

RapidRide G Line (Madison St BRT)

First Hill Improvement Association –
Transportation Committee Briefing

March 4, 2019

Seattle Department of Transportation



City of Seattle

Tonight's agenda

1. Project background
2. Recent milestones
3. Next steps
4. Questions



Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**

Project purpose and need

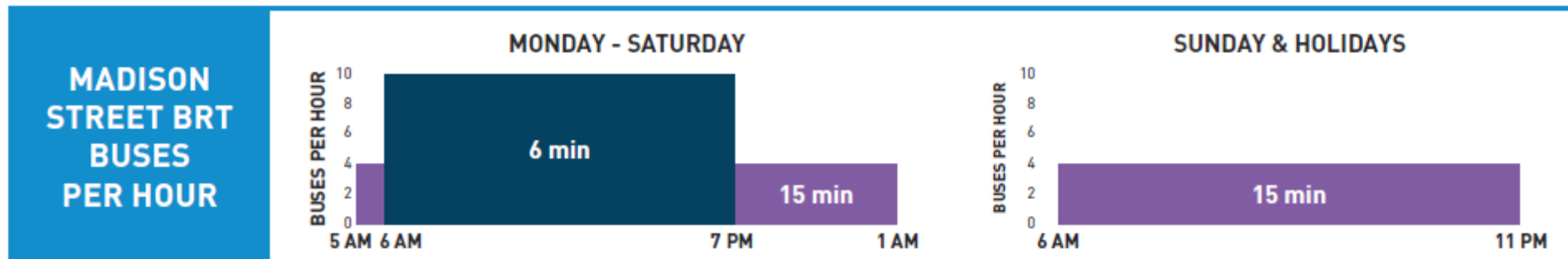
- RapidRide G (Madison Street Bus Rapid Transit BRT) service will provide fast, frequent, reliable, and safe public transportation from First Ave to Madison Valley
- Serves neighborhoods experiencing rapid growth and historically underserved areas
- Connects riders to dozens of other bus routes, the First Hill Streetcar, and ferry service at the Colman Dock Ferry Terminal

Transit-Plus Multimodal Corridor Program

- Improve mobility along 7 high-priority transit corridors by making a variety of transit and multimodal improvements
- Identified by the Transit Master Plan as important corridors to improve mobility throughout the city
- Funded by 2015 voter-approved Levy to Move Seattle
- SDOT will partner with King County Metro to deliver 3 of these lines as RapidRide lines within the Levy timeframe

