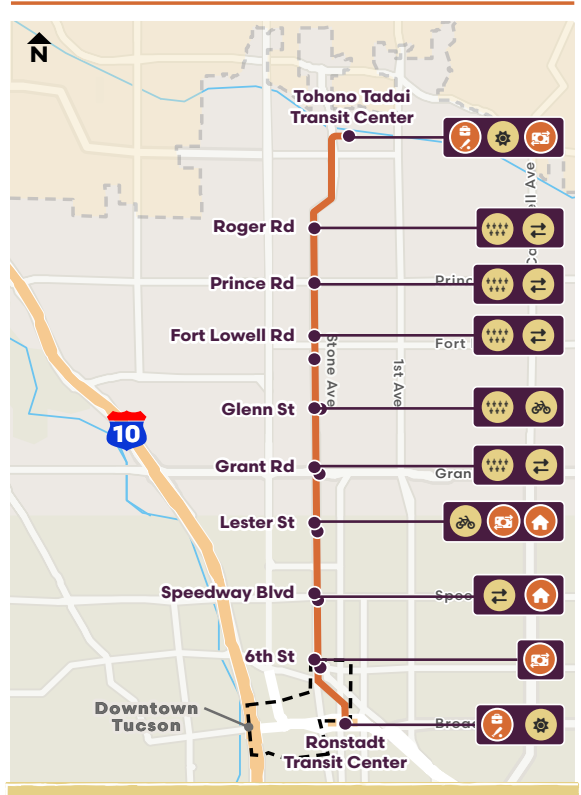
1. Drop a green sticker on the stations you may use most.

	High transit rider population		Community reinvestment potential
	Bus route transfers		Planned affordable housing
	Primary Sun Tran hub		Employment/entertainment district
	Bike Boulevard connection		

¡Comparta su opinión!

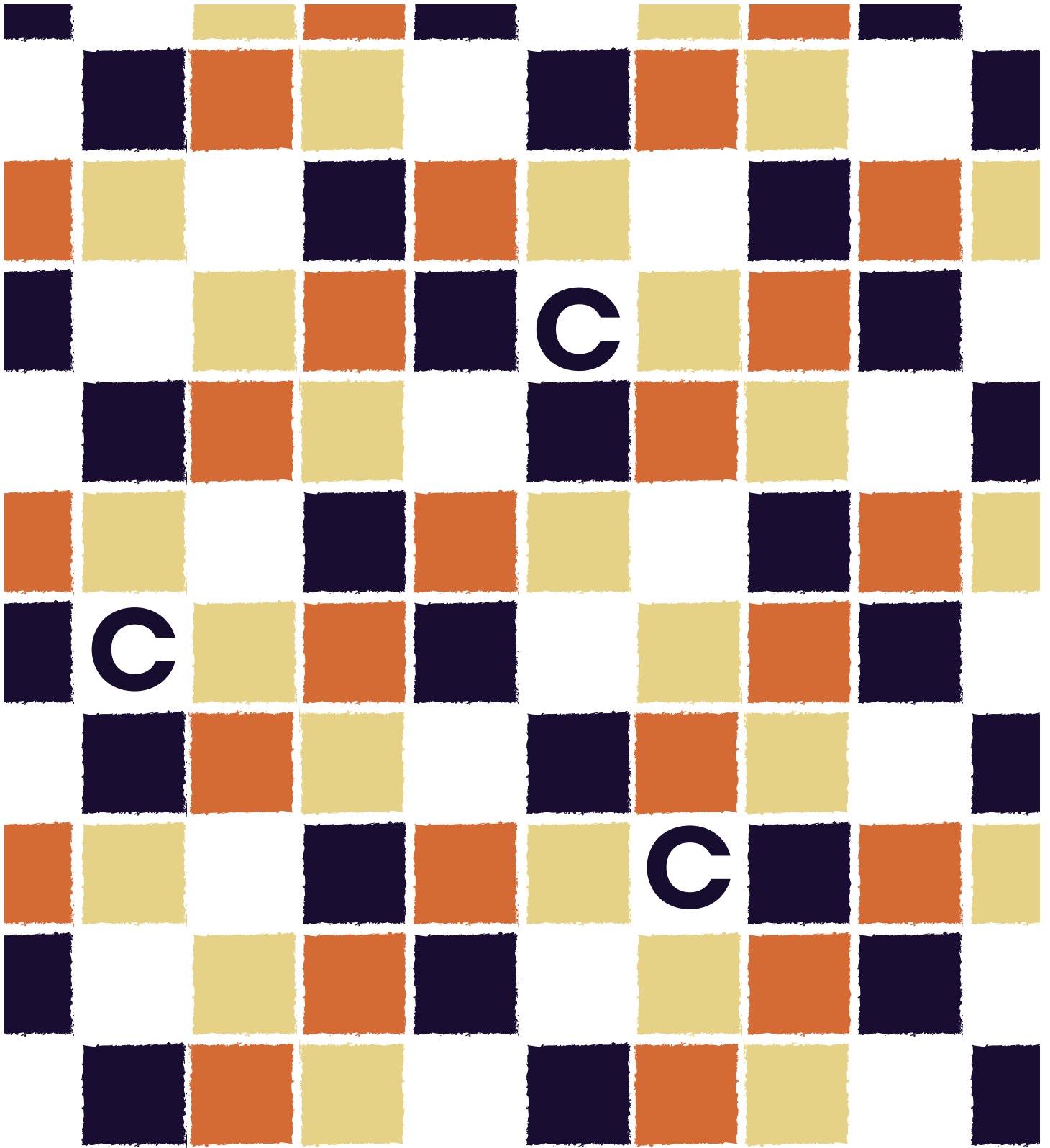


¿Qué opina de las ubicaciones de las estaciones de BRT en Stone Avenue?



1. Ponga una calcomanía verde en las estaciones que mas utilizaría

	Gran número de usuarios de transporte público en el área		Potencial de reinversión en la comunidad
	Transbordos de autobús		Viviendas asequibles proyectadas
	Centro de transporte público de Sun Tran		Distrito de empleo/entretenimiento
	Conexión a infraestructura ciclista		



Appendix C: Survey

Tucson Rapid Transit – Stone Avenue

Your Feedback Matters.

Share your vision for Stone Avenue bus rapid transit (BRT) in five minutes or less! We want to get your feedback on BRT station locations, how you ride, and your vision for Stone Avenue. This survey will close on December 1, 2024.

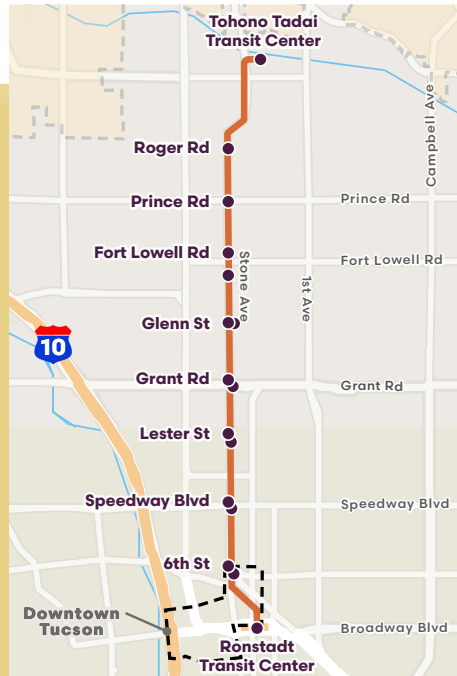
BRT will provide a new bus service with improved travel speed, more passenger capacity, and an enhanced rider experience. This new transit system will connect the Tohono Tadaí Transit Center/Tucson Mall to the Ronstadt Transit Center in Downtown Tucson.

BRT Station Locations

What went into identifying draft BRT station locations? When deciding potential locations, we looked at:

- Transit ridership by stop
- Connections to other transit routes
- Populations served
 - High-population areas
 - Households without cars
 - Low-income households
 - Minority populations
 - Persons with disabilities
 - Persons under 18 or over 64 years old
- Key destinations:
 - Activity centers
 - Employment centers
 - Schools
- Pedestrian and bike connections

A key part of deciding station locations is balancing spacing of stations and bus speed. Placing stations closer together reduces the travel speed benefit of BRT.



LEGEND

Study Area	Locally Preferred Alternative
City of Tucson	Stone Ave Bus Rapid Transit
Unincorporated Pima County	Proposed Station Locations

Do you agree with the draft station locations?

- Yes
 No

If no, please explain:

If you could choose your own station location, where would it be?

- I like the stations where they are
 I would like a station here:

Stone Avenue Vision

What are some other elements (i.e., artistic station elements, electric buses, more landscaping on the corridor, bike lockers at stations, big shade structures, etc.) that you like and would like to see included with the Stone Avenue BRT?

General

1. What is your connection to Stone Avenue? Select all that apply.

- I live here
- I own property
- I own a business
- I work here
- I ride through here (transit)
- I travel through here
- I shop, play, or dine here
- Other: _____

2. How often do you use public transit?

- Daily
- Several times a week
- Several times a month
- Several times a year
- Never

3. How do you typically get to/from a transit station/bus stop? Select all that apply.

- Walk
- Bike
- Drive
- Picked up/dropped off
- Other: _____

Tell us about yourself!

The following questions are optional but will help us understand if we are reaching the whole community or need to improve our outreach efforts.

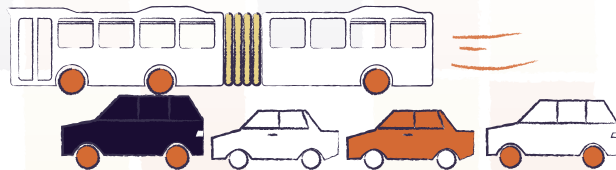
1. Email: _____

2. Where do you live (Zip Code)?: _____

3. Where do you work (Zip Code)?: _____

4. What is your age?

- Under 18 years
- 18-24 years
- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65+ years



5. Which of the following categories best describes the ethnic or racial group(s) with which you identify yourself? Select all that apply.

