



Madison Line



# Welcome!

We have an updated project design! Visit each station of the open house to learn more about what's changed and where you can provide your feedback. Final design is expected to be completed later this year. Construction is scheduled to begin as soon as 2020 and to be complete in 2022.

## ATTEND AN OPEN HOUSE

### THURSDAY, JULY 18

11 AM – 1 PM

Downtown Seattle Public Library,  
Washington Mutual Room (Floor 4)  
1119 8th Ave

### WEDNESDAY, JULY 24

6:30 – 8:30 PM

Miller Community Center  
1522 14th Ave

## PARTICIPATE ONLINE

### JULY 8 – AUGUST 5

Online open house:

***[RapidRideG.participate.online](https://www.rapidrideseattle.com/participateonline)***

## SIGN UP FOR TEXT UPDATES

Text “Madison” to 33222





Madison Line



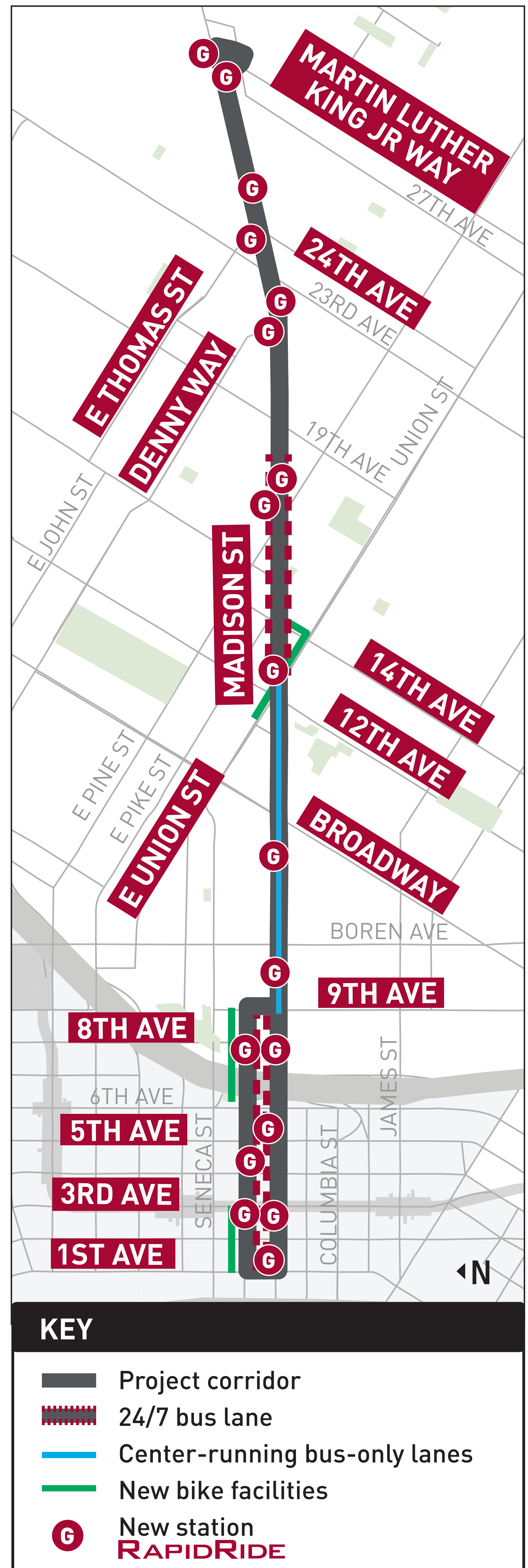
## MADISON ST BRT RAPIDRIDE G LINE

The Madison St corridor is busy, dense, and still growing. Bus rapid transit (BRT) will provide frequent, reliable, and safe bus service. The Seattle Department of Transportation (SDOT) will make street improvements to Madison St that will allow King County Metro to operate the service as RapidRide G Line.

RapidRide G Line will use diesel-hybrid buses that will come more often and be more reliable, while increasing service on nights and weekends. New bus stops will be spaced farther apart to shorten transit trips and will include new shelters, lighting, ORCA card readers, and real-time arrival displays.



