RapidRide G Line (Madison St BRT)

First Hill Improvement Association – Transportation Committee Briefing
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
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 - 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
Design updates - 90%

Bus layover

• 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?

Josh Shippy | MadisonBRT@seattle.gov

www.seattle.gov/transportation/RapidRideG