- African American or Black
- American Indian/Alaskan Native
- Asian
- Hispanic or Latino
- Middle Eastern or North African
- Native Hawaiian/Pacific Islander
- White
- Other: _____
- Prefer not to answer

6. Would you say your total annual household income is:

- Under \$10,000
- \$10,000-\$14,999
- \$15,000-\$24,999
- \$25,000-\$34,999
- \$35,000-\$49,000
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000 or more

7. Do you identify with having a disability?

- Yes
- No

8. Do you have regular access to a vehicle?

- Yes
- No
- Prefer not to say

9. How did you hear about our events? Select all that apply.

- Website
- Press release
- Email
- Digital ads
- Posters
- Social media
- Bookmark
- Word of mouth
- Other: _____

10. How would you like to receive information? Select all that apply.

- Website
- Email
- Direct mail
- Newspaper (print)
- Digital ads
- Posters
- Social media
- Bookmark
- Word of mouth
- Other: _____



Tucson Rapid Transit – Stone Avenue

Su opinión es importante.

Comparta su visión del autobús de transporte público rápido (BRT) de Stone Avenue en cinco minutos o menos. Queremos obtener su opinión sobre las ubicaciones de las estaciones de BRT, cómo se traslada de un lugar a otro y su visión de Stone Avenue. Esta encuesta cierra el 1 de diciembre de 2024.

El BRT proporcionará un nuevo servicio de autobús con mayor velocidad de viaje, más capacidad de pasajeros y una mejor experiencia. Este nuevo transporte público conectará el Centro de Tránsito Tohono Tadaí/ Tucson Mall al Centro de Tránsito Ronstadt en el centro de Tucson.

Ubicaciones de las estaciones de BRT

¿Qué se ha hecho para determinar las ubicaciones de las estaciones de BRT? A la hora de decidir las posibles ubicaciones, nos fijamos en:

- Pasajeros del transporte público por parada
- Conexiones con otras rutas de transporte público
- Poblaciones atendidas
 - Zonas muy pobladas
 - Hogares sin carro
 - Hogares con bajos ingresos
 - Poblaciones minoritarias
 - Personas con discapacidad
 - Personas menores de 18 años o mayores de 64
- Destinos clave:
 - Centros de actividad
 - Centros de empleo
 - Escuelas
- Conexiones peatonales y ciclistas

Una parte clave de la decisión sobre la ubicación de las estaciones es equilibrar la distancia de las estaciones y la velocidad de los autobuses. Colocar las estaciones más cerca reduce el beneficio de la velocidad de desplazamiento del BRT.



LEYENDA

Área de estudio	Alternativa Preferida Localmente
Ciudad de Tucson	Autobús de transporte público rápido de Stone Ave
Condado de Pima no incorporado	Ubicaciones propuestas para las estaciones

¿Está de acuerdo con las ubicaciones propuestas para las estaciones?

- Sí
 No

Si eligió no, por favor explique:

Si pudiera elegir la ubicación de su estación, ¿dónde sería?

Me gustan las estaciones donde están

Me gustaría tener una estación aquí: _____

Visión de Stone Avenue

¿Cuáles son algunos otros elementos (es decir, elementos artísticos en las estaciones, autobuses eléctricos, más jardinería en el corredor, armarios para bicicletas en las estaciones, grandes estructuras de sombra) que le gustan y le gustaría ver incluido con el BRT Stone Ave?

General

1. ¿Cuál es su conexión con Stone Avenue? Seleccione todas las que correspondan.

Vivo aquí

Tengo una propiedad aquí

Tengo un negocio aquí

Trabajo aquí

Paso por aquí (tránsito)

Viajo por aquí

Compro, juego o ceno aquí

Otro: _____

2. ¿Con qué frecuencia utiliza el transporte público?

A diario

Varias veces por semana

Varias veces al mes

Varias veces al año

Nunca

3. ¿Cómo se suele llegar a/desde una estación de tránsito/parada de autobús? Seleccione todas las que correspondan.

A pie

En bicicleta

En coche

Recogido/dejado

Otro: _____

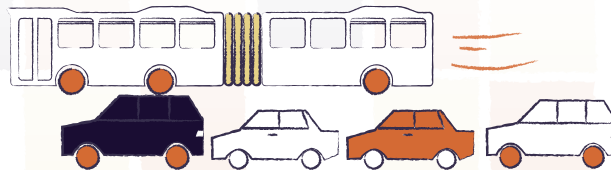
Datos demográficos

La información de las siguientes preguntas es opcional, pero nos ayuda a saber si estamos llegando a toda la comunidad o si tenemos que mejorar.

1. Correo electrónico: _____

2. ¿Dónde vive (código postal)?: _____

3. ¿Dónde trabaja (código postal)?: _____



4. ¿Cuántos años tiene?

- Menor de 18 años
- 18-24 años
- 25-34 años
- 35-44 años
- 45-54 años
- 55-64 años
- 65+ años

5. ¿Cuál de las siguientes categorías describe mejor los grupos étnicos o raciales con los que se identifica? Seleccione todos las que correspondan.

- Afroamericano o negro
- Indio Americano/Nativo de Alaska
- Asiático
- Hispano o latino
- Medio oriental o Norteafricano
- Nativo de Hawái/Isleño del Pacífico
- Blanco
- Otro: _____
- Prefiero no contestar

6. Dirías que el ingreso total anual de su hogar es:

- Menos de \$10,000
- \$10,000-\$14,999
- \$15,000-\$24,999
- \$25,000-\$34,999
- \$35,000-\$49,000
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000 or más

7. ¿Se identifica con tener una discapacidad?

- Sí
- No


8. ¿Tiene acceso regular a un vehículo?

- Sí
- No
- Prefiero no decir

9. ¿Cómo se entero de nuestros eventos? Seleccione todas las que correspondan.

- Sitio web
- Comunicado de prensa
- Correo electrónico
- Anuncios digitales
- Carteles
- Redes sociales
- Marcador de libro
- Boca a boca
- Otro: _____

