

Jennifer Burdick - Information from Colby and Shirley - Tucson Talks Transit Event - Twitter Article - Hawk at Treat & Broadway Update

From: "Nanci Beizer" <nbeizer@dakotacom.net>
To: "Nanci Beizer" <nbeizer@dakotacom.net>
Date: 6/26/2014 12:21 PM
Subject: Information from Colby and Shirley - Tucson Talks Transit Event - Twitter Article - Hawk at Treat & Broadway Update
CC: "Jennifer Burdick" <Jennifer.Burdick@tucsonaz.gov>, "Michael (Tucson) Johnson" <Michael.T.Johnson@hdrinc.com>, "Phil Erickson" <phil@community-design.com>, "Josh Weaver" <Josh@kaneenpr.com>, "Joan Beckim" <joan@kaneenpr.com>
Attachments: Tucson Talks Transit - Jarrett Walker poster #1.pdf

Hi all,

Colby wanted to let you know about an upcoming event - **Tucson Talks Transit - with Jarrett Walker, Friday, July 11, 2014**; TEP Downtown HQ (88 E. Broadway), 5pm reception; 6pm presentation. Jarrett Walker, international consultant in public transit planning and policy and author of the highly recommended blog HumanTransit.org (and the 2011 book *Human Transit: How Clearer Thinking about Public Transit Can Enrich Our Communities and Our Lives*). The Meeting flyer is attached - thank you Colby!

Shirley shared the below link to an article she saw on Twitter today and also wanted to provide you with an update on the Hawk that is planned for Treat and Broadway.

-Link to "People-oriented Cities: Designing walkable, bikeable neighborhoods:

http://thecityfix.com/blog/people-oriented-cities-designing-walkable-bikeable-neighborhoods-active-transport-claudio-sarmiento-matthew-roe/?utm_source=twitter.com

-Update on Hawk at Treat and Broadway: (from Shirley)

Hi Nanci -

I've been talking on the side about the Hawk that's going in at Treat and Broadway - since my neighborhood was hoping to plan a "Walk to Rocco's" in celebration! I told them I would give them an update on the timing of that installation...

This is what I was told by Andy McGovern at the City on June 16th) (the first part refers to the Hawk at Treat and Broadway, the 2nd is a traffic circle at Manchester and Stratford - both are within the Broadway Project Corridor, so, if the rest of the CTF might be interested you can also share with all CTF):

"Hi Shirley, the plans are complete and in the queue for the Construction Project Manager to finalize the bid package. We expect construction to begin sometime after Labor Day, hopefully yet in September. It takes 60-90 days for the contractor to get signal equipment delivered, so that will be the lengthiest part of the job.

Regarding the traffic circle, we are getting final Budget approvals and hope to have the contractor start work yet this month.

Andy"

Thank you Colby and Shirley for keeping the CTF in the loop!

Back in touch soon,
Nanci and the Project Team



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Tucson Talks Transit

with Jarrett Walker

Friday, July 11, 2014

5:00 PM Sign-in and Reception

Exhibit tables by local transit organizations and agencies

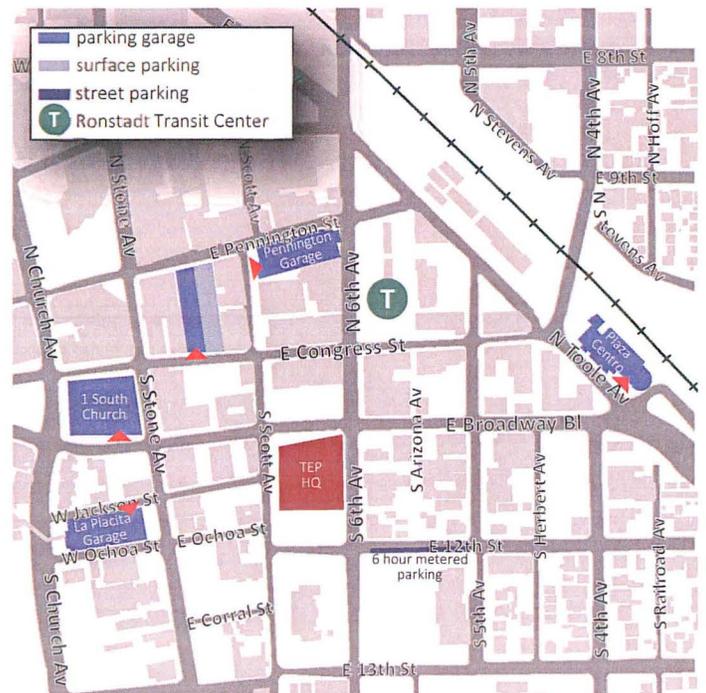
6:00 PM FREE Public Presentation

Tucson Electric Power Company
88 East Broadway in Downtown Tucson

Jarrett Walker is an international consultant in public transit planning and policy, including the links between transit and all aspects of community planning and urban structure. His clients include transit authorities, cities, developers, and non profits – anyone who wants to make better use of public transit as a tool to support resilient communities and social inclusion.

