

Broadway Self-Guided Walking Tour

Broadway, a.k.a. Arkansas State Highway 70B, is a five lane, 18K-26K ADT state highway that runs through Little Rock's urban core with pedestrian destinations on both sides (Figs. 1, 2A, and 2B). An analysis of 2004-2013 crash data published in Metroplan's [Pedestrian/Bicyclist Crash Analysis 2015](#) showed this corridor, from the Arkansas River to I-630, to be the most dangerous bicycle/pedestrian corridor in all of Central Arkansas (Figs. 2C and 2D).¹

However, since that time, a Leading Pedestrian Interval (LPI) was installed at 6th and Broadway on February 2014 and other LPIs were installed on Broadway at 2nd, 3rd, and Capitol between February 2014 and March 2018. Nationally, LPIs have been shown to reduce vehicle vs. pedestrian collisions by 60%.² Have LPIs affected pedestrian safety on Broadway? Because of the ambiguity of when LPIs were installed at 2nd, 3rd, and Capitol, we cannot interpret "before" and "after" pedestrian crashes (Fig. 2 - Table 1). The before and after pattern at Broadway and 6th is consistent with increased safety due to LPI, but the sample size does not allow that conclusion (Table 1). What is clear is that there is no evidence that pedestrian safety has increased in this corridor since the publication of Metroplan's Pedestrian/Bicyclist Crash Analysis 2015 (Table 1).

Walking along this corridor, what do you think? Given the poor pedestrian safety record of this corridor, what additional measures could be taken to improve safety? To what degree can we improve the safety of "stroads" with pedestrian countermeasures vs. needing more holistic changes to the way these corridors function?^{3,4} Please consider these questions during your walk and let's discuss after lunch.



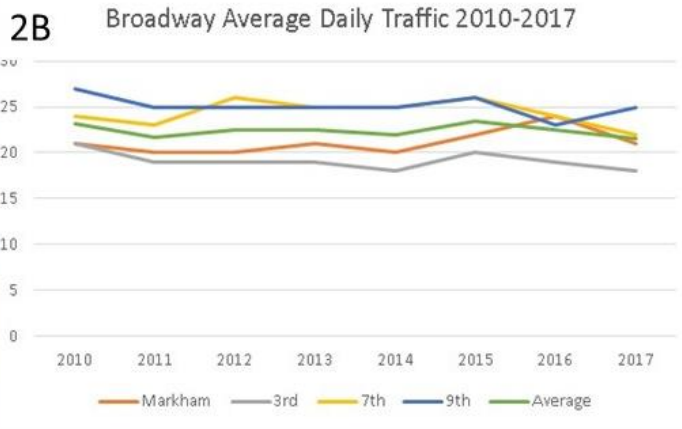
Figure 1. Google streetview of Broadway. Main Street (with many restaurants) is four blocks east (left); Samantha's is at Main and 4th.

¹ https://www.littlerock.gov/media/1376/metroplan_2015ped-bikecrashanalysis.pdf

² https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int/

³ <https://www.strongtowns.org/journal/2018/3/1/whats-a-stroad-and-why-does-it-matter>

⁴ Note that some countermeasures, such as corridor access management and road diets, are means of holistic changes to move a "stroad" toward a road or a street, respectively (<https://safety.fhwa.dot.gov/provencountermeasures/>).



2C Highest Corridor Crash Rates 2004-2013

Corridors	Crashes	Mileage	Crash Rate
S Broadway (LR)	40	0.63	63.49
Pike Av (NLR)	35	0.77	45.45
Col Glenn (LR)	22	0.51	43.14
W 12th (LR)	23	0.55	41.82
Geyer Springs (LR)	25	0.74	33.78
Markham /Clinton (LR)	19	0.62	30.65
Camp Robinson (NLR)	24	0.88	27.27
E Broadway (NLR)	20	0.80	25.00
Baseline (LR)	27	1.13	23.89
Asher (LR)	29	1.57	18.47

2D Highest Pedestrian Crash Intersections 2004-2013

Intersection	Crashes
Broadway and 6th (LR)	8
Broadway and 2nd (LR)	7
Clinton and LaHarpe (LR)	7
Broadway and Capital (LR)	6
Baseline and Geyer Springs (LR)	6
32nd and University (LR)	6
University and Asher (LR)	5
Camp Robinson and Allen (NLR)	5
JFK McCain (NLR)	5
12th and Peyton (LR)	4
12th and Washington (LR)	4
Broadway and 8th (LR)	4
18th and Pike (NLR)	4
Broadway and Markham (LR)	4
Pike and Pershing (NLR)	4
McCain and Warden (NLR)	4

Table 1

	2010-2013	2014-2017
2nd	4	0
3rd	0	2
Capitol	0	4
6th	2	0
Total	6	6

Figure 2. An overview of the Broadway corridor from the Arkansas River to I-630. **2A** – Map of Broadway between Arkansas River and I-630 (red circles highlight number of BikePed crashes at intersection (2D), Metroplan is the FHWA peer-exchange site). **2B** – Traffic counts at four locations within this corridor from 2010-2017 (y-axis x1000). ADT has no trend over time (<http://ahtd.maps.arcgis.com/apps/webappviewer/index.html?id=8deb09579210490bafb97bd03c3c0792>). **2C** – This section of Broadway is the most dangerous for vulnerable road users by a large margin. **2D** – Three of the four most dangerous intersections in Central Arkansas for pedestrians (and 5 of 16) are in this 10 block section of Broadway. **Table 1** - Pedestrian crashes in this corridor 2010-2017; no evidence that pedestrian safety has improved in this corridor since Metroplan’s Crash Analysis (data from Metroplan’s Hans Hausteин).