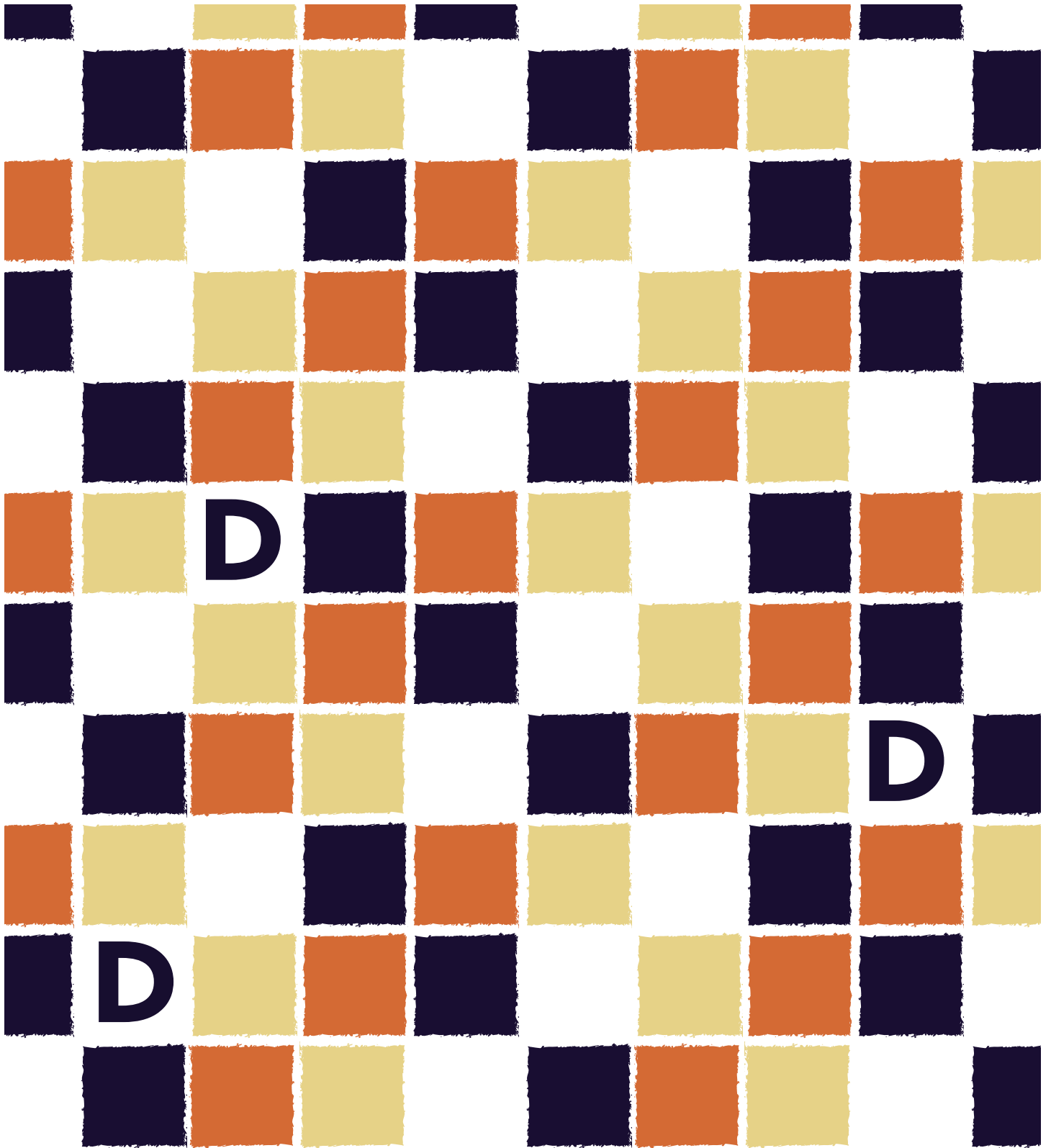




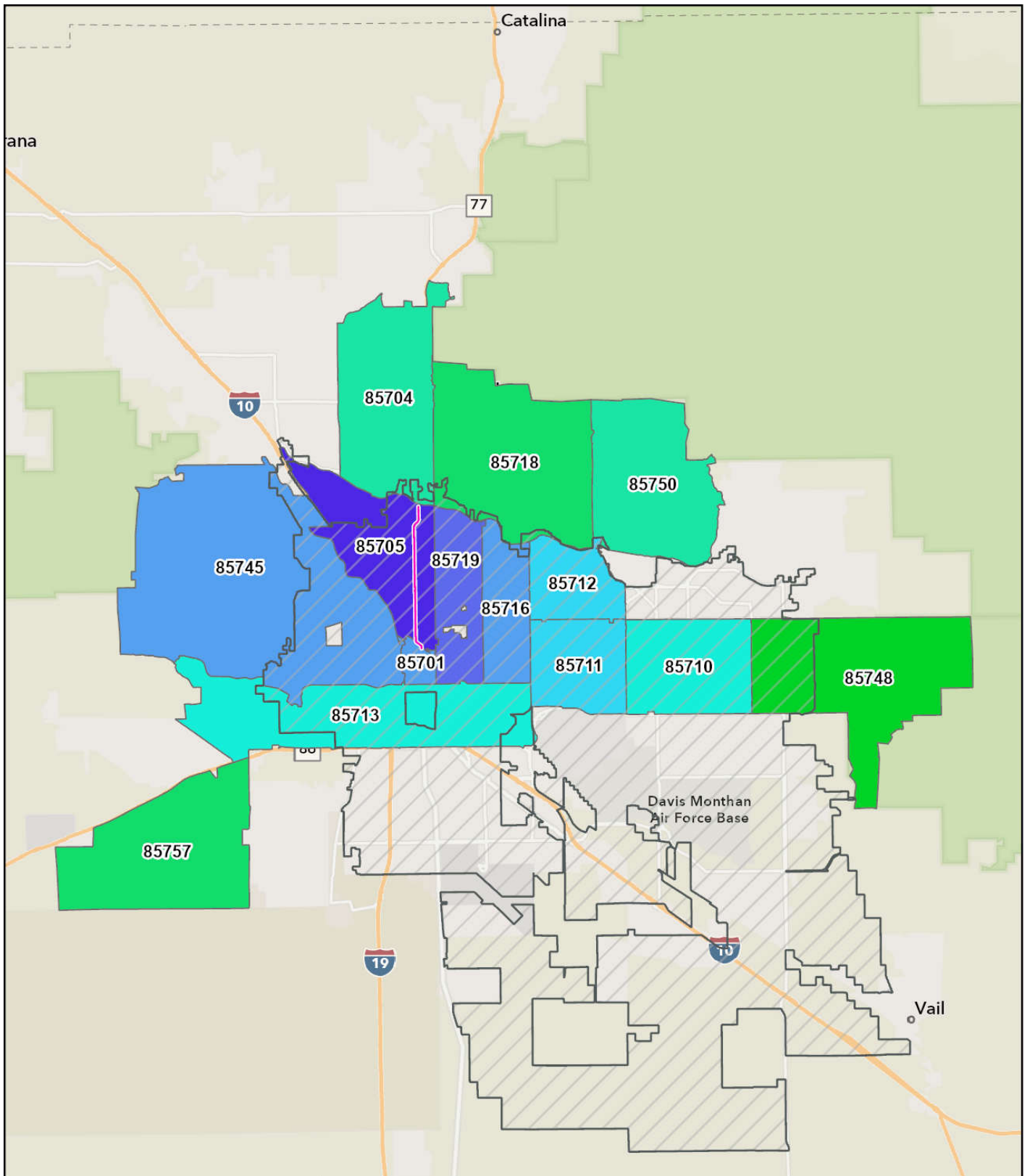
10. ¿Cómo le gustaría recibir información? Seleccione todas las que correspondan.

- Sitio web
- Correo electrónico
- Correo directo
- Periódico (letra de imprenta)
- Anuncios digitales
- Carteles
- Redes sociales
- Marcador de libro
- Boca a boca
- Otro: _____






Appendix D: Survey Results



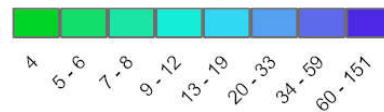
0 5
MILES



 Tucson City Boundary

 Stone Ave BRT Alignment

Response of Resident Zip Code

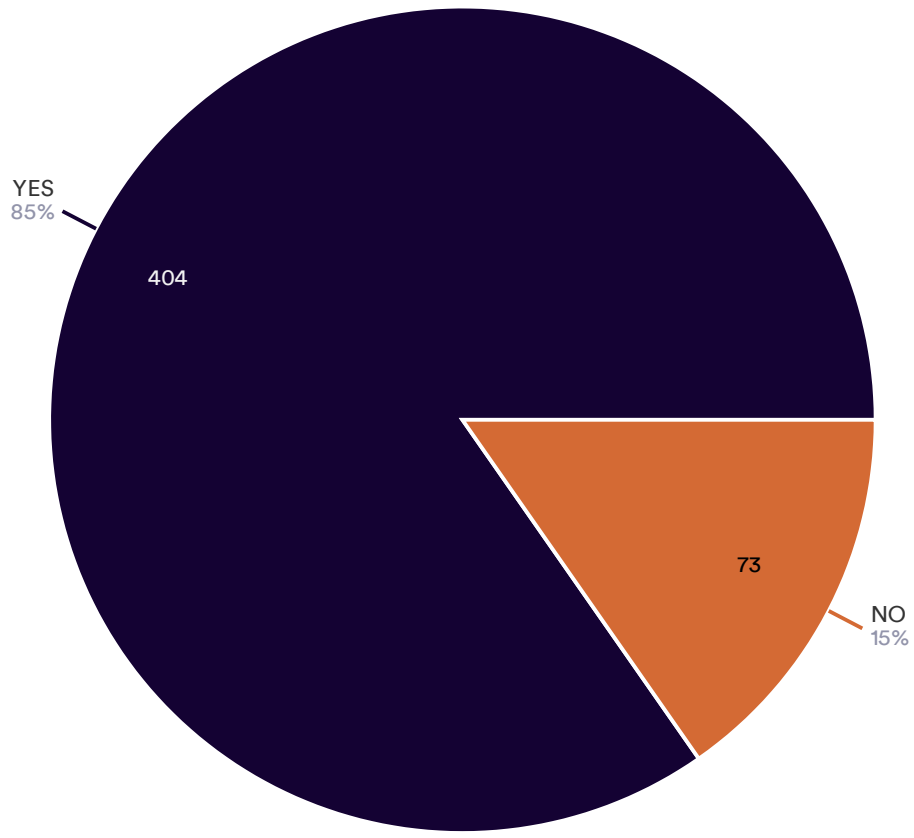


DATA SOURCES: CONANP, Esri, TomTom, Garmin, Foursquare, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS
 DISCLAIMER: Data derived from public sources

Tucson Rapid Transit - Stone Survey

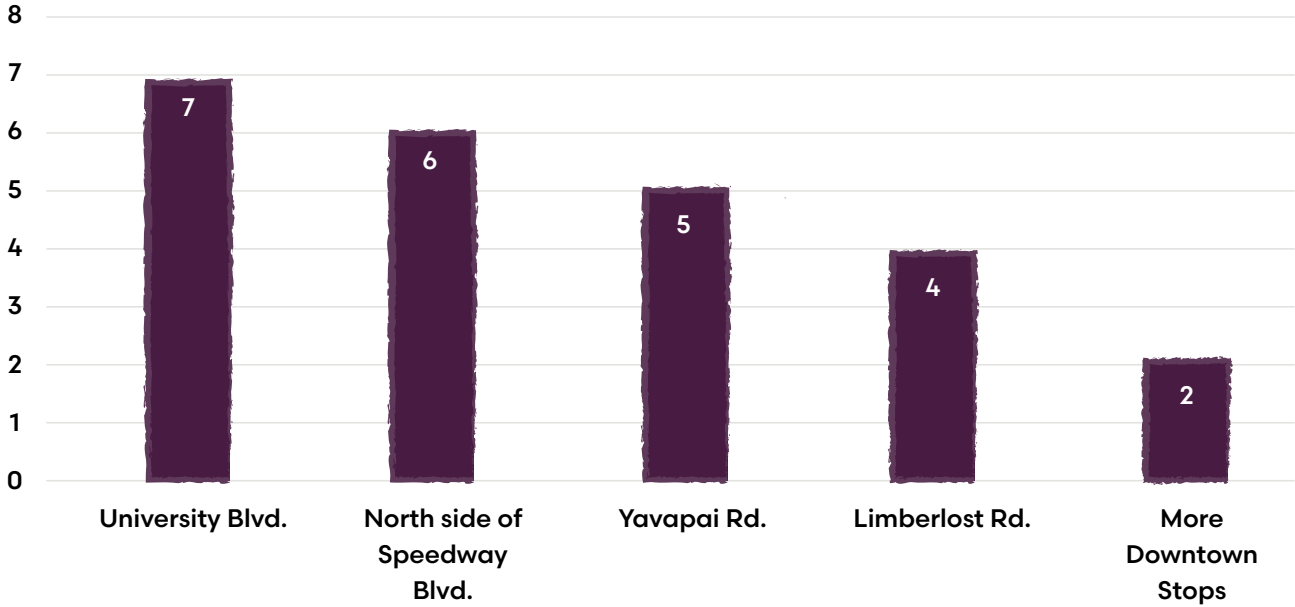
Do you agree with the draft station locations?