In his twenty years of consulting experience he has also built a strong track record in a range of transit planning and policy issues, including bus-rail integration, Bus Rapid Transit, flexible services planning, and innovative public consultation. He has written and worked extensively on the integration of public transit into community planning at all scales, from the design of a small development to the structure of an urban region. His work covers the entire spectrum of planning perspectives, from visionary urbanism to operational detail.

He is also known for his work on educating stakeholders about the choices that transit requires, building clear consultation processes, and helping organizations form coherent and implementable transit goals. Since 2009 he has written the popular weblog HumanTransit.org, which has grown into an online collection of articles explaining key transit concepts and issues. His book, *Human Transit: How Clear Thinking about Public Transit Can Enrich Our Communities and Our Lives*, was published in 2011.



Council Member
Karin Uhlich - Ward 3



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Mexico City has created urban streetscapes around its Metrobús bus rapid transit (BRT) system that support safe bicycling and walking, connecting urban residents to mass transport. Photo by Alejandro Luna/Flickr.

The “People-oriented Cities” series – exclusive to TheCityFix and [Insights](#)– is an exploration of how cities can grow to become more sustainable and livable through transit-oriented development (TOD). The nine-part series will address different urban design techniques and trends that reorient cities around people rather than cars.

Walking and biking create clear benefits for cities and the people who live in them. Providing good conditions for non-motorized transport – or [active transport](#) – relieves traffic congestion, reduces local air pollution, improves [traffic safety](#), and increases physical activity, among other benefits.

Yet, while the vast majority of their citizens in developing cities don’t own cars, infrastructure is still being designed and financed to support motor vehicle travel. In Mexico, for example, less than one-third of urban trips are made in cars, but three-quarters of the federal mobility budget is allocated to highways.

It’s time for the world’s cities to start thinking about moving *people* rather than moving *cars*.

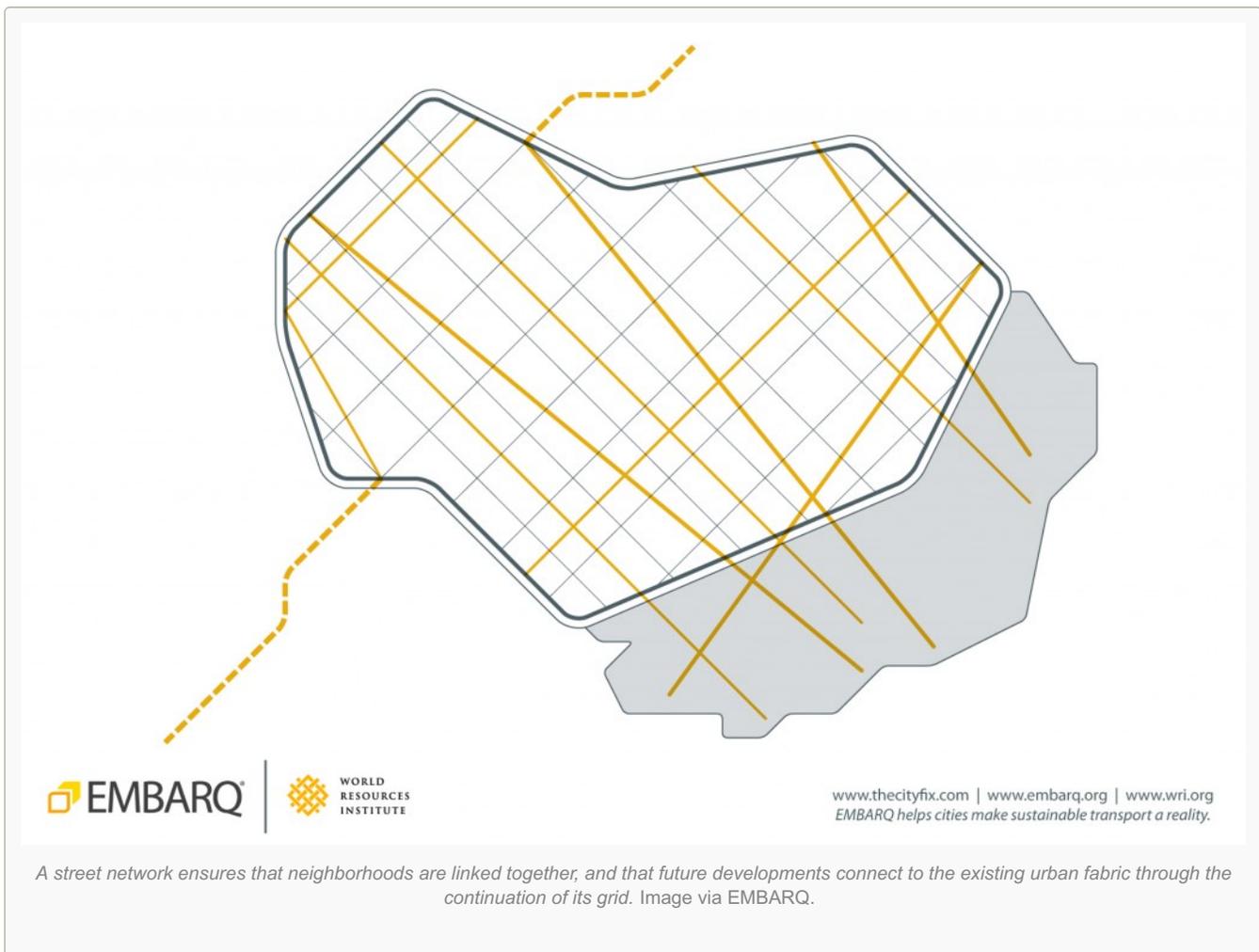
Drawn from EMBARQ’s [Transit-Oriented Development Guide for Urban Communities](#), here are three design

