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# MEMORANDUM

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Date: June 1, 2026

To: The Honorable Chair and Members  
Pima County Board of Supervisors

From: Jan Leshner   
County Administrator

Re: **Chuck Huckelberry Loop Survey Results & Recommendations Introduction and Background**

The Chuck Huckelberry Loop (the Loop) is a local recreational asset and a nationally renowned trail, used by thousands of people every year. The Pima County Board of Supervisors (BOS) approved the [One Pima Initiative on November 18, 2025](#). One Pima as adopted, identifies five (5) priority areas which create a comprehensive community-wide framework for safety, recovery, and treatment and which contains several directives and tactics within its priorities to improve Loop safety, abate unauthorized encampments and reduce illegal dumping.

[Priority 1 of One Pima](#) specifically addresses clean up and public safety on the Loop and several targeted actions to ensure this asset is maintained, safe, and enhanced. This priority area specifically directs increased frequency and timeliness of cleanups and development of a Loop Improvement Plan in collaboration with Regional Flood Control District and Parks and Recreation.

To inform this tactic, a public survey was created to gain the Loop users' input on priority areas, improvement opportunities, and critical actions the County and its partners can take to improve safety and maintenance of this asset. The survey was open to the public in English and Spanish, promoted widely at events, through social media and community engagement.

The results of this survey, and associated recommendations to frame the Loop Improvement Plan tactic within Priority 1 of One Pima are presented herein.

## **Methodology and Survey Respondents**

On average, the Loop hosts about 20,000 individuals monthly (data calculated through the various pedestrian / cyclist counters throughout the Loop). In conducting this survey, the goal was to capture input from about 10% of the Loop usership as the survey sample size – 2,000 unique respondents.

The County used several methods to engage survey respondents such as bilingual access, social media promotion, community engagement and community events, distribution and promotion by County BOS offices, County departments and several community partners. The survey was designed to engage respondents on utilization, improvement areas, and overall sentiments of the Loop.

The survey opened in conjunction with the Sonoran Desert Conservation Plan (SDCP) 25<sup>th</sup> Anniversary event at the Historic County Courthouse – February 26, 2026, and closed April 30, 2026. The Loop survey had 1,972 unique respondents to the English-language survey and 16

responses to the Spanish-language survey. The Survey engaged roughly 20 people during an in-person survey activity at the One Pima Ormsby Park Fiesta event on March 28, 2026.

With support of several County departments, including Conservation Lands and Resources (CLR), Regional Flood Control District (RFCD), Pima County Health Department (PCHD), and Community Workforce Development (CWD) - the Loop survey was circulated at the following community events:

- SDCP 25<sup>th</sup> Anniversary Kickoff Celebration (February 26, 2026)
- Tucson Festival of Books Weekend (March 14 -15 2026)
- District 5 & CWD Ormsby Park Fiesta (March 28<sup>th</sup> 2026)
- Bloom Fest (March 28, 2026)
- Community Food Bank's Las Milpitas Farm Event – Bugs, Bats and Bebidas (March 28, 2026)
- Cyclovia (April 12, 2026)
- Rio Relay – Santa Cruz Clean Event (April 18, 2026)

Respondent demographics collected included age, household size, household income and zip code. Demographic information ensured that the sample size and distribution were representative of the region and the community. Across respondents 58% stated a 2-person household, with almost 80% having a household income of over \$60,000, and 61-75 being the dominant age range (47%) across respondents – the next largest respondent group being 46-60, at only ~24% - younger than 45 made up less than 20%.

The most successful method to increase survey responses was through social media, and outreach to communities that use the Loop – such as promotion on Loop-specific social media pages, cross-promotion with recreating groups, and regular posting on social media sites. County departments made the survey available at various community events by using QR codes and flyers, allowing participants to respond on-site or later at their convenience.

The demographics suggest that there is an opportunity to improve Spanish-language outreach and engagement as well as improving the response rate across all age groups. Although survey captured a strong distribution of zip codes, most respondents indicated using the Rillito portion of the Loop, and far fewer represented use of the Santa Cruz section.

