

# 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

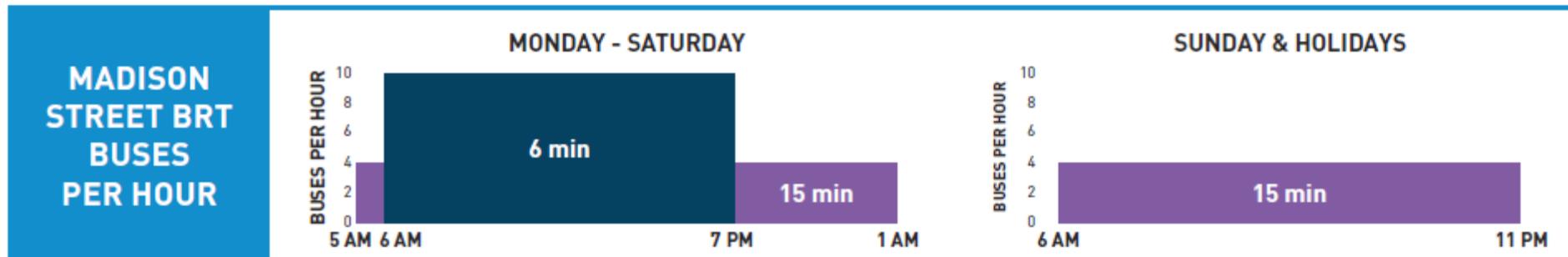
- RapidRide G (Madison Street Bus Rapid Transit BRT) service will provide fast, frequent, reliable, and safe public transportation from First Ave to Madison Valley
- Serves neighborhoods experiencing rapid growth and historically underserved areas
- Connects riders to dozens of other bus routes, the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