Passengers boarding a RapideRide bus in downtown Seattle







# Project Overview

## RAPIDRIDE FEATURES

Upgrading bus service to a RapidRide Line 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



Passengers can pay their fare before they board the bus. Buses allow all-door boarding, so you get to your destination quicker.

## PROJECT BENEFITS

- Improved transit travel time by up to **5 minutes** in the eastbound direction and up to **10 minutes** in the westbound direction
- Increased ridership, serving over **12,000 riders per day**
- Station platforms are **accessible and level** with the bus for quick and easy boarding
- Buses will have **more doors and allow riders to board** from both side with new center-running stations (between 9th Ave and 13th Ave)
- **New traffic signals** so buses get to travel through intersections before other vehicles
- New **art and landscaping** for community placemaking
- **New paving** for a smoother ride and longer-lasting street
- **New bike facilities** to connect to the existing bike network
- **Improved sidewalk and crosswalk connections** for people walking so they can get around the neighborhood and to their bus as safely and conveniently as possible



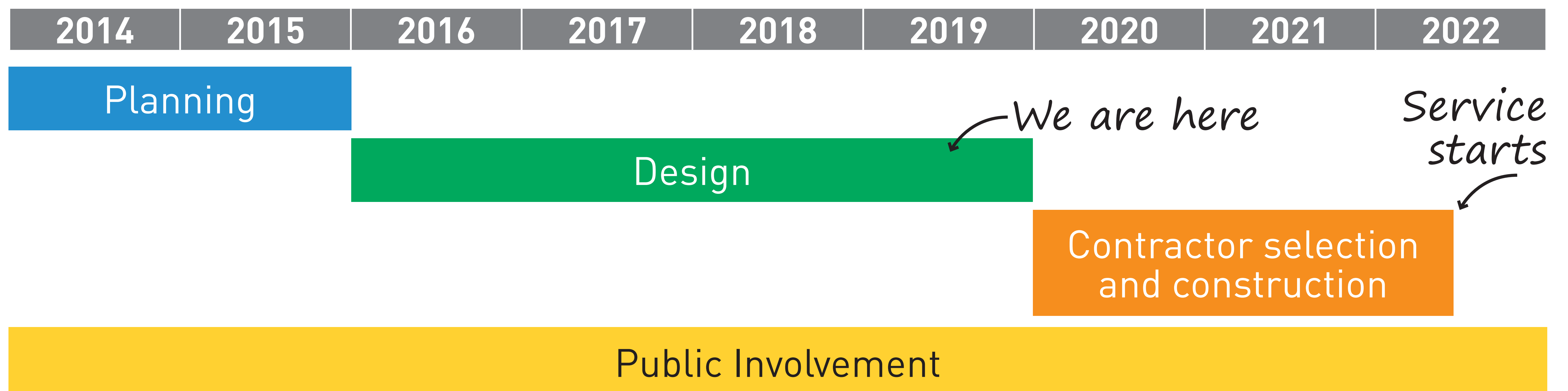


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# Schedule and Funding

## PROJECT SCHEDULE



## BUDGET AND FUNDING

This project is partially funded by the voter-approved Levy to Move Seattle, the voter-approved Sound Transit 3 (ST3) package, and state and federal grants. We are pursuing Federal Transit Administration funding to be able to deliver this project. The project budget is \$121 million.

**MOVE SEATTLE**



**THANK YOU  
SEATTLE  
VOTERS**





# Design

## DESIGN ELEMENTS

- **Shorter crosswalks** at key intersections so people walking have time to get to the other side of the street
- **New diesel-hybrid bus fleet** which eliminates the need to extend the overhead trolley wire from 19th Ave to Martin Luther King (MLK) Jr Way. This also removes the small power supply converter (TPSS) from the design at Madison St and E John St.
- **New curbside bus stop** on 1st Ave between Madison St and Spring St
- **Updated bus layover station** at E Arthur Pl and MLK Jr Way with fewer poles and overhead wires
- **New pedestrian signal** at 10th Ave to help people cross Madison St to get to Seattle University and other destinations
- **New underground stormwater detention tank** on 10th Ave between Madison St and E Union St





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# Madison St/12th Ave/E Union St



