



BROADWAY BOULEVARD CITIZEN PLANNING TASK FORCE

MEMORANDUM

TO: Broadway Boulevard Citizens Task Force
FROM: Broadway Boulevard Project Team
DATE: November 2, 2012
RE: Follow-up to Questions Asked at October 18, 2012 CTF Meeting

The following information provides answers to questions posed during discussions at the October 18, 2012 CTF meeting.

1) How many bike and pedestrian accidents are reflected in the crash data [in the 2012 Broadway traffic study]? (See page 3 and page 5 of the draft 10/18/2012 meeting summary)

Jim Schoen, Kittelson & Associates, pulled together crash data from different sources. That table is attached.

2) On the Broadway segment have you identified any annual increases in that route over time? (See page 6 of the draft 10/18/2012 meeting summary)

Davita Mueller, planning analyst at Sun Tran, developed the attached data. The bar charts reflect the number of riders (boardings) per year since Fiscal Year 1999-2000, system-wide, on Route 8 (which travels South 6th Ave and Broadway), and on Route 8, just the Broadway portion. The Load Factor tables provide ridership totals for Fiscal Year 2011-2012 for all routes, except express routes, in general, Monday-Friday, Saturday, and Sunday. Route 8 has consistently high ridership in comparison to all other routes.

3) Does the PAG model account for the high ridership numbers on Broadway (2.1 percent mode split)? (See page 6 of the draft 10/18/2012 meeting summary)

Jim Schoen, Kittelson & Associates, researched the answer. PAG's travel demand model is regional and estimates mode share for each traffic analysis zone (TAZ) in the model. A sub-model estimates mode share for four types of trips:

- home to/from work
- home to/from school
- home to/from all other destinations (i.e. shopping, etc)
- non-home (i.e. at work or school) to/from other destinations (i.e. shopping, etc.)

The mode share sub-model essentially considers two primary factors in estimating how many trips are assigned to pedestrian, transit, and bicycle modes – travel time and income level. The travel time for a transit trip includes the time to walk to/from a transit stop, waiting time at the transit stop, in-vehicle travel time, and potential transfer waiting time. Bike and pedestrian travel times

Broadway Citizens Task Force Members
November 2, 2012
Follow-up to Questions Asked at October 18, 2012 CTF Meeting

are calculated for each origin-destination trip based on an assumed travel speed for each mode. The sub-model also considers car-pooling. Three annual household income levels are currently defined in the model : less than \$20K, \$20K-\$60K, and greater than \$60K.

A series of parameters in the model produce thresholds by which a trip will be assigned to a given mode type. Information gathered from the household travel survey conducted by PAG is used to help set the model parameters. Currently, the transit mode share estimate generated by the model on Broadway Blvd is approximately 4 to 5%. Regionally, the transit mode share is 1 to 1.5%. Bicycle mode share regionally is 1.5%. Bicycle mode share along Broadway Blvd was not available.

With the exception for areas considered to be a CBD (of which we have one), the PAG mode choice sub-model does not include parameters that influence mode choice for other area types (i.e. suburb, urban residential, etc).