To: Broadway Citizens Task Force
From: Broadway Project Team
Date: August 25, 2014
RE: A Concept of Broadway’s Future “Ultimate” Transit Scenario Diagram

The CTF for the Broadway Project is considering the design of a 6-Lane Scenario that will ultimately convert to have 4-lanes, plus 2 dedicated Transit lanes (4+2T) over time. The initial goal of the future 4+2T would be to provide dedicated transit lanes for a mass transit system, such as light rail, streetcar, or bus rapid transit.

The following is an excerpt from a previous transit options memorandum. Further details regarding initial street cross section concepts and a cycle track “bypass” configuration for bus pull outs are also included in the previous memorandum:

**Long-term Potential Transit Scenarios**

A key goal is to provide a street right-of-way that can best accommodate the ultimate long-term transit system for Broadway. It is not feasible to decide within the timeframe of the current Broadway Project which range of transit system types and mixture of service will ultimately provide service on the full length of Broadway from downtown to the east side. Therefore the design for this 2-mile segment of Broadway needs to be designed to provide adequate right of way for the range of potential future transit service. Options that could prove viable in the future include:

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Limited Stop Service (stops every ~1-mile)</th>
<th>Local Service (stops every 1/4-mile)</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Light rail in center dedicated right of way</td>
<td>Bus or possibly streetcar (for all or a portion of Broadway) in mixed flow outside curb lane</td>
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<tr>
<td>B</td>
<td>BRT or streetcar mainly in center dedicated right of way, may need to be at outside curb in constrained locations</td>
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</tbody>
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Stops would most likely be located at Euclid Avenue, Campbell Avenue, and Country Club Road. Constraints to potential right of way space at Country Club could require a short single-track segment or use of outside curb lanes for limited stop service in the area of that intersection.

**“Ultimate” Transit Scenario Diagram**

Two existing light rail lines in an urban arterial street environment where reviewed to get an understanding of left-turn and pedestrian crossing locations: the Blue Line in Long Beach, California, and the Phoenix region’s Metro light rail on Camelback, Central, and Apache. On Central between Camelback and McDowell, spacing of left turn access varies to a large degree with many crossings ¾ mile apart while in other locations spacing varies between 650 and 1000 feet. Along Camelback the spacing is roughly every ¼ mile, and similarly along Apache with some more frequent spacing for emergency access and access to larger multi-family developments. On the Blue Line the most frequent spacing is ¼ mile with some spacing around 700 feet. On the Phoenix region’s system, many stations have access across Central Avenue at both ends of the platform with one end adjacent to a
BROADWAY BOULEVARD: EUCLID TO COUNTRY CLUB
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“Ultimate” Transit Scenario Diagram

street crossing with left turn access and the other in a PELICAN-like configuration with crossings for pedestrians with signal controls for traffic on Central but not for pedestrians crossing the LRT tracks.

The “Ultimate” Transit Scenario Diagram for Broadway takes a similar approach and would convert most of the HAWK locations to full signalized intersections with left turn access on all four legs. There are a number of exceptions and other special situations:

- Tyndall Avenue – the east bound Broadway to north bound Tyndall left turn would likely be removed, and a PELICAN could be located here.
- Fremont Avenue – a PELICAN crossing could be provided.
- Vine Avenue – a left turn would be provided only for school buses to access Miles Exploratory Learning Center
- Norris Avenue – Norris is quite close to Campbell Avenue, about 500’ between centers of intersections (630’ is the closest spacing between a left turn intersection and a pedestrian only trail crossing along Central in Phoenix).