477 Responses- 17 Empty

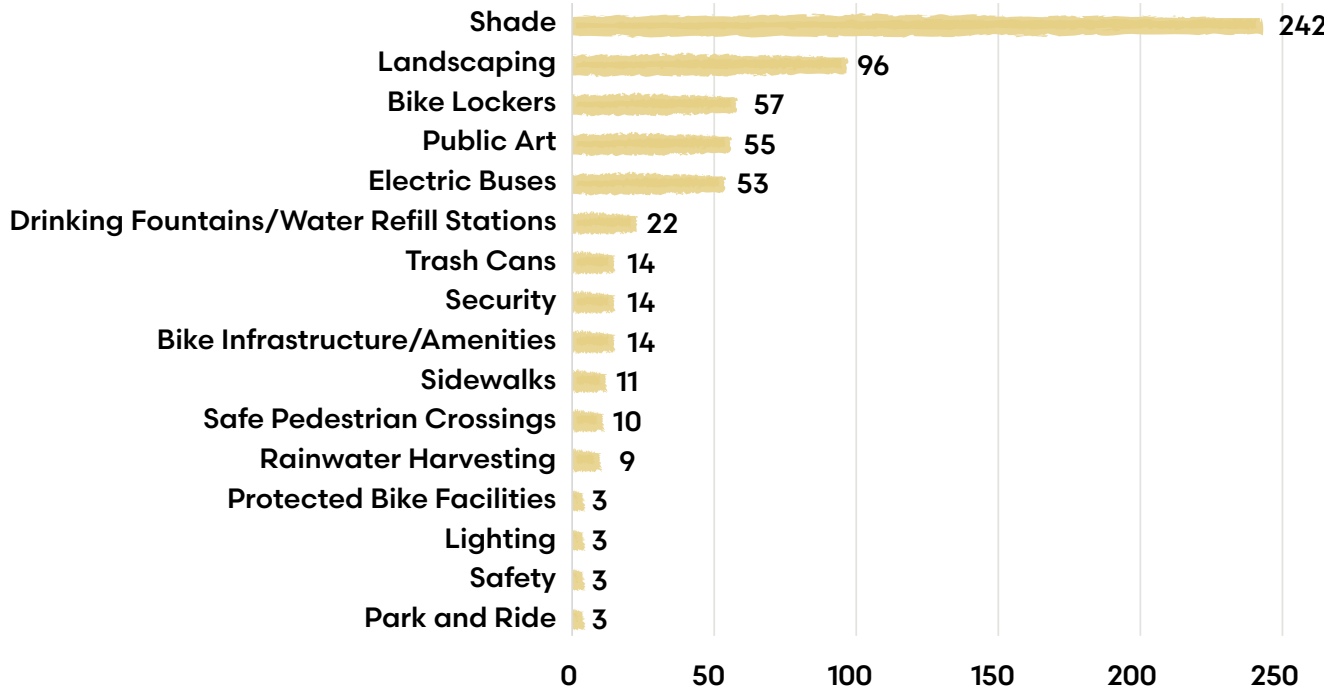


● YES ● NO

If you could choose your own station location, where would it be?

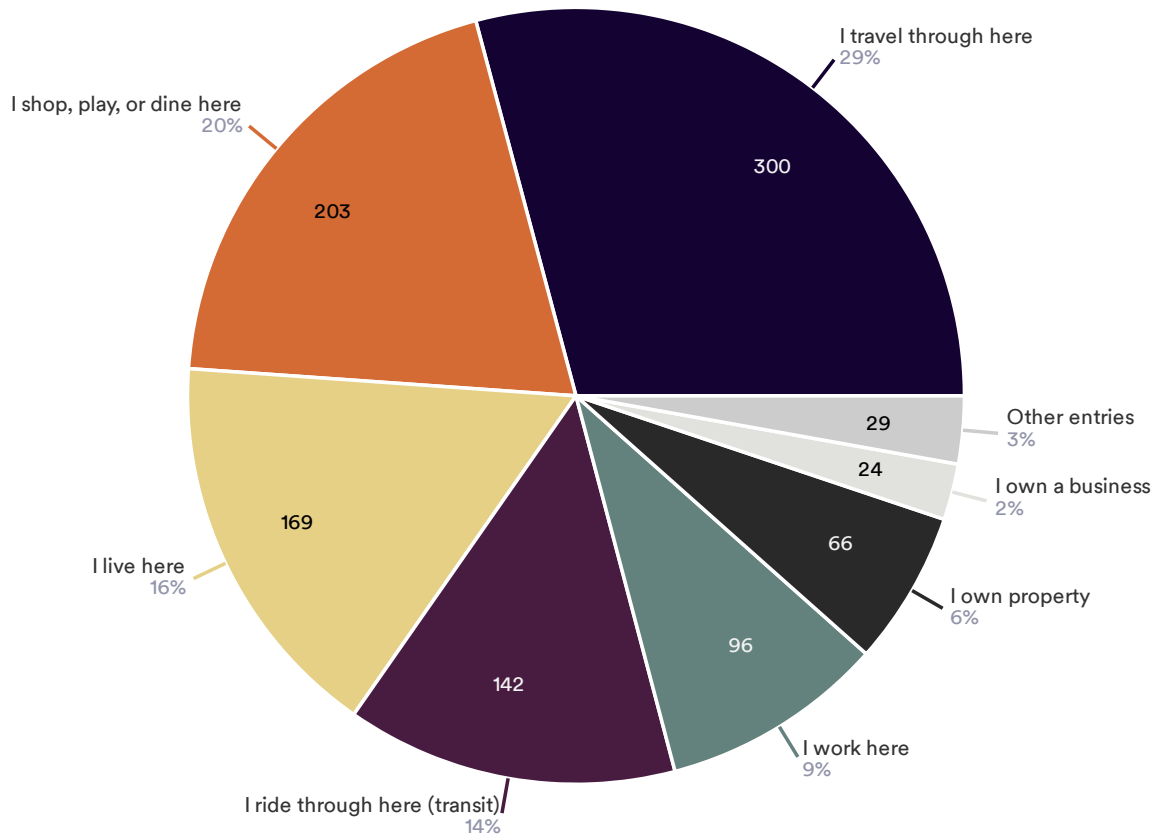


What are some other elements that you like and would like to see included with the Stone Avenue BRT?



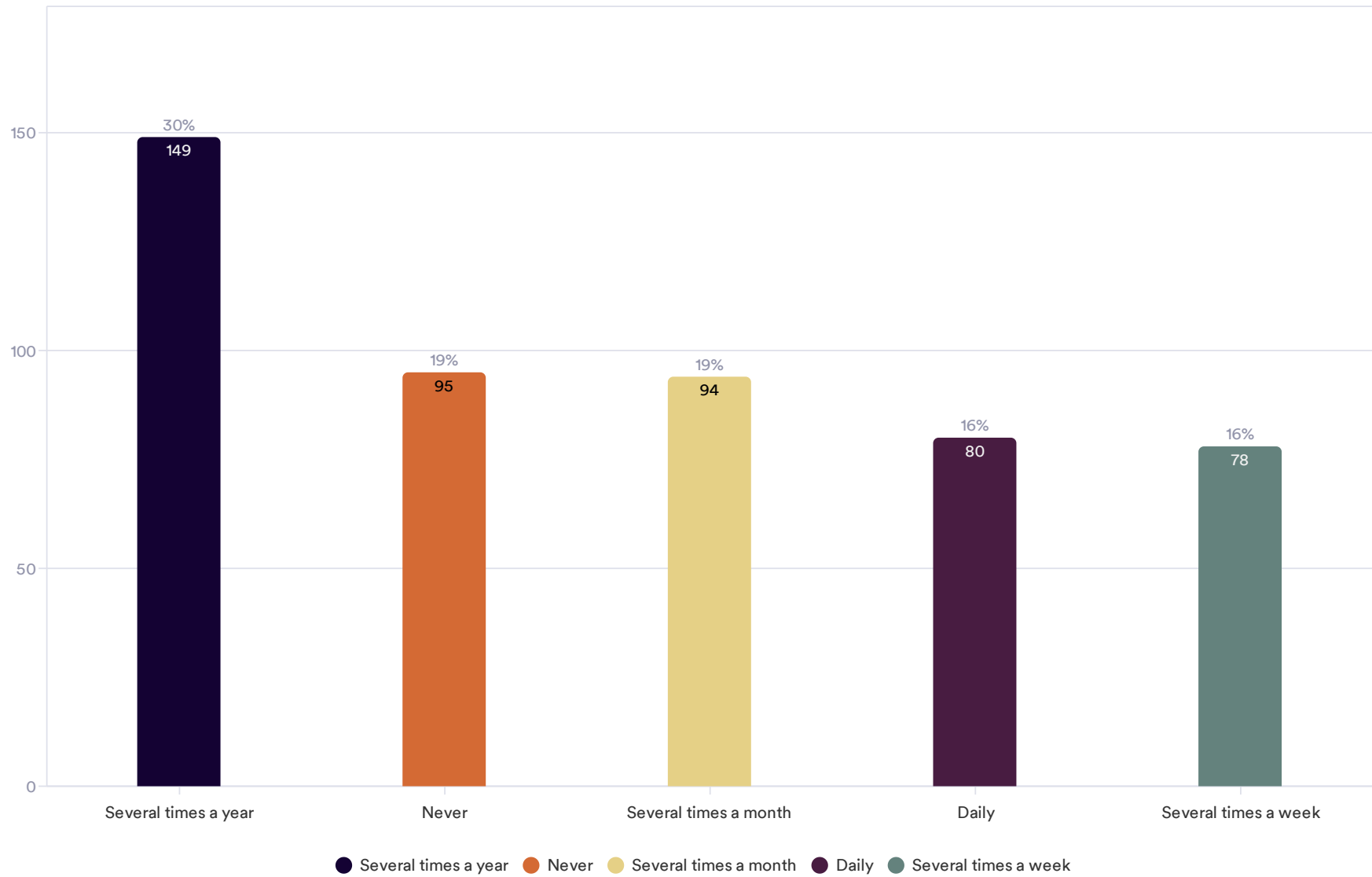
What is your connection to Stone Avenue? Select all that apply.

