



Madison Line



90% Design Update

Project Overview

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.

Madison St BRT – RapidRide G Line will use diesel-hybrid buses, removing the need to expand or use the existing trolley wire on the corridor. RapidRide buses 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.

Project Benefits

Our Madison St BRT – RapidRide G Line design includes:

- 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 sides 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

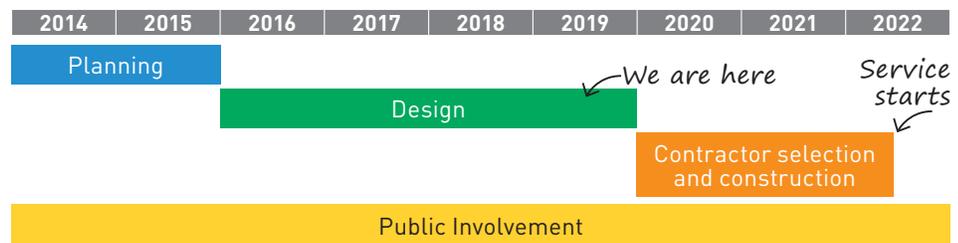


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RapidRideG.participate.online



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Project Schedule



Project 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.

Design Updates

We've been working with the community and agencies since 2014 to build a design that meets the needs and vision of the corridor. We heard you and have updated the project design! Check out the latest updates:

- 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 detention tank on 10th Ave between Madison St and E Union St

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