### **Overall Loop Utilization**

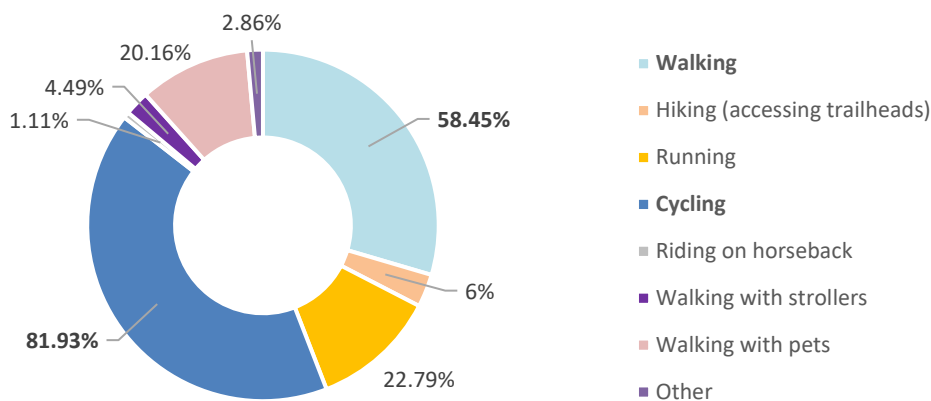
A series of questions in the Loop Survey were directed at overall utilization, activity preferences, and frequency and time-of-day use. The majority of respondents (roughly 50%) use the Loop multiple times per week, with the second largest response category being occasionally (25%), and about 14% using the Loop daily.

Across all respondents, utilization of the Loop is primarily in the mornings (60%), 19% using the Loop in the evenings, 16% using midday – with 30% highlighting they use the loop at all times of day, dependent on the activity (noting this question had multiple select options). Roughly 15% specified their Loop use is primarily on the weekend.

Survey respondents were asked to best describe their use of the Loop – specifically, recreation, attractions / business / other recreative access points (such as parks), or commuting with the opportunity to select multiple options. The primary use of the Loop for respondents was recreation (an option selected by 96% of respondents). Utilization of the Loop for commuting to work (8%), visiting attractions / businesses (16%), access to local parks (15%) – were all selected *in addition to* ‘recreation’ with a very small instance of respondents who only use it solely to commute.

Of the modes by which respondents can use the Loop, the most frequent selection was cycling (82%) followed by walking (58%), running (23%), walking with pets (20%), and a small distribution across equestrian use, use of the Loop with strollers, or other activities.

Graphic 1. Distribution of Modes of Loop Utilization



The most frequently coupled choices are walking and cycling, followed by walking, running, and cycling.

The majority of respondents have been using the Loop for over 6 years (64%) and report being ‘somewhat satisfied’ with the overall Loop experience, and conditions on the Loop (53%) - with 42% being ‘very satisfied’, while very few selected dissatisfied with the Loop.

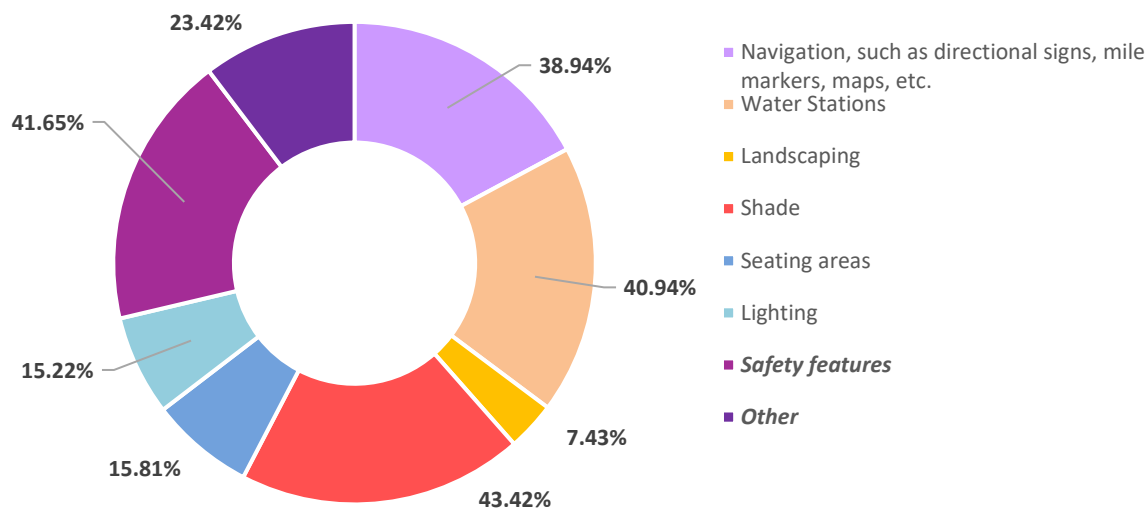
The utilization mode and length of time / overall satisfaction of the Loop is important context to experiential feedback gleaned from the qualitative feedback offered within the open-ended questions for improvements to the Loop asset.

