

**From:** Jennifer Burdick  
**To:** unispan@dakotacom.net  
**Date:** 9/26/2013 12:11 PM  
**Subject:** Re: Good pedestrian analysis/SATA's transit position

Thank you for sharing this, Bob! I appreciate it.

I do not know of similar analysis yet, but believe there is growing research regarding bicycling and economic development. Ann Chanecka has shared that info with us. She might also know about the link. I guess in some respects the TOD analyses that has occurred over the years would also incorporate some of the pedestrian/economic info.

I will forward your question on and see if anyone knows more definitively.

~Jenn

>>> Bob Cook <unispan@dakotacom.net> 09/26/13 11:58 AM >>>  
Yes it was a good article. Do you know of similar analyses in western US?

Also, a heads up if Gene Caywood has not already today sent you SATA's position statement for Broadway:

Following and attached is the text:

SOUTHERN ARIZONA TRANSIT ADVOCATES  
GUIDING PRINCIPLES AND OTHER IMPORTANT CONSIDERATIONS FOR  
BROADWAY CORRIDOR  
September 2013

Southern Arizona Transit Advocates position on Broadway Corridor Study:  
Transit is the key component for organizing all modes in this project – core concept.  
The Broadway Corridor Study must provide space for HCT

Guiding Principle 1 – All arterials are not created equal  
Broadway was recognized as a transit arterial in the 1987 study.  
Broadway already is a heavy transit route.  
Broadway has diamond lanes east of Columbus, giving it the feel of a transit arterial. SATA believes it is very important that transit lanes be continuous to the west.  
The Broadway bus route carries 16% of the Sun Tran system total.  
A new Park and Ride, is under construction at Houghton and Broadway.  
Broadway is the most logical location for the region's first light rail (LRT) line – only place in valley where a single corridor contains (from west to east) a community college campus, two major hospitals, downtown, the U. of A., a regional park, 2 regional shopping centers, and a corporate center.

Guiding Principle 2 – Enhanced transit will benefit Broadway businesses and residents, and other parts of the city  
Enhanced transit will add immediate capacity and eliminate future

roadway capacity needs.

Enhanced transit will bring additional customers to Broadway businesses. Enhanced transit will ease traffic on adjacent arterials (Speedway and 22nd St.) because High Capacity Transit (HCT) draws from a broad area

Guiding Principle 3 – Travel density, not Population Density justifies investment in HCT.

Travel density is created by the number and intensity of activity centers (nodes) along an arterial roadway – Broadway qualifies as noted above.

Broadway qualifies with 44,000 cars a day average + best bus route in region.

HCT draws passengers from substantial distances (rider shed) via feeder bus lines, bike, drive and park (Park and Ride), and drop off (Kiss and Ride), not just within walking distance of the corridor.

Thus LRT & BRT (Bus Rapid Transit) do not depend on passengers walking to the station like Heavy Rail (Subway) typically does.

Previous studies/plans have over the past 25 years have all included HCT in some form:

Broadway Corridor Study (1987) – defined Broadway as a transit arterial – projected LRT in future

Tucsonans for Sensible Transportation Initiative (2003) included LRT on Broadway east to Pantano Road, but moved it to 6th St. west of Country Club to better serve the UA and to avoid widening Broadway  
Tucsonans for Sensible Transportation Streetcar Plan (2003) included modern streetcar in same location as LRT, but ending at El Con or Alvernon

PAG, High Capacity Transit Study (2009) recommended BRT, convertible to LRT, on Broadway and streetcar on Broadway to El Con

The key consideration for the Broadway Corridor Study is to develop a definition of “Functionality” acceptable to the City and the RTA, and assure that the recommendations of the study fulfill the definition. SATA’s recommendation for such a definition is:

“Functionality is the ability of the roadways and rights-of-way within the corridor to handle future travel demand through a combination of improvements enhancing each travel mode.”

Application of this definition will recognize that Broadway already functions differently than most other arterials in the region and therefore will:

1. Designate Broadway as a transit intensive arterial.
2. Manage future travel demand through increased use of alternate modes by providing:
  - a. Major bicycle improvements including a parallel bike boulevard
  - b. Enhanced pedestrian facilities
  - c. Intensive transit improvements outlined in the PAG High Capacity Transit Plan

3. Assure that any roadway or intersection improvements in the Broadway Corridor include provision for high capacity transit.
4. Enhance roadway capacity and vehicular flow within a design strategy that is compatible with a multimodal system of mobility and smart mixed land use development while respecting the existing character of the Broadway Corridor.

[OBJ]

On Sep 25, 2013, at 2:04 PM, Jennifer Burdick wrote:

> Thank you for sharing this, Bob!

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> >>> On 9/24/2013 at 9:48 PM, Bob Cook <unispam@dakotacom.net> wrote:

> Here's a good analysis of walking and economic development/

> livability from UK. This is especially relevant to the Broadway

> Corridor Project: