

Renton-Kent-Auburn Area Mobility Plan

Equity Impact Review & Recommendation Development Report

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I. Executive Summary

Equity Impact Review & Recommendation Development Report Purpose

This Equity Impact Review & Recommendation Development Report (EIR) documents the final network recommendation in the Renton-Kent-Auburn Area Mobility Plan and how public input, equity, and service design were incorporated into the decision-making process. This report details the rationale for the service changes proposed King County’s September 2020 Service Change Ordinance and associated administrative changes.

The report includes four appendices: the project’s Public Engagement Report (Appendix A), Quantitative Equity Impact Analysis Report (Appendix B), I Line Corridor Concept Memo (Appendix C), and Existing Conditions Report (Appendix D).

Equity Impact Review

The Equity Impact Review (EIR) process merges empirical (quantitative) data and community engagement findings (qualitative) to inform planning, decision-making and implementation of actions which affect equity in King County.

This project established equity-focused project goals (listed in Section B) to guide project service planning, scenario development, and target engagement, derived from the [King County Equity & Social Justice Strategic Plan](#). These goals target specific outcomes for the project, highlight trade-offs, and support accountability to equity and social justice in the planning and decision-making processes.

The intent of the Renton-Kent-Auburn Area Mobility Plan EIR is to center equity in service planning and decision-making processes, drive development of equitable service concepts, and ensure that Metro is equitably engaging communities experiencing historic and current underinvestment or inequities.

King County has developed a [process checklist](#) that outlines the phases of an equity impact review. This checklist has informed all phases of the Renton-Kent-Auburn Area Mobility Plan process and the findings are documented in this report and associated appendices.

Equity Impact Review Phase	Relevant Documentation
Phase 1: Scope. Identify who will be affected.	Chapter III. Community Engagement & Concept Development Process (A: Baseline Conditions) Appendix B: Quantitative Equity Impact Analysis Report Appendix D: Existing Conditions Report
Phase 2: Assess equity and community context.	Chapter III. Community Engagement & Concept Development Process Chapter IV. Community Recommendations and Priorities Appendix A: Public Engagement Report
Phase 3: Analysis and decision process.	Chapter V. Service Change Recommendations Chapter VI. Final Service Concept Summary and Outcomes Appendix A: Public Engagement Report

Equity Impact Review Phase	Relevant Documentation
	Appendix B: Quantitative Equity Impact Analysis Report Appendix C: I Line Corridor Concept Memo
Phase 4: Implement. Are you staying connected with communities and employees?	Chapter VII. Implementation and Post-Implementation. Chapter VIII. Additional Needs Identified
Phase 5: Ongoing Listening. Listen, adjust, and co-learn with communities and employees.	

Recommendation Development

The following graphic (Figure 1) shows the key mobility needs that were identified through the project process, the resulting recommendation, and outcomes for riders. Highlights of the proposed network changes are shown in Figure 2. Area and route-specific recommendations and public input, service design and equity considerations are detailed in Chapter V. Service Change Recommendations. Additional information on process equity and quantitative equity analysis are included in Appendix A. Public Engagement Report and Appendix B. Quantitative Equity Impact Analysis Report.

FIGURE 1 PROJECT NEEDS, RECOMMENDATIONS, AND OUTCOMES

Project Needs, Recommendations, and Outcomes

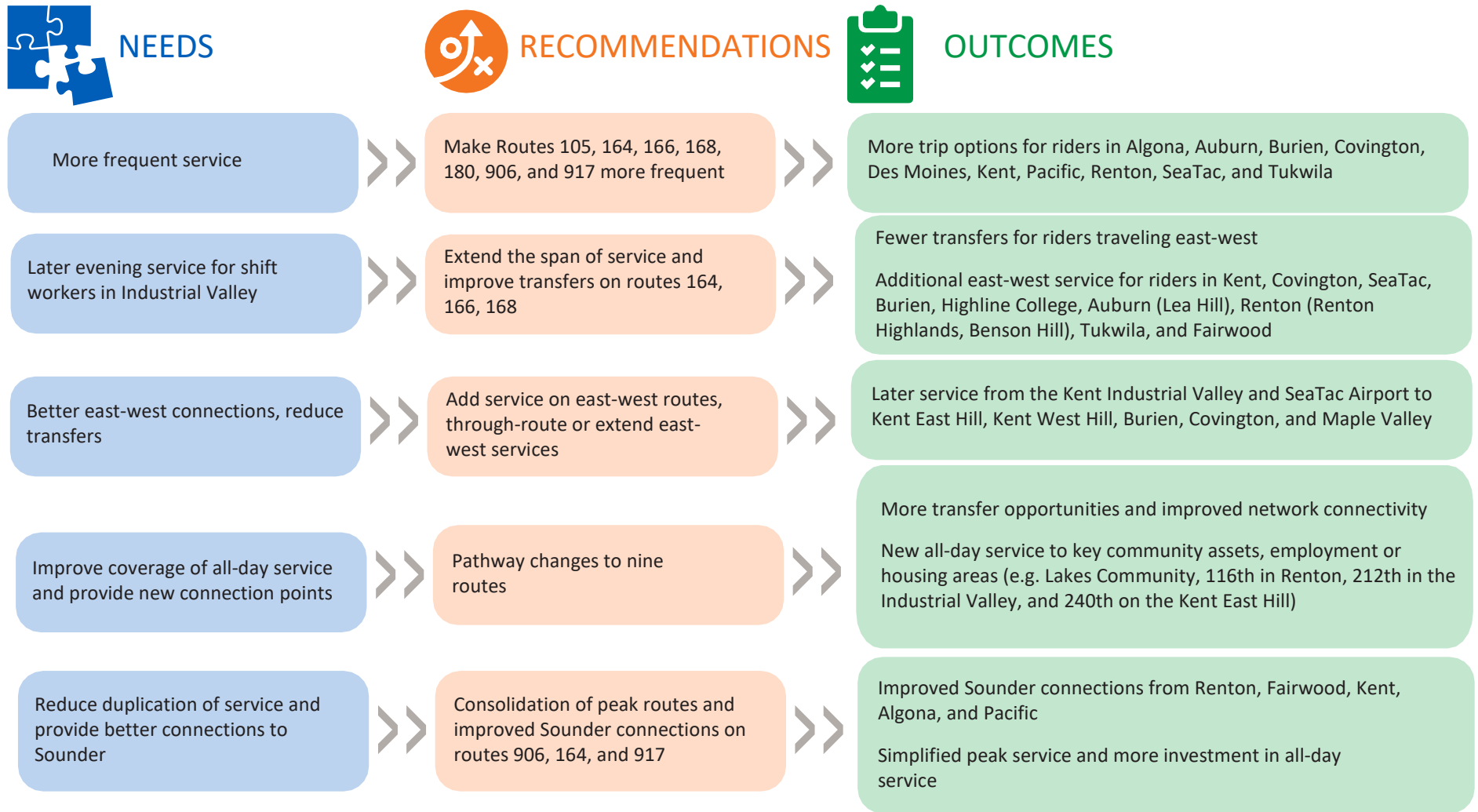
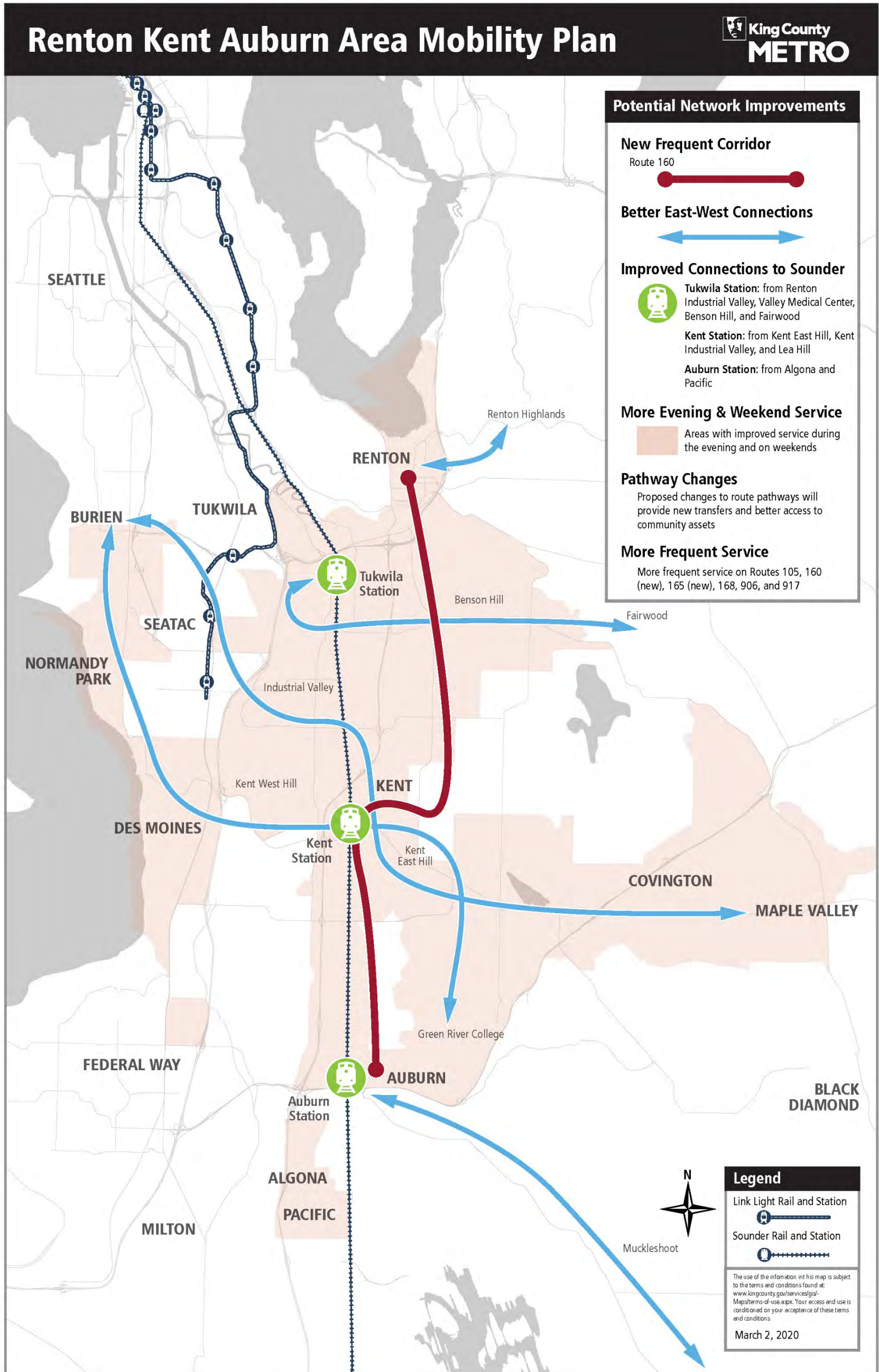


FIGURE 2 RECOMMENDED NETWORK IMPROVEMENTS



II. Project Purpose

A. Project Background

The proposed Renton-Kent-Auburn Area Mobility Plan (Area Mobility Plan) is an updated transit network for Renton, Kent, Auburn and surrounding areas. Fixed-route changes recommended in the Area Mobility Plan would be implemented in September 2020.

This project process led with equity in planning, engagement, and decision-making to deliver a mobility network that integrates fixed-route with Dial-A-Ride Transit (DART) and other flexible services solutions, utilizes existing and future high capacity transit, and creates a new frequent route between Auburn, Kent, and Renton that will be upgraded to become the RapidRide I Line in 2023.

While the network structure has not changed substantially in over a decade, Renton, Kent, Auburn, Covington, Algona, and Pacific have seen significant demographic changes, increasing density, evolving travel patterns, and continued issues with transit service performance.

- South King County has seen dramatic population growth in recent decades. Between 1990 and 2018, Kent, Renton, and Auburn grew by 240%, 150%, and 147% respectively. Covington has increased by 54% since 2000 and Pacific grew by 56% since 1990.
- South King County has a disproportionately high concentration of people of color, limited English-speaking populations, and low-income households as well as a disproportionately low number of “quality of life” indicators and equitable outcomes.
- There is an approximately 10-year gap in life expectancy between areas of south King County and north and east King County.

	King County	Project Area
People of Color	39%	47%
Low Income People	22%	28%
Limited English Speaking Populations	11%	14%
<i>American Community Survey, 2013 – 2017 estimates</i>		

There is also a need to restructure and rebalance service in this area; performance varies greatly among project area routes, and the project area’s peak commuter routes have significant and increasing reliability issues.

B. Project Goals

- Deliver an upgraded, integrated mobility network utilizing the range of Metro services.
- Improve transit access to opportunity and determinants of equity for people of color, people with low or no income, and limited English-speaking populations.
- Ensure forward compatibility, including delivery of a new frequent route between Renton, Kent, and Auburn to be upgraded to the RapidRide I Line in 2023.
- Increase performance, reliability, and accessibility of the transit system.
- Identify needs and priorities to inform future project area service network investments.
- Ensure equity in County practices through a public engagement process that informs, involves, and empowers communities experiencing historic and current underinvestment or inequities
- Work with partners to support access to affordable, safe, transit-oriented housing and reduce displacement risk for people of color, people with low or no incomes, and limited English-speaking populations.
- Focus frequent service on segments with the highest ridership and route productivity, creating convenient opportunities for transfer connections, and matching capacity to demand to maximize access to destinations and improve productivity and cost-effectiveness.

C. Project Scope

The project team evaluated and considered changes to 27 routes that travel through this region. The sharpest focus is emerged as the north-south corridor of the future RapidRide I Line between Renton, Kent, and Auburn, and the east-west corridors that connect to the RapidRide I Line emerged to be the sharpest focus. Service network changes have impacts beyond these corridors, but the greatest degree of change will occur in those areas.

Primary Jurisdictions (greatest effects) include: Algona, Auburn, Covington, Kent, Maple Valley, Pacific, Renton, and Unincorporated King County (Fairwood).

Secondary Jurisdictions (limited effects) include: Bellevue, Burien, Des Moines, Everett, Federal Way, Kirkland, SeaTac, Seattle, Tukwila, and Woodinville.

Associated routes include: 102, 105, 148, 150, 153, 157, 158, 159, 164, 166, 168, 169, 180, 181, 183, 186, 190, 192, 906, 908, 910, 913, 914, 915, 916, 917 and 952.

D. King County Equity Policy & Requirements

King County Metro Strategic Plan for Public Transportation (2011 – 2021)

King County Metro's Strategic Plan includes Goal 2: Human Potential, to provide equitable opportunities for people from all areas of King County access the public transportation system, and Goal 7: Public Engagement and Transparency, to promote robust public engagement that informs, involves, and empowers people and communities. Strategies 2.1.2, 7.2.1, and 7.2.2 direct Metro to design services to meet the needs of communities experiencing historic and current underinvestment or inequities and provide clear and transparent documentation of the decision-making process.

King County Equity & Social Justice Ordinance & Strategic Plan

King County's Equity and Social Justice (ESJ) Ordinance directs the County to consider equity and social justice impacts and opportunities in all decision-making to increase fairness and opportunity for all

people, particularly for people of color, people with low or no income, and limited English-speaking populations.

In 2016, King County released an [Equity and Social Justice Strategic Plan](#). This document is a blueprint for action and change that guides the County's pro-equity policy direction, decision-making, planning, operations and services, and workplace practices in order to advance equity and social justice within County government and in partnership with communities.

Theory of Change: Investing Upstream

King County's Equity and Social Justice Theory of Change promotes investment in approaches that are pro-equity and upstream, where needs are greatest. Moreover, adopting this theory of change ensures that the County's strategies are consistently evaluated based on their equity outcomes, not just their intent.

Pro-Equity Policy Agenda: Transportation

The King County Equity and Social Justice Strategic Plan includes a pro-equity policy agenda aimed at expanding access to opportunity and determinants of equity.

The Transportation & Mobility chapter includes directives for how King County will focus efforts to advance transportation equity¹ through investing in service improvements.

Determinants of Equity

The [King County Equity and Social Justice Ordinance](#) (16948) identifies 14 determinants of equity. These determinants are the social, economic, geographic, political and physical conditions in which people in King County live, learn, work and play and are the basis for a fair and just society.

Evaluating these determinants in a project area helps develop a baseline evaluation and understanding of equity conditions.

¹ Equity and Social Justice Strategic Plan, <https://aqua.kingcounty.gov/dnrp/library/dnrp-directors-office/equity-social-justice/201609-ESJ-SP-FULL.pdf>, p. 45

III. Community Engagement & Concept Development Process

A. Baseline Conditions

This project identified and prioritized the populations identified in King County’s Equity & Social Justice Strategic Plan: people of color, people with low or no income, and limited English-speaking populations. As is shown in the table below, the project area is more diverse and has higher proportions of these population groups than King County as a whole.

	King County	Project Area
People of Color	39%	47%
People with low or no income	22%	28%
Limited English-speaking populations	11%	14%
<i>American Community Survey, 2013 – 2017 estimates</i>		

Equity Data Analysis

The project utilized multiple data sources to evaluate baseline conditions, the potential impacts of proposed alternatives, and the final network recommendation. The project incorporated ongoing equity analysis and reporting into the service planning and network design process to monitor progress on the defined equity goals. This includes locations of community assets, family-wage jobs, concentrations of households, and demographic data. Data sources and methodology are documented in the project’s Quantitative Equity Impact Analysis Report (Appendix B).

Priority Tracts

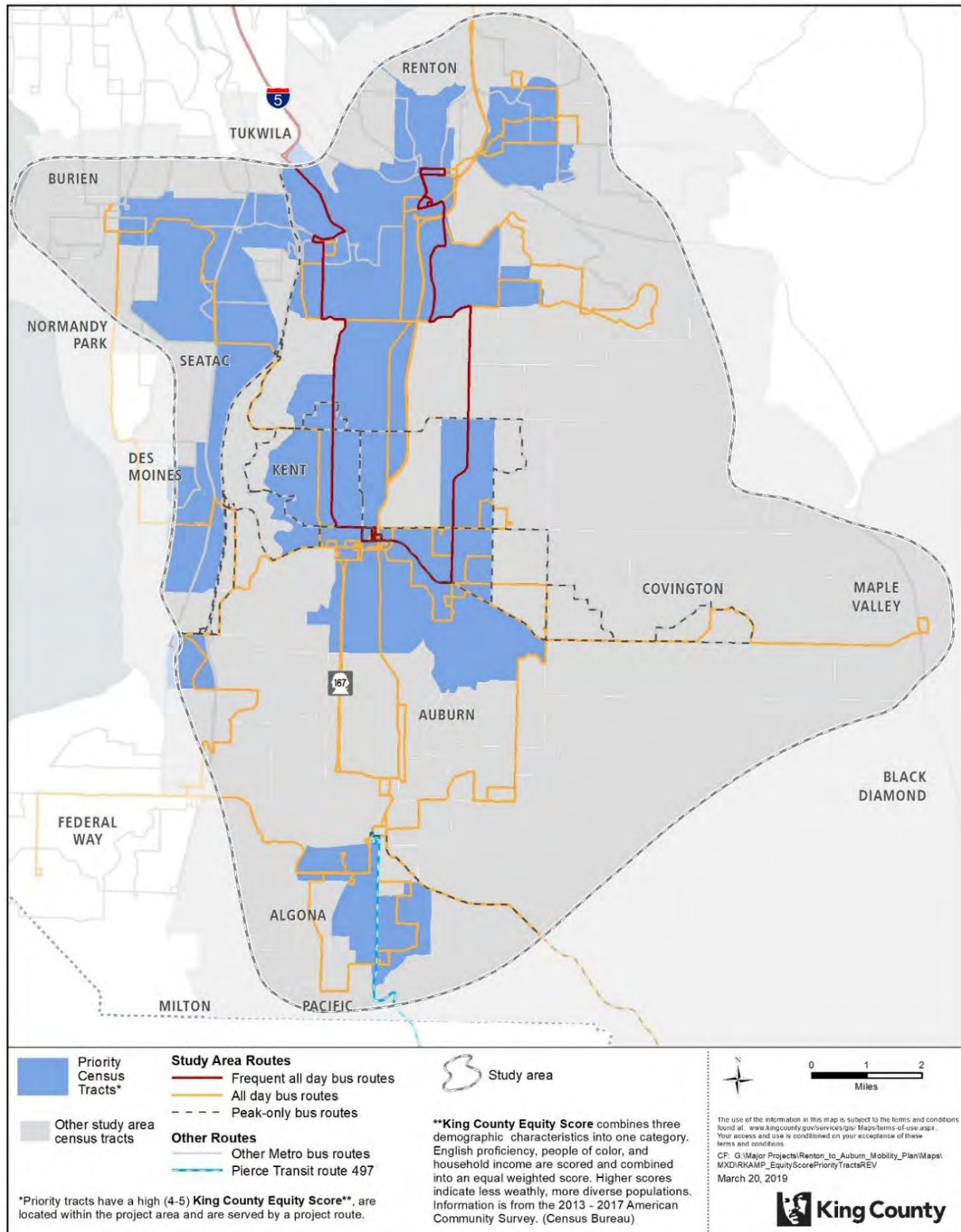
King County Equity Scores are a King County dataset combining demographic information from the 2013-2017 American Community Survey dataset on limited English proficiency, people of color, and household income and combines them with equal weighting into a composite score. Lower scores mean a wealthier, less diverse community and higher scores mean more diverse, less wealthy community.

Priority Tracts were selected based on the King County Equity Score to provide areas for focused evaluation and equity review. The priority tracts have a King County Equity Score of four or five and are located almost entirely within the project area. Of all the tracts in the project area, 31 were identified as priority tracts. The project area priority tracts are shown in Figure 3.

Within the project’s priority tracts, the baseline analysis indicated that there are significant service gaps in South King County, particularly during the off-peak period. Figure 4 shows the regions of the project area network with no weekend or Sunday service. This baseline analysis is document within Appendix B: Quantitative Equity Impact Analysis Report. More information on project existing conditions are shown in Appendix D: Existing Conditions Report.

FIGURE 3 PROJECT AREA PRIORITY TRACTS

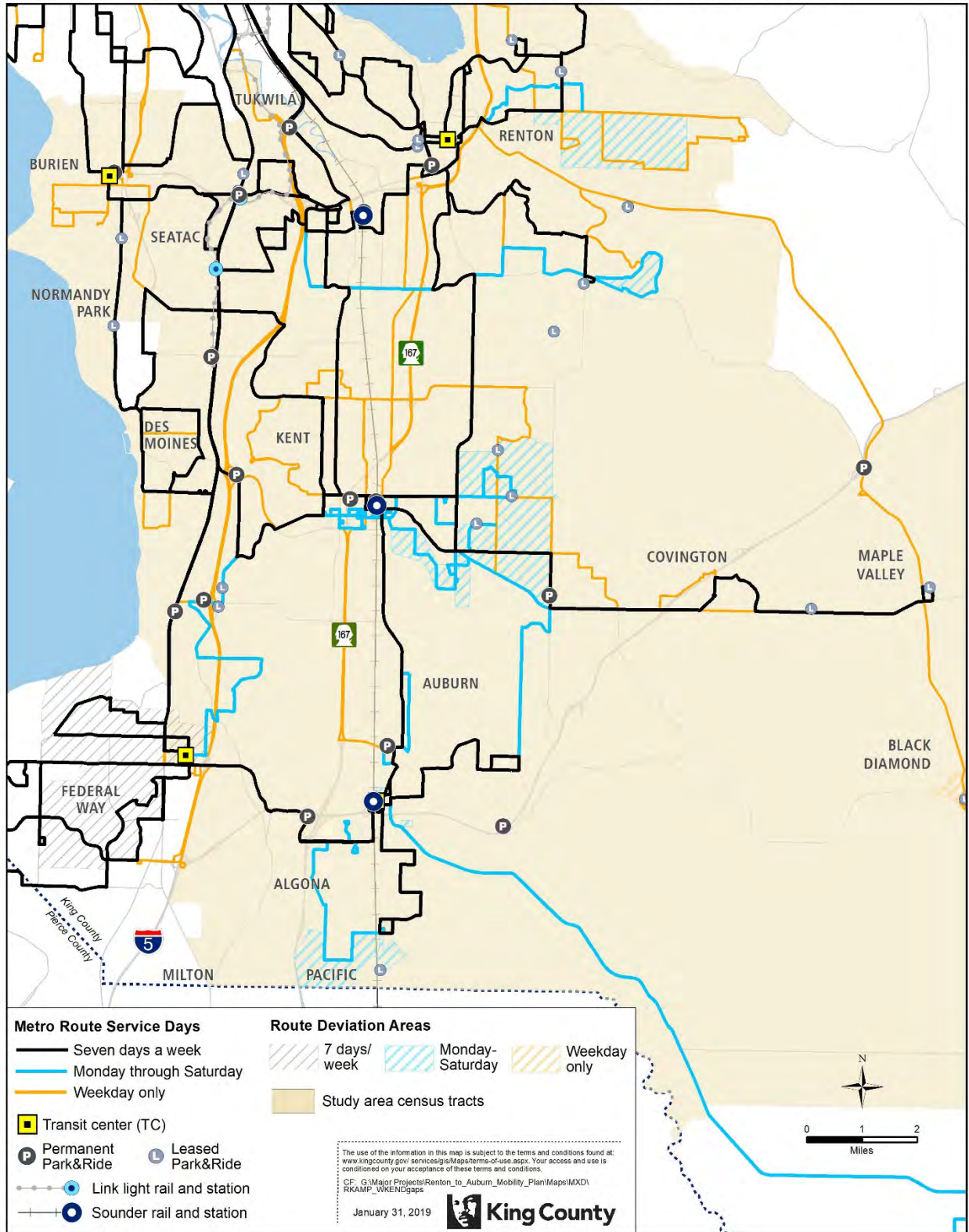
Renton-Kent-Auburn Area Mobility Plan Equity Impact Review: Priority Census Tracts



*Priority tracts have a high (4-5) King County Equity Score**, are located within the project area and are served by a project route.

FIGURE 4 PROJECT AREA WEEKEND SERVICE GAPS

Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Weekend Service Gaps

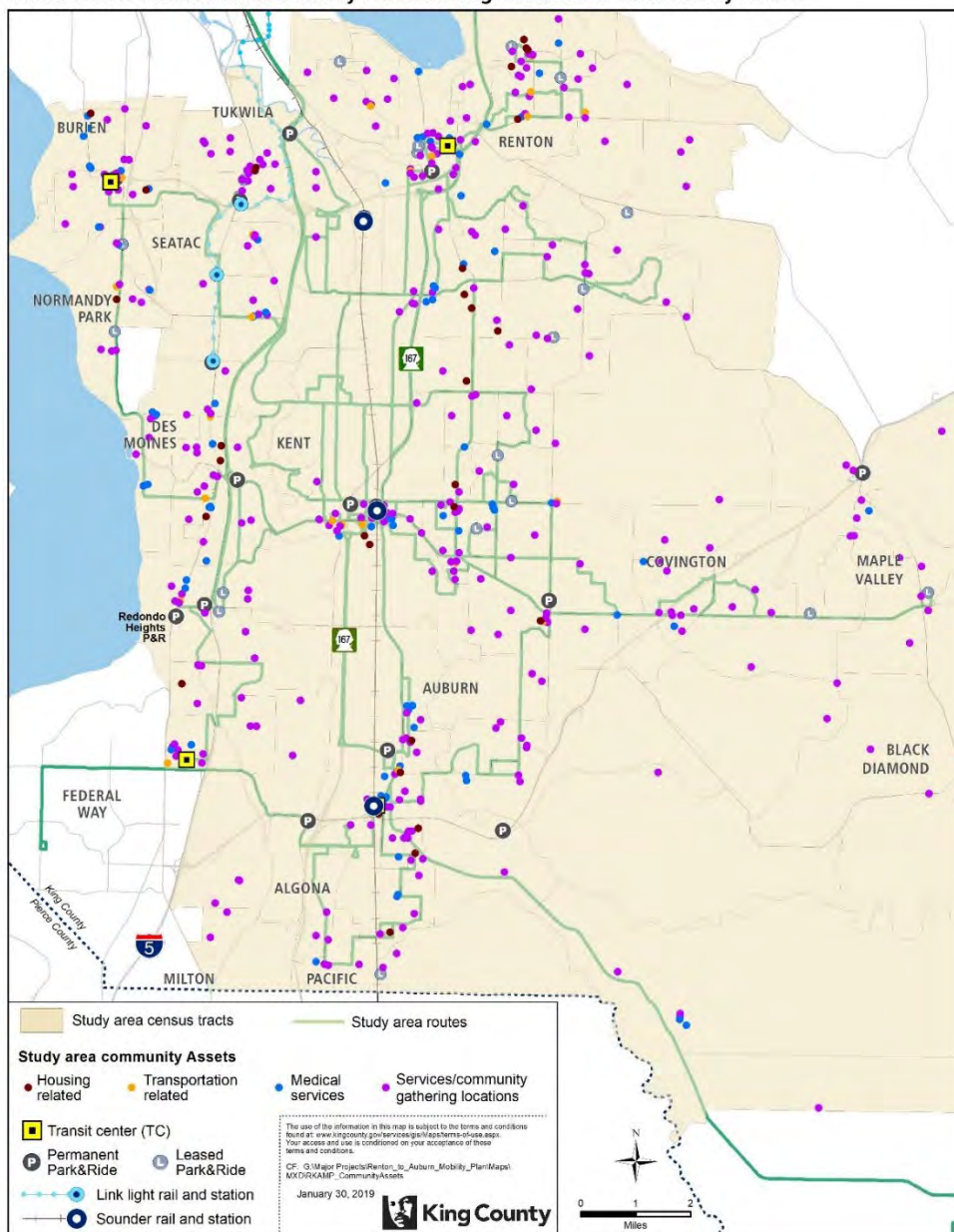


Community Assets

The Community Asset Inventory was developed by King County Metro's Service Planning team. This dataset provides the locations of place-based community assets that are linked to King County's defined [determinants of equity](#) and have available spatial data. These assets include affordable and subsidized housing, medical facilities, schools, community centers, libraries, grocery stores and shopping centers, places of worship, and social service centers. Project area community assets are shown in Figure 5. This baseline analysis identified clusters of community assets that are currently not served or underserved. Metro used this data to develop recommendations for alternative pathways and areas where increased service frequency is needed. This dataset is referenced throughout the decision summaries in Section V.

FIGURE 5 PROJECT AREA COMMUNITY ASSETS

Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Community Assets



B. Impacted Neighborhoods, Stakeholders, and Demographic Groups

The Area Mobility Plan project area spans approximately 18 miles from north to south between Renton and Pacific and approximately 17 miles from northwest to southeast between Burien and Maple Valley. The project area is comprised of many neighborhoods and includes housing, jobs, schools, public services, and transit. This area is currently served by 27 bus routes (both King County Metro and Pierce Transit) as well as Sound Transit’s Sounder train and Express bus routes.

The cities of Renton, Kent, and Auburn are some of the most demographically diverse communities in the County. The following demographic analysis is based on 2017 data from the 2013-2017 American Community Survey accessed through King County’s Census Viewer (updated February 2019).

For the 112 census tracts included in the RKAAMP study area:

People of color	47%
Foreign-born population	24%
Population living below 200% of the federal poverty line	10%
Limited English-speaking population	12%
Spanish-speaking population	9%
Vietnamese-speaking population	2%
Chinese-speaking population	2%
Russian-speaking population	1%
African language-speaking population	2%
Other language-speaking population	28%
Average median household income	\$73,426

C. Public Engagement Strategy

Metro’s “Have a Say” public involvement approach was the basis for the Renton-Kent-Auburn Area Mobility Plan public engagement strategy. The “Have a Say” activities are focused on:

- Listening to mobility needs,
- Learning about barriers and opportunities,
- Learning from, being educated and informed by local communities about the changing conditions that pose mobility challenges,
- Exploring benefits and tradeoffs of future mobility options with community members and stakeholders,
- Working to achieve equitable distribution of resources and fair opportunity for all to influence decisions.

The Renton-Kent-Auburn Area Mobility Plan engagement efforts centered equity through collaboration and shared decision-making by:

- Striving for a Mobility Board made up of community stakeholders – with people of color, with low or no income, with disabilities, and/or are limited English-speaking in the majority.
- Through relationship building with community-based organizations and community stakeholders, Metro's engagement efforts prioritized those events, institutions, and community-

based organizations led by and for people of color, with low or no income, with disabilities, and limited English-speaking populations.

- Through these relationships and collaborations, Metro learned about the best engagement practices for communities experiencing historic and current underinvestment or inequities.

Public Engagement Goals

Reach a diverse range of community members and stakeholders from identified priority populations within the project area by providing meaningful opportunities to engage and influence the decision-making process.

- Conduct a grassroots, inclusive, and accessible engagement process that builds and maintains community support;
- Develop confidence in the public process;
- Further promote the credibility of the Renton-Kent-Auburn Area Mobility Plan and the RapidRide Expansion Program.

Community Stakeholders Engaged



Engagement Methods Deployed



Objectives: Ensure all stakeholders, particularly communities experiencing historic and current underinvestment or inequities and limited English-speaking populations, have demographic representation, receive equitable levels of engagement, and are afforded equitable consideration.

Strategies:

1. Engage with area community-based organizations, schools, businesses, and faith-based organizations for stakeholder input, collaboration on community events, assisting with outreach and advertising to local community members. More information on the community based organizations that were engaged is included in the Public Engagement Report (Appendix A).
2. Engage a diverse Mobility Board. The Mobility Board included diverse representative members of the communities who then helped to develop and review concepts and ideas for the Renton-Kent-Auburn Area Mobility Plan and the I Line alignment.
3. Engage a Partner Review Board. The Partner Review Board was comprised of local jurisdictional staff, representatives from area businesses, as well as leaders of educational institutions, and community-based organizations, who then helped review technical concepts for the Renton-Kent-Auburn Area Mobility Plan and the I Line alignment.

Outcomes: Project area priority populations, stakeholders, Mobility Board members and partners influenced project decisions and outcomes.

- Metro was able to gain valuable insights, opinions, and feedback about proposed changes throughout the process by supporting and developing an understanding of the scope and nature of the project, providing multiple channels for participation, and opportunities to give input on potential concepts.
- Metro worked to bridge communication barriers with individuals who cannot speak, understand, read, or write English fluently and/or address the communication needs for those with cognitive, vision, hearing, and/or speech impairments/disabilities in order to gain

consistent feedback and input from communities experiencing historic and current underinvestment or inequities.

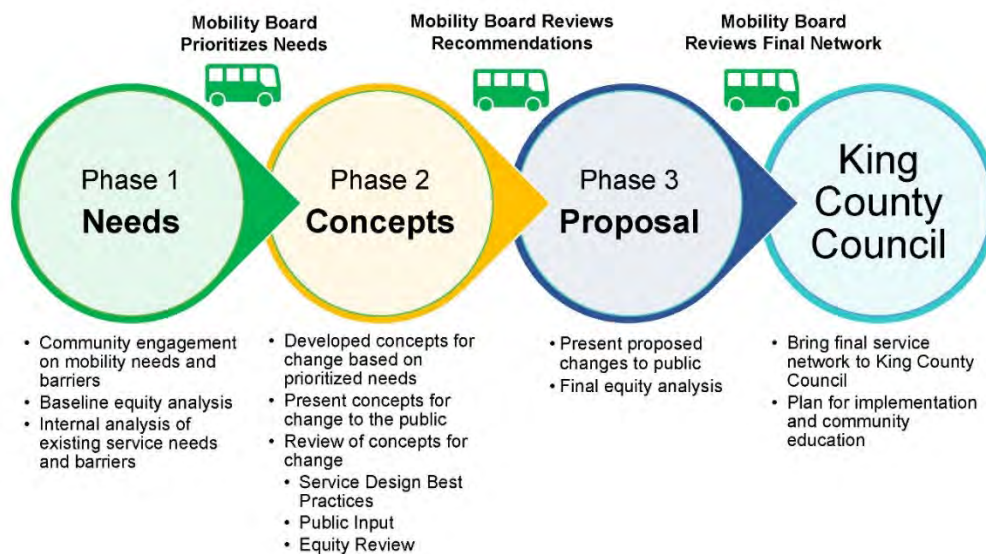
- Metro can recommend a preferred network concept, because it was directly influenced by the needs, feedback, and desired outcomes of the priority populations in the local communities, through the utilization a decision matrix that centered equity, public input, and service design best practices in assessing concepts (detailed in Section V: Service Change Concepts).

The engagement goals, objectives and strategies also lined up with Goal #7 - *Public Engagement and Transparency*, to “promote robust public engagement that informs, involves, and empowers people and communities” from Metro’s Strategic Plan for Public Transportation (2011-2021).

Project Process

In this project, Metro incorporated a more continuous planning process that allowed for concept development to be influenced by ongoing equity analysis inputs and engagement findings, stakeholder conversations, and the co-creation of a service network with the Mobility Board. This process de-emphasized the influence of online survey input and placed emphasized value on direct rider input, including individual, CBOs, Mobility Board, and stakeholder conversations. Often, the online survey respondents are less reflective of the community or project demographics. Direct input, particularly from underrepresented populations, was received through on-board surveys, conversations with community organizations, and feedback at community events. More information on the project process is included in the Public Engagement Report (Appendix A).

Project Process Flow Chart



Mobility Board

Metro engaged in an equity-driven, strategic recruitment process to form a diverse board of 27 members to work alongside planners in developing concepts for service changes. Mobility Board members were compensated hourly and engaged in only a few, intensive workshops. The workshops

involved the discussion of needs and priorities, review and revision of draft concepts for change, and review of the final network recommendation. More information on the Mobility Board process is included in the Public Engagement Report (Appendix A).

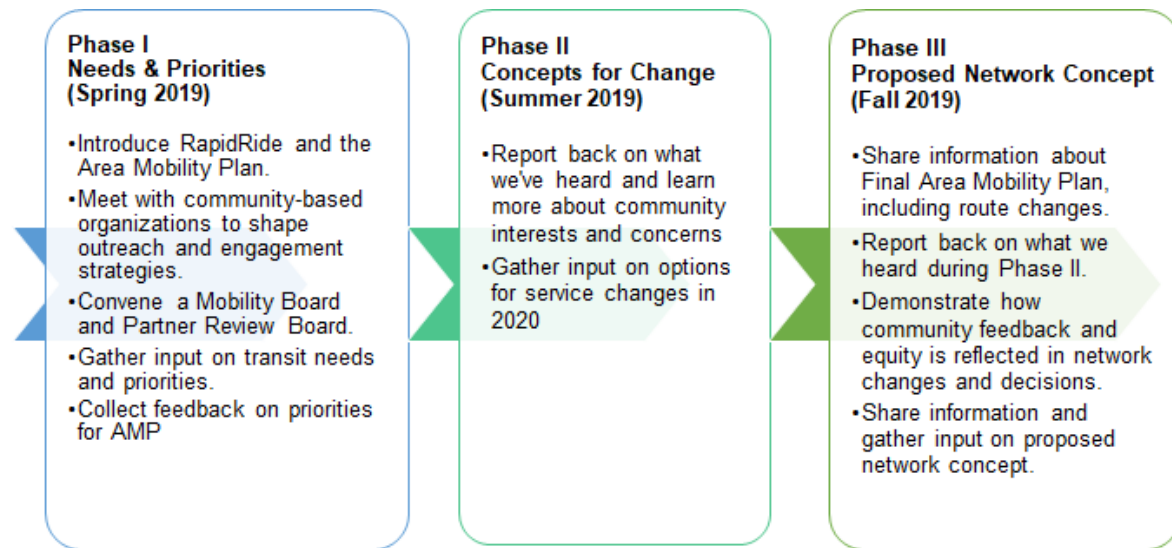
Partner Review Board

Metro gathered jurisdictional partners, regionally-focused community organizations, and major institutions in the project’s Partner Review Board. The purpose of the Partner Review Board was to review (a) feedback from the Mobility Board, (b) solution alternatives, and (c) the Mobility Board’s recommended service network changes. Partner Review Board meetings intentionally followed the Mobility Board in order to concentrate decision-making power in the Mobility Board.

Survey Tools

Metro considered online survey results as one input during engagement that was separated and deliberately considered alongside other sources of feedback, including on-board, in-person surveys, stakeholder interviews with community organizations, individual conversations, and the Mobility Board. Surveys that solicited input on concepts focused on higher-level trade-offs and themes in order to make the process more inclusive, less technical and more accessible. More information on the project’s surveys are included in the Public Engagement Report (Appendix A).

Engagement Timeline



Phase I: Needs & Priorities (February – May 2019)

Equity Analysis: A baseline analysis report was developed and used to identify priority areas without equitable transit access.



Community Engagement: Metro conducted a needs survey to learn about mobility needs and barriers in South King County. The initial group of survey respondents did not reflect the demographics of the project area, so the first phase of engagement was extended to allow for extensive interviews with community organizations in South King County, and engagement at community events.



Service Planning: Service Planners attended community organization interviews, reviewed equity analysis outputs, met with local jurisdictions, had outreach events at bases to hear from operators, and analyzed existing network conditions (e.g. ridership, reliability, common customer comments). In Needs Assessment workshops, this information was compiled, and common known issues and mobility needs were synthesized and summarized.



Mobility Board: The Mobility Board reviewed Metro's inventory of needs and barriers based on survey data, community organization interviews, equity analysis, and service data. In a two-day workshop, the Mobility Board learned about Service Planning fundamentals and trade-offs and prioritized the identified needs by sub-area.

Phase II: Concepts for Change (June – August 2019)

Service Planning: Service Planning used the Mobility Board’s lists of prioritized needs to develop concepts for change.



Partner Review Board: Metro brought the concepts for change to the Partner Review Board to review and identify any technical issues or fatal flaws with the options.



Equity Analysis: Metro conducted a network equity analysis on the different alternatives to see if various options would improve or negatively impact equitable access to transit. This project piloted this sort of analysis using Remix, an online route planning tool. Results were challenging to interpret and did not provide conclusive results. In light of this, Metro used GIS to analyze which new pathways would provide greater access to community assets, family-wage jobs, and housing units.

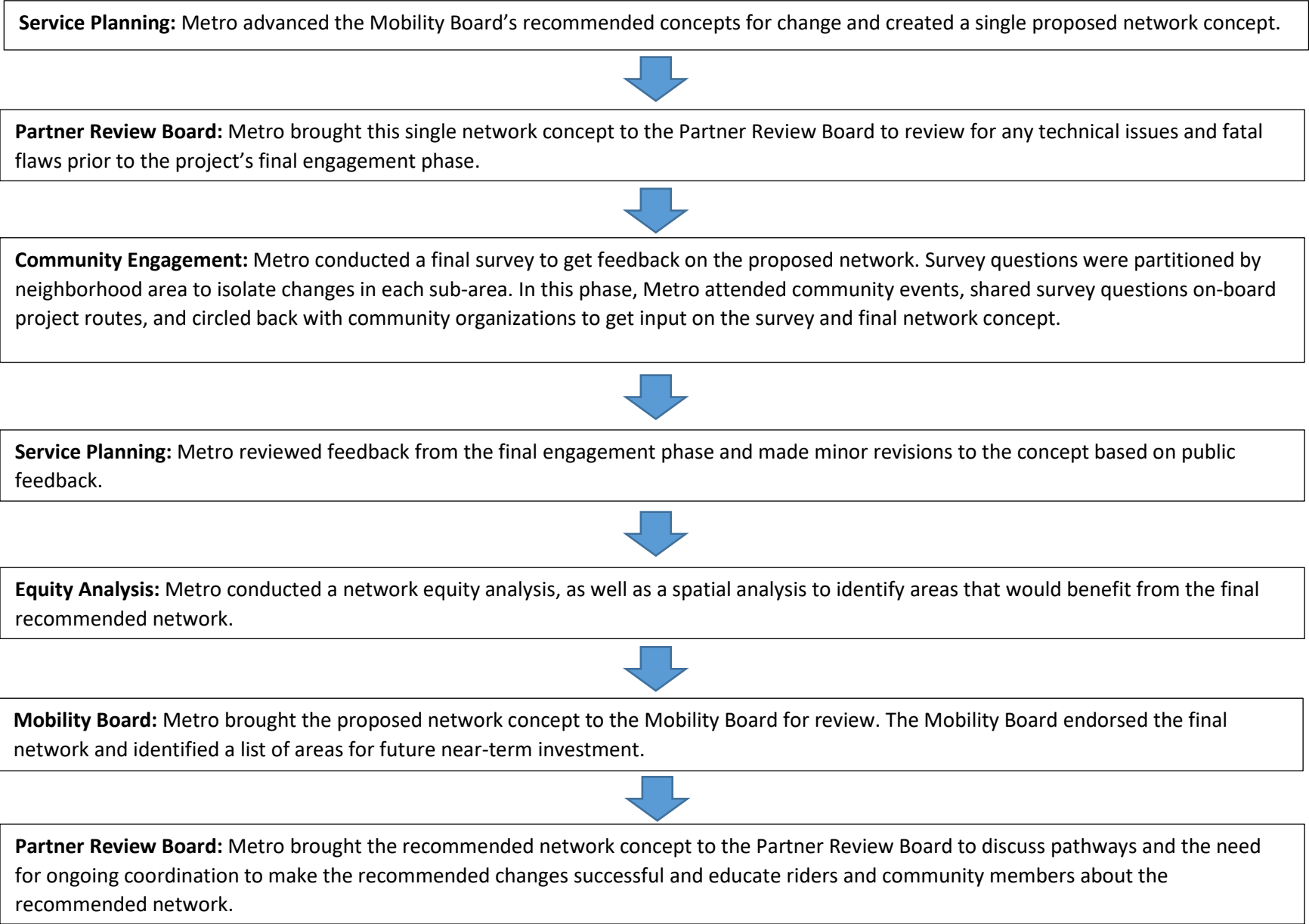


Community Engagement: Metro conducted a Phase II survey to get feedback on sub-area concepts for change. Survey questions were partitioned by neighborhood area to allow respondents to more easily find and respond to changes that affect them. Metro staff attended community events, administered on-board surveys, and circled back with community organizations to get input on the survey and concepts for change.



Mobility Board: Metro summarized the community engagement, equity analysis, and service design best practices review of each concept and presented this information to the Mobility Board. Metro provided a recommendation where a preferred option was readily identifiable based on these criteria. In other cases, the options fared similarly and the Mobility Board provided a more extensive review of trade-offs. The output of this process was a set of recommended concepts for change to incorporate into a single proposed network concept to be shared in Phase III.

Phase III: Proposed Network Concept (September – December 2019)



IV. Community Recommendations and Priorities

Mobility Board: Prioritized Mobility Needs

In Phase I: Needs & Priorities, Metro gathered information on mobility needs and barriers through community feedback and analysis of Metro's existing system. Community engagement methods included online and in-person surveys, interviews with community organizations, one-on-one conversations at community events, and workshops with local jurisdiction partners.

What We Heard: Key Themes and Responses

- Support for faster, more frequent bus service.
- Interest in more bus service throughout the day, into the evening, and on weekends.
- Provide a range of transit options including RapidRide service and more flexible options that meet the needs of the communities served.
- Serve community amenities and services such as shopping centers, transit centers, medical centers, schools, and residential areas.
- Continue to lead with equity and prioritize serving communities who have experienced historic and current underinvestment or inequities.

The Mobility Board reviewed this information and prioritized needs in geographic sub-areas. These prioritized needs guided Metro's development of concepts for change and a final network concept. These needs are referenced in Chapter V. Service Concept Decision Matrix.

Renton, Tukwila, and Fairwood Prioritized Needs

- Direct connections between important destinations
- East-west connections are difficult
- Fill service gaps with more coverage
- More frequent service and better transit access to the Highlands
- More service frequency and longer span

Kent and Covington Prioritized Needs

- Better align service to match demand to reduce overcrowding and duplication of service
- Improve coverage/distribution of service throughout Kent and create new connections to jobs, regional transit, and hard-to-reach community assets
- Improve east/west connections
- Improve service quality for more on-time and less crowded service
- Increase the frequency and span of service to better meet community needs, including routes operating later, earlier and on weekends

Auburn, Algona, and Pacific Prioritized Needs

- Establish a network of service not centralized on Auburn Station
- Provide more weekend and late-night service, especially for shift workers in Pacific and Muckleshoot Casino

- Serve key destinations including Work Source, Green River College, late-night jobs, shopping areas, YMCA, Recreation Center, and Senior Center
- Service south of Auburn station, especially to Algona and Pacific

V. Service Change Recommendations

Metro developed each service change recommendation by evaluating service design best practices, the project’s equity goals, and public input. In the following section, changes for each route and/or service area are presented in a concept evaluation matrix, as described below.

Example of Concept Evaluation

Public Input	Service Design	Equity
<p>What public input did Metro hear on the proposed network concept?</p> <ul style="list-style-type: none"> • What mobility needs informed the development of this concept? • Does this concept address the Mobility Board’s prioritized needs? • How did the public respond to this option at community events, on-board surveys, and online surveys? <p>(Refer to Appendix A: Public Engagement Report).</p>	<p>Does this option meet Metro’s service design guidelines² and industry best practices?</p>	<p>Does this option meet Metro’s goal to improve transit access and mobility for people of color, people with low or no income, and limited English-speaking populations?</p> <ul style="list-style-type: none"> • Does the service change concept improve service for an equity priority area³? • Does the service change concept enhance transit access from priority areas to family-wage jobs and community assets in the peak, midday, and at night? • Does the service change concept better serve nearby community assets, subsidized housing, and jobs?

² [King County Metro’s Service Design Guidelines](#) (SG-11).

³ Priority areas are census tracts with a higher concentration of people of color, people with low or no income, and limited English-speaking populations according to the King County Equity Score. Census tracts with a high (4-5) equity score are considered priority tracts.

A. Renton Area Recommendations

	Recommended Changes					
Mobility Board: Renton Prioritized Needs	Delete Route 908, make Route 105 more frequent in the peak.	Design a new flexible service in the Renton Highlands.	New connection on Route 906 between Fairwood, Benson Hill, Valley Medical Center to Tukwila Sounder Station, during peak periods. Add all day service and simplify pathway through Benson Hill.	Simplify Route 906 pathway and Route 148 pathways through Benson Hill.	Design a new flexible service in Benson Hill.	I Line
Direct connections between important community assets		X	X	X	X	X
Fill service gaps with more coverage		X	X	X	X	
Improve east-west connections	X	X	X	X	X	
More frequent service and better transit access to the Highlands	X	X				
More service frequency and longer span	X		X		X	X

Renton Area Current Transit Service

Current all-day routes - proposed changes

F Line - unchanged	153 - unchanged
101 - unchanged	169 - to be replaced
105 - unchanged	180 - to be revised
148 - to be revised	906 - to be revised
150 - to be revised in Kent	908 - to be deleted
240 - unchanged	

Current peak-only routes - proposed changes

102 - unchanged	158 - to be deleted
111 - unchanged	159 - to be deleted
114 - unchanged	190 - to be revised
157 - to be revised in Kent	192 - to be deleted