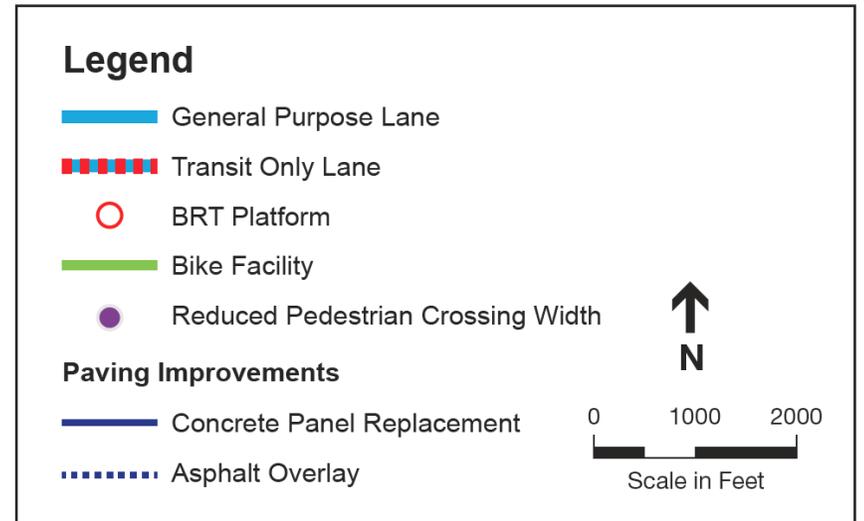
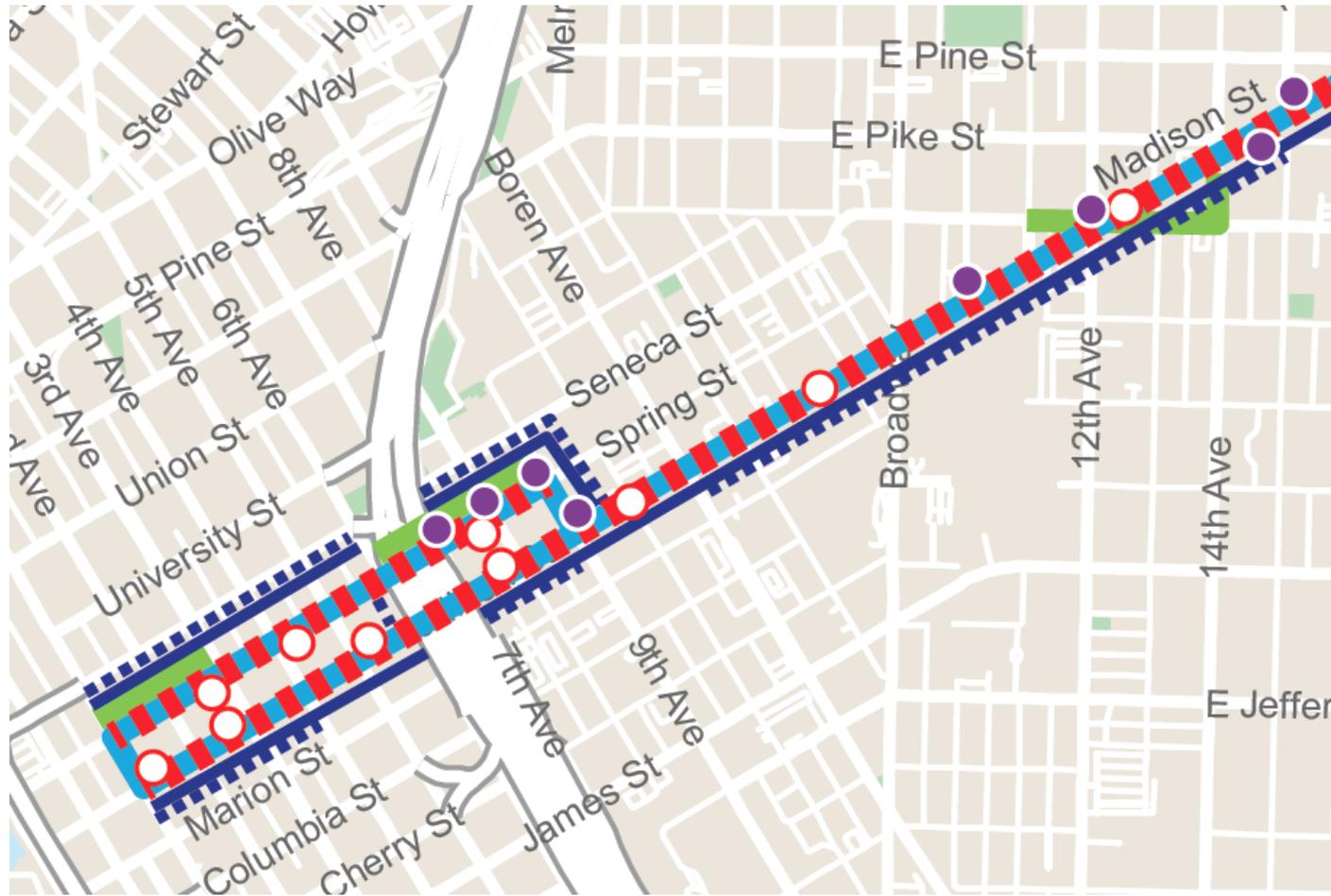
- RapidRide provides more frequent, reliable and high-quality service. This includes investments like:
  - Bus lanes, transit signal priority and off-board fare payment to speed up buses
  - RapidRide stations with real-time information and weather protection
  - More frequent and reliable bus service 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