Illustration of a center-running station

# Madison St/24th Ave/E John St



Aerial illustration of the intersection of Madison St, 24th Ave, and E John St





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# Arthur Pl Bus Layover



Illustration of the bus layover station, including the driver comfort station



Aerial illustration of the bus layover station





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# Construction

## WHAT TO EXPECT DURING CONSTRUCTION

- Noise, dust, and vibration
- Potential nighttime and weekend work
- Pedestrian detours
- Transit impacts such as delays, detours, and temporary stop relocations
- Temporary driveway and road closures
- Temporary utility shut offs

## CONSTRUCTION TIMELINE\*

January 2020: Project contractor selection process begins

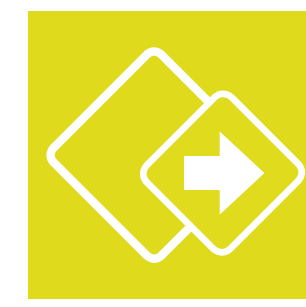
April 2020: Contractor is selected to build the project

June 2020: Construction begins in phases

June 2022: Construction complete and service begins

\*Construction timelines are subject to change.

## COMMUNICATION DURING CONSTRUCTION



Business and parking signage during detours



Text service and informational line



Community liaisons



Advance notices and regular updates



Neighborhood and property owner briefings



Translated materials



Construction crews working in downtown Seattle





# Construction

## INFORMATION FOR BUSINESSES

We are committed to working with businesses to help keep them thriving during construction. In 2017, we met with groups of businesses to hear about ways to minimize construction impacts. We realize things may have changed since then.

### TELL US WHAT YOU THINK!

Fill out the comment form so we can better understand your current needs and preferences during construction.

## CONSTRUCTION PHASING & STAGING

While roadway improvements benefit the community, we recognize that it is also important to minimize construction impacts to the greatest extent possible. After a contractor is selected, we will be able to determine:

- Work schedule and working days
- Staging sites to reduce the amount of street right-of-way needed to store construction equipment
- Construction sequencing (how work will progress through the corridor)
- Traffic control plans (e.g. intersection closures and detours)





# Bus Features

## BUS FLEET

King County Metro will operate the RapidRide G Line using diesel-hybrid buses. Diesel-hybrid buses do not use the overhead trolley wires. Existing trolley wire on the project route will not be removed, so that it can continue to support trolley buses using Madison St for other routes.

The diesel-hybrid buses will have multiple doors on both sides, allowing passengers to load and unload more quickly. The bus will utilize both curb side bus stops and stops on a platform that runs through the center of the street.

