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Contact Info:

Evren Sonmez, Program Manager

Living Streets Alliance

P.O. Box 2641 Tucson, AZ 85702-2641

520. 261.8777

evren@livingstreetsalliance.org

www.livingstreetsalliance.org



COMPLETE STREETS BECOMES OFFICIAL POLICY OPENING UP A NEW CHAPTER FOR TUCSON'S TRANSPORTATION FUTURE

Tucson, AZ (February 7, 2019) – Tucson Mayor Jonathan Rothschild and City Council unanimously adopted a Complete Streets policy on Wednesday night, formalizing the city's commitment to building a safe, connected, and equitable transportation network to promote greater mobility for people of all ages and abilities in Tucson.

The policy is largely about shifting the design and planning of Tucson's roadways so that they're safe and accommodating for everyone using them, no matter who they are or how they get around. Complete Streets will provide Tucsonans with access to safe, affordable, and reliable transportation options that connect people to schools, jobs, parks, grocery stores, and other everyday destinations. They ensure that all people can get around the city with ease, whether they're walking, biking, using wheelchairs or other mobility devices, taking public transit, or driving. "I'm excited to have the City of Tucson join the other 1,300 communities in the United States that have adopted Complete Streets policies and embraced this commitment to creating safer, healthier, and more livable streets for all," says Emiko Atherton, director of the National Complete Streets Coalition.

Local nonprofit organization, Living Streets Alliance, has been working on the policy initiative for the past two years in partnership with the Tucson Department of Transportation. The group has worked to highlight the fact that Complete Streets policies make the roads safer for everyone using them. "A lot of people assume that these policies are just about making biking and walking safer, but that's only half the story," says Emily Yetman, Executive Director with Living Streets Alliance. "The tragic toll of traffic injuries and fatalities in Tucson indicates that unsafe streets don't just affect people walking and biking; they're dangerous for everyone, and that includes people in a cars and people on motorcycles."

Yetman notes that an average of 4,000 people were injured and 52 people were killed on Tucson's streets each year between 2013-2017, across all modes of transportation. In recent years, people driving motor vehicles have represented more than half of these roadway fatalities. A Complete Streets framework provides engineering solutions to ensure that safety is built into the way streets are designed, making it a key strategy for eliminating roadway crashes and fatalities in the future.

Tucson's policy also puts emphasis on equitable and inclusive implementation of Complete Streets. This ensures that populations and communities who disproportionately rely on transportation options other than driving are prioritized and included in transportation decision-making processes. This includes low-income individuals, people of color, older adults, children, youth, people with disabilities, and people living in households without access to a private automobile. Yetman

suggests that this is a way of democratizing the streets: “Historically, mostly people who have had the time and resources to show up for planning meetings do, meanwhile the concerns and needs of people with significant transportation limitations are rarely heard from. If Tucson’s going to build a transportation network that’s helpful to those people, we have to first understand the conditions they’re currently struggling with, and what could be done to improve them.”

Cities like New York and Seattle have developed a range of strategies to engage a broader swath of the community in transportation planning, with great success. Living Streets Alliance is hopeful that the City of Tucson will do the same as a result of this new policy.

Living Streets Alliance (LSA) is a Tucson-based nonprofit organization that advocates for a thriving Tucson by creating great streets for everyone. For more information, visit <http://www.livingstreetsalliance.org> . To view the adopted Complete Streets policy and accompanying ordinance visit: <https://bit.ly/2Bm69Qy> .

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