RapidRide G Line

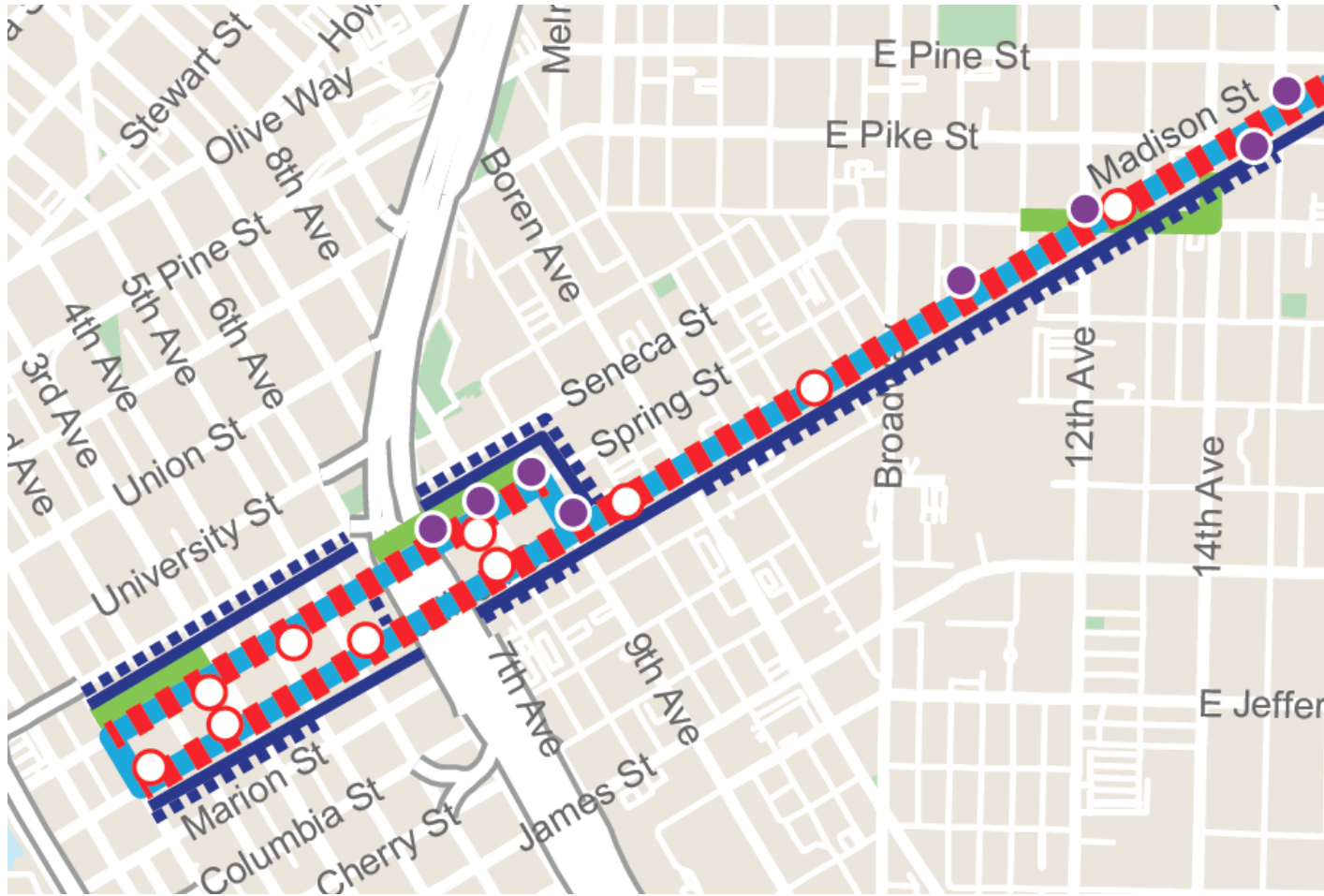
- RapidRide provides more frequent, reliable and high-quality service. This includes investments like:
 - Bus lanes, transit signal priority and off-board fare payment to speed up buses
 - RapidRide stations with real-time information and weather protection
 - More frequent and reliable bus service day and night
- Coordinating with Seattle City Light to upgrade the street lighting
- Shortened pedestrian crossings



RapidRide G Line

- SDOT and King County Metro are planning RapidRide investments to Madison St
- King County Metro will operate service on Madison St as the RapidRide G Line
- Funding is contingent on FTA Small Starts grant funding, as well as funding opportunities from other partner agencies; current opening as soon as 2022 depending on time to secure Small Starts funding