principles to help city planners, developers, and citizens with an interest in increasing biking and walking in their communities. These design strategies are especially relevant for new developments and redevelopments, where there's a golden opportunity to do things right the first time.

1) Connected streets

Untangling the knot of car-based sprawl can come down to one simple principle: the longer a trip, the more likely a car will be used to make it. The type of street hierarchy that makes car travel attractive also makes trips longer and less walkable, ultimately defeating its own purpose by inundating a neighborhood in traffic.

Instead, streets should connect to other publicly accessible roads, including short blocks and four way intersections. While developers might think their customers demand the perceived comfort and security of disconnected streets, dead ends are fundamentally unattractive to pedestrians and cyclists, and force all traffic onto a few key roads, leading to unsafe conditions for motorized and non-motorized travelers alike.



2) Car-free streets

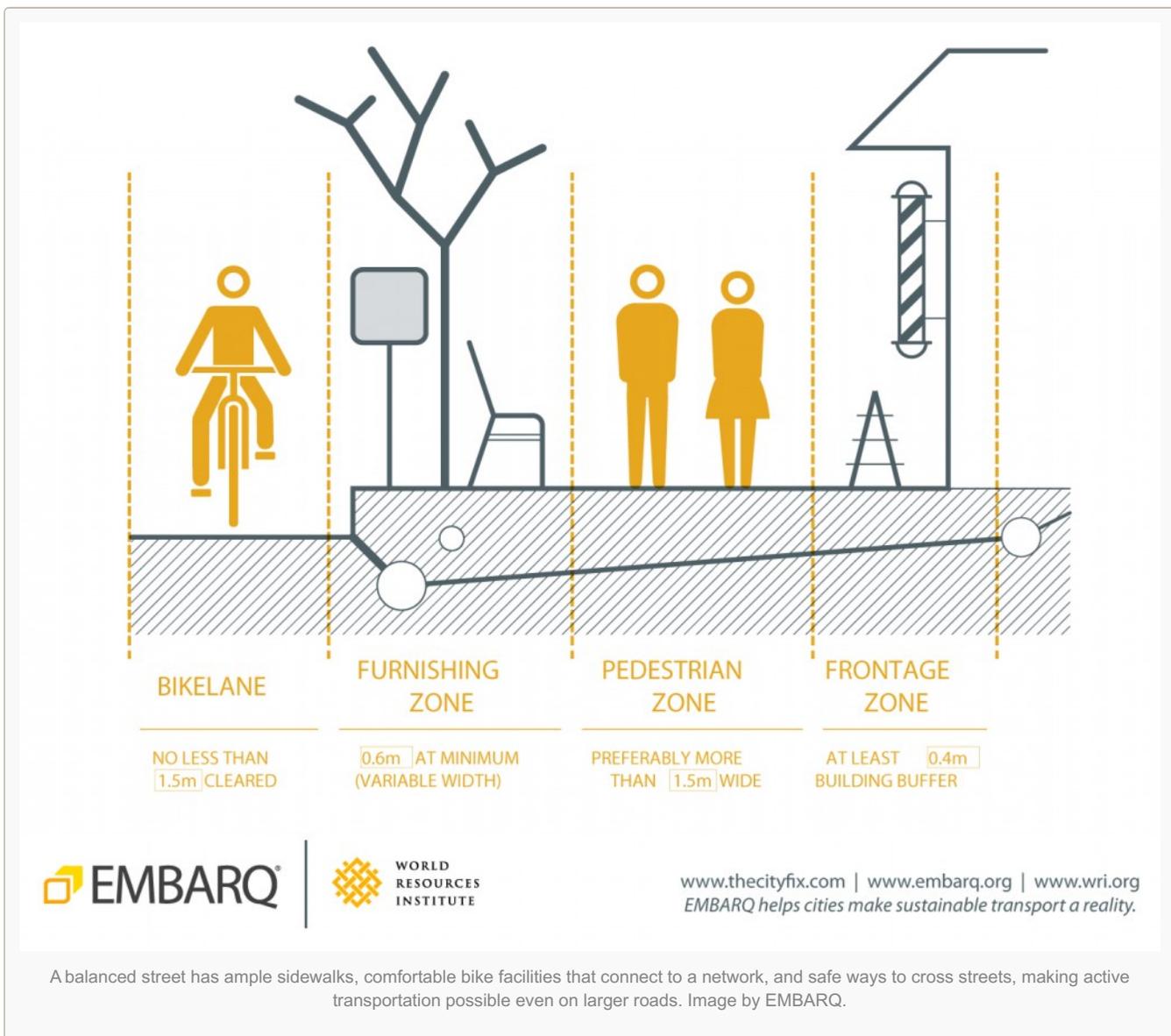
Not all streets need to be accessible to motor vehicles. Paved trails for walking and biking are not merely outdoor gyms, but are superb commuter facilities. They can be built behind backyards, through parks, or as part of a larger boulevard-style street. In order to be used for purposes beyond recreation, it's important that these paths link to destinations such as businesses and schools, and to public transport stops.

Car-free or limited-traffic streets can become anchors for human-centered activity.

3) Active streets

Roadways are rarely designed to make driving uncomfortable, such as requiring one car to pull over when another approaches. Yet pedestrians and cyclists are often presented with such conditions. Increasing walking and biking requires that these travelers can move efficiently, comfortably, and most importantly, safely. For example:

- The more vehicle traffic on a street, the more robust biking and walking infrastructure needed. **Pedestrians** need a flat band of sidewalk—called a “pedestrian zone”—free of obstructions. Wider sidewalks can also accommodate commercial activity and community interaction without becoming a nuisance to moving pedestrians. Sidewalks are inherently social, and should be thought of as public spaces that happen to have a transportation function, rather than simply a way to get from one building to another.
- **Bikeways** should be smooth and free of obstructions, and preferably separated from traffic by parked vehicles, guardrails, [bollards](#), or other barriers that clearly differentiate bike lanes from the rest of the street.
- Streets with high traffic or fast-moving vehicles need barriers that **separate and protect** pedestrians and cyclists from traffic. Especially where on-street parking is *not* permitted, sidewalks should be protected by strips of greenery, whose permeable surfaces also help with drainage during storms.
- Both cyclists and pedestrians need **safe ways to cross** streets. Traffic signals are effective, but other less expensive measures can work, too, including combined stop signs and raised intersections, mini-roundabouts, speed humps, or speed cushions. Pedestrians should be able to cross streets safely and as frequently as possible, avoiding conflicts with vehicular traffic at any but the lowest speeds.



Walking and biking can improve the overall health of a city, in every sense of the word. But in order to make non-motorized transport a reality in the developing world, city leaders must first improve designs to support walkers and bikers.

Stay tuned for the next entry in the “People-oriented Cities” series, which will address the role of vehicle-demand management in effective transit-oriented development. For more on the transit-oriented development paradigm, download EMBARQ’s [Transit-oriented Development Guide for Urban Communities](#).

- [Urbanism Hall of Fame: Jan Gehl integrates humanity into urban design](#)
- [Mobility and mood: Does your commute make you happy?](#)
- [People-oriented Cities: Three keys to quality public transport](#)
- [People-oriented Cities: Demystifying transit-oriented development](#)

Full Report can be accessed online at:

<http://www.pagnet.org/documents/bicycle/2013RegionalBicycleCountReport.pdf>

2013

Regional Bicycle and Pedestrian Count Summary Report