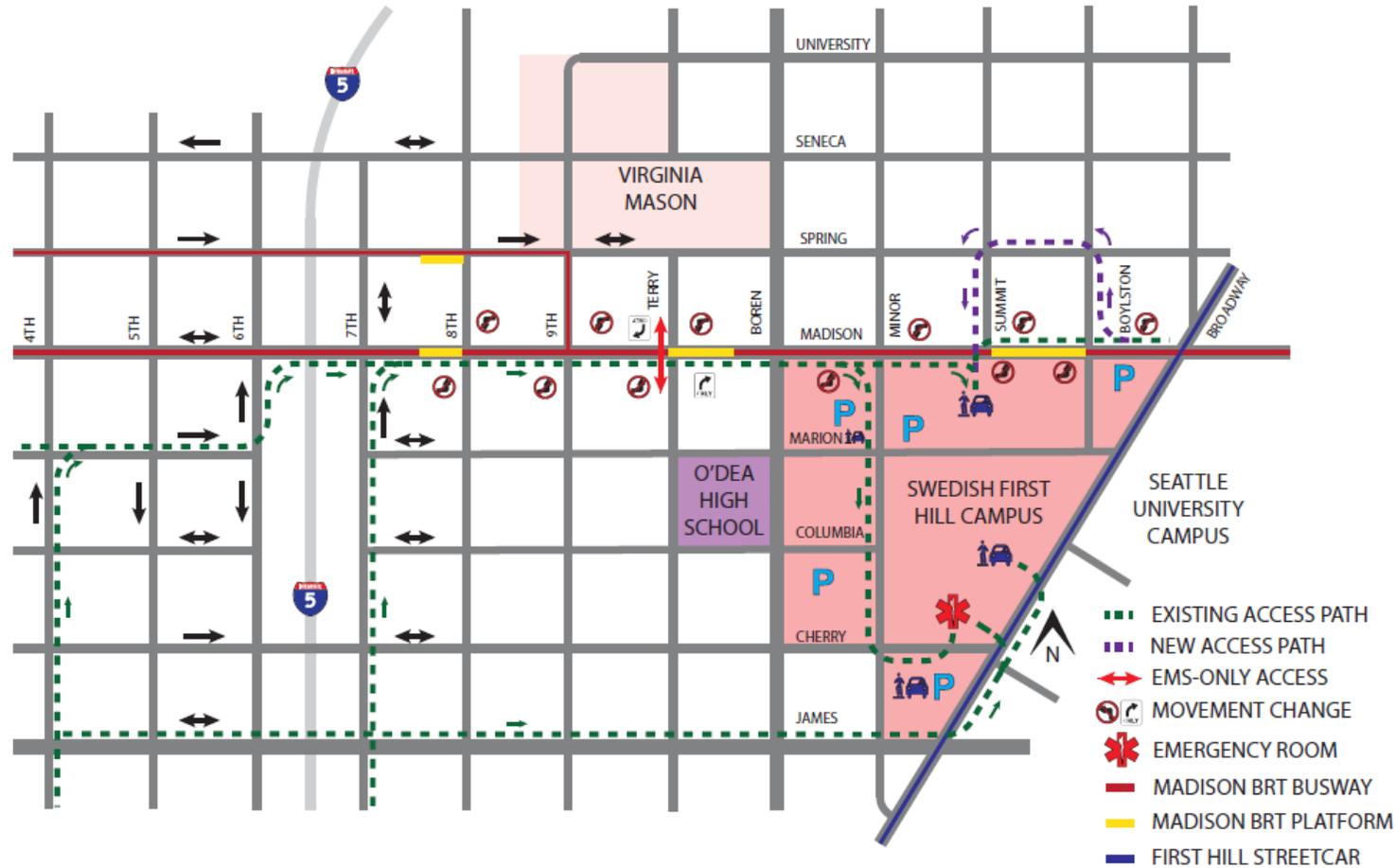
# Project history - public involvement

- 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

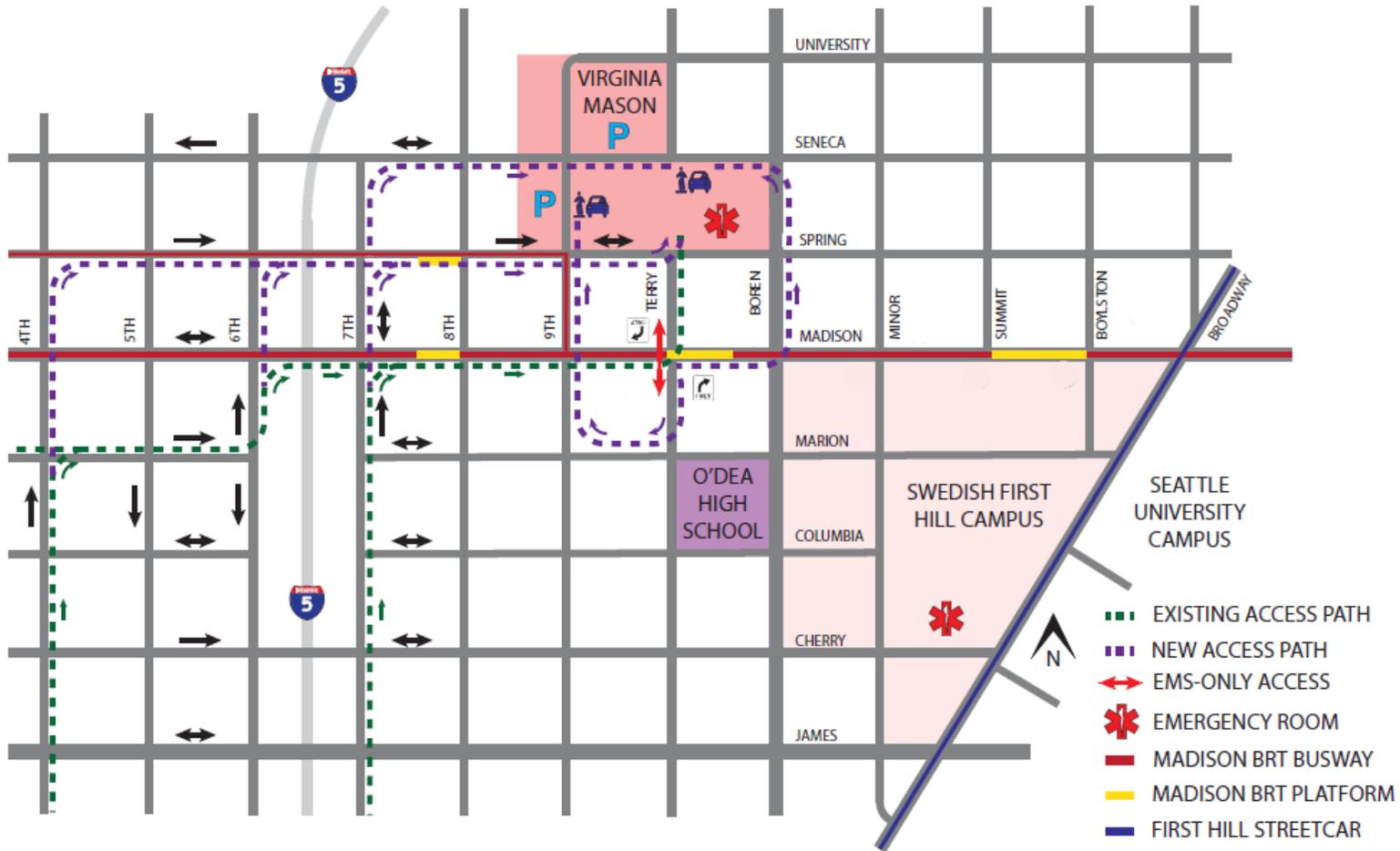


- EXISTING ACCESS PATH
- NEW ACCESS PATH
- ↔ EMS-ONLY ACCESS
- ⊘ MOVEMENT CHANGE
- \* EMERGENCY ROOM
- MADISON BRT BUSWAY
- MADISON BRT PLATFORM
- FIRST HILL STREETCAR