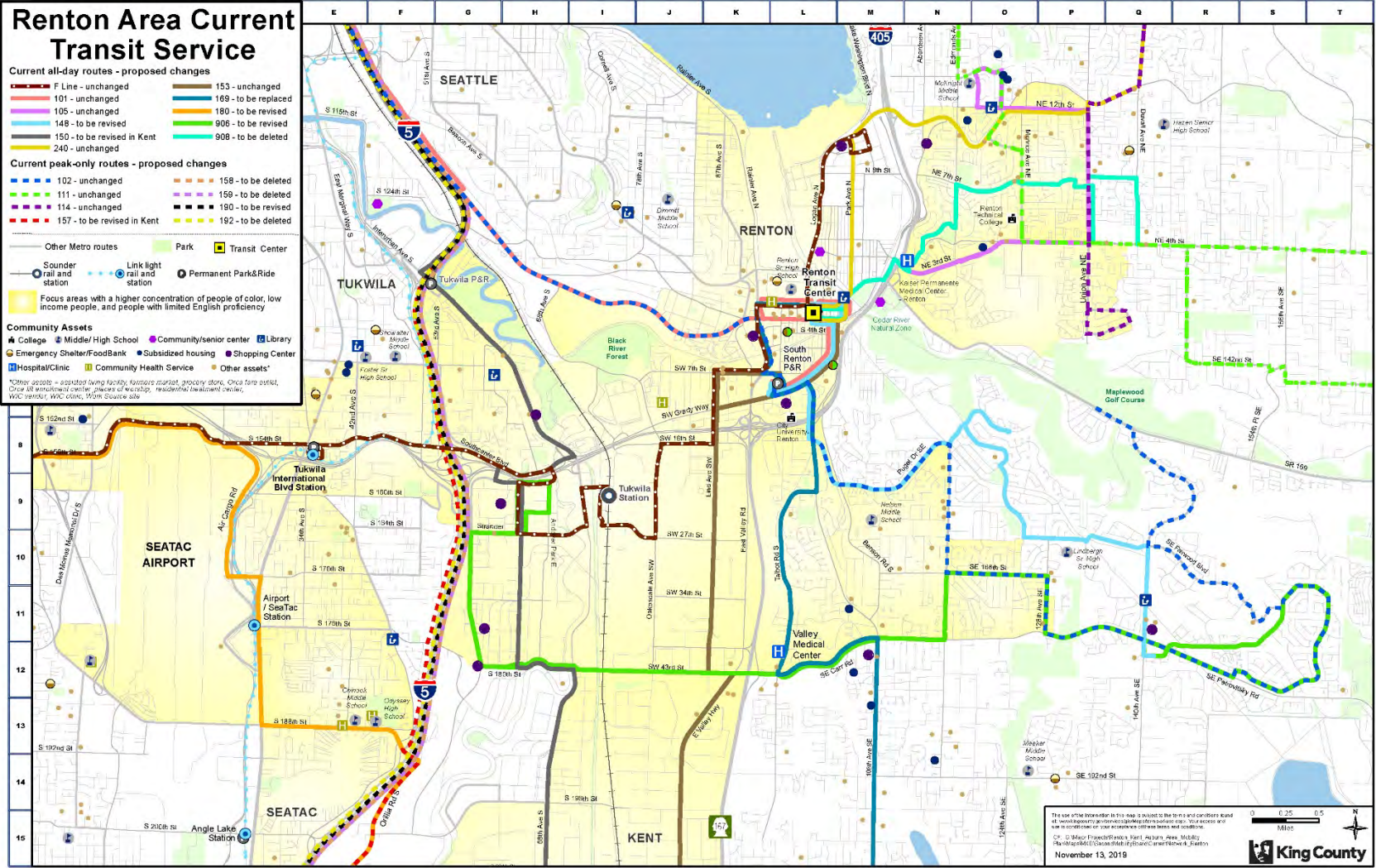
Other Metro routes

- Sounder rail and station
- Link light rail and station
- Permanent Park&Ride

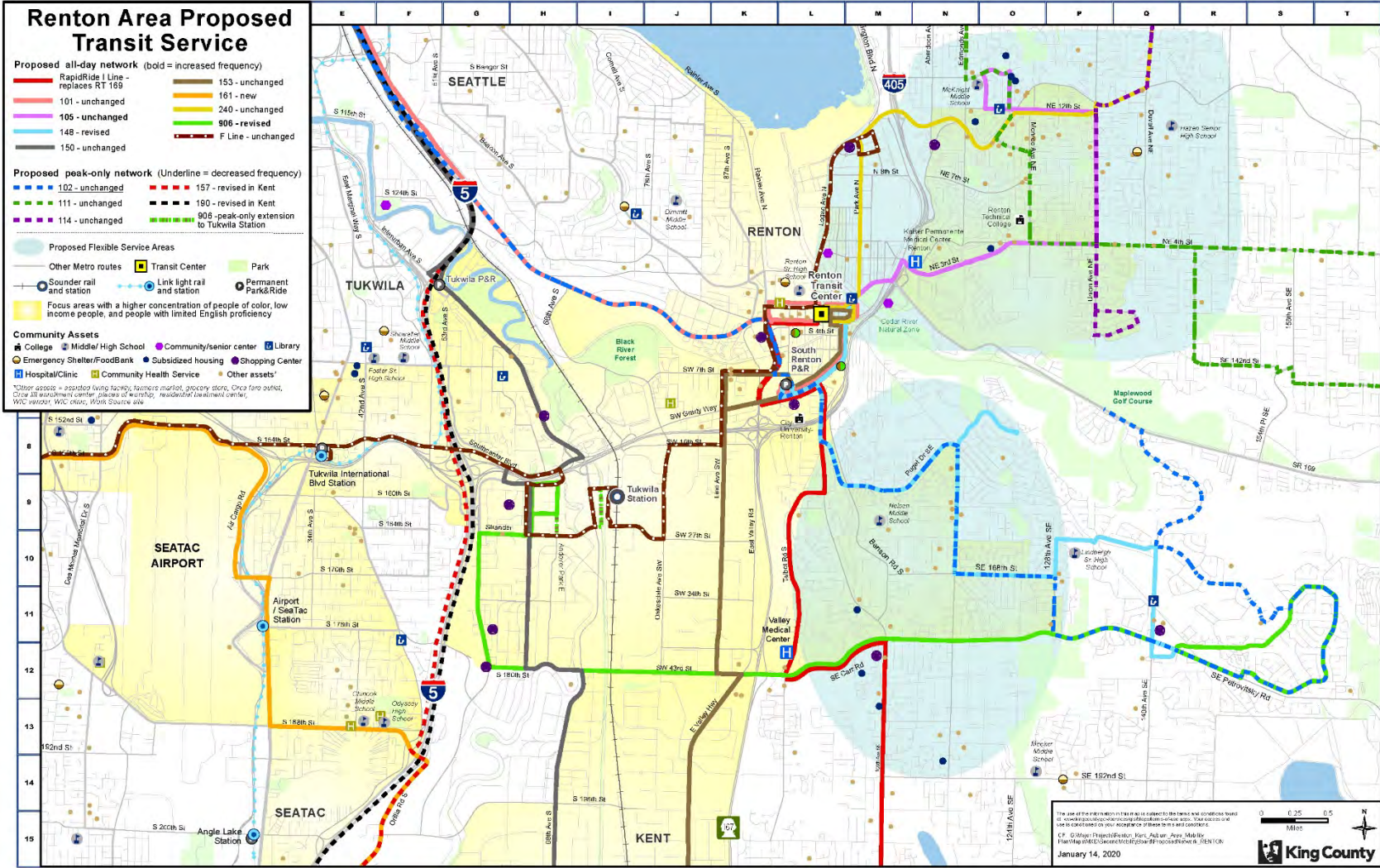
Community Assets

- College
- Middle/High School
- Community/senior center
- Library
- Emergency Shelter/FoodBank
- Subsidized housing
- Shopping Center
- Hospital/Clinic
- Community Health Service
- Other assets*

*Other assets = apartment living facility, farmers market, grocery store, Oca farm outlet, Oca 80 retirement center, places of worship, residential development center, WIC center, WIC clinic, Work Source site



This map is for informational purposes only and is not intended to be used as a legal document. It is subject to change without notice. For more information, please contact the King County Department of Transportation at 360-261-1000. © 2019 King County Department of Transportation. November 13, 2019



Routes 105 and 908

Recommendation: Delete Route 908, make Route 105 more frequent in the peak. Consider a future flexible service in the Renton Highlands. Flexible services will be implemented if funding is available in the 2021-2022 biennium budget.

Public Input	Service Design	Equity
<p>In the project’s first phase, Metro heard a need for more frequent Route 105 service from Renton Area Youth Services and the City of Renton. The Mobility Board called for additional service on Route 105.</p> <ul style="list-style-type: none"> • “Buses take too long; more service frequency and span; east-west connections are difficult; More frequent service and better transit access to the Renton Highlands” • Identified as a potential for flexible services to better meet needs of community members in the Renton Highlands. <p>The Phase 1 survey showed strong demand for additional service on Route 105 while Phase 2 survey work showed strong support for the recommended changes among Route 105 riders.</p> <p>Ultimately, both the Mobility Board and surveys supported this change.</p>	<p>Deletes the Route 908, which is one of the least productive routes operated by King County. Today, Route 908 serve about 100 daily riders.</p> <ul style="list-style-type: none"> • Routes 105 and 908 largely duplicate each other • Route 908 is quite circuitous • Route 908 does not match service type to demand and has very low ridership <p>This recommendation uses resources from Route 908 service to increase service on Route 105, which is highly productive and operates in the same area. 69% of Route 908 riders will be within ¼ mile of Route 105 service.</p> <p>Coverage in the areas no longer served by Route 908 would be better served by a proposed Renton Highlands flexible service.</p>	<p>Providing additional frequency on Route 105 with the creation of a new flexible service would increase job and community asset access in Renton Highlands.</p> <p>This recommendation increases transit service in two equity priority areas and improves the frequency of service to Renton Technical College.</p> <p>Route 105 will receive a new stop location to provide a new access point to Kaiser Permanente.</p>

Route 906

Recommendation: New connection on Route 906 between Fairwood, Benson Hill, Valley Medical Center to Tukwila Sounder Station, during peak periods. Add all-day service and simplify pathway through Benson Hill.

Public Input	Service Design	Equity
<p>In the project’s first phase, Metro heard from City of Renton staff and survey takers that the Renton Valley has many underserved large employers.</p> <p>The recommendation to straighten the routing is aligned with the Mobility Board’s recommendation to reduce travel time by making routes more direct. The Mobility Board specifically identified the need for better connections to Sounder and other regional transit from Benson Hill and Fairwood.</p> <p>This recommendation also meets a commonly expressed need to have better job access in the Renton Industrial Valley, and provides access to key destinations identified in onboard surveys and at community tabling events (IKEA, Medical buildings near IKEA, and Valley Medical Center).</p> <p>This concept received positive feedback at community events, including Renton River Days.</p> <p>The Mobility Board supported this change.</p>	<p>This recommendation substantially increases service on Route 906, including earlier morning service, night and Sunday service, and increasing frequency on the route to 30-minutes or better all-day on weekdays.</p> <p>This recommendation realigns Route 906 to provide a more direct and reliable pathway through Fairwood and Benson Hill.</p> <p>This service design serves more purposes and destinations, is easy to understand, and is direct and not circuitous.</p> <p>This service option maintains the existing Route 102 peak service to downtown Seattle. Route 906 is extended to provide a better regional transit connection to the Tukwila Sounder Station.</p> <p>This service option adds Sunday service to Route 906 to match the Saturday schedule.</p>	<p>This option maintains existing service to equity priority areas.</p> <p>The local pathway changes serve more community assets.</p>

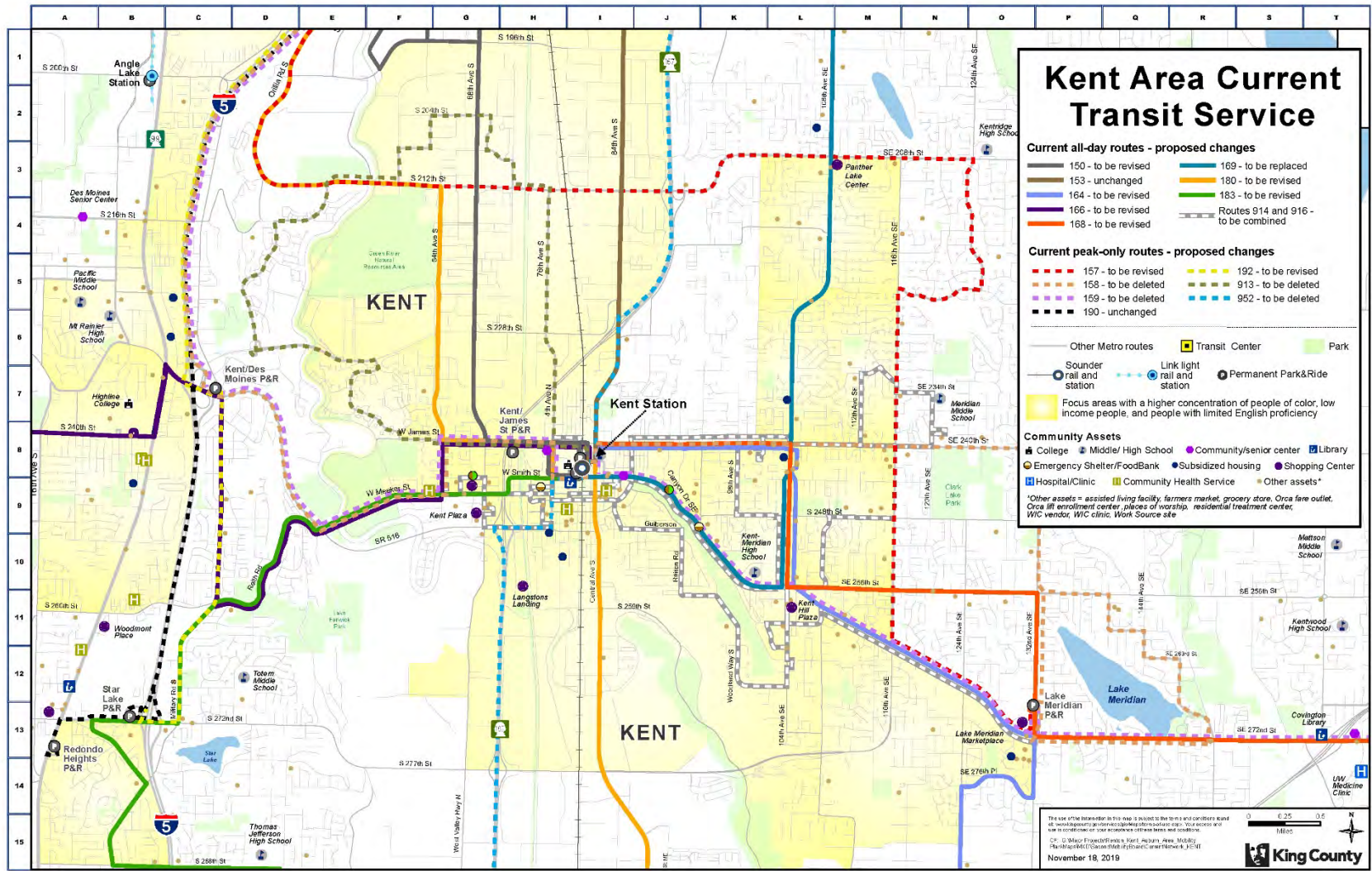
Route 148

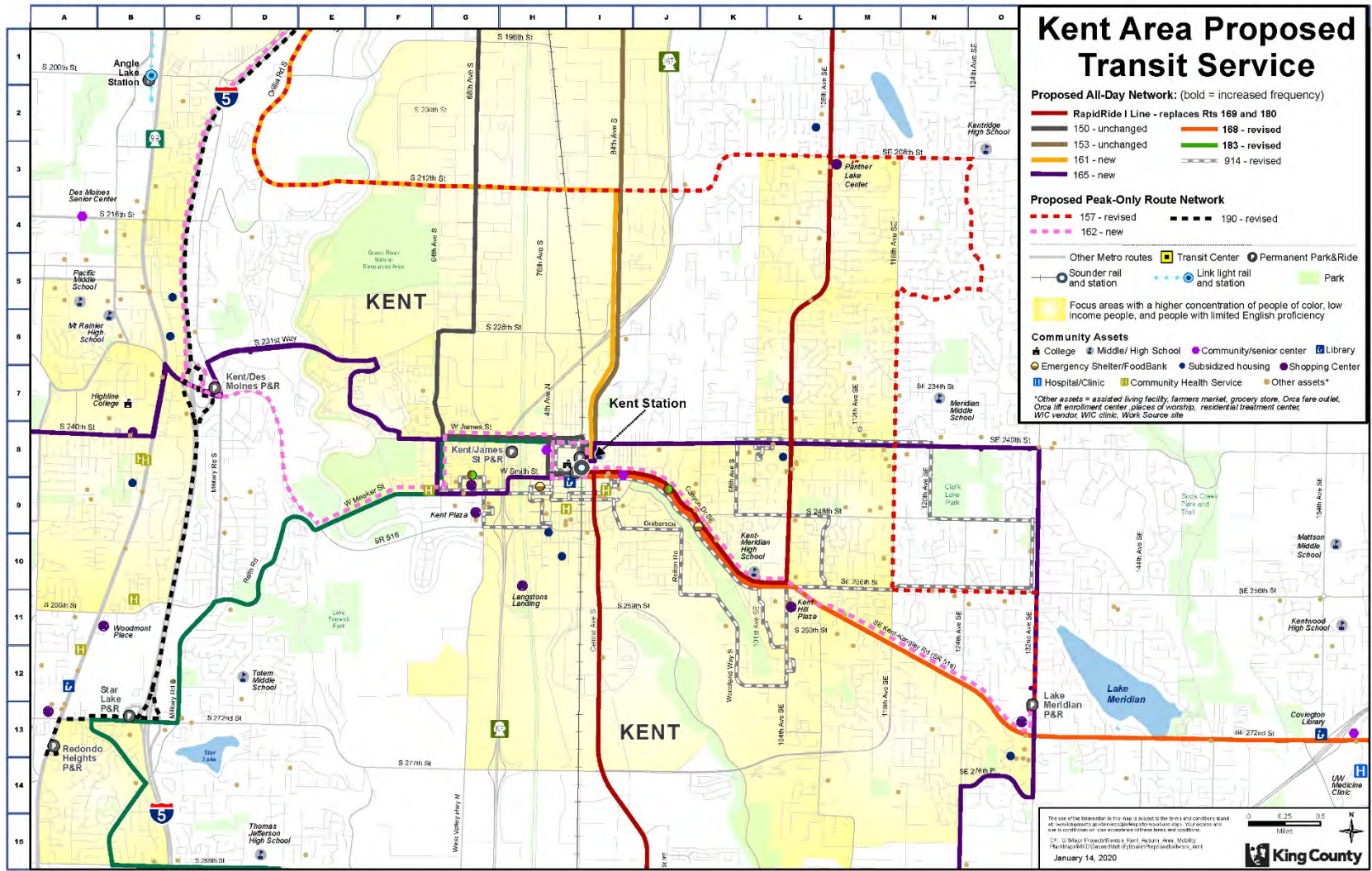
Recommendation: Simplify Route 148 pathway. Consider a future flexible service in Benson Hill. Flexible services will be implemented if funding is available in the 2021-2022 biennium budget.

Public Input	Service Design	Equity
<p>In the project’s first phase, Metro heard from the City of Renton that there is a service gap and are important destinations - including a new community center and multifamily housing along 116th Ave SE. This change is aligned with the Mobility Board’s recommendation to fill service gaps, especially in the Highlands and Benson Hill, and address the complaint that buses take too long.</p> <p>The project considered truncating Route 102 service to allow for investment in more Route 148 peak service. There was significant feedback in the project’s third phase, including from Route 148 riders, to maintain Route 102 service to Fairwood. This recommendation did not advance to the final network, however there will be minor reductions to service on Route 102 to eliminate lower-ridership trips.</p> <p>The project also considered no longer serving the Royal Hills deviation on Route 148. Metro operators indicated that maintaining service to this multifamily housing complex on this deviation is important because of the priority populations living in that complex.</p>	<p>This recommendation realigns Route 148 to serve new development (community center, apartment complex) along 116th Ave SE and realigns Route 906 to provide a more direct and reliable pathway through Fairwood and Benson Hill.</p> <p>This service design serves more purposes and destinations, is easy to understand, and is direct and not circuitous.</p> <p>This service option maintains the existing Route 102 peak service to downtown Seattle.</p>	<p>This option maintains existing service to equity priority areas.</p> <p>The local pathway changes to serve more community assets.</p>

B. Kent Area Recommendations

	Recommended Changes				
Mobility Board: Kent Prioritized Needs	Central Kent Network: New Route 161 and realign Route 150	Kent West Hill Network: Delete Route 166 and replace with Route 165 with pathway changes, delete Route 913, through-route east-west services, and add all-day service.	Kent peak network restructure: Simplify peak route network, maintain one-seat ride service from Kent East Hill and Kent West Hill.	Kent East Hill Pathways: Change Route 164, 168, 914, and 916 pathways to provide more all-day service coverage on Kent East Hill. Delete Route 164 and replace with Route 165.	I Line
Align service to match demand (reduce duplication)	X	X	X	X	
Improve coverage of service throughout Kent – create new connections	X	X	X	X	
Improve east-west connections	X	X	X	X	X
Improve service quality for more on-time and less crowded service	X	X	X	X	X
Increase frequency and span of service, more weekend, early morning, and late-night service		X	X	X	X





Route 161 (Existing Route 180 northern segment)

Recommendation: Replace existing Route 180 from Kent Station to Burien Transit Center, revise existing Route 180 pathway to serve 84th and 212th St.

Public Input	Service Design	Equity
<p>In the project’s first phase, the City of Kent identified the need for better connectivity and more all-day coverage for Kent Industrial Valley employers.</p> <p>The recommended changes meet the Mobility Board-identified need for improved coverage and distribution of service throughout Kent and new east-west connections.</p> <p>Both the Mobility Board and online surveys supported this change.</p>	<p>Provides a new east-west pathway through the Kent Industrial Valley and better connectivity to Link light rail and Routes 153 and 150.</p> <p>Provides greater access to Kent Industrial Valley jobs, with minimal ridership impacts.</p>	<p>More access to the Kent Industrial Valley:</p> <ul style="list-style-type: none"> • Increases midday access to family-wage jobs and community assets. • Provides new pathway and increased service in equity priority areas.