1029 Responses- 34 Empty



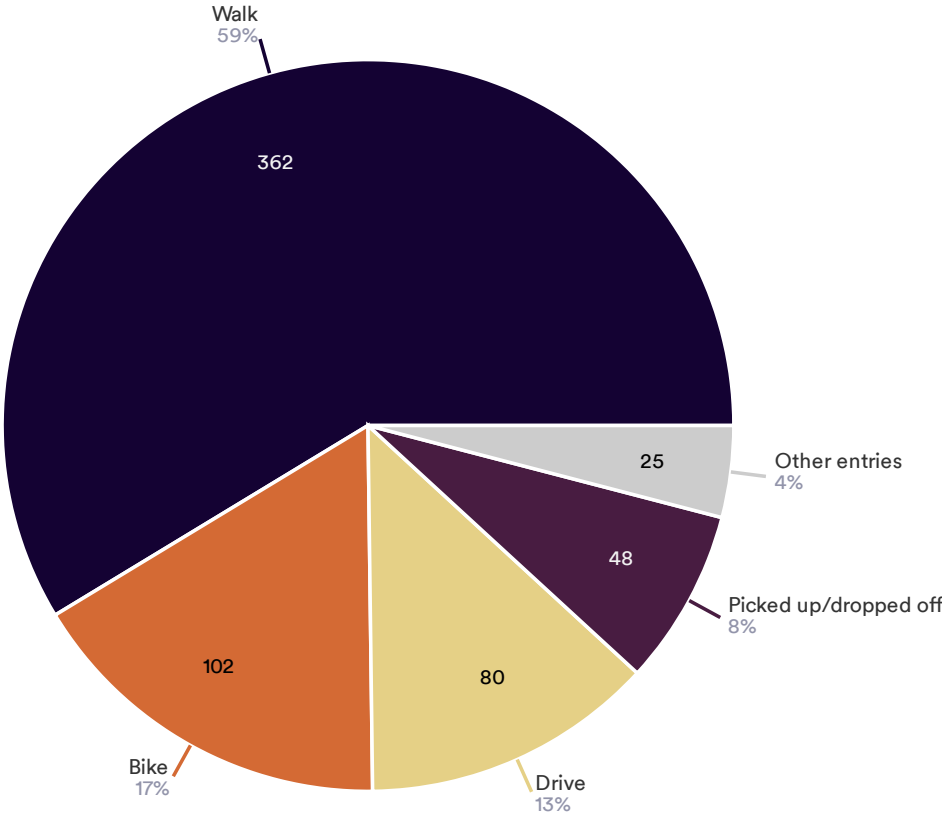
How often do you use public transit?

496 Responses- 18 Empty



How do you typically get to/from a transit station/bus stop? Select all that apply.

617 Responses- 43 Empty



● Walk ● Bike ● Drive ● Picked up/dropped off ● Other entries

Where do you live?

435 Responses- 59 Empty

Data	Responses
85705	151
85719	59
85701	33
85745	25
85716	24
85712	19
85711	19
85710	12
85713	11
85704	8
85750	8
85718	6
85757	5
85748	4

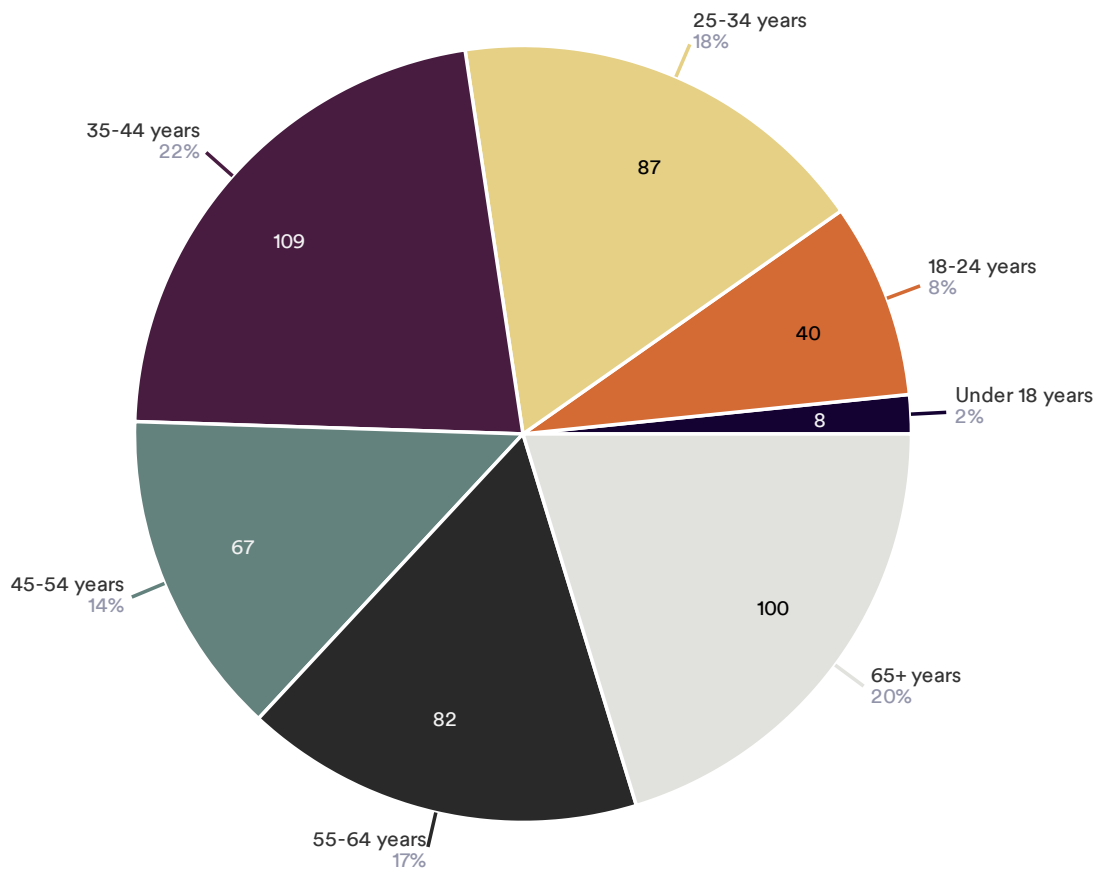
Where do you work?

386 Responses- 108 Empty

Data	Responses
85705	95
85719	52
85701	47
85721	22
85709	21
85745	14
85712	13
85716	11
85711	9
Retired	8
retired	6
85713	6
85718	5
85714	4

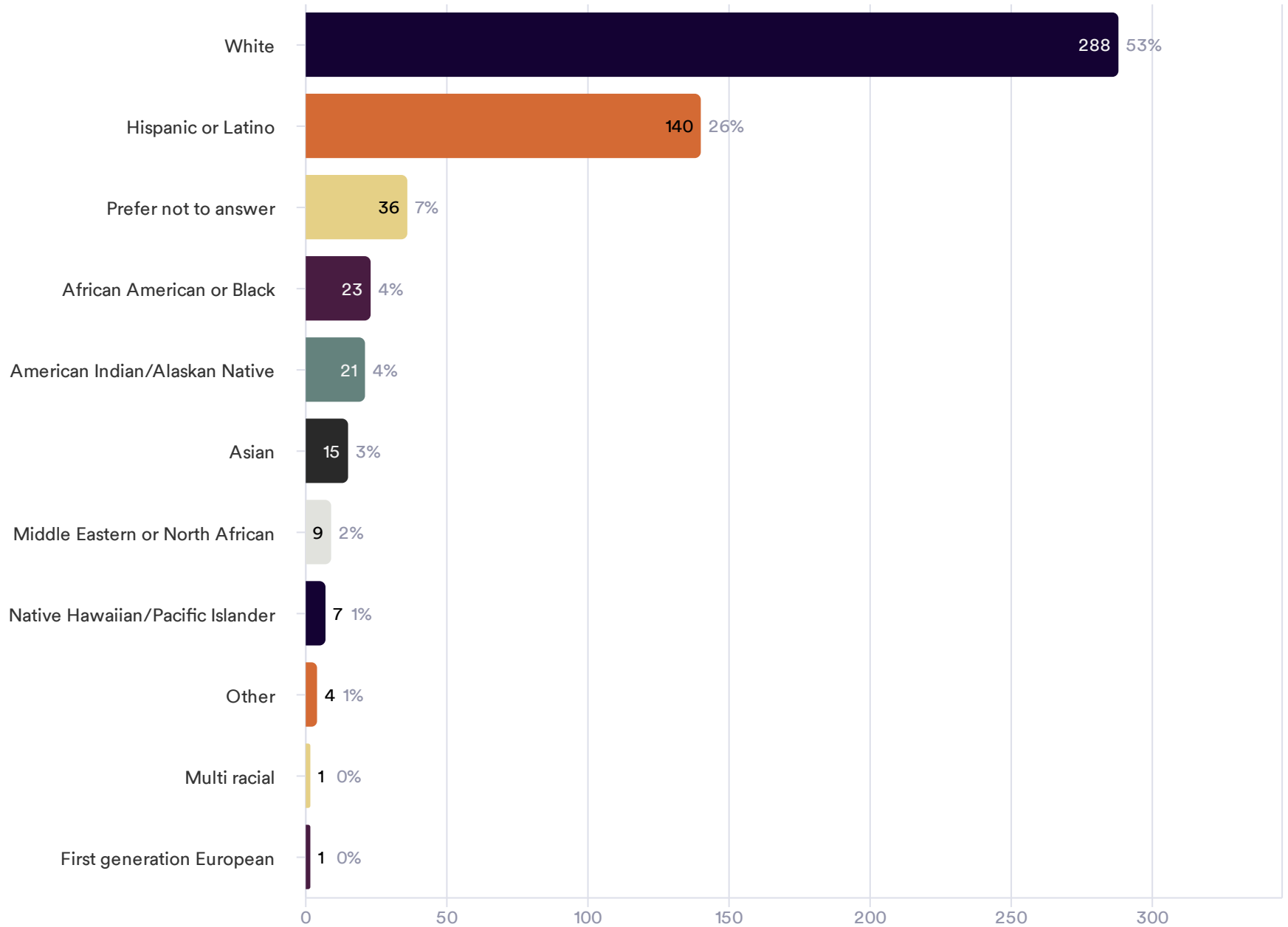
What is your age?