### **Loop Improvements**

Following the Loop Survey questions that addressed utilization, the County asked a series of questions about improvement opportunities that would be considered as part of the Loop Improvement Plan. The first question pertaining to improvements offered thematic choices with two opportunities to offer an open comment – ‘safety features’ and ‘other.’ The question on improvements offered respondents an opportunity to select up to three choices from a sampling of improvements – navigation (such as directional signs, maps, general wayfinding), water stations, landscaping, shade, seating, lighting, and other safety feature suggestions.

Of the available general selection opportunities, the selection frequency favored access to shade (43.4%), water stations (40.9%), safety features – (41.6%) – a selection that offered a fillable text opportunity, and navigation improvements – such as directional signs, mile markers, maps, etc. (38.9%). There was no notable trend in overall coupling of certain choices. Seating areas and lighting both represent ~15% of the selections, and landscaping 7%.

Graphic 2. Loop Improvement Priorities



**Qualitative Analysis on ‘Safety Features’ and ‘Other Improvements’**

Two of the selections (see italicized ‘safety features’ and ‘other’ in Graphic 2) in the Loop improvement questions offered respondents the opportunity to provide open text responses and those have been analyzed by thematic priority. In both free-text options there are three overarching themes that are presented with sub-categories in the analysis.

Overall, all qualitative feedback can be grouped by the following (*adjusting for homelessness / crime and the overarching theme – addressed comprehensively in Loop Safety*):

- **Capital (30%)** – Repair / Maintenance, Improvements & Amenities, Expansion; sub-grouped in repair / maintenance, investment and expansion opportunities and amenities enhancements – such as restrooms, water, signage and landscaping.
- **Rules & Adherence to Rules (44%)** - sub-grouped by overall behavior and etiquette, park / Loop rules, multimodal Loop use, and rules around encampment / illicit activity / drug use / crime present on the Loop (see sub-section on encampments).
- **Etiquette (23%)** and associated behavior (speed, rights of way, shared understanding – or lack thereof – of multimodal recreating expectations
- **Encampments, Crime, Drug Use and Harassment** – overarching and present across the categories. This was the largest referenced sub-theme across all open text options.
- **Unknown or N/A (3%)** - stating they didn’t select the open text option.

### Capital Opportunities

Overarchingly, respondents underscored the repair and maintenance of the Loop – specifically citing the crack repair, paving and resurfacing of the Loop is problematic and investments should be directed to crack repair and resurfacing – highlighting that the current crack repair is subpar. Resurfacing and repair of the Loop represented a large share of the responses within this sub-category selection.

The second two most prevalent theme in the Capital opportunities include the opportunity to enhance the existing Loop (Improvements and Amenities) to address multimodal recreation, and expansion of the Loop – sections that could be connected or currently dead-end, bridge crossings to connect, increased connections from streets across jurisdictions to elicit better access to the Loop. Additionally, there are several suggestions to incorporate more access to attractions and businesses.