Route 150

Recommendation: Re-align Route 150 on 64th

Public Input	Service Design	Equity
<p>In the project’s first phase, Metro heard about the importance of Route 150 service in the Kent Industrial Valley from operators and the City of Kent. This change meets the Mobility Board prioritized need to improve the coverage and distribution of service in Kent. Many riders have commented that Route 150 is already a slow trip to Seattle and shouldn’t be made longer, but there is an interest in more transfer opportunities to the west of Kent Station.</p> <p>The Mobility Board supported this change.</p>	<p>Maintains the existing pathway to Kent Station on James, provides coverage of 64th Ave S if Route 161 moves to 84th Ave S.</p>	<p>Serves equity priority areas. Provides better access to family wage jobs and community assets.</p>

Route 166

Recommendation: Replace with Route 165 (through-routed with Route 164). New pathway for Route 166 through the Lakes community. Add weekend service.

Public Input	Service Design	Equity
<p>In the project’s first phase, Metro heard from Mother Africa, Kent Cultural Communities Board, Kent Adaptive Recreation, City of Kent, and Metro operators about growing multifamily housing development along Veteran’s Way and in the Lakes Community and the increasing rate of refugee resettlement on the Kent West Hill.</p> <p>This change meets the Mobility Board-identified need for improved coverage and distribution of service throughout Kent, new east-west connections, and increased weekend service.</p> <p>While online and onboard responses were not definitive, the Mobility Board supported this change. The Mobility Board liked the improved access to the Lakes Community and increased service in an equity priority tract.</p> <p>The online survey had low response rates, but respondents preferred this option.</p>	<p>Creates more connection points to assets in West Kent.</p> <ul style="list-style-type: none"> • Provides access to more destinations and purposes (1,800 new household units). • More direct pathway with shorter travel time. 	<p>Improves transit service in a priority area.</p> <ul style="list-style-type: none"> • Serves a major subsidized housing development. • Increased access to both family-wage jobs and community assets throughout the day. • Increased peak, evening, and Saturday service.

<p>Onboard surveys also had a low sample size and showed support for both maintaining the existing pathway and this new pathway.</p>		
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Route 913

Recommendation: Delete Route 913, re-invest in all-day routes on Kent West Hill.

Public Input	Service Design	Equity
<p>This change meets the Mobility Board-identified need for improved coverage and distribution of service throughout Kent and new east-west connections.</p> <p>The Mobility Board supported this change, particularly due to the better all-day coverage of growing equity priority communities.</p>	<p>The elimination of Route 913 allows for reinvestment of resources in all-day service that connects more destinations on the Kent West Hill and a network of alternative service options including changes to Routes 150, 166 and 180.</p> <p>Route 913 has poor service design:</p> <ul style="list-style-type: none"> • One-way, peak-only loop is challenging to understand • Loop route is indirect • Only serves employment centers in peak period 	<p>Allows resources to be reinvested in priority equity areas where there are more community assets and jobs and a higher concentration of people of color, people with low or no income, and limited English-speaking populations. In comparison, the existing route is oriented towards a peak commute market.</p>

Routes 180, 168, and 165

Recommendation: Provide a one-seat ride connection on Routes 180 and 168 and Routes 164 and 166. Consolidate Routes 164 and 166 into new Route 165.

Public Input	Service Design	Equity
<p>The need for better east-west connectivity, particularly in the evenings and weekends (when service is less frequent) was emphasized by the Mobility Board.</p> <p>This change also addresses concerns about safety and security issues when transferring at Kent Station – particularly early in the morning or at night.</p> <p>Both the Mobility Board and online surveys supported this change.</p>	<p>Connecting these routes improves east-west connectivity and enhances the customer experience.</p> <p>This option makes routes easier to understand and reduces the need for transfers. However, longer routes may cause reliability issues.</p> <p>Riders who transfer from Route 168 to 180 would benefit from a one-seat ride.</p> <p>Riders who transfer from Routes 164 to 166 would benefit from a one-seat ride.</p>	<p>Provides opportunities for a more direct commute for riders of these four routes, which all travel through priority areas. In addition, the through-routing provides more service to Green River College without a transfer.</p> <p>This change also reduces the need for late night or early morning transfers for riders accessing shift jobs in the Kent Industrial Valley.</p>

Routes 157, 158, 159, 190, and 192

Recommendation: Simplify peak route network and maintain one-seat ride service from Kent East Hill and Kent West Hill to downtown Seattle. Maintain Route 157 with minimal routing changes. Consolidate Routes 158 and 159 into new Route 162. Discontinue Route 192 and revise Route 190 to serve Kent Des Moines Park and Ride. Increase peak frequency of local Route 164 to be better timed to Sounder departures.

Public Input	Service Design	Equity
<p>This change meets the Mobility Board-identified need for increased frequency and span of service and to better align service to match demand to reduce duplication of service.</p> <p>The Mobility Board supported the consolidation of Routes 158 and 159 into Route 162 because it preserved a one-seat ride for the majority of riders, allowing riders the option to easily avoid the additional cost burden of transferring to Sounder. The cost savings of this consolidation funded more evening, late night, and weekend service on the Kent East Hill, which the Mobility Board was very excited about.</p> <p>In feedback received in online surveys, riders expressed concerns over increased travel time, confusing route patterns, a decrease in</p>	<p>This network allows for more reinvestment of resources into all-day and weekend service, which serves multiple purposes and destinations.</p> <ul style="list-style-type: none"> • There is less duplication of service. • This option provides better connections to regional services, including Sounder Rail and other transit services. • Route 162 alignment on Kent West Hill is the most direct alignment instead of deviating to serve Military Road if Route 192 was deleted. • Buses should be routed primarily on arterial streets and freeways. • Residential neighborhoods are appropriately served by local service. 	<p>The reinvestment of resources in all-day and weekend service is more favorable in the network equity analysis because it provides better all-day access to community assets and family wage jobs. It also provides better all-day access to priority equity areas for workers who commute outside of peak commuting hours.</p>

<p>direct access to destinations in south Downtown Seattle, and the impacts of the closure of Star Lake Park and Ride. To address these concerns, Route 192 will be deleted and Route 190 trips will be changed to serve Kent Des Moines Park and Ride. This allows Route 162 to stay on its most direct path.</p> <p>The Mobility Board supported this change.</p>		
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Routes 164 and 168

Recommendation: Change pathways to provide more all-day service coverage on Kent East Hill. Re-orient Route 168 to Kent-Kangley Road and Route 164 to SE 240th Street. Add Sunday service to Route 164 and additional evening and weekend service to Route 168. Replace Route 164 with Route 165 (through-routed with Route 166).

Public Input	Service Design	Equity
<p>In the project’s first phase, Metro heard about the need for more weekend service on Kent-Kangley and Lea Hill from survey respondents and the City of Kent.</p> <p>This change meets the Mobility Board-identified need for improved coverage, new connections and distribution of service throughout Kent. The Mobility Board supported this change.</p> <p>This change also had significant support in both online and onboard surveys.</p>	<p>Serves more purposes and destinations. This recommendation provides the highest level of access to jobs and community assets based on all considered alternatives.</p>	<p>Provides improved transit service in equity priority areas. Serves large subsidized housing sites on Kent-Kangley and SE 240th St with all-day service.</p>

Routes 914 and 916

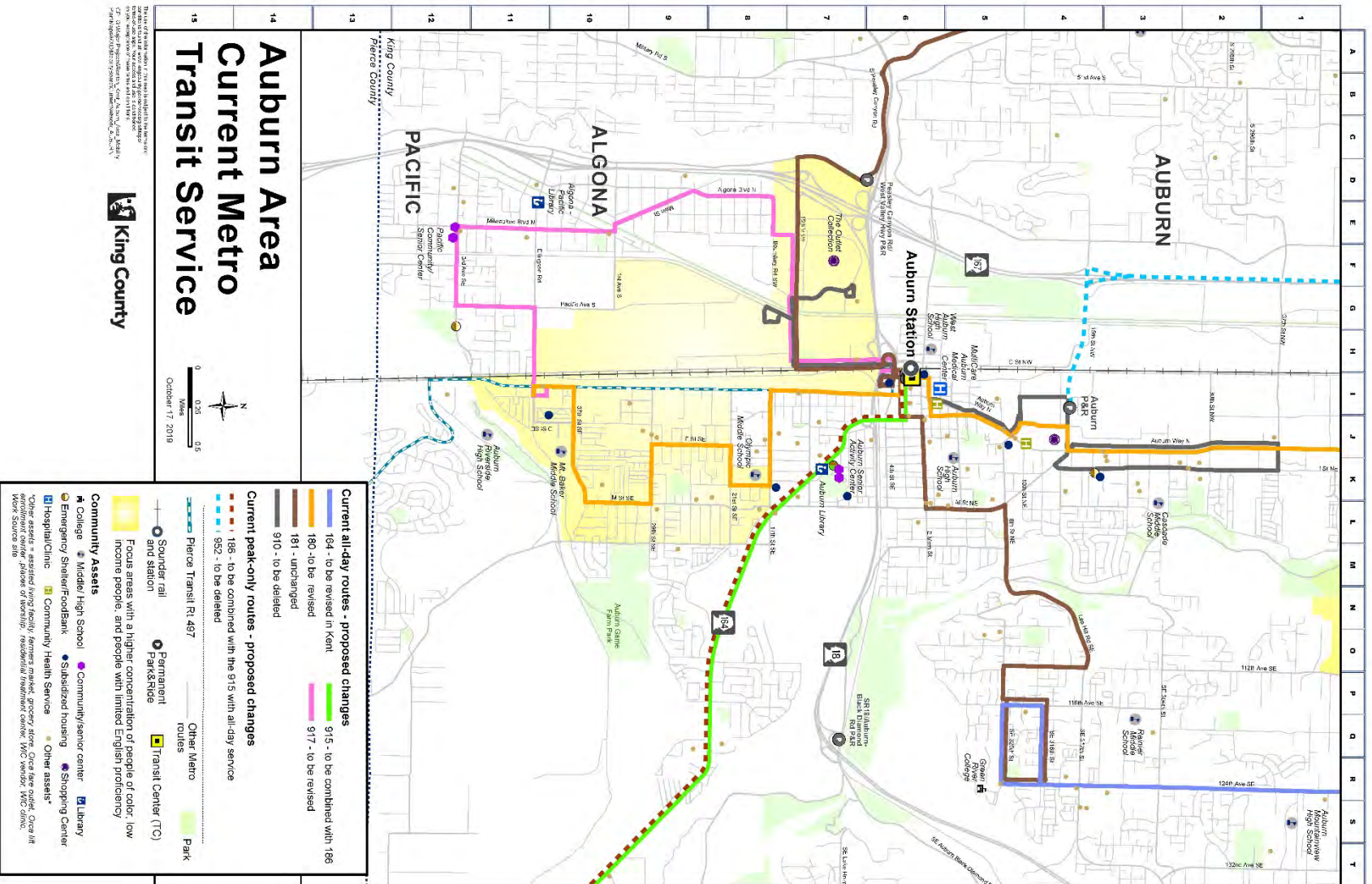
Recommendation: Change pathways to provide more all-day service coverage on Kent East Hill. Consolidate Routes 914 and 916 to Route 914, with a single routing and frequency of 30 minutes. Delete Route 916.

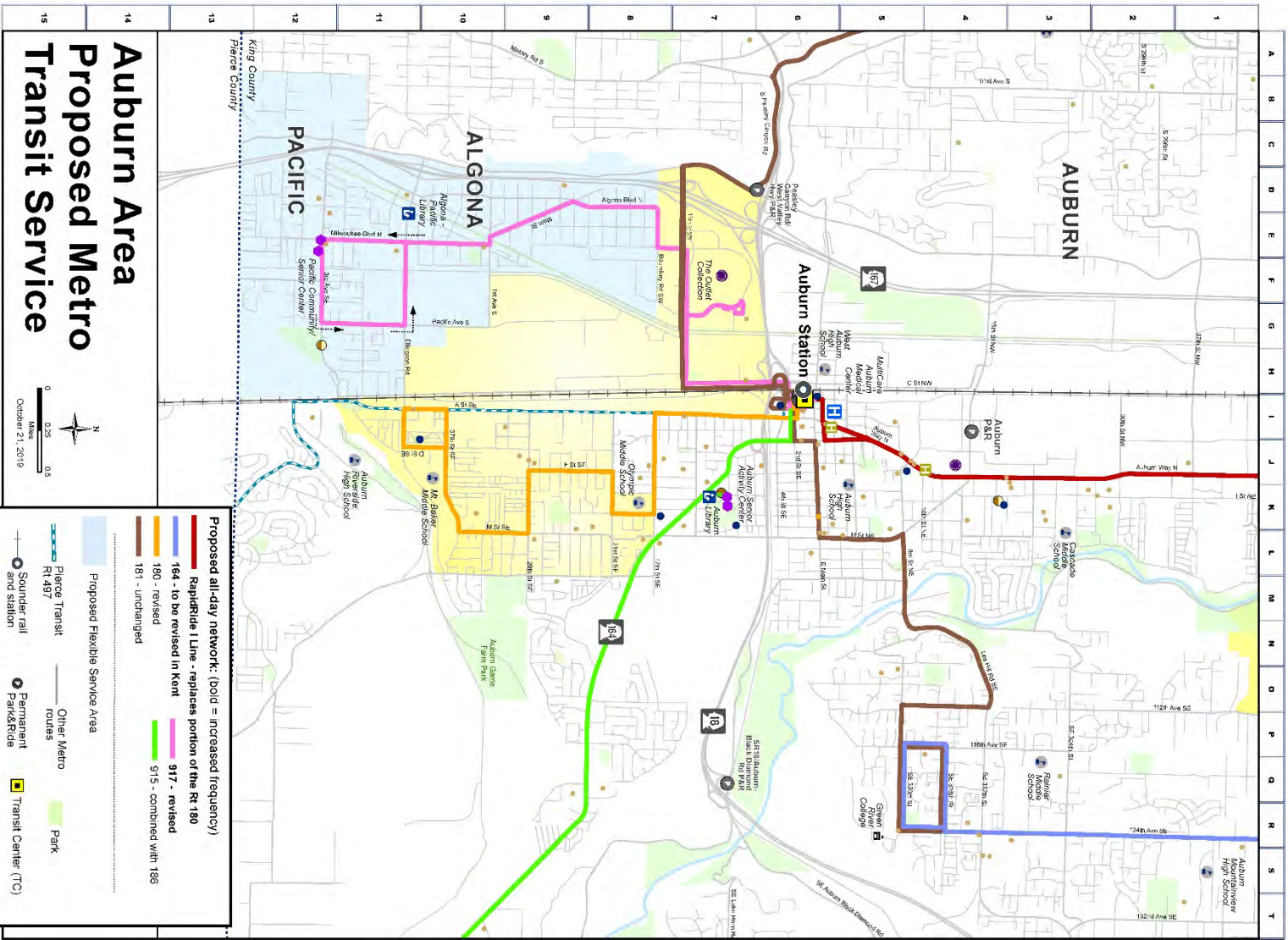
Public Input	Service Design	Equity
<p>In the first phase of the project, Metro heard from operators, Kent Senior Center, and the City of Kent that a more simplified pathway would likely better serve users of Routes 914 and 916.</p> <p>In the online and onboard survey, riders of Routes 914 and 916 were asked where they travel on the Kent East Hill.</p> <ul style="list-style-type: none"> Based on these surveys riders do not support major changes on this route. However, this revision serves most of the destination points mentioned in engagement, including Fred Meyer and the YMCA. Revised Route 168 would cover the other identified destinations on Kent-Kangley. <p>Per Mobility Board recommendation, completed intensive onboard engagement in the project’s final phase. Onboard feedback from current riders was overwhelmingly positive:</p>	<p>Consolidate routes to a single one-way loop that serves the new YMCA and fills in a gap on SE 256th St.</p> <ul style="list-style-type: none"> This option reduces duplication of service, simplifies the route, and better matches the service type to the demand. This service is more direct Portions of the current routing will be replaced with fixed-route service. This presents an opportunity to have Route 914 provide coverage elsewhere. 	<p>Serves an equity priority area.</p> <ul style="list-style-type: none"> Serves community assets and subsidized housing units on all trips. This route is highly utilized by senior customers.

<ul style="list-style-type: none">• Nearly all riders mentioned Fred Meyer as an important destination and were pleased it would be served every 30 minutes.• Riders along SE 240th St were very excited that segment would be served by Route 164.• A respondent said Metro is the only government agency looking out for people with low or no income.		
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C. Auburn Area Recommendations

	Recommended Changes				
	New Route 184	Delete Route 910, invest in additional weekday and Sunday service on Route 917.	Combine service on Routes 915 and 186 to simplify service and offer one all day route.	Community Van flexible service in Algona-Pacific.	I Line
Mobility Board: Auburn Prioritized Needs					
Create shorter, more frequent routes to enhance reliability	X	X			
Establish a network of service not centralized on Auburn Station	X	X	X	X	X
Provide more weekend and late-night service	X	X	X	X	X
Service south of Auburn station, especially to Algona Pacific		X		X	





Auburn Area Proposed Metro Transit Service

Prepared by: King County Metro
 Date: October 21, 2019
 Project: Metro Transit Service
 Version: 1.0



Proposed all-day network: (bold = increased frequency)

- Rapier/ride 1 Line** - replaces portion of the Rt. 180
- 180** - revised
- 181** - unchanged
- 182** - revised
- 183** - revised
- 184** - to be revised in Kent
- 185** - revised
- 186** - revised
- 187** - revised
- 188** - combined with 189
- 189** - revised
- 190** - revised
- 191** - revised
- 192** - revised
- 193** - revised
- 194** - revised
- 195** - revised
- 196** - revised
- 197** - revised
- 198** - revised
- 199** - revised
- 200** - revised

Proposed Flexible Service Area

- Pierce Transit routes
- Other Metro routes
- Park
- Sounder rail and station
- Permanent Park/Ride
- Transit Center (TC)

Community Assets

- College
- Middle/High School
- Community/senior center
- Library
- Emergency Shelter/foodbank
- Subsidized housing
- Shopping Center
- Hospital/Clinic
- Community Health Service
- Other assets*

*Other assets = assisted living facility, farmers market, grocery store, day care center, senior center, etc. *Other assets = assisted living facility, farmers market, grocery store, day care center, senior center, etc.

South Auburn

Route 184

Recommendation: Create new Route 184 to replace the Route 180 pathway through south Auburn.