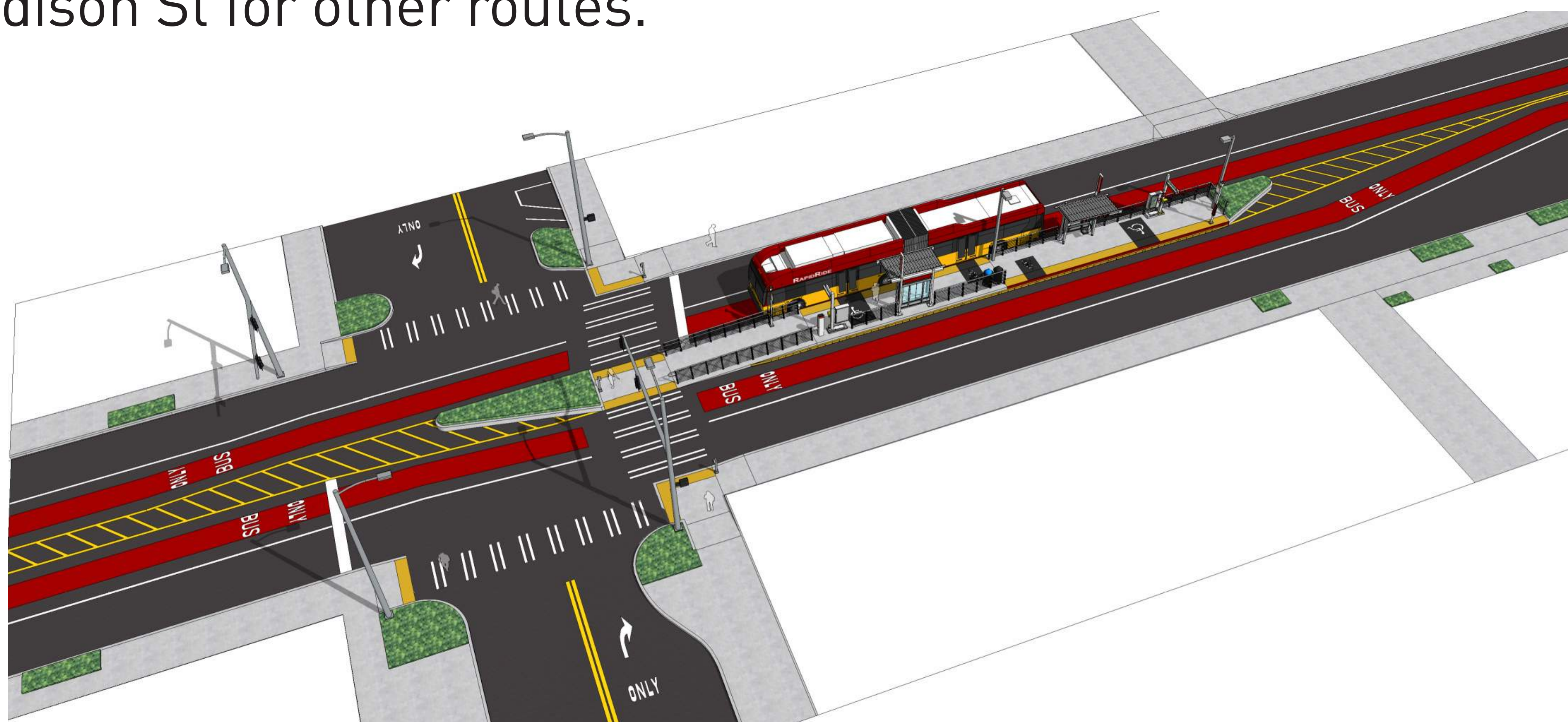
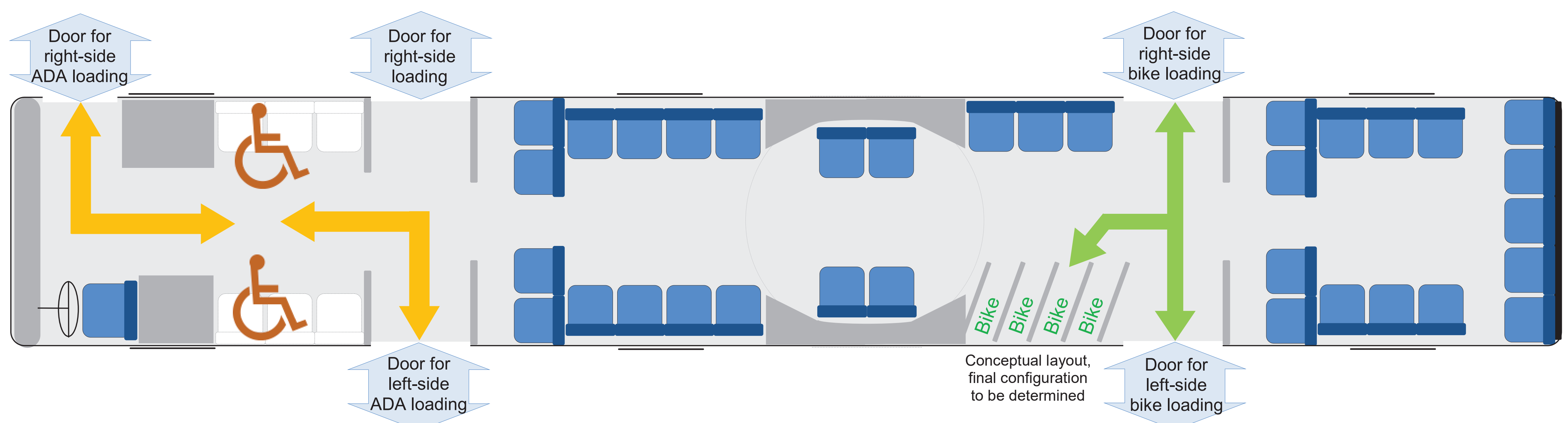