Pertaining to ‘improvements and amenities’ the comments can be categorized into multimodal use paths – especially in high-traffic / density areas, such as designated / engineered walking paths, investments to reduce speed – especially in areas requiring tight turns or underpasses, amenities stations – such as enhanced shading, trash receptacles, water, bike repair, art, and native plants. Signage, wayfinding and maps are cited as enhancement opportunities. These suggestions are geared toward priority zones that have higher density of use.

### Rules and Adherence to Rules

Rules and Adherence to Rules represent a large portion of the responses, however, also overlap with qualitative feedback across the homeless / encampment sub-category. Overall, there are several rules that are referenced in the survey – laws (tied to encampments, drug use, crime), speed, park rules, and etiquette rules (specifically, multimodal use of the Loop).

In reference to the topic of encampments, drug use and crime – the rules adherence recommendations are specific to increased law enforcement presence, and / or the use of bike patrols. There are several references to increase signage on rules – park rules, Loop utilization rules, and rules around etiquette. Most of the comments around rules have a sentiment that there is no shared understanding of rules, or enforcement of rules / laws is lacking.

### Etiquette and Multimodal Use of the Loop

Sharing the Loop, multimodal use of the Loop, rights-of-way, speed, and signage are all identified as priorities to enhance etiquette and broader sharing of the Loop. These suggestions are most prevalent in reference to cycling speed, large groups (of either cyclists or walkers), and rights-of-way. Cycling speed and safety is one of the most frequently addressed sentiments – in both these responses and the overall safety of the Loop (next to homelessness, drug use, and crime), cycling speed and groups is second, and e-bikes and motorized vehicles (favorable, or unfavorable). While largely people are following etiquette / Loop rules of use – speed and volume is becoming

The Honorable Chair and Members, Pima County Board of Supervisors

Re: **Chuck Huckelberry Loop Survey Results & Recommendations Introduction and Background**

June 1, 2026

Page 6

problematic for many Loop users – which aligns with the suggestions for enhancements / multimodal engineered spaces for walkers, cyclist and equestrian use.

#### Encampments, Crime, Drug Use and Overall Safety

The majority of the comments in this category are aligned with qualitative feedback in the ‘overall safety’ of the Loop questions. Homeless encampments, drug use, crime, harassment and general safety are prevalent in each of the qualitative feedback sections. The sentiments of the comments are largely the same as the ‘Loop Safety’ section herein, with specific references to encampments in underpasses, washes, tunnels, parks, and on the Loop itself – coupled with drug use and crime. There are several references to encampments / reestablishment of encampments in areas like the Santa Cruz, Rillito – Tohono Tadaí Transit Center, freeway adjacencies, and others.

Comments and sentiments in this sub-category are around the increased presence of homeless encampments, the need for cleanup, service provision, and or resettlement; or, around the behaviors within or adjacent to large groups of people or encampment areas – specifically, drug use, high-acuity mental health, crime, and / or harassment / assault. Most of these comments connect to the rules sub-category around law enforcement or other ‘patrol’ presence, and / safety features to notify in an emergency.

#### **Loop Safety**

A question in the survey specifically asked respondents if they feel that the Loop is safe and accessible. Survey respondents largely feel the Loop is safe and accessible for all users – but it should be noted that a large portion of respondents feel it is not safe - 60% / 40%, respectively. Of the 790 comments submitted for Loop Safety, the majority (two-thirds) of respondents feel the Loop is unsafe due to homeless encampments – coupled with drug use, crime and harassment. The term ‘homeless’ was the most frequently used word across the responses. There are also a series of responses which reference overall crime / harassment, with a substantial subset of responses directed at the safety of women and children. Responses specific to homelessness, encampments, drug use / crime, and harassment represent the overall majority of the comments, with bike speed and speed management being the next largest. The remaining comments are a permutation of overall and general personal safety, drug use, crime, and capital improvements that would support the safe and shared use of the Loop.

#### Loop Resources and Information

Adequacy of informational resources about the Loop – such as, but not limited to maps, social media, online resources was posed as a question to respondents – with 42% stating the available resources are ‘good’ with 31% stating they are ‘adequate.’

