YOU’RE INVITED

90% DESIGN UPDATE – RapidRide G Line is coming to Madison St as soon as 2022

JOIN US AT AN OPEN HOUSE TO LEARN MORE

OPEN HOUSES

Thursday, July 18, 2019, 11 AM-1 PM
• Downtown Seattle Public Library, Washington Mutual Room [Floor 4]
  1000 4th Ave | Seattle, WA 98101

Wednesday, July 24, 2019, 6:30-8:30 PM
• Miller Community Center
  330 19th Ave E | Seattle, WA 98112

CHECK OUT THE PROJECT WEBSITE for a full list of events we’re attending this summer– https://bit.ly/2R756KW

TAKE AN ONLINE SURVEY and learn more starting July 8, 2019
RapidRideG.participate.online

July 2019

The Madison St corridor is busy, dense and still growing. Bus rapid transit (BRT) will provide frequent, reliable and safe bus service. SDOT will begin street improvements to expand Madison BRT and consider bus rapid transit (BRT) to Madison Valley.

CONTACT

Emily Reardon, City of Seattle

timmudi@Seattle.gov
(206) 263-0949

Robyn Austin, King County Metro

timsem@kingcounty.gov
(206) 263-0949

Madison BRT: Downtown - First Hill - Madison Valley

90% DESIGN UPDATE

July 2019

Madison BRT: Downtown Public Library, Washington Mutual Room [Floor 4]

1000 4th Ave | Seattle, WA 98101

GOV. M. Foster Bailey, Commissioner, Seattle Department of Transportation
RAPIDRIDE G
Seattle Department of Transportation (SDOT) and King County Metro are upgrading bus service to a RapidRide Line which will include:

- More buses, including on nights and weekends
- New diesel-hybrid buses
- More spacing between stops and all-door boarding so you get to your destination faster
- New bus shelters, lighting, ORCA card readers, and real-time arrival displays

PROJECT ELEMENTS
- Station platforms are ADA accessible and level with the bus for quick and easy boarding
- Buses will have more doors and allow riders to board from both sides with new center-running platforms
- Pavement repairs and repaving throughout the corridor

PROJECT SCHEDULE

<table>
<thead>
<tr>
<th>Year</th>
<th>Planning</th>
<th>Design</th>
<th>Contractor selection and construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2019</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

We are here
Service starts

PROJECT BUDGET AND FUNDING
This project is partially funded by the voter-approved Levy to Move Seattle and the voter-approved Sound Transit 3 (ST3) package. We are pursuing other funding sources for final design and construction, particularly Federal Transit Administration funding. Estimated project cost is $121 million.