Public Input	Service Design	Equity
<p>In the project’s first phase, Metro heard from the Auburn Transportation Advisory Board and operators that maintaining all-day service on the south Auburn portion of Route 180 was an important priority.</p> <p>Maintaining the existing pathway of this route was popular in on-board surveying.</p> <p>In engagement, the Les Gove area was identified as a service gap that could be served by an alternativeRoute 184 pathway. Metro did consider alternative pathways to provide better connections to the Les Gove area; however, several traffic engineering changes are needed to implement these pathways that cannot be completed prior to September 2020.</p>	<p>The routing of the new Route 184 is identical to the current pathway between Auburn Station and White River Junction on Route 180.</p> <ul style="list-style-type: none"> • This shorter route will provide more reliable all-day service in South Auburn for local trips, as well as transfers at Auburn Station. • Route 184 provides 20-minute service at peak, providing a more dependable local connection to Sounder trips at Auburn Station. 	<p>The routing of this pathway will continue to provide an important connection for South Auburn riders and residents to Auburn Station.</p> <p>Riders in South Auburn will now have to transfer to reach destinations north of Auburn Station, but more frequent service on new Route 160 (future RapidRide I Line) will help to mitigate this impact.</p>

Route 184 and 181 pathways

No Change

The project team considered alternative pathways for these routes through South Auburn. These were the preferred pathways according to Metro's measures of service design, equity, and community engagement. Several traffic engineering changes are needed to implement these pathways that cannot be completed prior to September 2020. These pathways will be considered for implementation at a later service change. The City of Auburn and Metro are continuing to coordinate to identify and partner on needed improvements.

Route 186/915

Recommendation: Combine service on Routes 915 and 186 into a single Route 915 to simplify service and offer one all-day route.

Public Input	Service Design	Equity
<p>In the project’s first phase, Metro heard from operators and the Auburn Transportation Advisory Board that the current Routes 186 and 915 service structure is confusing.</p> <p>The Mobility Board supported consolidation of the routes. It meets a need to simplify the system that was identified through engagement with community organizations that represent limited English-speaking populations.</p> <p>The Mobility Board supported this change due to the simplification of this service design.</p>	<p>Continues to serve same areas with the same number of trips and span of service.</p> <ul style="list-style-type: none"> • More easily understandable to users. • On weekdays, flexible service in DART areas in Enumclaw and Auburn available all day instead of only during the mid-day. 	<p>Flexible area available all day, expanding service to more users.</p> <p>Easier to understand for users, particularly for limited English-speaking populations.</p>

Route 910 and 917

Recommendation: Delete Route 910. Invest in additional weekday and Sunday service on Route 917.

Public Input	Service Design	Equity
<p>In the project’s first phase, Metro heard from operators and the Auburn Transportation Advisory Board about the need to increase service, particularly weekend service, in the Algona/Pacific area.</p> <p>This change meets the Mobility Board’s prioritized needs to invest in service south of Auburn Station, especially to Algona/Pacific and provide more weekend and late-night service – especially for shift workers in Pacific.</p> <p>Online and onboard surveys indicated that service to YWCA and Walmart should be improved.</p> <p>The Mobility Board recommended that the current northern section of Route 910 is underutilized and that those resources would be better used elsewhere. They</p>	<p>Matches service to demand, eliminates less used northern segment of Route 910.</p> <ul style="list-style-type: none"> • Improves all day weekday frequency to 30-40 minutes. • Adds hourly Sunday service. • Reduces route duplication. • Provides better all-day access to Walmart. • Provides direct connections from Algona/Pacific to central Auburn community assets. • Provides better timed connections to Sounder, and improved frequency provides connections to more daily Sounder trips than today. • Eliminates lesser used northern segment of Route 910, and almost unused southern end of Route 917. 	<p>Improves frequency and span of service in equity priority areas. Algona/Pacific residents have improved access to shopping, medical, and the regional transit network. Weekday service frequency improves from hourly to 30-40 minutes. Hourly service added on Sundays, where currently there is no service.</p> <ul style="list-style-type: none"> • Improved access from Auburn to Outlet Collection, YWCA, and Algona/Pacific jobs. Allows for better job access. • Removes direct access to I Street corridor, but residents would have frequent service available one block away on Auburn Way. Residents unable to access fixed route service on Auburn Way who meet eligibility requirements could use Access or Hyde Shuttle services.

Public Input	Service Design	Equity
<p>supported the improved service to Wal-Mart/Outlet, improved frequency, but also requested the addition of Sunday service on Route 917.</p> <p>Overall positive reaction in online and onboard surveys, even amongst Route 910 riders surveyed. There was also positive feedback at community events where this concept was shared. Adding Sunday service was the most common comment.</p> <p>In response to the clear public feedback and input from the Mobility Board supporting this need, Sunday service was added to the recommendation.</p>	<ul style="list-style-type: none"> • Added frequency makes for better connections to Auburn Station from south and north. • Add direct stop on Route 917 to Wal-Mart and Outlet Collection—most popular destination on both current routes. • Add new stop on 15th St SW for better access to YMCA. • Creates connection to more services from Algona/Pacific to the area north of Auburn Station. 	

Algona/Pacific

Recommendation: Community Van flexible service in Algona-Pacific, if funding is identified in the future. Flexible services will be implemented if funding is available in the 2021-2022 biennium budget.

Public Input	Service Design	Equity
<p>In the project’s first phase, Metro heard from the Auburn Transportation Advisory Board about the need for residents of Algona and Pacific to travel to Pierce County and at times that fixed-route service is not operating. Some have to walk long distances to access transit service in Auburn.</p> <p>In surveys, this proposed service received a positive reaction, particularly among those who identified as current Route 917 riders, who are most likely to be Algona or Pacific residents.</p>	<p><i>Community Van:</i> Provides Metro vans for local, prescheduled group trips arranged through a Community Transportation Coordinator, and driven by volunteer drivers to meet community-identified transportation needs. Riders are picked up at prearranged stops along the way to the destination. Trips are free for the volunteer driver. Riders pay a one-way Metro fare that covers the trip. Accessible vehicles are available on request. The vans would have reserved parking at two or more publicly accessible locations in the Algona & Pacific area.</p> <p><i>Community Transportation Coordinator (CTC):</i> Locally based staff member who manages and schedules the use of Community Van vehicles, recruits volunteer drivers, and promotes the service and other transportation options throughout the community. The CTC would be a staff member of a local organization funded by Metro.</p>	<p>Adds additional service option near the South Auburn equity priority area. Algona and Pacific have growing priority populations as well.</p> <p>Provides a travel option during night and weekend hours when Route 917 does not operate. Provides ability to travel to destinations not easily accessible from Route 917.</p> <p>Community Transportation Coordinator can assist with raising awareness of service to populations of greatest need.</p>

D. Route 160 – future RapidRide I Line

- The Area Mobility Plan process is creating a single route to replace Route 169 and portions of Route 180 between Renton, Kent, and Auburn. This route will be upgraded to the RapidRide I Line in 2023. Through the I Line planning process, the route alignment may be further refined to address speed and reliability issues, however, the corridor concept and destinations served would not change.
- More detail on the planning and engagement considerations are included in the I Line Corridor Concept Memo (Appendix C). An ordinance to approve the I Line Locally Preferred Alternative will be submitted to the King County Council in early 2020.

Public Input	Service Design	Equity
<p>Community engagement was conducted to explicitly inform the evaluation of alternative pathways through the City of Auburn and City of Kent and supports this recommendation. Engagement activities included interviews with community organizations, tabling events, bus stop outreach, online surveys, and local jurisdiction engagement.</p> <p>This pathway decision is supported by identified Mobility Board mobility needs in Renton, Kent, and Auburn to invest in routes with more frequent, all-day service. The Mobility Board reviewed the service design tradeoffs and general public feedback and recommended this pathway for Route 160 and the future I Line.</p>	<p>METRO CONNECTS Corridor 1033 shows a representative alignment for the RapidRide I Line, which differs from the existing pathways of Routes 169 and 180 in two locations – the Kent East Hill and Central Auburn. Through the Area Mobility Plan, Metro evaluated pathway alternatives for this route in these two locations.</p> <p>In the City of Kent, Metro is recommending that the route operate on Canyon Drive to maintain access to destinations and equity priority areas on the Kent East Hill. This route segment carried 19% of Route 169’s total boardings.</p> <p>In the City of Auburn, Metro is recommending that Route 160 follow</p>	<p>Metro considered equity in this decision process by evaluating which options would serve a higher proportion of people of color, limited English-speaking populations, and people with low incomes, and which options provide better transit access to key community assets, jobs, and housing.</p> <p>All alternatives under consideration serve areas with very similar demographic profiles. However, the Canyon Drive pathway provides a longer pathway through the Kent East Hill and more coverage. This corridor was selected to provide</p>

Public Input	Service Design	Equity
<p>Community feedback on mobility needs in the City of Renton did not demonstrate a need to extend the RapidRide I Line (and its precursor, Route 160) to serve either the Renton Landing or Renton Highlands.</p>	<p>the representative alignment in METRO CONNECTS and operate on Auburn Way. This pathway deviates from the existing Route 180 routing along D Street to minimize travel time and provide more direct service through Auburn.</p>	<p>frequent, all-day access to the community assets and destinations on the Kent East Hill and more transit coverage of area with high percentages of priority populations.</p>

E. Peak Only Service from Auburn to Boeing’s Everett Campus

Route 952

Recommendation: Delete Custom Route 952 and promote Vanpool alternatives. Re-invest resources in more all-day local service.

Public Input	Service Design	Equity
<p>Metro conducted onboard engagement on Route 952 to share information about the proposed route deletion and Metro’s Vanpool services.</p> <p>Boeing has been notified, and Metro will continue to work with Boeing to facilitate transition to carpooling and vanpooling.</p>	<p>Re-investing these resources in local service would provide more all-day connections.</p> <ul style="list-style-type: none"> An average Route 952 trip serves 21 riders and is 47 miles. An average Metro trip serves 30 riders and is 10 miles. This service is very expensive and unproductive. Route 952 riders are a select market and could be well served by Vanpool or Vanshare. <p>Route 952 is the longest route in Metro’s system. It provides a connection from Auburn Park & Ride, Kent, Renton, and locations along I-405 to the Boeing campus in Everett. The design of this route conflicts with many of Metro’s Service Design Guidelines.</p> <ul style="list-style-type: none"> This route only serves one purpose and destination – to provide a connection to the Everett Boeing campus for workers in South and East King County. This route does not utilize regional services. 	<p>Route 952 is expensive for Metro to operate.</p> <ul style="list-style-type: none"> Its primary use is to connect Park & Rides to the Boeing Everett campus. <p>This route does not serve high priority populations or provide connections to community assets. Metro also learned that the current schedule is not well aligned to shift times at Boeing, suggesting that the route is used by higher-wage, salaried workers primarily.</p> <p>Deleting this route would allow for Metro to invest in service that meets this project’s equity goals – including providing more all day access to jobs and community assets for people with low or no income, people of color, and limited English-speaking populations.</p>

	<ul style="list-style-type: none">• This route is very long and only operates service in one direction, which makes it very expensive to operate. <p>This route does not match service type to demand well. It is operated with a fixed-route bus and could be replaced by Vanpools from the East and South King County Park & Rides that it serves.</p>	
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VI. Final Service Concept Summary and Outcomes

Mobility Board Support for the Final Recommendation

At the final Mobility Board meeting, members reviewed the recommended network in each sub-area and indicated their level of support. They were given five response options: “I love this. I will champion this,” “I am fine with this,” “I see minor issues, but I can support this,” “I see major issues, do not support this,” and “I do not support this.”

Renton: Level of Support

- 8 Mobility Board members marked “I love this. I will champion this.”
- 4 Mobility Board members marked the line between “I love this. I will champion this.” And “I am fine with this.”
- 5 Mobility Board members marked “I am fine with this.”

Kent: Level of Support

- 10 Mobility Board members marked “I love this. I will champion this.”
- 6 Mobility Board members marked “I am fine with this.”
- 1 Mobility Board member marked “I see minor issues, but I can support this.”

Auburn: Level of Support

- 8 Mobility Board members marked “I love this. I will champion this.”
- 5 Mobility Board members marked “I am fine with this.”
- 4 Mobility Board members marked “I see minor issues but can support this.”

Quantitative Equity Impact Analysis

In aggregate, the project’s equity analysis indicated that the recommended network either increases service or retains the same level of service in most equity priority tracts. However, the project’s budget required that peak services be restructured and consolidated to allow for additional resource investment in off-peak weekday and weekend periods. Additionally, some low performing DART services are being discontinued and their resources are being invested in more frequent, adjacent fixed-route service. These areas are limited, but they do exist. Many areas impacted by the service restructure are candidates for future flexible service investment.

More detail on the project’s equity analysis is included in Appendix B.

Title VI Compliance

This project’s Title VI Compliance requirement is met through the analysis reported in “September 2020 Public Transportation Service Changes: Title VI Service Analysis.” This report shows that there are two census tracts with a greater than 25% decrease in trips. One is on the Kent East Hill and the other is located on the Kent West Hill. This report describes the rationale behind these changes and the alternatives for riders.

VII. Implementation & Post-Implementation

Implementation

Community organization representatives and Mobility Board members have stressed the importance of investing in rider engagement and education about the recommended changes and new services. The project's final Partner Review Board meeting focused on strategizing methods and forums to best engage South King County communities. These ideas are documented in the project's Public Engagement Report and Partner Review Board Summary (Appendix A).

Metro will continue to work with the South King County Mobility Coalition to coordinate engagement on Metro services with ongoing efforts to educate the public about other mobility providers, services, and options in South King County. In addition, Metro will conduct a robust educational campaign leading up to the September 2020 service change to help prepare people for changes. Metro is also committed to planning and implementing a targeted In-Motion Transportation Demand Management Program after these changes have occurred to help educate and attract new riders.

Metro has identified capital funding for Access to Transit and transit facilities investments throughout the Renton-Kent-Auburn area. These improvements will support the recommended service changes and make transit more safe, accessible, and comfortable for riders. These projects will be identified and implemented in partnership with local jurisdictions beginning in 2020.

Post-implementation Evaluation Measures and Engagement Strategy

To mitigate unintended outcomes, Service Planning will consider post-implementation service modifications. In addition, Metro will consider ways to meet needs identified during the project but which could not be met at this time. The identification of possible changes will be determined by post-implementation outreach, customer satisfaction surveying, and technical analysis. Service Planning will also complete a post-implementation review of the EIR process and lessons learned from this engagement process.

VIII. Additional Needs Identified

In this project, the following needs were identified for future near-term investments by the Mobility Board and Partner Review Board. These needs will be used to inform future service changes including planning work for service restructures around the Federal Way Link Extension and Stride BRT service on I-405 in 2024.

Renton Area

- Invest in education to inform communities about Metro services and recommended changes
- Implement Renton Highlands and Benson Hill flexible services
- Service gap: education center near the Renton Airport
- Invest in more east-west Valley service
- Provide more weekend service
- Better connections to Link from Renton, south of the F Line
- Extend weekend operating hours on Route 906
- Provide more frequent midday service on Route 105

- Provide service to the Black River employment area
- Connections between Skyway and other areas in South King County

Kent Area

- Service gap: There are still community assets that are lacking in transit coverage (Kent high schools, the YMCA community center, boys and girls club, etc.)
- Improve security at Kent Station
- Future connections to Federal Way Link Extension
- Need for crosswalks at Kent Station and on Benson Hill
- Service gap: DMV and other locations south of Meeker need to be served, may be a good flexible service
- Consider adjusting Route 157 trip times to serve Kentridge High School
- Turn Lake Meridian Park & Ride into a transfer hub

Auburn Area

- Work with City of Auburn to enable alternative pathways for Routes 181 and 184 to create a grid of services in Auburn
- Sunday service on Route 915
- Improve connection between Auburn and Pierce County
- Improve lighting, pedestrian access, and ADA accessibility in Auburn
- More frequency on Route 181 – good connection to Sounder, serves senior housing and Health Point, Lowe's, etc.



Renton-Kent-Auburn Area Mobility Plan

Public Engagement Report

Prepared by
King County Metro Communications
January 2020

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Executive Summary

Context

King County Metro Transit (Metro) is working to connect Renton, Kent, Auburn and the surrounding areas with high-quality, frequent, and reliable bus service. As part of this effort, starting in March of 2019, Metro worked with a local Mobility Board made up of community members, community stakeholders, community-based organizations (CBOs), and jurisdictional partners to develop the Renton-Kent-Auburn Area Mobility Plan (AMP).

The Area Mobility Plan represents a major service network revision for the area. This plan serves the communities within Renton, Kent, Auburn and surrounding areas and is in support of the preparation for the RapidRide I Line coming in 2023. The resulting changes will improve the places people can get to by transit, and at more times of day, throughout the project area.

Metro conducted an extensive, three-phase community engagement process between March 2019 and December 2019. The process included exploring and identifying needs, opportunities, and gaps in service, as well as an evaluation of possible options to revise, integrate, and connect the cities of Renton, Kent, Auburn, Covington, Algona, Pacific and the surrounding areas.

The result of the Renton-Kent-Auburn Area Mobility Plan will be a network of service that was developed in partnership with the local community and will increase local bus service; add fast, frequent, and reliable bus rapid transit service through the RapidRide I Line; and provide additional fixed-route and flexible services. In addition, this service change will upgrade the current Route 180, between Auburn Station and Kent Station, and combine it with the current Route 169, from Kent Station to Renton, in preparation for RapidRide I Line starting in 2023. The revised network will also expand options for those who travel midday, in the evening, and/or weekends, particularly for local travel.

While the network structure has not changed substantially in over a decade, Renton, Kent, Auburn, Covington, Algona, and Pacific have seen significant demographic changes, increasing density, evolving travel patterns, and continued issues with transit service performance.

- South King County has seen dramatic population growth in recent decades. Between 1990 and 2018, Kent, Renton, and Auburn grew by 240%, 150%, and 147% respectively. Covington has increased by 54% since 2000 and Pacific grew by 56% since 1990.
- South King County has a disproportionately high concentration of people of color, limited English-speaking populations, and low-income households as well as a disproportionately low number of “quality of life” indicators and equitable outcomes.

- There is approximately a 10-year gap in life expectancy between areas of south King County and north and east King County.

As is shown in the table below, the project area is more diverse and has higher proportions of these population groups than King County as a whole.

	King County	Project Area
People of Color	39%	47%
Low Income People	22%	28%
People with Limited English speaking	11%	14%
<i>American Community Survey, 2013 – 2017 estimates</i>		

There is also a need to restructure and rebalance service in this area; project routes vastly fluctuate between low performing or high performing, and the project area’s peak commuter routes have significant and increasing reliability issues.

Therefore, Metro’s public engagement for this project centered on prioritized populations identified in King County’s Equity & Social Justice Strategic Plan (ESJ): including people of color, people with low or no income, and limited English-speaking populations. Additionally, Metro also prioritized people with disabilities and seniors for this project.