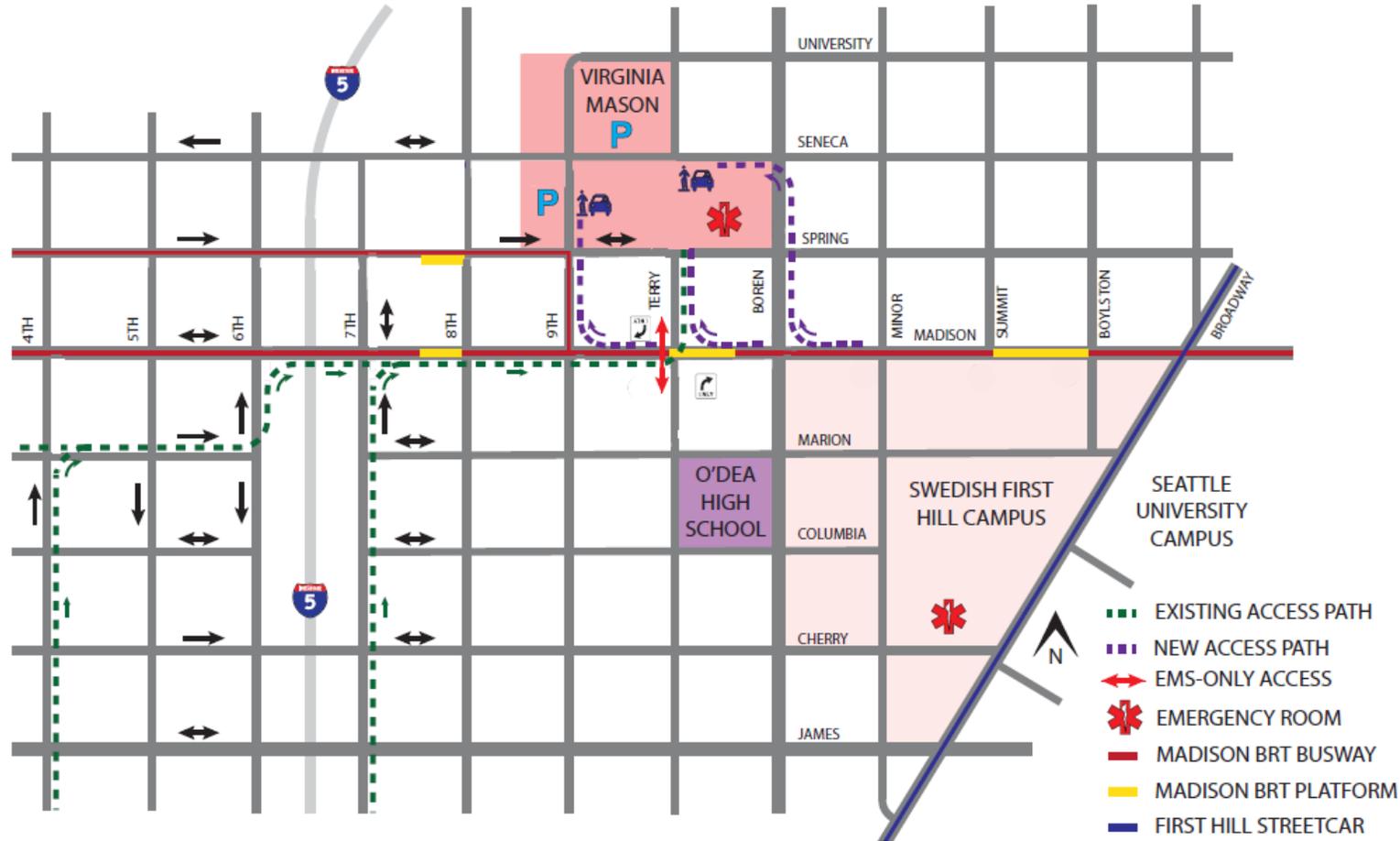
# Virginia Mason Access



# Virginia Mason Access - Eastbound



# Virginia Mason Access - Westbound



# Design updates



# Design updates - 90%

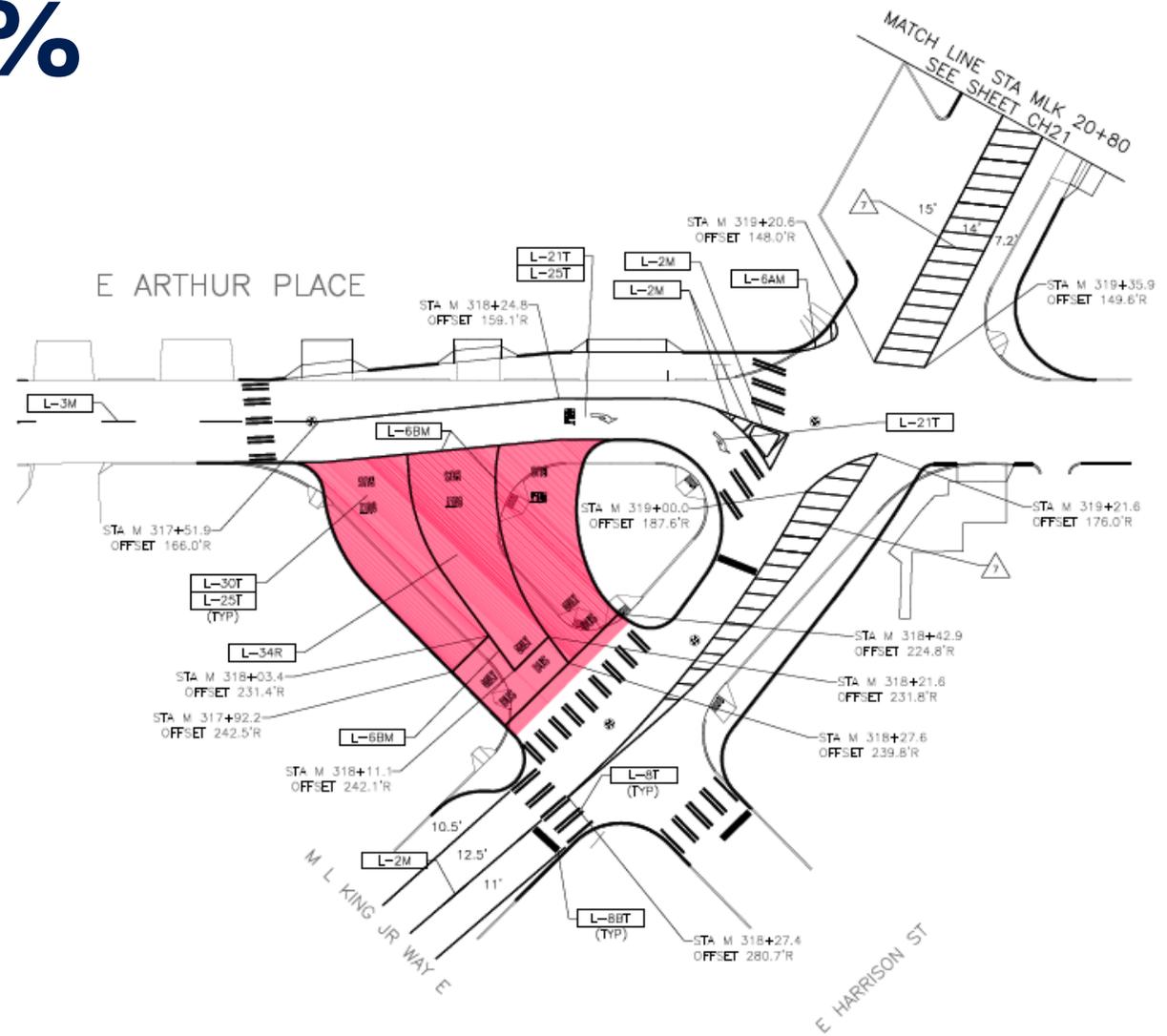
## Fleet type

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