Respondents would most like to see improvements to maps to plan their trips, or maps while utilizing the Loop (60%), and 36% would like to see improvements to the Loop website, 21% suggesting improvements to social media, and 11% prioritizing wellness application connectivity (the top wellness tools used by respondents, in order – Apple wellness tools (watch, iPhone), Strava, Garmin, and Fitbit.

### **Recommendations and Next Steps**

The Loop Survey provided an opportunity to hear from the community about the County's asset that is nationally renowned. Overall, users of the Loop are satisfied with the Loop. Survey respondents are vocal on opportunities to maintain and enhance the Loop, promote the cleaning and safety of the Loop, and strategically invest in the Loop – such as multimodal investment, safety, and expansion.

Safety is the primary factor associated with dissatisfaction with the Loop and Loop experience. The primary safety concern is associated with encampments – and coupled behavior, such as drug use, crime and harassment. Safety concerns are also prevalent around cycling speed and rules pertaining to multimodal use. Overarchingly the adherence to the rules and safety of users is a sentiment that comes up repeatedly.

The County has conducted several activities to address the sentiments in the Loop survey – specifically large-scale quarterly encampment clean ups, and targeted deployments for expedited removal of encampments – offering several wrap-around services such as shelter or connections to care including treatment and community resources to individuals, and development of enhanced Loop tools such as new Geographic Information System (GIS) mapping tools for users, and deployment of a new website – this is anticipated to be publicly available in Summer 2026, and the County departments are designing a Loop app for wellness, mapping and information. Additionally, the County is exploring 'See Click Fix' as a tool for the public to report repairs, safety hazards or other needs along the Loop, including encampment sites.

Through the efforts championed by the Pima County Office of Housing Opportunities & Homeless Solutions (OHOHS), and the Encampment Protocol – Pima County's Administrative Procedure (46.1) – has enhanced data collection on encampment activities / frequency , and remediation efforts – enabling the County, its responding departments, and regional partners to identify where encampments are resettling in proximity to areas with higher frequency of crime / law enforcement interactions. The County is coupling that data with the Loop map to identify critical areas, and if there are pain points – such as resettlements in Loop sections that are closed off, highly vegetated or in underpasses. The Encampment Protocol requires an annual review where data on these activities and areas inform consideration of needed policy revisions to bolster County response and would be aligned with the Loop Improvement Plan.

RFCD continues to explore opportunities and projects to expand / enhance the Loop in several areas across the County on an on-going basis and is focused on improving Loop connectivity. RFCD will review the input received regarding expansion, enhancement and connectivity in consideration for inclusion in the Loop Improvement Plan depending on construction cost and necessary property rights.

The One Pima Initiative directs the County departments to proceed with a Loop Improvement Plan. Several of the actions already taken by the County and the feedback from the Loop survey can frame and underpin the priorities addressed in a Loop Improvement Plan. The BOS has also requested budget exploration in the FY2028 budget for Loop enforcement opportunities, which can be developed through this effort.

The Honorable Chair and Members, Pima County Board of Supervisors

Re: **Chuck Huckelberry Loop Survey Results & Recommendations Introduction and Background**

June 1, 2026

Page 8

The Loop remains a signature, multi-modal recreational amenity that defines Pima County and the region. I recommend that the relevant County departments including County Administration, RFCD, PR, Communications, Information & Technology Department (ITD), Attractions and Tourism (A&T), PCHD, CLR, and others as identified develop a framework for a Loop Improvement Plan that acknowledges and builds upon existing efforts such as current Loop maintenance and expansions planning and, Encampment Protocol , and Loop resources – such as maps, applications, and websites, and promotion of those efforts.

c: Carmine DeBonis Jr., Deputy County Administrator  
Steve Holmes, Deputy County Administrator  
Chad Kasmar, Deputy County Administrator  
Eric Shepp, Director, Flood Control District  
Victor Pereira, Director, Parks and Recreation  
Jen Darland, Director, Office of Housing Opportunities & Homeless Solutions  
Sarah Davis, Senior Advisor, Pima County Administrator's Office