Equity and Social Justice Approach

The Renton-Kent-Auburn Area Mobility Plan engagement efforts were consistent with King County’s Equity and Social Justice (ESJ) Strategic Plan and Metro’s Strategic Plan commitment to Public Engagement and Transparency, by promoting robust public engagement that informs, involves, and empowers people and communities.

This commitment centers on:

- Building partnerships with community-based organizations (CBOs), jurisdictions and other community-based assets;
- Developing processes for decision-making that involve and center historically marginalized populations, such as people with low or no income, students, youth, seniors, people of color, people with disabilities, limited English-speaking populations and others with limited transportation options;
- Compensation for Mobility Board members who gave their time, talent, and effort throughout the process.

Engagement efforts were guided by ESJ’s *Theory of Change*, specifically “creating inclusive processes and including people early, continuously and meaningfully.”

Engagement strategies and activities were shaped by King County's Pro-Equity Policy Agenda section on *Transportation and Mobility*, which is to "...create broader and more meaningful access to transportation through improved engagement with communities and provide translations into many languages, as we prepare to offer service that connects more neighborhoods with high capacity transit. In every public engagement effort, Metro Transit seeks to engage a representative group of people who reflect the bus riding population in the affected project area in each phase of outreach, including race, ethnicity, income, age, disability, and language spoken at home."

Metro defines equity as a system of fairness, providing full and equal access to opportunities, power, and resources. Metro, like King County as a whole, is leading with racial justice, because historical and racial inequities continue to affect all of us, and our region's ability to thrive. These values influenced the goals, objectives, strategies and activities for the engagement plan.

The Renton-Kent-Auburn Area Mobility Plan engagement efforts centered equity through collaboration and shared decision-making by:

- 1) Striving for a Mobility Board made up of community stakeholders – with people of color, with low or no income, with disabilities, and/or are limited English-speaking in the majority.
- 2) Through relationship building with community-based organizations and community stakeholders, Metro's engagement efforts prioritized those events, institutions, and community-based organizations led by and for people of color, with low or no income, with disabilities, and limited English-speaking populations.
- 3) Through these relationships and collaborations, Metro learned about the best engagement practices for communities experiencing historic and current underinvestment or inequities in the project area.

When stakeholders were asked about preferred engagement strategies, several key themes emerged – and strategies and activities were designed to address them. This included:

Meet people where they are at:

- We should not assume community members can attend in-person meetings. It is important to go to places that community members already visit, such as shopping centers or community centers.

Partner with interpreters and translate materials:

- Beyond providing materials in relevant languages, King County should provide interpreters for presentations to communities who speak languages other than English or for those who cannot read.

Engage with leaders and individuals to spread information by word of mouth:

- Fear and mistrust of government agencies, language barriers, and

personal preference all lead community members to prefer to get information via word of mouth from friends, family members, and trusted community leaders.

Provide incentives for community members to visit booths and events:

- People from all backgrounds and ages are more likely to visit events or booths if they receive something, such as food or giveaways.

Use social media to engage youth:

- CBOs often use social media to effectively engage youth, although social media is not as effective in engaging adults.

The Renton-Kent-Auburn Area Mobility Plan also de-emphasized the influence of online survey input and placed emphasized value on direct rider input, individuals, CBOs, the Mobility Board, and stakeholder conversations. In the first round of engagement, the online survey respondents were not as reflective as the community or project demographics. Therefore, online survey results were considered as one input in an overall engagement phase alongside additional input from stakeholder interviews, interviews with community organizations, intercept/onboard surveys, and individual conversations. The project tracked and documented the demographics of who was engaged, their feedback, and what was and isn't incorporated into project concepts and decision-making.

Metro Connects

METRO CONNECTS shows a long-range vision for this area with both increased frequency on existing routes and service on new corridors to connect new or growing regional destinations.

The Renton-Kent-Auburn Area Mobility Plan will be the second project to be implemented from the Regional Project Schedule. The Area Mobility Plan will address changing mobility needs in the area and be informed by the vision laid out in METRO CONNECTS, in addition to Metro's Service Guidelines and community and stakeholder input.

Project Area

The Renton-Kent-Auburn Area Mobility Plan project spans approximately 18 miles from north to south between Renton and Pacific and approximately 17 miles from northwest to southeast between Burien to Maple Valley.

The transit corridor passes through many neighborhoods and connects to and from housing, jobs, schools, public services, and transit. This area currently includes 27 bus routes (both King County Metro and Pierce Transit) as well as connections to Sound Transit's Sounder train and Link light rail.

Demographics and Languages

The cities of Renton, Kent, and Auburn are some of the most demographically diverse communities in the County. Metro is committed to improving transit access and mobility for people of color, people who are low-income, and people who have limited English speaking. Metro is working to build an inclusive community that values the needs, priorities and contributions of people who have been un(der)served.

The following demographic analysis is based on 2017 data from the 2013-2017 American Community Survey accessed through [King County's Census Viewer](#) (updated February 2019).

For the 112 census tracts included in the RKAAMP study area:

- The average percentage of **people of color** is **46.55%** (range: 9.08% - 80.10%).
- The average percentage of **foreign-born individuals** is **23.82%** (range: 3.46% - 60.08%).
- The average **median household income** is **\$73,425.57**.
- The average percentage of the **population below 200 percent of the federal poverty line** is **9.76%**.
- The average percentage of individuals indicating they **speak English “less than very well”** is **12.42%** (range: 0.47% - 36.74%).
- The average percentage of **Spanish speakers** is **9.34%** (range: 0.26% - 34.99%).
- The average percentage of **Vietnamese speakers** is **2.46%** (range: 0% - 12.82%).
- The average percentage of **Chinese speakers** is **1.66%** (range: 0% - 8.89%).
- The average percentage of **Russian speakers** is **1.07%** (range: 0% - 9.83%).
- The average percentage of **African language speakers** is **2.18%** (range: 0% - 18.31%). We will further specify languages by asking key community stakeholders during the initial round of interviews.

The average percentage of individuals **indicating they speak another language not listed is 28.07%** (range: 2.16% – 58.78%). (Korean, King County's other language of interest, were omitted from this analysis as the average fell below 1%).

Project Goals

The goals of the planning effort included preparing for RapidRide I Line service, responding to changing mobility needs, and improving mobility and access for people who are communities experiencing historic and current underinvestment or inequities.

- Deliver an upgraded, integrated mobility network with fixed-route and flexible services.
- Deliver a new frequent route between Renton, Kent, and Auburn that will be upgraded to the RapidRide I Line in 2023.
- Increase performance, reliability, and accessibility of the transit system.

- Improve transit access to opportunity and determinants of equity for people of color, those with low or no income, and limited English-speaking populations.
- Ensure equity in County practices through a public engagement process that informs, involves, and empowers historically underrepresented people and communities.

Public Feedback Summary

Engagement Outcomes Overview

Metro values input from communities experiencing historic and current underinvestment or inequities, including those affected by racism, bias, poverty, limited-English proficiency, disability, and/or immigration status. We reached out to a diverse range of community members and stakeholders from identified priority populations using approaches that intended to provide participants with meaningful ways to engage and influence the decision-making process.

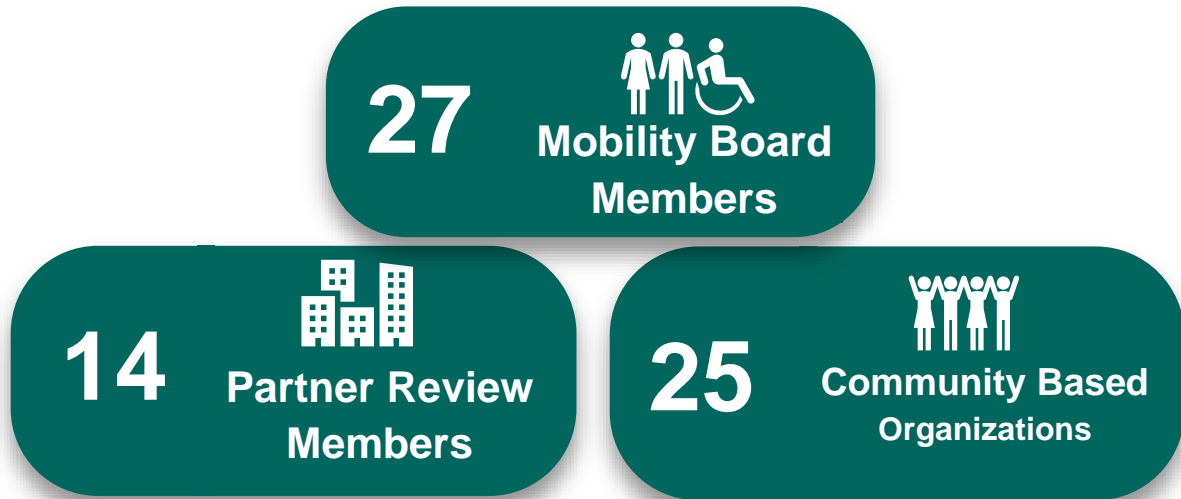


What We Heard: Overall Key Themes and Needs

Through public input from stakeholders, mobility board, and the general public through interviews, surveys, at events, and at community meetings

- Support for faster, more frequent bus service.
- Interest in more bus service throughout the day, into the evening, and on weekends.
- Provide a range of transit options including RapidRide service and more flexible options that meet the needs of the communities served.
- Serve community amenities and services such as shopping centers, transit centers, medical centers, schools, and residential areas.
- Continue to lead with equity and prioritize serving communities who have been communities experiencing historic and current underinvestment or inequities.

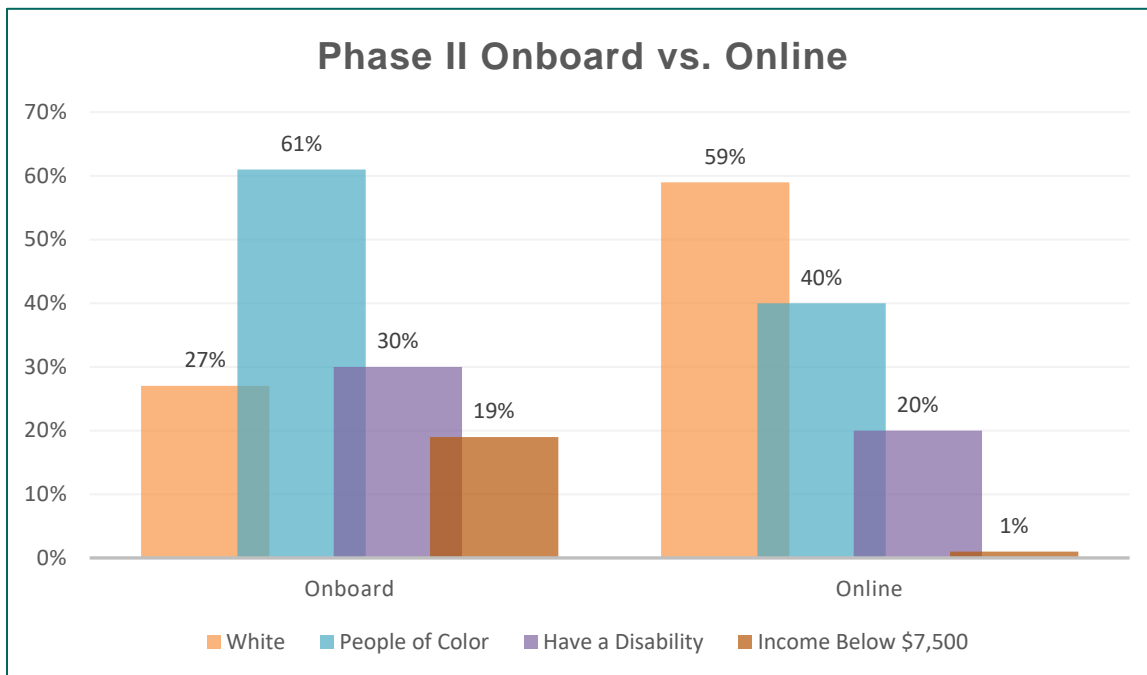
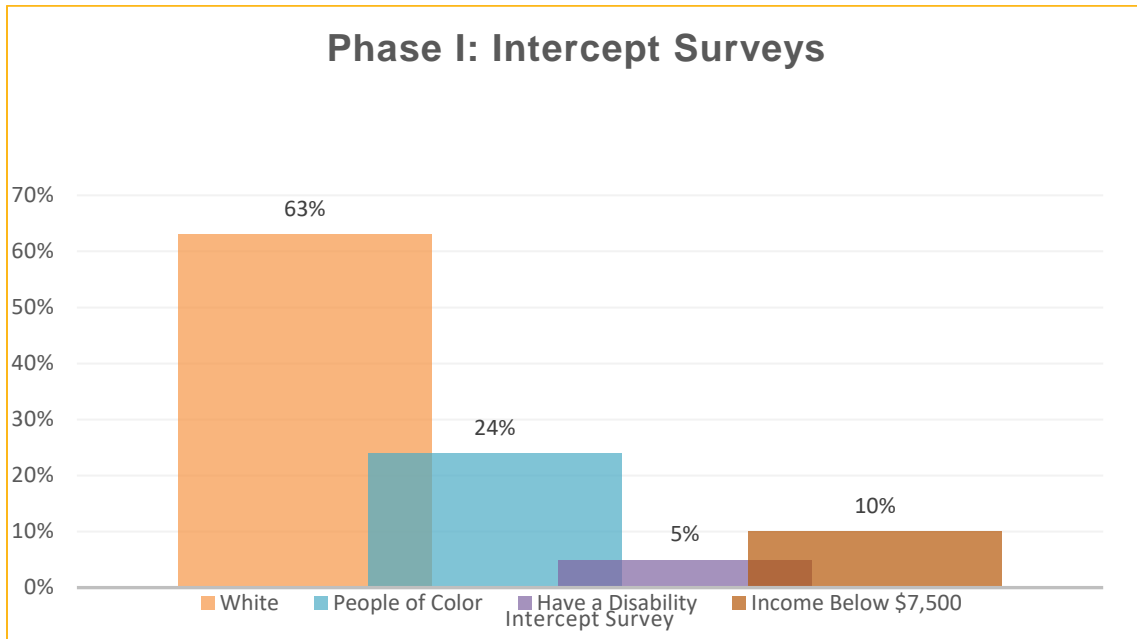
Community Stakeholders Engaged

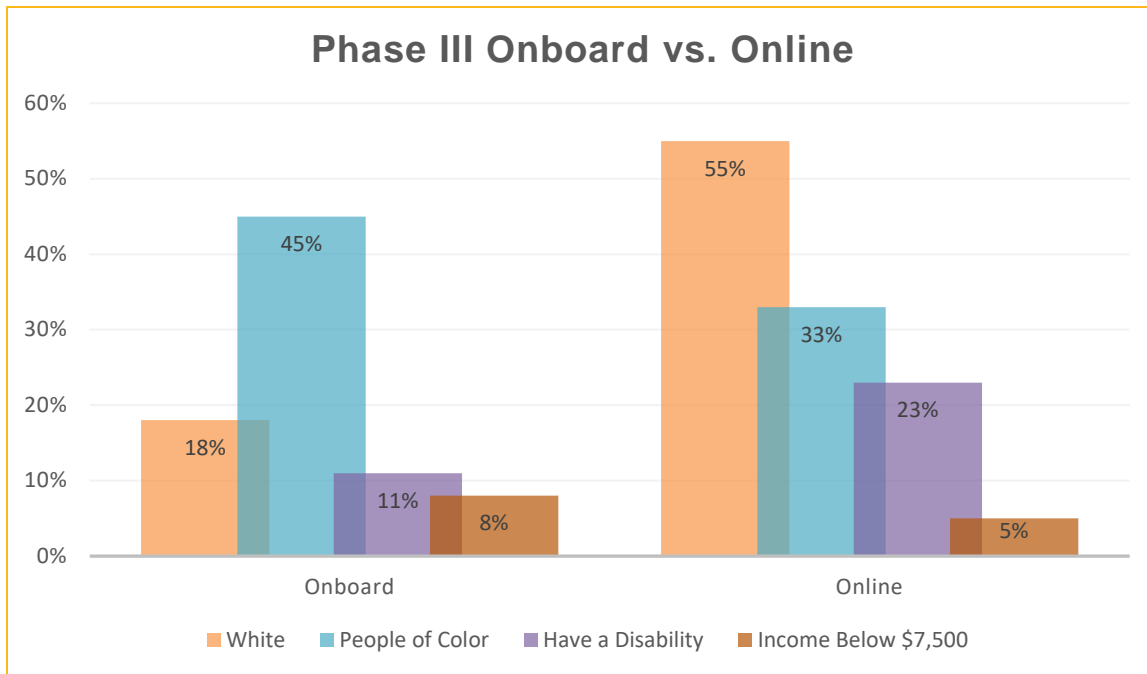


Engagement Methods Deployed



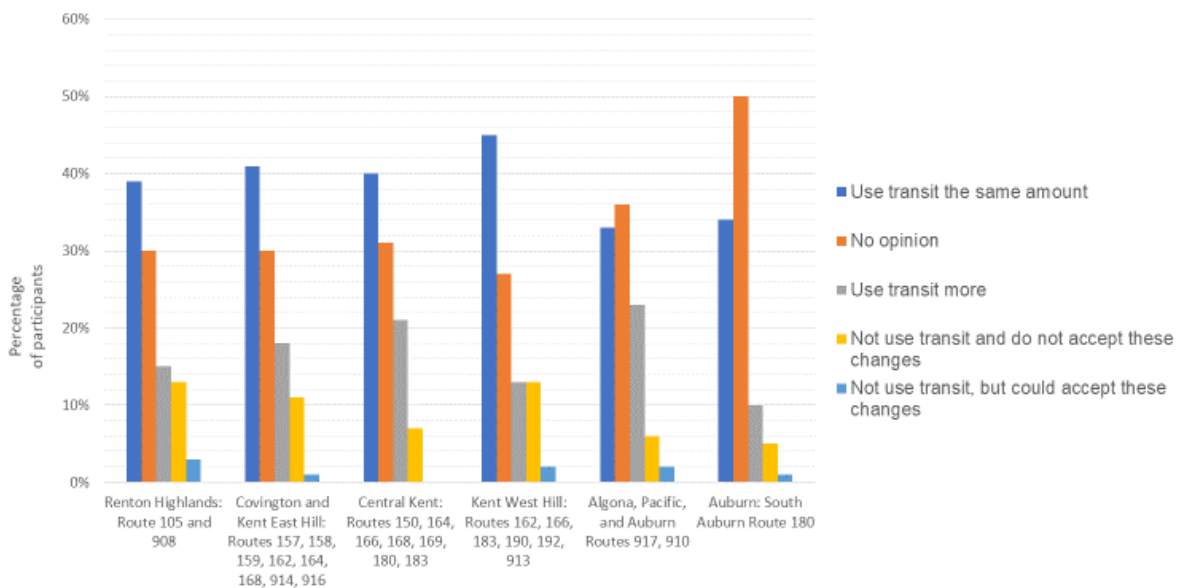
Input From Priority Populations





Public Response To The Proposed Network Change

Overall, respondents will use transit at the same amount with the proposed final network.