493 Responses- 31 Empty



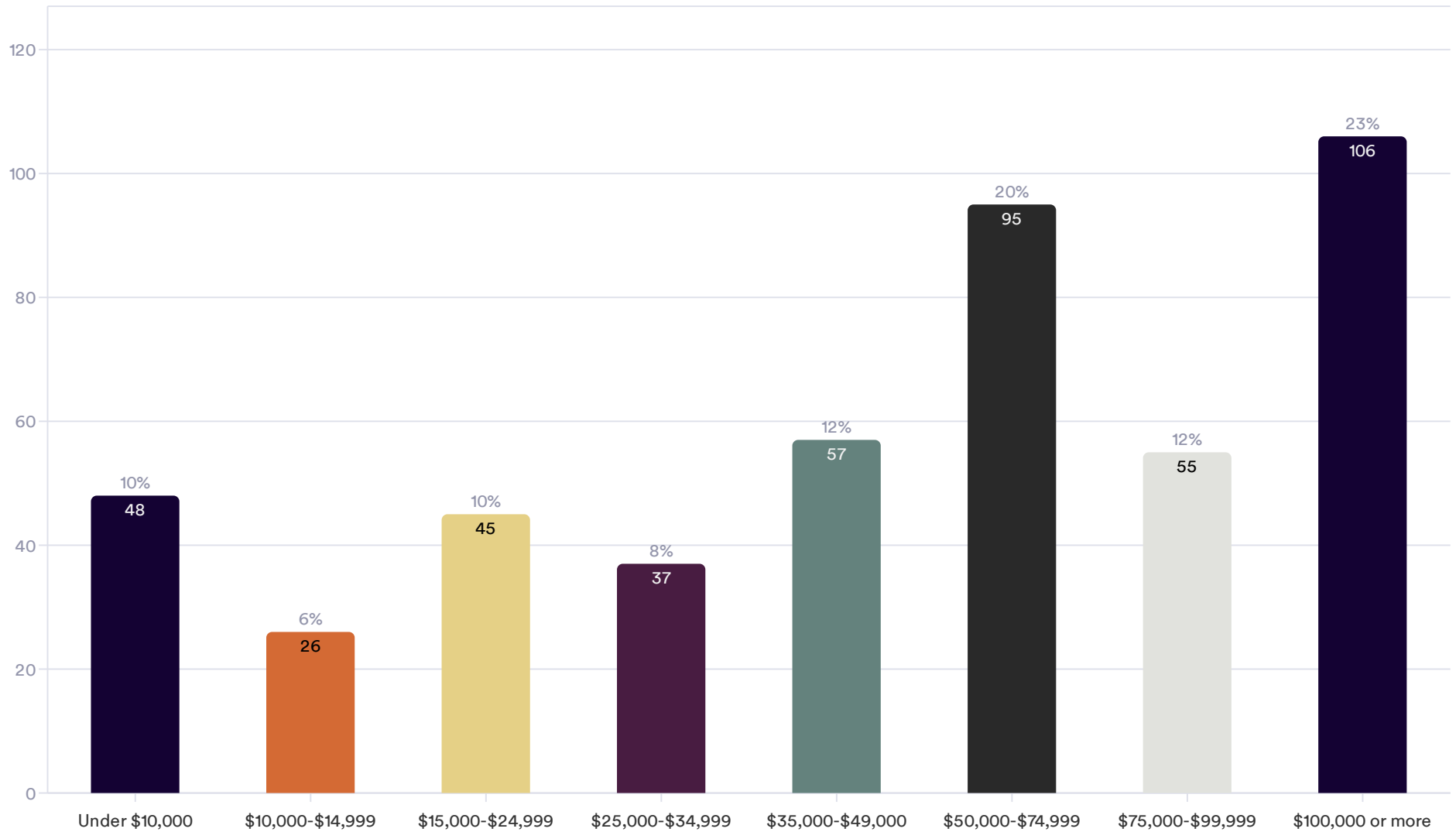
Which of the following categories best describes the ethnic or racial group(s) with which you identify yourself? Select all that apply.

545 Responses- 34 Empty



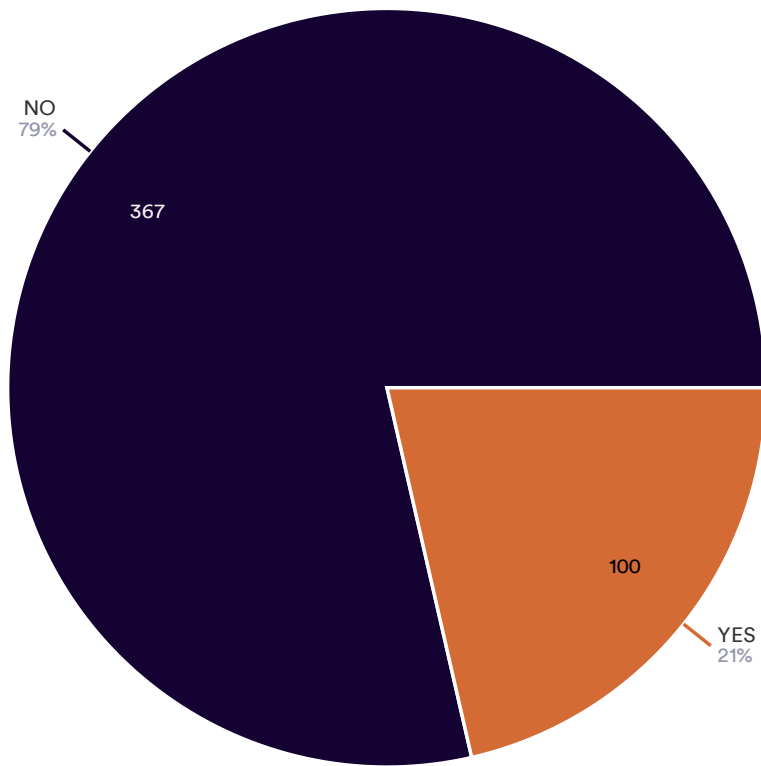
Would you say your total annual household income is:

469 Responses- 60 Empty



Do you identify with having a disability?

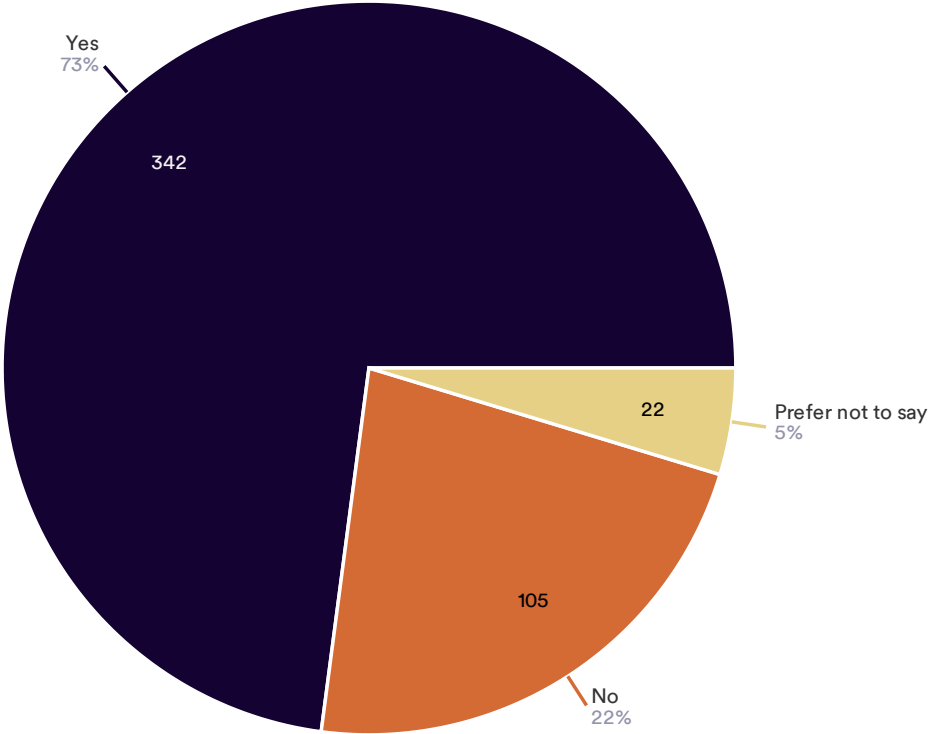
467 Responses- 27 Empty



● NO ● YES

Do you have regular access to a vehicle?