Illustration of a center-running platform bus station on Madison St



Left-side doors for center platform stops

Conceptual layout of the bus





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# Station Features

## STATIONS

RapidRide stations will include:

- New shelters with lighting and weather protection
- Real-time arrival information
- ORCA card readers
- Level platform with the bus floor for quick and easy boarding
- Striping on the platform to indicate door locations



Illustration of a typical RapidRide G curb-side stop with station amenities



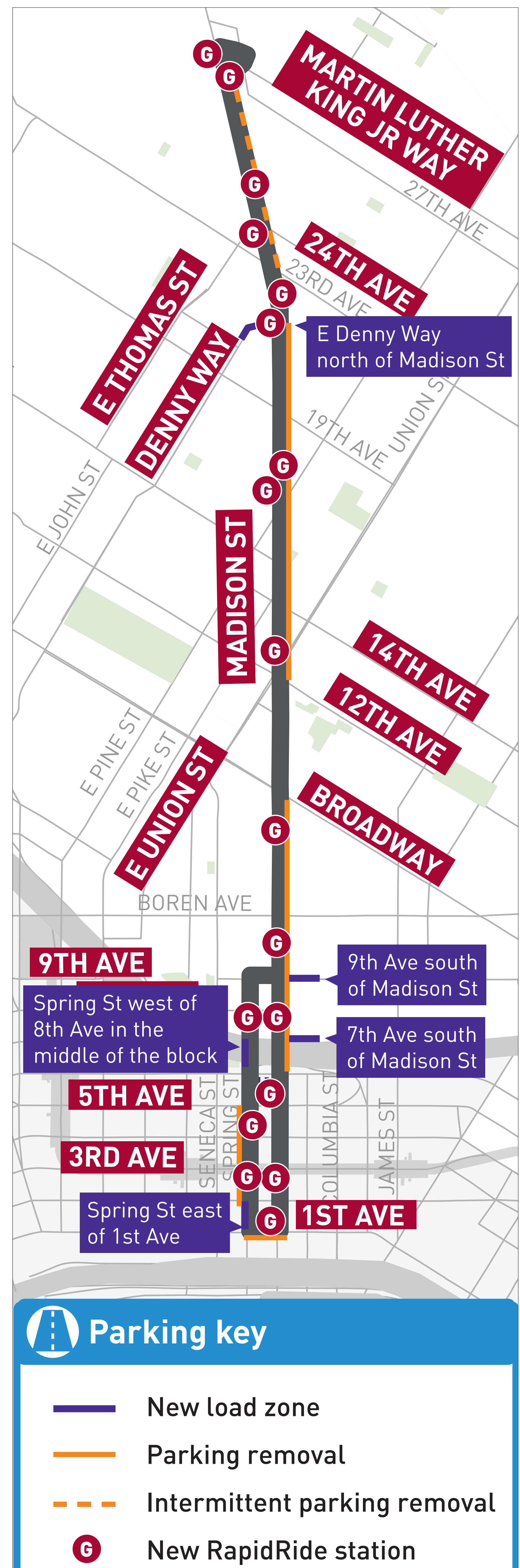


# Parking

The project design requires removal of approximately 160 parking spaces to make room for new bus-only lanes and bike lanes.

## TELL US WHAT YOU THINK!

Share your comments on the proposed parking and load zones on your comment form.







