MODIFY EXISTING SIGNAL FOR TRANSIT SIGNAL PRIORITY (TSP)

TRANSIT ONLY LANE

CENTER CITY STREETCAR AND MADISON STREET BRT PLATFORM (WESTERN TERMINAL)

KEY PLAN

NEW CURB
NEW SIDEWALK
60' ARTICULATED BUS
EXISTING TRAFFIC SIGNAL
MODIFIED TRAFFIC SIGNAL
D/W
PASS THROUGH WALK
BYPASS WALK
MEDIAN
ROW DISTANCE
CURB TO CURB (NOT INCLUDING BULBS)
ROW DISTANCE

NEW TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
EXISTING DRIVEWAY
EXISTING CURBLINE
EXISTING ROW
LIGHT RAIL (UNDERGROUND)
STREET CAR (1ST AVE & BROADWAY)
BUS ONLY
MIXED USE LANE
BAT LANE

SCALE

BRT CONCEPTUAL LAYOUT
PREFERRED ALTERNATIVE
 SHEET 1
**BRT Conceptual Layout**

**Preferred Alternative**

**Sheet 5**

- **Station Platform**
  - Median continues full block to Boylston
  - Eastbound Station Platform

- **Curb and Sidewalk**
  - New Curb
  - New Sidewalk
  - 60' Articulated Bus
  - New Traffic Signal
  - Existing Traffic Signal
  - Modified Traffic Signal
  - Existing Sidewalk Easement

- **Pass Through Walk**
  - Bypass Walk
  - Median
  - Existing Driveway

- **Key Plan**
  - Street Car (1st Ave & Broadway)
  - Light Rail (Underground)
  - Existing Row
  - Existing Curbline

- **Preferred Alternative**
  - Station Platform Median continues full block to Boylston

- **Other Elements**
  - BRT Conceptual Layout
  - Preferred Alternative
  - Station Platform Median continues full block to Boylston

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**Note:** The diagram includes various elements such as streets, curbs, sidewalks, traffic signals, and station platforms, illustrating the proposed BRT conceptual layout and preferred alternative.
**BRT Conceptual Layout Preferred Alternative**

- **NEW CURB**
- **NEW SIDEWALK**
- **60' Articulated Bus**
- **NEW TRAFFIC SIGNAL**
- **EXISTING TRAFFIC SIGNAL**
- **MODIFIED TRAFFIC SIGNAL**

**STATIONS**
- **PASS THROUGH WALK**
- **BYPASS WALK**
- **MEDIUM**
- **EXISTING DRIVeway**

**Curb to Curb**
- (not including bulbouts)

- **10' BUFFER, 8' WALK**
- **12' (4' BUFFER, 8' WALK)**
- **14'**
- **22.5'**
- **10.5'**
- **11'**
- **12'**
- **7'**

**Key Plan**

- **Street Car (1st Ave. & Broadway)**
- **Light Rail (Underground)**
- **Existing Row**
- **Existing Curbline**
- **Bus Only**
- **Mixed Use Lane**

**Key Plan**

- **Pocket Plaza**
- **New Sidewalk**
- **Remove Existing Signal**
- **Modify Existing Signal for TSP and Queue Jump Eastbound**
- **Modify Existing Signal for TSP**

**Sheet 8**

**K:\160269MadisonSTBRT\CADD\SHEETS\MADISON-LPA-SHEETS.DWG, 11/13/2015 10:54:59 AM**
MODIFY EXISTING SIGNAL FOR TSP AND QUEUE JUMP EASTBOUND

MODIFY EXISTING SIGNAL FOR TSP

MODIFY EXISTING SIGNAL FOR TSP

BAT LANE
BUS ONLY
MIXED USE LANE
STREET CAR (1ST AVE & BROADWAY)
LIGHT RAIL (UNDERGROUND)
EXISTING ROW
EXISTING CURBLINE

NEW CURB
NEW SIDEWALK
60' ARTICULATED BUS
NEW TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
MODIFIED TRAFFIC SIGNAL

PASS THROUGH WALK
BYPASS WALK
MEDIAN
EXISTING DRIVEWAY

CURB TO CURB (NOT INCLUDING BULBOUTS)

ROW DISTANCE
BRT conceptuaL layout Preferred Alternative SHEET 10
ALT. LAYOVER ZONE/STATION

BRT CONCEPTUAL LAYOUT
PREFERRED ALTERNATIVE

MADISON ST

NEW CURB
NEW SIDEWALK
60' ARTICULATED BUS
NEW TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
MODIFIED TRAFFIC SIGNAL

STATIONS
PASS THROUGH WALK
BYPASS WALK
MEDIAN
EXISTING DRIVEWAY

ROW DISTANCE

CURB TO CURB (NOT INCLUDING BULBOUTS)

BRT CONCEPTUAL LAYOUT
PREFERRED ALTERNATIVE

SDOT
Seattle Department of Transportation

PARKING

MODIFY EXISTING SIGNAL FOR TSP

BRT CONCEPTUAL LAYOUT
PREFERRED ALTERNATIVE

SHEET 11

MADISON-LPA-SHEETS

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NEW CURB
NEW SIDEWALK
60' ARTICULATED BUS
NEW TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
MODIFIED TRAFFIC SIGNAL

STATIONS
PASS THROUGH WALK
BYPASS WALK
MEDIAN
EXISTING DRIVEWAY

ROW DISTANCE

CURB TO CURB (NOT INCLUDING BULBOUTS)
BAT LANE
BUS ONLY
MIXED USE LANE
STREET CAR (1ST AVE. & BROADWAY)
LIGHT RAIL (UNDERGROUND)
EXISTING ROW
EXISTING CURBLINE
BRT CONCEPTUAL LAYOUT
PREFERRED ALTERNATIVE
SHEET 13

CURB TO CURB (NOT INCLUDING BULBOUTS)
ROW DISTANCE

NEW CURB
NEW SIDEWALK
60' ARTICULATED BUS
NEW TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
MODIFIED TRAFFIC SIGNAL
D/W
PASS THROUGH WALK
BYPASS WALK
MEDIAN
EXISTING DRIVEWAY

42'
66'
CURB TO CURB (NOT INCLUDING BULBOUTS)