

Comments Related to the Broadway Meeting at August 30, 2012 CTF Meeting (Spoken during Call to the Audience by Marc Fink, submitted 10/02/12 electronically)

1. The issue of functionality is the most important one. Before anything else, what the function of the Broadway Corridor needs to be determined. Is the corridor to be merely a transportation corridor for the movement of cars and other travelers OR is it to be a destination that also accommodates vehicular travel. It is clear from the input of the listening session in June that the overwhelming majority of people want Broadway to function as a place and destination (and many stated that they did not want any widening), so I would suggest that this is what the goal should be (i.e. make Broadway a destination). This also conforms to the language of the 1997 Bond, which calls Broadway Tucson's **Main Street** (capitalized in the bond language) which means that Broadway is something more than just a movement corridor.

2. According to Mr. DeGrood, the pledge to functionality is only a policy of the RTA, not a legal requirement; and functionality has not been defined, thereby leaving it up to the committee to decide. Further, RTA is legally required to consider changes in community desires. Also, RTA has a fiduciary responsibility to the taxpayers, which means that it needs to do a comprehensive cost-benefit analysis on various alternatives and to consider alternatives that are not as expensive, in terms of capital and acquisition costs, operations and maintenance costs, and the loss of property and tax revenues.

3. Regarding traffic studies:
 - a) A report on Phoenix by the Arizona Department of Transportation ("Land Use and Congestion," Final Report 618, March 2012) states that smart growth will reduce congestion both locally and regionally. This means that by using Smart Growth principles, we can reduce congestion more than by just widening roads and that smart growth needs to be incorporated into the project. This reinforces the need to define functionality in terms of creating places and destinations.
 - b) There have been numerous studies showing the impacts of induced demand; basically the idea of build it and they will drive. What these studies show is that widening roads can often create a greater demand and use of those facilities, thereby creating more congestion and the need to continually widen roads and thus creating a downward vicious cycle. Three such studies are: 1) from the European Journal of Transport and Infrastructure Research (Volume 12, Issue 3); 2) a 2011 study out of the University of Toronto, which looked at both US and Canadian roads; and 3) an article by Todd Litman, a leading transportation planner for the last several years, entitled "Generated Traffic: Implications for Transportation Planning" in the April, 2001 issue of the ITE (Institute of Traffic Engineers) Journal.
 - c) Recent studies have shown that people are driving less and that this trend has been occurring over the last 6-10 years. This means that historical assumptions of driving behavior no longer applies and that the demand for increased transportation facilities is declining.
 - d) Most transportation models do a poor job of incorporating changes in use of alternate modes, biking, walking and transit. These modes will see increased use with a greater use of Smart Growth. What this means for Broadway is that if it becomes a destination more people will use alternate modes and there will be less use of the individual auto. Therefore, it is important that the assumptions used in the PAG models be reviewed to insure that these changes are incorporated.

4. The use of Levels of Service (LOS) is not a good tool to use to evaluate transportation planning. Firstly, LOS does not work well in evaluating alternate modes. Secondly, LOS gets used as if it is a grading system; A is good and F is bad (just like in school). However, an A level of service actually means that the road (or other infrastructure) is being used inefficiently. Reliance on LOS will invariably bias planning to provide more roads and not look at other options.