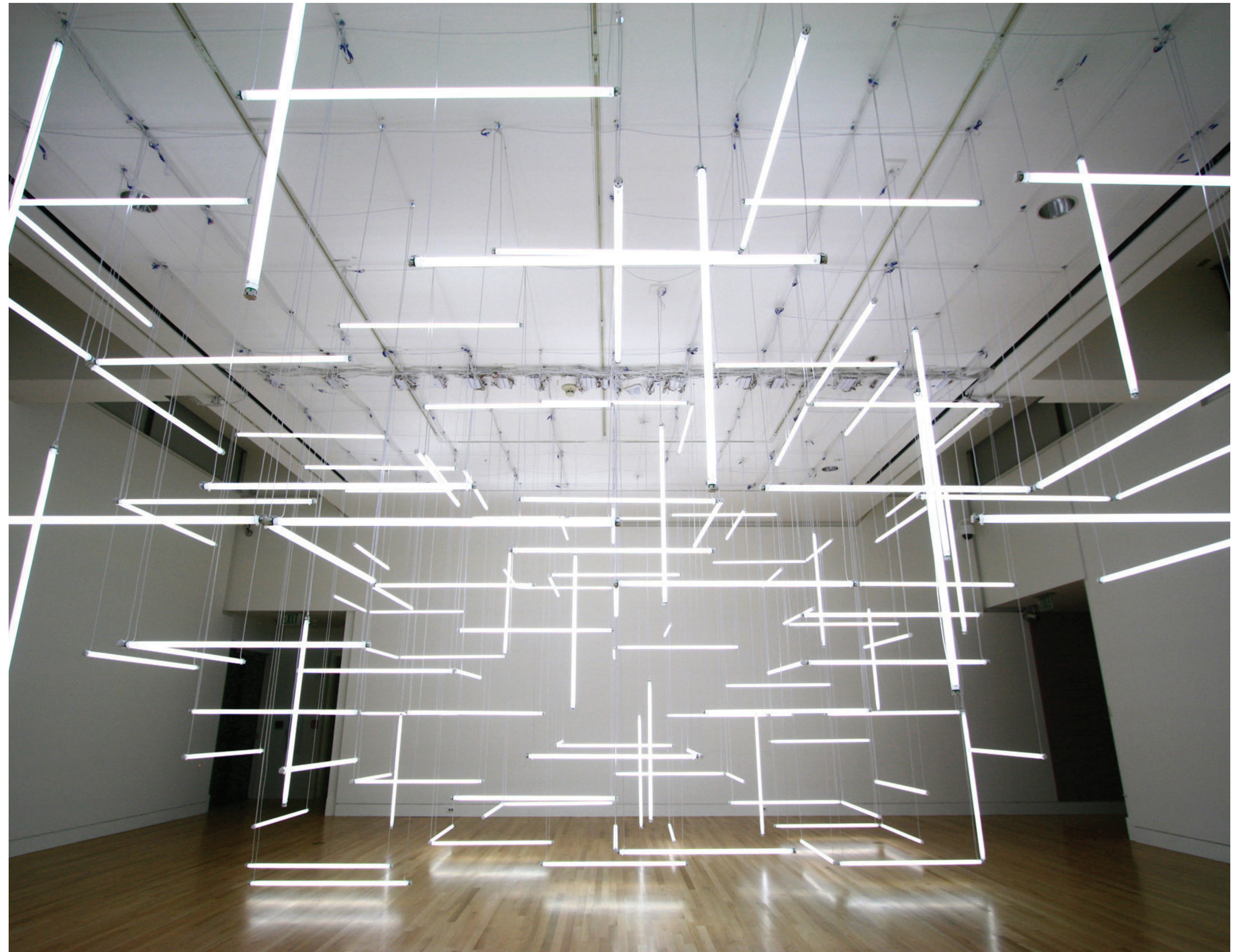
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# Corridor Art and Placemaking



Ben Zamora, *INVISIBLE*  
12th Avenue South and S Elmgrove Street,  
Seattle, Washington



Ben Zamora, *NEVER FINISHED*  
2014, Seattle, Washington  
Photo credit: Mark Woods

We are working with the Office of Arts and Culture to enhance the urban design and streetscape along the corridor, as part of the One Percent for Art ordinance. We're working with local Seattle artist, Ben Zamora, who was chosen to create public works of art for the Madison St corridor.





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# Landscaping



SDOT crews planting trees

New landscaping will create a more attractive place to walk, bike, and drive, as well as create a safety buffer between the street and sidewalk. SDOT will also plant 2 trees for every 1 tree removed in the corridor during construction.





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# Madison By Bike



The project is improving and expanding the existing bike network to create more accessible stations and safer commutes for those on bikes. Bicycle facilities and improvements included in the Madison St BRT – RapidRide G Line construction contract include:

- Protected bike lanes (PBL) on Spring St between 1st Ave and 3rd Ave
- PBL on Spring St between 6th Ave and 9th Ave
- PBL on E Union St between 11th Ave and 14th Ave
- Sharrows on 14th Ave between E Union St and Madison St
- Crossbike and bike box at Madison St and 24th Ave E