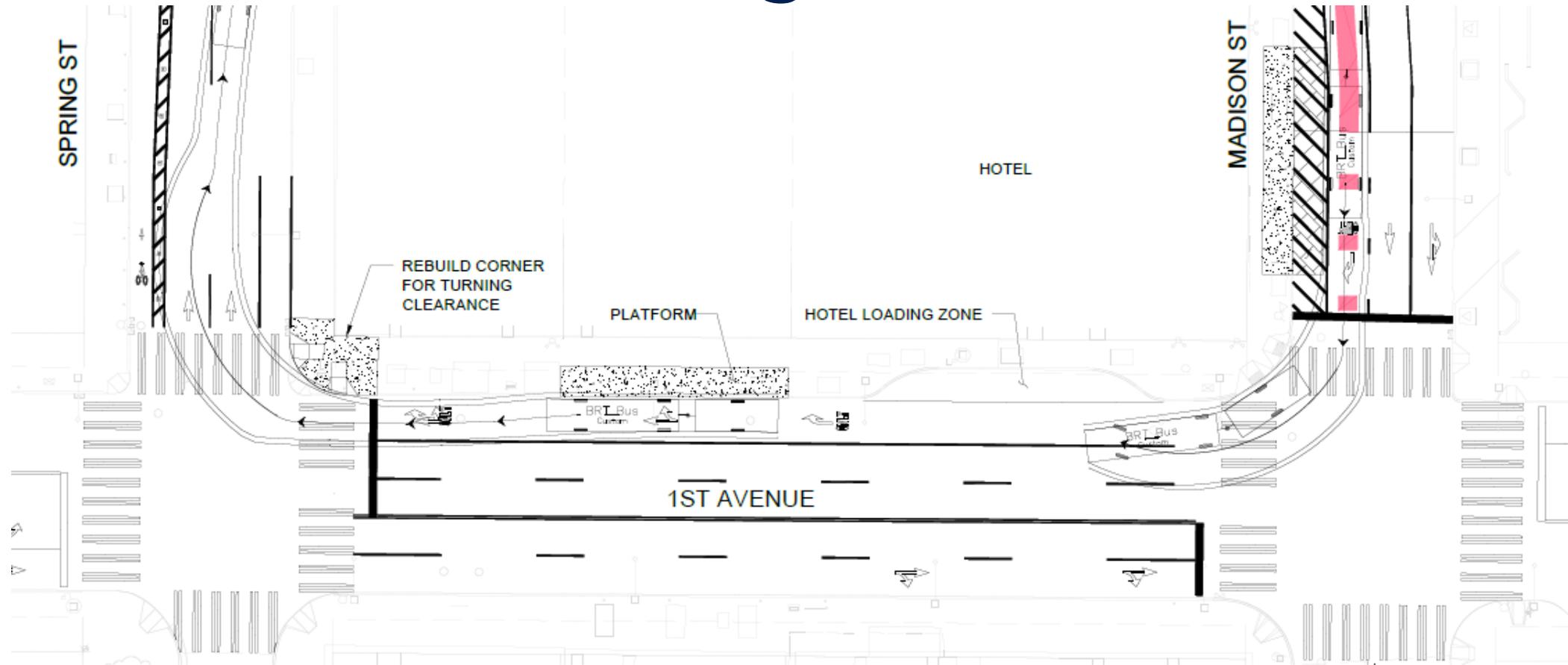
# Design updates - 90% Bus layover

- 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?

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[www.seattle.gov/transportation/RapidRideG](http://www.seattle.gov/transportation/RapidRideG)