Zooming in; First Hill



Legend

General Purpose Lane

Transit Only Lane

BRT Platform

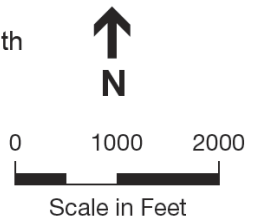
Bike Facility

Reduced Pedestrian Crossing Width

Paving Improvements

Concrete Panel Replacement

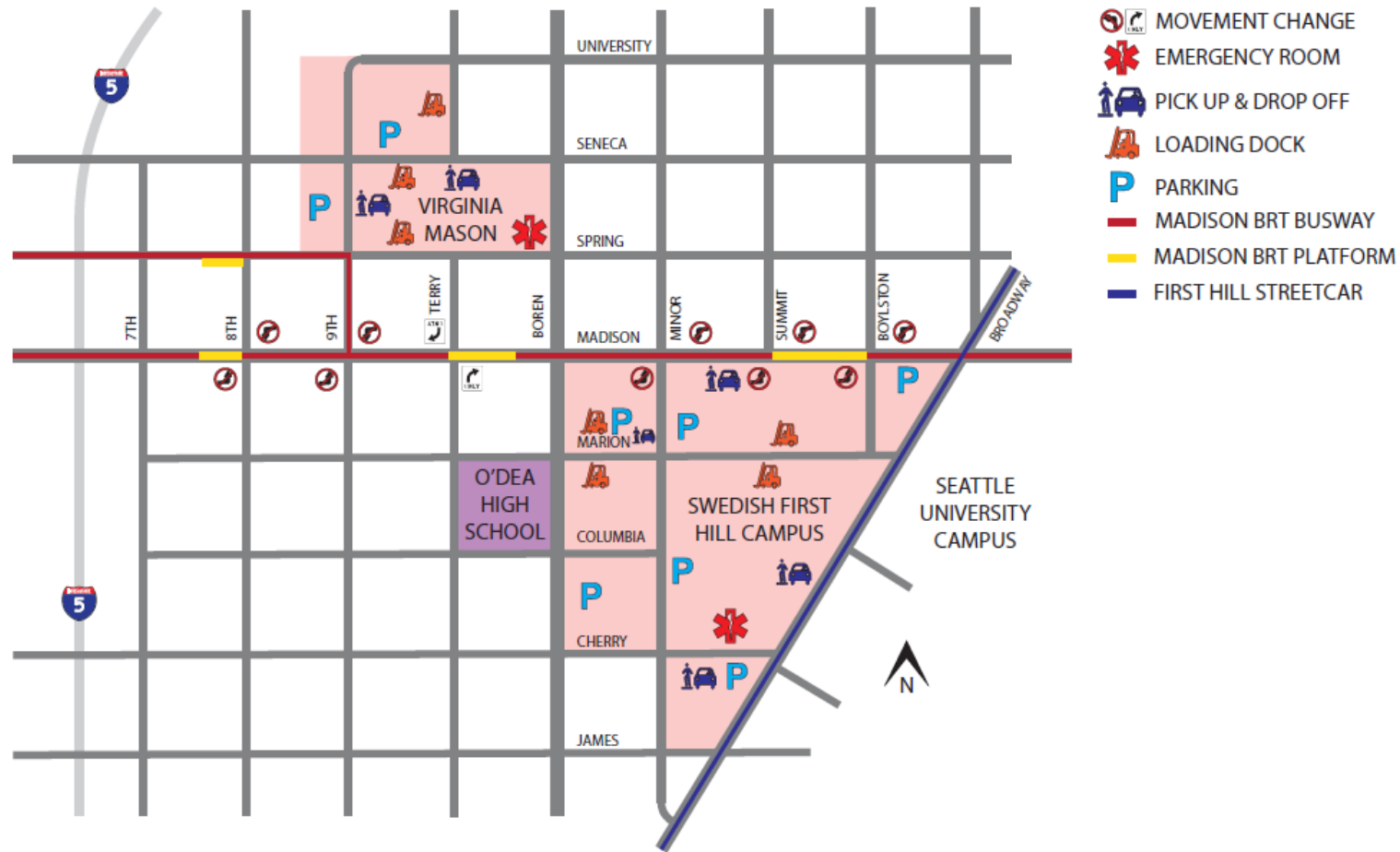
Asphalt Overlay



Project history – public involvement

- 2014 – 2015: Conducted community engagement on concept design alternatives
- February 2016: City Council approved Locally Preferred Alternative
- 2016-Present: Conducted community engagement including briefings, open houses, online open house, property owner and business outreach along the corridor
- December 2017: Federal Transit Administration (FTA) approved NEPA document
- February/March 2018: SEPA Determination of Non-Significance comment period