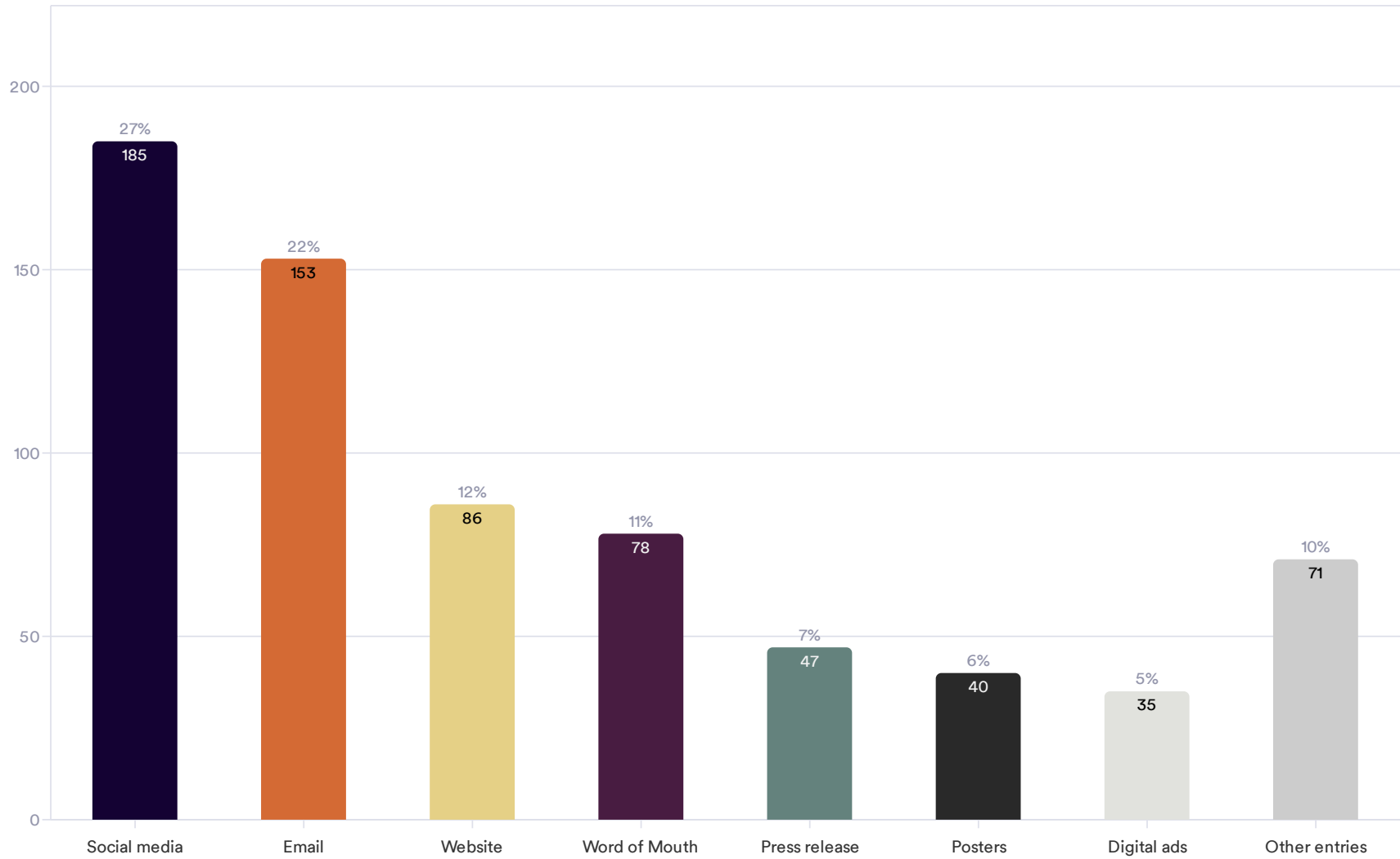
469 Responses- 35 Empty



● Yes ● No ● Prefer not to say

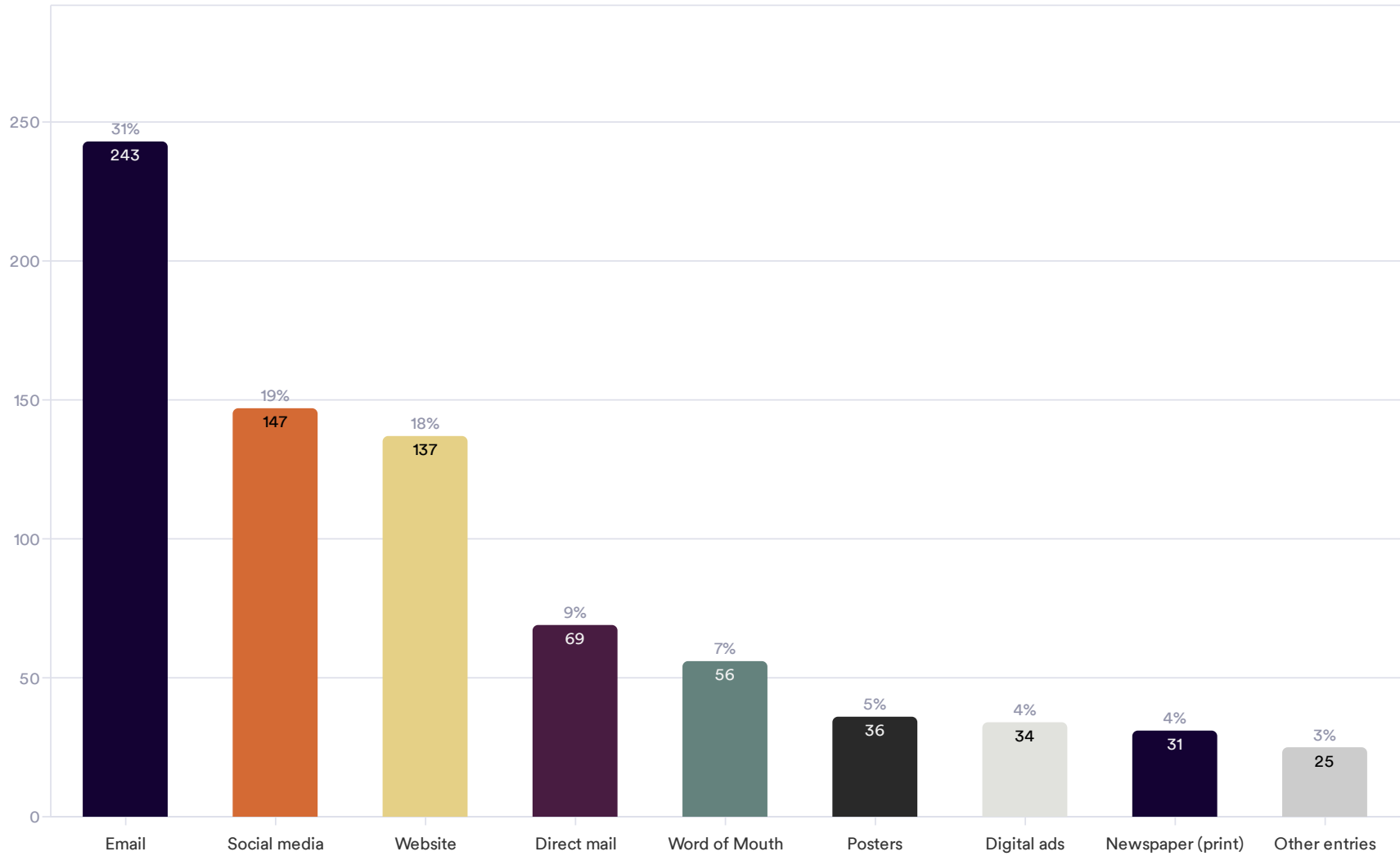
How did you hear about our events? Select all that apply.

695 Responses- 39 Empty



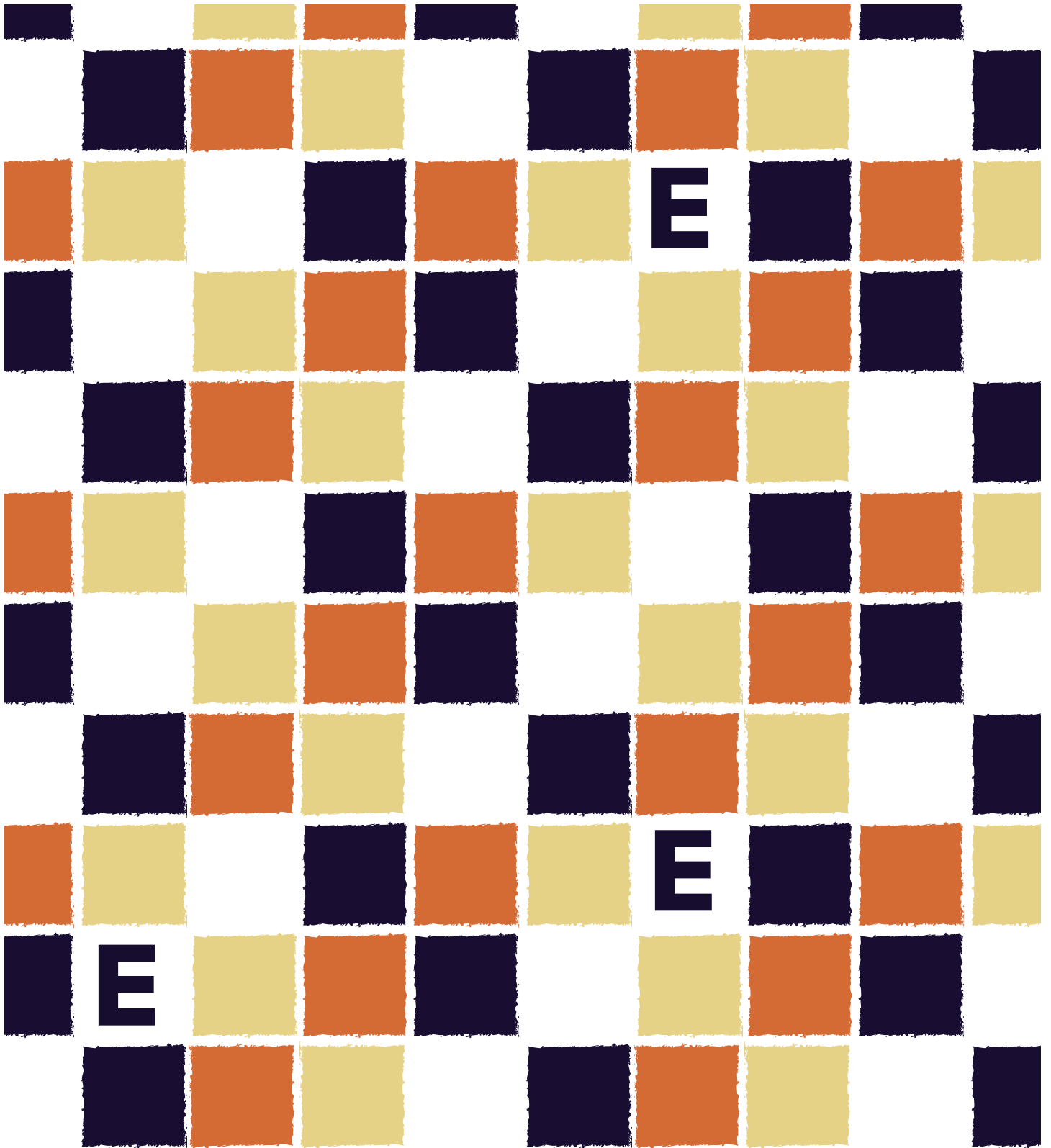
How would you like to receive information? Select all that apply.

778 Responses- 91 Empty



Thank You!