Hospital Access



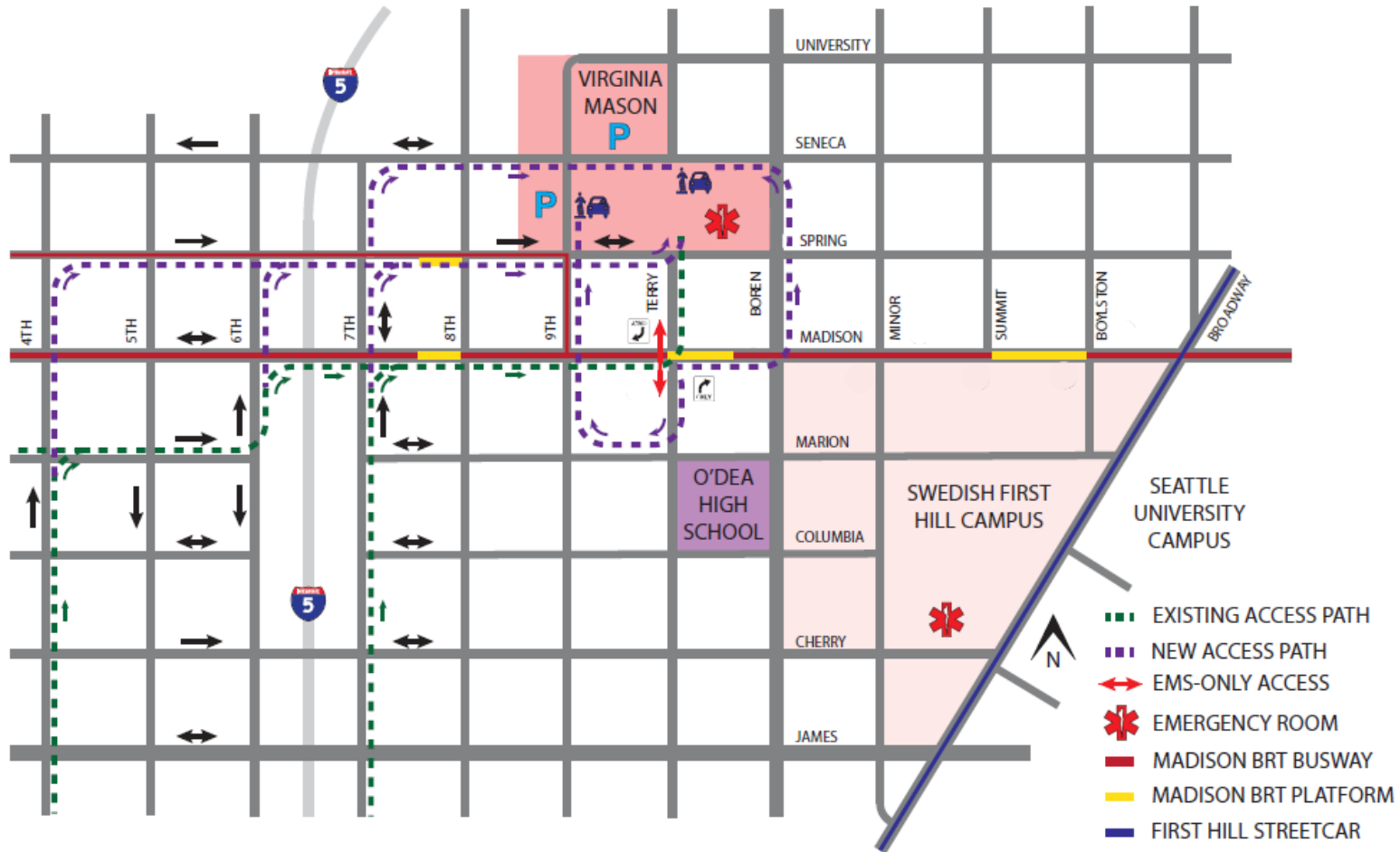
Swedish Campus Access



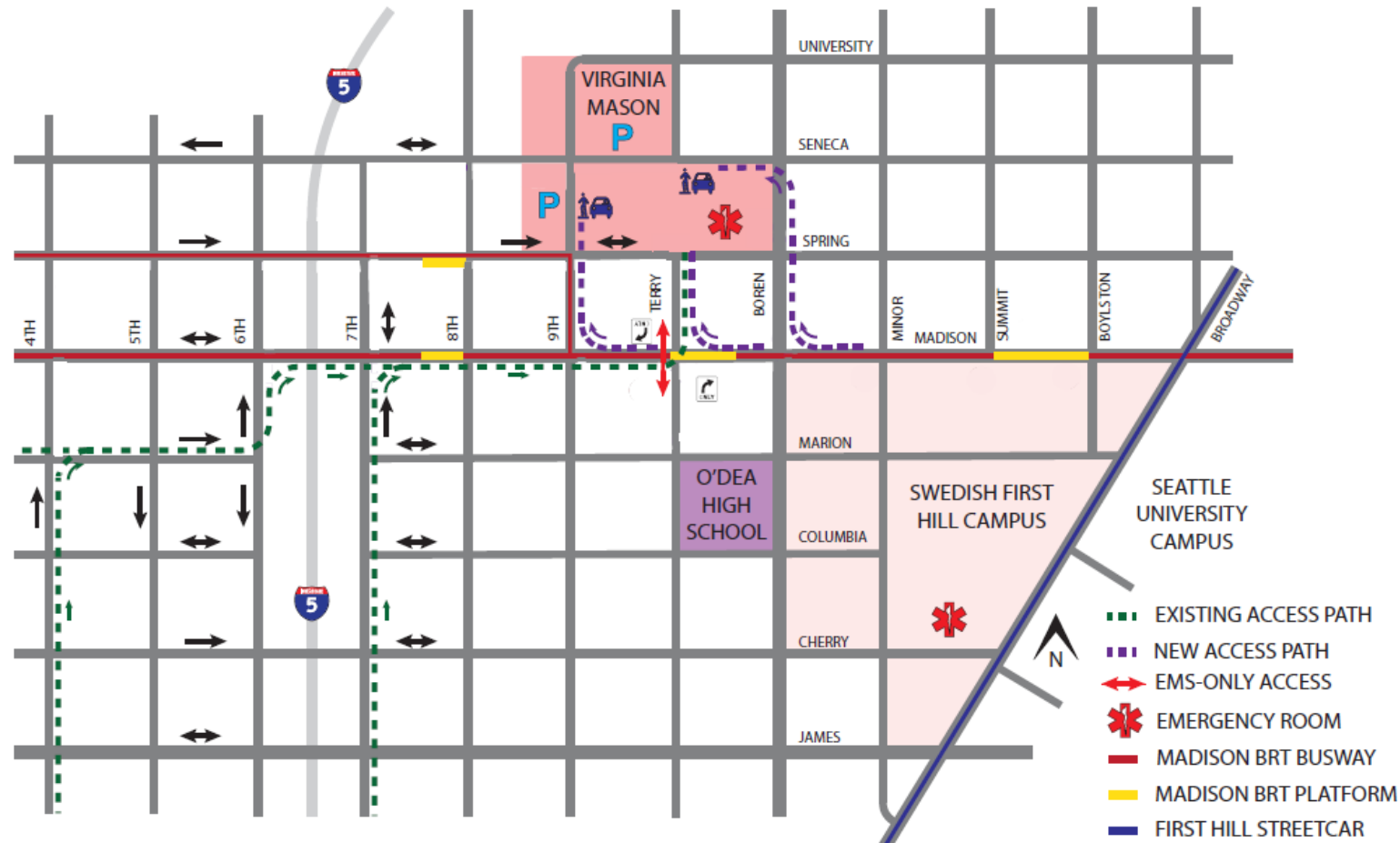
Virginia Mason Access



Virginia Mason Access - Eastbound



Virginia Mason Access - Westbound



Design updates

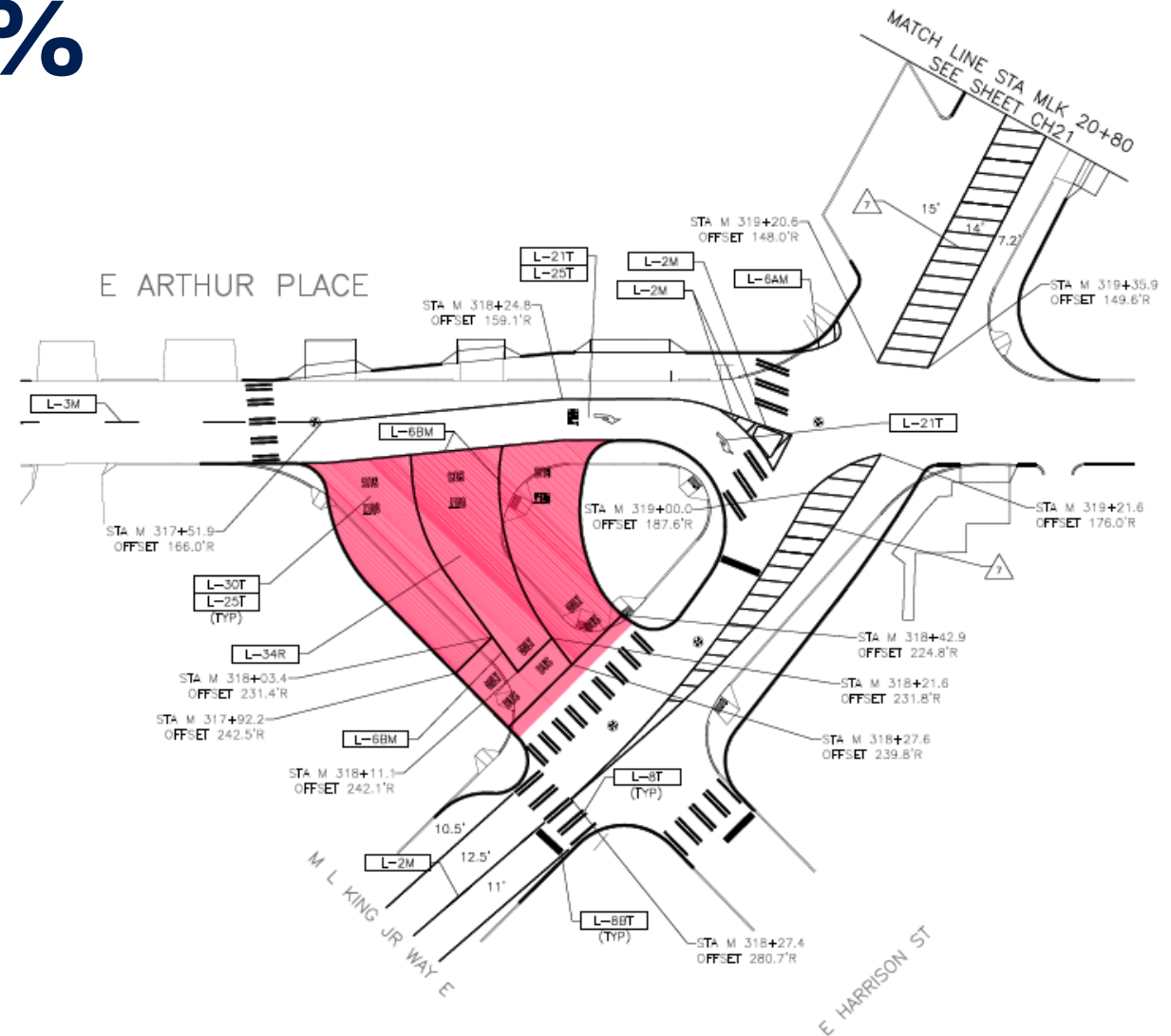


Design updates - 90% Fleet type

- RapidRide G buses will be a diesel-hybrid fleet, removing the need for the overhead contact system (OCS) on the corridor
- Low/no emissions