Tucson Rapid Transit - Stone Survey



Appendix E: General Comments

Comment	Response (if applicable)
<p>I like the route and station locations picked so far. I have worries about the bus service. Plenty of cities choose BRT over lightrail and then just market a normal bus line as a BRT system. I really hope we don't do that, and instead actually build a true BRT line. It needs to have frequent buses (every 10 minutes or less), a dedicated right of way (with concrete or actually ticketing people in the bus lane), nice stations (with shade and shelter from the busy road; indoor stations would be awesome), and level boarding. Additionally, if we want to avoid harmful emissions from this, the buses should be powered by overhead lines; not really a way around that if we want to be carbon free (which we should be aiming for as fast as we possibly can).</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>
<p>Very concerned with gentrification that could drive out local, small business owners as a result of re-designating Stone as a Bus Rapid Transit route. Also do not want to see high-rise development along the corridor except at a few strategic locations. If high-rise development takes place it MUST include affordable units. City needs to provide a fund whereby small, local businesses can obtain funds and low-finance loans for improvements to their properties. Out-of-state developers should be discouraged from buying up lots. All residential properties and neighborhood associations within 1/4 mile of the transit route need to be notified of changes to zoning or other development issues.</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>
<p>I am in favor of the transit system running down Broadway and going along kino to the airport. This direction would potentially run close to the university. It would go down Broadway, a very busy street which was recently remodeled to potentially have a transit system added. Kino is one of Tucson's most driven roads, connecting the south to midtown. It is a north-south road close to the middle of town. If there was a transit system installed, there are potential businesses that I believe would build buildings and open up a long Kino as well.</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>
<p>My husband rides the transit daily to work at the airport. We are very interested to learn if this could benefit him. We will be watching.</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>
<p>I've been a TPD officer for the past 29 years (mostly a patrol officer in all our 5 patrol divisions), I live in ward 2, all four of my grown sons and their families live in the city, all went to TUSD schools, all work and shop in the city limits. *** riding the Suntran bus is too dangerous ***. 1.) For decades when calling Suntran to track down a bus with a suspect on it, it always takes them 20 minutes or more to respond - bad guy gets away. SOLUTION- rapidly respond to TPD requests, don't blow us off. 2.) Suntran bus benches are more dangerous than on the bus. SOLUTION - the mayor and council needs to make new city codes to arrest (civil infractions and criminal misd.) to stop the insanity levels of crimes on buses and around their benches. 3.) Our local criminal justice system is broken and are too soft on homeless drug user crimes when it comes to Suntran property crimes. SOLUTION - city court, the county jail and TPD need a special prosecution program reference crimes at Suntran properties (on buses and around bus benches). THIS NEEDS TO BE DONE AND PERFECTED FIRST BEFORE SPENDING ANYMORE MONIES ON SUNTRAN. Everyone knows "The Free Crime Bus" is how our small sub culture group of Homeless-Drug-Users overload our local criminal justice system. I believe there are approx. 600-700 hard core Homeless Drug Users who overload our system: We need to target them and detox them in our jail with harsher sentences (6 days here, 10 days there, 20 days then, back to 10 days, up to 30 days etc.). Only then will this 600-700 chronic trouble makers will self heal, sober up and reduce their crime sprees. From experience they will walk up to their arresting officers in the future and thank them for saving them. By doing what the Mayor and Council has been doing for the past 7 - 8 years (hand cuffing our Police Chief and their city court with their anti-incarceration social experiment), they have created a "Crime-Tax" on our local businesses and they in return raise prices on us locally and reduce their quality of products on display. This week 900 CVS and 1200 Walgreens are closing due to (inflation, chronic theft and competition) - In our city, our Mayor and Council are creating bigger FOOD, MEDICINE, SHOPPING DESERTS making us city folks drive into our suburbs for lower prices and better quality of products. This alone defeats the purpose of a mass transit system. Our past and current Police chief has been getting solution ideas from us rank and file who live it 40 hours a week but WE ARE NOT HEARD. Why? As a taxed resident I really want a mass transit system for good citizens (elderly, fixed income, kids and young adults etc.) with a local criminal justice system that draws a line in the sand making our mass transit system safe and cheap for all.</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>
<p>Go for it. The more public transport the better</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>

Comment	Response (if applicable)
<p>Assuming the decision has been made, will the BRT system be center running or curb running? And may I please be given an explanation as to the benefits of each of them in this project and why the decision was made to go with one over the other, also assuming that it will not be a mixed running route?</p>	<p>Hello, and thank you for reaching out about Tucson Rapid Transit.</p> <p>Below is a table comparing center- vs. side-running BRT.</p> <p>It is a primary objective of Tucson Rapid Transit to have as minimal of an impact as possible on businesses and property owners in the corridor in order to help preserve community and legacy establishments. This was a driving factor for selecting side-running BRT.</p> <p>Tucson Rapid Transit Project Team</p>
<p>This helps no one on the Eastside of town. Let's fix what needs repair. Like 29th St and 22nd St and 5th St and all the other crappy roads. We don't need new, we need renovation...</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>
<p>What seems to make sense would be to have a new North South Modern St. Car, serving the highest density of facilities down Campbell Avenue from the university to Wetmore, then west to the tohono tadaai terminal. This would serve in eliminating the extremely dangerous road gardens that now congest Campbell Avenue that could be made more secure and beautiful by the street car stops and addition of pedestrian crosswalks associated with stops to make Campbell Avenue much safer than it currently is. this can help mitigate the personal vehicle flow of traffic taken up by the street car, with additional traffic, perhaps overflowing into first Avenue, which could better the businesses on that corridor. There is got to be at least four times the business and bigger business down Campbell Avenue, then first Avenue we'll see in the next 20 or 30 years. The current plan to build down first Avenue seems to be abandoning the population of students, seniors, unhoused, and smart public travelers it would better serve.</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>
<p>I would suggest giving study to closing the Ronstadt Transfer hub which contributes congestion and other issues downtown. The hub to hub concept is outdated and there are more efficient mass transport options than what is being offered in this plan. The Sunlink system was designed without a hub concept but rather with a point of interest consideration; TCC, downtown, 4th Avenue, University Avenue, Main Campus and Banner. There are no designated hubs and it has been successful.</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>
<p>The route is so 1980. All the way to the Tucson Mall, oh boy. Why not have it go somewhere where people actually go?</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>
<p>Fast public transport will benefit all residents of the Tucson area. Fears about gentrification in the South should be mitigated with regulation, rather than denying all residents the opportunity of rapid transit. It will bring further connection to the north and south, and will make the south side less reliant on cars. Economic opportunities will increase for all residents as they will have more accessible transportation, and anti-gentrification regulations can be put in place. A train may also be a better choice, as in our city, they are usually consider a safer and faster choice. They will also bring about less pollution and make for a more sustainable city with less heat. As a mexican resident of Tucson, I understand the importance and impact that this system can have.</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>

Comment	Response (if applicable)
<p>I was hoping that the light rail system would run through first avenue from downtown to possible the Tucson Mall. I currently do not use the transit system but I may have to stop driving at some point as a senior citizen and will need easy and efficient ways to get around the city for errands and to see my many friends. I moved from Seattle 24 years ago and they had a wonderful transit system and have even improved upon since then. Their transit system may have some good ideas for Tucson.</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>
<p>I think this is a good idea. Our city lacks a good public transportation system and new routes are needed.</p>	<p>Thank you for your interest in Tucson Rapid Transit. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p>
<p>Downtown Marana: the bus line should go all the way to downtown marana with stops in-between would ease traffic, encourage shopping and travel for business and a sense of community for the city of Tucson and outlying suburb's</p>	
<p>Stone & Limberlost: Would love to see a stop at this intersection</p>	
<p>Tohono Tadaï Transit Center: The Transit Center is poorly connected to its surroundings and lacks shade and amenities. The Tucson Mall could be a big anchor point drawing trips in, but it is separated by an unpleasant and infrequent pedestrian crossing over Stone and a hostile parking lot. The connection between the transit center and the Loop also feels like an afterthought. This should be emphasized. This transit center should be a hub for bike transportation in the entire North Tucson area.</p>	
<p>Tohono Tadaï Transit Center: Good location. I was wondering if the light-rail system is projected for 1st Avenue project as well.</p>	
<p>I want to take a moment to thank you and your team for the important work you're doing. It was great meeting with you at the Farmers Market on Sunday to learn about the Rapid Transit route. The rapid bus initiative has the potential to reshape our city in a truly positive way. With policies like Complete Streets, the Bicycle Boulevard Master Plan, Thrive in the 05, and the City Plan coming together, we could create a vibrant ecosystem of low-carbon, affordable, and high-quality infrastructure. I truly believe this can lead to a more equitable city. As someone who chooses not to own a car, I rely on rentals from Enterprise on Stone, cycle year-round, and take my bike on buses and streetcars during extreme heat. My work involves traversing the city by bicycle to photograph affordable housing, architectural homes, restaurants, non-profits, community engagement, and more. While I find that travel by bike and bus is often less direct than by car, it's feasible. However, decades of prioritizing cars have left us with infrastructure that's challenging for alternative modes of transport. I feel relatively safe navigating the city, except for the area around our main arterials like 22nd,- Grant, Speedway, Euclid, Country Club, Stone, and Oracle. During my volunteering with vaccinations at Flowing Wells Elementary during COVID-19, biking to the volunteer iste felt risky. Trips to big box stores on Oracle or Stone often force me onto the shoulder of a busy road, where one distracted or reckless driver could change everything in an instant. These routes are in areas with lower vehicle access, lower incomes, and unfortunately, higher rates of vehicular homicides. When discussing dedicating a lane to the Rapid Bus System along Stone, I recognize that having the bus merge with traffic under the Stone Underpass may seem minor. However, delays during rush hour can impact service, and even more, how we dedicate our public space symbolically represents our priorities. It's crucial that we consider how continually prioritizing single-occupant vehicle mobility affects vulnerable populations who rely on transit in this corridor. I propose making Stone one-way from Downtown Links/Aviation/6th south into downtown. It's already one-way from Toole south, and with 6th underpass dedicated to cars and 4th Ave available for vehicle access, we could allocate half of Stone for buses and potentially extend the two-way cycle track from Toole south. This small shift would mark a significant step toward a future city where mixed-use developments offer housing and space for local businesses, allowing people to move easily through affordable, low-carbon options.Thank you for considering these suggestions. I'm looking forward to seeing how we can work together to make our city a world-class example of functional urban living.</p>	<p>Hi Logan, great to talk to you and thank you for your comments on the proposed BRT. I've copied the project team folks so we have your feedback documented, and will reach out with project updates and if we have any questions.</p>