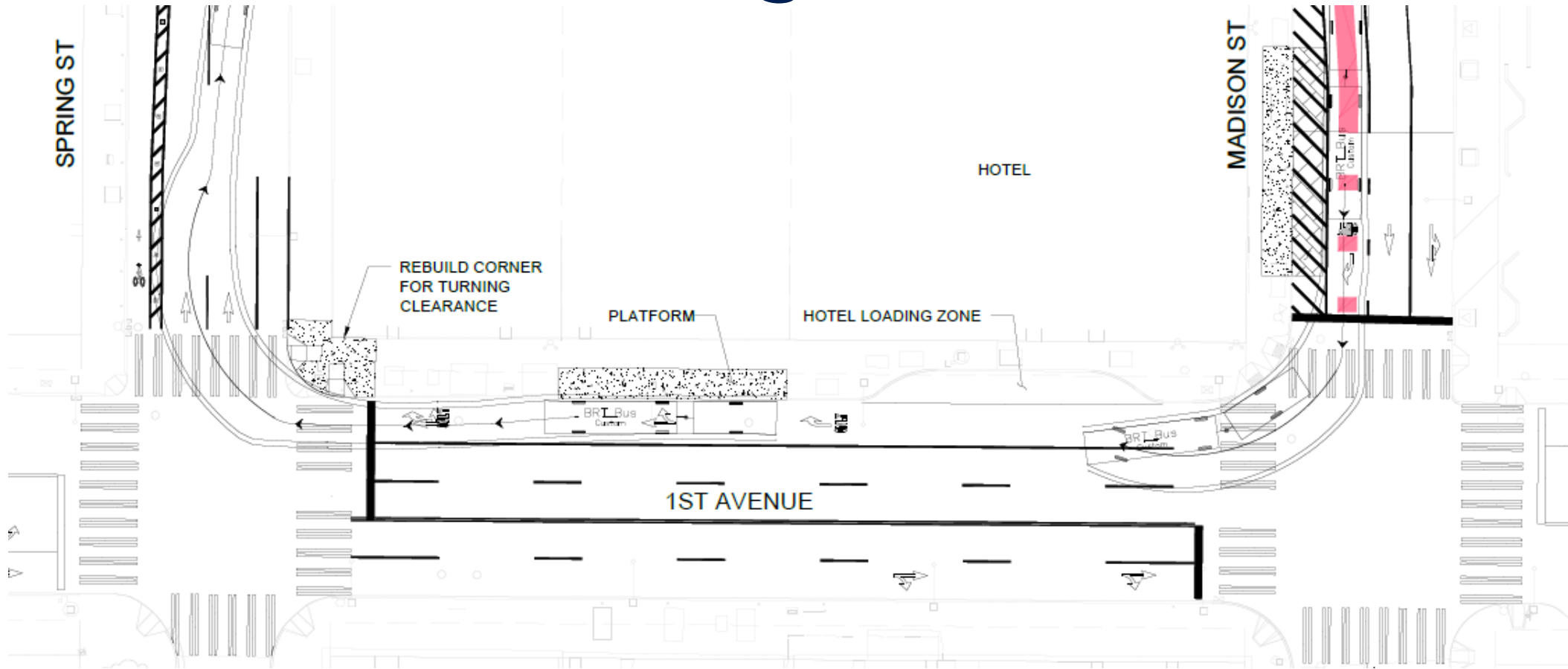


- Layover at E Arthur Place and Martin Luther King Jr Way E in Madison Valley



Design updates - 90%

Station location change - 1st Ave



Next steps

- 2019: Complete final design; continue coordination with FTA to update NEPA document and secure Small Starts grant funding
- 2020-2022: Construction in phases along the corridor
- 2022: RapidRide G Line service begins

Community outreach will continue throughout the next phases of the project design and construction

Questions?



Questions?

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www.seattle.gov/transportation/RapidRideG