Engagement Plan and Activities

Public Engagement Approach



Using Metro’s “**Have a Say**” public involvement approach, Metro focused on listening to the mobility needs, learning about barriers and opportunities, being informed by hyper local communities about changing conditions that pose mobility challenges, and exploring benefits and tradeoffs of future mobility options with community members and stakeholders. We worked to achieve equitable distribution of resources, and fair opportunity for all to influence decisions.

Metro sought to achieve the following goals:

Customized

How many phases, what we asked, and how we asked were tailored to the size and scope of the potential changes and who might be affected.

- We used qualitative and quantitative data to inform the types of stakeholders to engage and appropriate methods to use.
- Where possible, we partnered with community-based organizations, social service providers, local jurisdictions, and transportation agencies to expand our reach.

Equitable

We strove to inform and hear from all communities that might be affected in an equitable manner to improve determinants of equity through our work.

- Demonstrated process equity to create outcomes that achieve distributional equity and cross-generational equity.
- Ensured all stakeholders, particularly historically un(der)served and limited English-speaking populations, are afforded equitable consideration and meaningful opportunities to participate.
- Ensured people who will be affected can influence and help shape the final service change proposal and the public outreach process itself.

Informative

Information was clear, understandable, and accessible to all.

- Ensured project communities, stakeholders, and project partners understood the scope of the project and opportunities to participate and influence outcomes.
- Followed clear writing standards, and translate where needed.

Transparent

We described our input, planning, and decision-making process.

- Communicated the vision of METRO CONNECTS, our guiding vision for mobility.
- Appointed a Mobility Board (community advisory group) that is reflective of those

who will be affected by the changes being considered and helped shape what was shared with the public and how at each stage.

- Demonstrated that community input is valued – reported back about what was heard and how input shaped the direction of the project and informed key decisions.
- Worked with the community to explore options to mitigate any potentially undesired impacts, and discover how to support riders through change.
- Provided guidance based on outreach and engagement to tailor other related project elements and needs (i.e., rider education and marketing).

Public Engagement Goals

The public engagement goals for the Renton-Kent-Auburn Area Mobility Plan included:

- Conducting a grassroots, inclusive, and accessible engagement process that builds and maintains community support;
- Develops confidence in the public process;
- Further promotes the credibility of the Renton-Kent-Auburn Area Mobility Plan and the RapidRide Expansion Program.

Objective: Ensure all stakeholders, particularly communities experiencing historic and current underinvestment or inequities and limited English-speaking communities, have demographic representation, receive equitable levels of engagement, and are afforded equitable consideration. This was done by:

- 1) Engaging with area community-based organizations, schools, businesses, and faith-based organizations for stakeholder input, collaboration on community events, assisting with outreach and advertising to local community members.
- 2) Engaging a diverse Mobility Board. The Mobility Board members included representative members of the communities who then helped to develop and review concepts and ideas for the Renton-Kent-Auburn Area Mobility Plan and the I Line alignment.
- 3) Engaging a Partner Review Board made up of local jurisdictional staff, representatives from area businesses, as well as leaders of educational institutions, and community-based organizations, who then helped review technical concepts for the Renton-Kent-Auburn Area Mobility Plan and the I Line alignment.

Outcome: Project area priority populations, stakeholders, Mobility Board members and partners were able to influence project decisions and outcomes.

- Metro was able to gain valuable insights, opinions, and feedback about proposed changes throughout the process by supporting and developing an understanding of the scope and nature of the project, providing multiple channels for participation, and opportunities to give input on potential concepts.
- Metro worked to bridge communication barriers with individuals who cannot speak, understand, read, or write English fluently and/or address the communication needs for those with cognitive, vision, hearing, and/or speech

impairments/disabilities in order to gain consistent feedback and input from communities experiencing historic and current underinvestment or inequities.

- Metro can recommend a preferred network concept, because it was directly influenced by the needs, feedback, and desired outcomes of the priority populations in the local communities, because of utilizing a decision matrix that centered equity, public input, and service design best practices in assessing concepts.

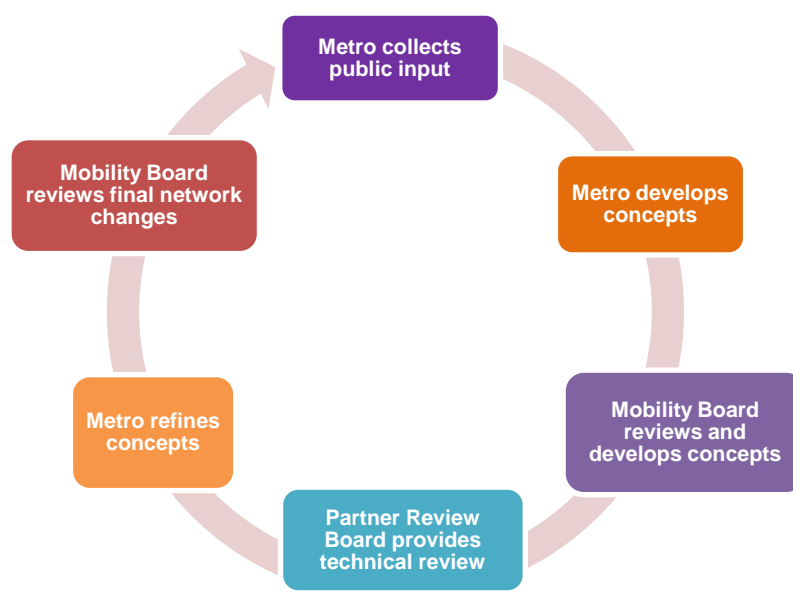
Outreach and Engagement Tactics

Engagement tactics changed and evolved throughout the course of the project based on community feedback about the best way for Metro to engage and work with them. Outreach tools focused on distributing information to the public and engagement tools focused on collecting input to influence decisions and outcomes.

Tools for sharing information	Tools for collecting input
<ul style="list-style-type: none"> • Press releases before major opportunities for input (survey) • Drafted and distributed communications printed materials, such as fact sheets, flyers, and folios • Posters distributed to community-based organizations • Worked with transit educators to get information out • Metro blog posts • Social media posts translated into Russian, Spanish, Simplified Chinese, and Vietnamese • I Line/AMP website updates • Postcards • Paid media advertisements • Rider alerts • Regular emails to CBOs and individuals who signed up for project updates during Phase I • Dedicated Renton-Kent-Auburn Area Mobility Plan webpage with proposed route maps 	<ul style="list-style-type: none"> • Stakeholder interviews with community-based organizations, schools, businesses, and faith-based organizations • Mobility Board, composed of community members in project area • Partner Review Board, composed of jurisdictional agencies and CBO leaders • One-on-one surveying and discussions at neighborhood events, libraries, and at local community asset locations • Online survey • Conducted onboard engagement, particularly in priority census track areas • In-language transit educators conducted intercept surveys at bus stop locations in project area

Language and cultural tools for sharing information	Language and cultural tools for collecting input
<ul style="list-style-type: none"> • Translating printed materials for all community engagement events into Spanish, Vietnamese, Russian, and Simplified Chinese. We also translated materials into Ukrainian, Somali, Arabic, and Amharic at the request of community partners. • Translating online materials and surveys, into Spanish, Vietnamese, Russian, and Simplified Chinese in Phases 1 and 2 • In Phase 3, materials and surveys were also translated into Ukrainian and Somali • CBOs sending out language relevant information to their constituents about online surveys and other opportunities to provide feedback • For Phase 3, onboard surveys were also translated into Spanish • Social media posts translated into Russian, Spanish, Simplified Chinese, and Vietnamese 	<ul style="list-style-type: none"> • Identifying additional local CBOs that are led by/for people of color, those with disabilities and other prioritized populations • Engagement at local cultural community events, including in person surveying, one-on-one discussions • Mobility Board meetings were held in accessible locations, included translated materials, text, presentations, and language translators as well as accessible printed materials for members with a vision and/or cognitive disability • Bilingual staff members and translation needs as requested at community meetings were provided and improved information accessibility was gained by engaging with community in community • In-language transit educators at bus stop locations in project area with intercept survey

Stakeholders and Partners



Community Organizations

The Renton-Kent-Auburn Area Mobility Plan engaged with 18 community organizations through stakeholder interviews to hear about mobility needs and respond to service concepts. This approach respected the needs for relationship building and the limited capacity of these organizations to lead engagement activities for a transit project. The project helped King County Metro build and sustain relationships with community organizations in south King County for future projects and ongoing input into planning and decision-making. The Renton-Kent-Auburn Area Mobility Plan also engaged with an additional 10 community organizations in phases II and III.

Stakeholder Advisory Groups

The project team formed two advisory groups, a Mobility Board and a Partner Review Board, designed to ensure that community members, local community-based organizations (CBOs), and local government partners stayed engaged and informed, and had a mechanism to participate in discussions and provide input as the project team developed service design options, refined proposed routes, and selected preferred concepts.

Mobility Board

Mobility Board members included representative members of the communities who helped develop and review concepts and ideas for the Renton-Kent-Auburn Area Mobility Plan and the I Line alignment. Metro engaged in an equity-driven, strategic recruitment process to form a diverse board to work alongside planners in developing concepts for service changes.

The project team used in-person engagement, launched a survey on the project website, and worked with community-based organizations to recruit members.

To support an equitable model, Mobility Board meetings were designed to be accessible to all communities and included childcare as requested, meals, interpreters, and transportation support to and from meetings. Mobility Board members were compensated hourly and engaged in only a few, intensive workshops. The workshops involved discussion of needs and priorities, review and revision of draft concepts for change, and review of the final network proposal.

Partner Review Board

Metro gathered jurisdictional partners, regionally focused community organizations, and major institutions in the project's Partner Review Board. The purpose of the Partner Review Board was to review (a) feedback from the Mobility Board, (b) solution alternatives, and (c) the Mobility Board's recommended service network changes. Partner Review Board meetings intentionally followed the Mobility Board in order to concentrate decision-making power in the Mobility Board.

Partner Review Board members included jurisdictional staff, representatives from area businesses, as well as leaders of educational institutions, and community-based organizations. This group provided a technical review of the changes developed by the Mobility Board. The Partner Review Board met during phases one, two, and three.

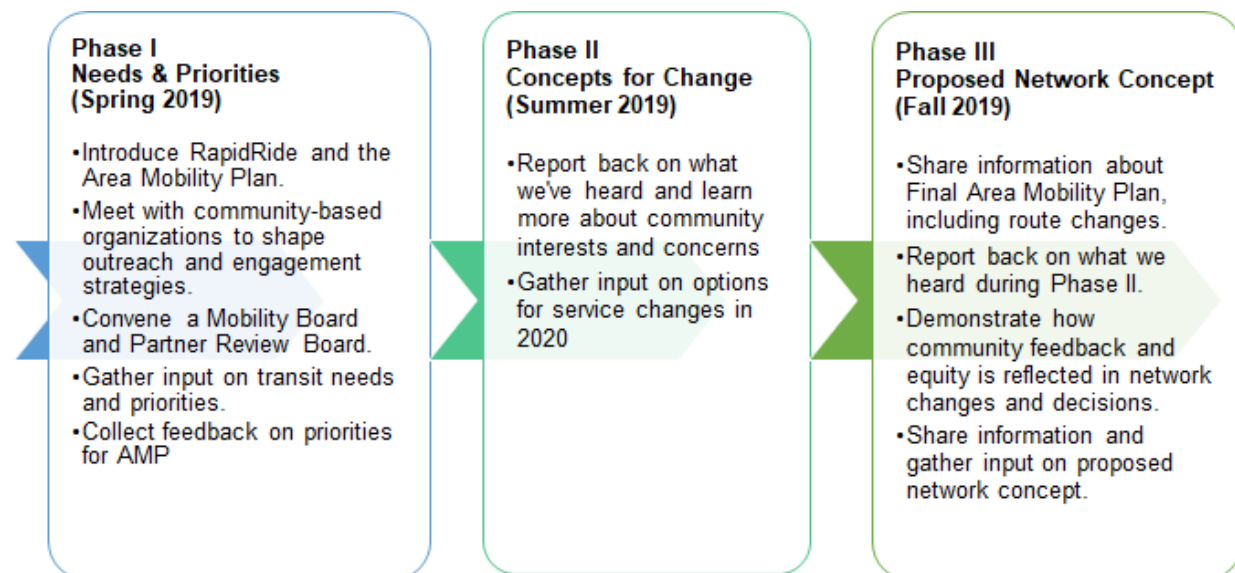
Key Project Messages

The Renton-Kent-Auburn Area Mobility Plan emphasized the following key messages in engaging stakeholders and community members:

- Improve transit access and mobility for people of color, low-income people, and people with limited English speaking.
 - Lead with equity in planning, engagement, and decision-making.
- Re-balance service resources to increase network efficiency and invest in equity priority areas.
- Develop an integrated network of complementary mobility services.
 - Deliver a network of RapidRide, fixed-route transit, dial-a-ride transit, and flexible mobility services that are coordinated with high-capacity rail service in the project area.
- Create a single route from Renton to Kent to Auburn to be upgraded to the RapidRide I Line.
- Identify needs and priorities to inform future project area service network investments.

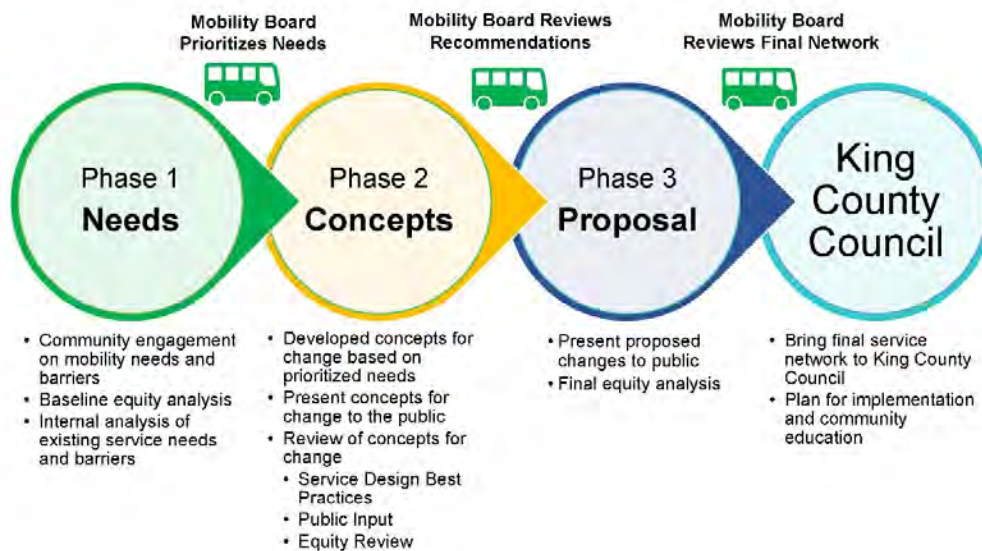
Timeline

The Renton-Kent-Auburn Area Mobility Plan launched in early 2019 with services planned for implementation with Metro’s September 2020 service change.



Engagement Phases

The Renton-Kent-Auburn Area Mobility Plan also piloted a flexible and phased planning process. This allowed for concept development to be influenced by ongoing equity analysis inputs and engagement findings, stakeholder conversations, and the co-creation of a service network with the Mobility Board. This model de-emphasized survey feedback and led with input from traditionally underrepresented populations.



Phase I Engagement

Project Phase: Needs & Priorities
 Outreach Phase: Exploring Options and Priorities
 March 2019 – May 2019

Phase I was focused on listening, learning, and building a mutual understanding to develop shared goals. During the first phase of community engagement, Metro focused on creating relationships with community-based organizations (CBOs) in south King County, introduced the project to community members, and gathered feedback on needs and priorities for transit service.

- Inform the community about the project scope and vision.
- Learn about community priorities.
- Begin conversations about any related service restructuring or expected transit integration and explore potential tradeoffs.
- Develop recommendations for preferred concepts.

The project was introduced to internal and external stakeholders. The project team learned about existing conditions, issues, and needs through analysis, equity review, local jurisdiction coordination, and community engagement. This phase concluded with

an intensive workshop with the Mobility Board to discuss needs and priorities across the project area and possible solutions.

Community & Stakeholder Engagement

- Learn about community priorities through community organization interviews and Needs Assessment survey.
- Build relationships with local jurisdictions, community organizations, and major stakeholders.
- Inform the community about the project scope and vision.
- Begin conversations about any related service restructuring or expected transit integration, explore potential tradeoffs.
- Engage Mobility Board in developing concept ideas and priorities.

Equity

- Provide equity analysis of the current baseline service network.

Government Relations

- Introduce local jurisdictions to project and begin to build relationships.
- Hold technical workshops for primary jurisdictions.
- Brief King County Councilmembers on project background and goals.



What We Heard: Key Themes and Responses

From Stakeholder Interviews

Interviewees shared a variety of feedback about how people in their communities use transit, barriers to using transit, opportunities to encourage people to ride the bus, and strategies to better engage people in transit planning. Several key themes emerged.

- Interviewees agreed on the importance of listening to people.
 - Several people said their community members are concerned public outreach efforts “check a box” and do not actively engage the community in decision-making, which dissuades them from engaging.
- Most interviewees agreed that meeting people where they already are is more effective than asking them to attend a special meeting.
- Many interviewees had heard of RapidRide, but several interviewees said that many community members that they serve are unfamiliar with RapidRide
- Transit transfers are confusing to navigate, especially for people who don’t speak English as a first language or have visual challenges.
- People lack information about how to use transit.
- Transit takes too much time.

- Service schedules need to consider shift worker needs.

From the Mobility Board

- Provide a range of transit options to meet the diverse needs of these communities.
- Offer more frequent service operating later, earlier, and on weekends.
- Serve areas that are currently hard to access, including providing more east-west connections.
- Move station locations closer to destinations.
- Consider shorter, more frequent routes.
- Prioritize serving schools, community and senior centers, childcare, residential areas—especially low-income housing and shopping centers.
- Consider late-night service to places with shift workers, including the Muckleshoot Casino and manufacturing business in the Renton Industrial Valley.
- Prioritize equity focus areas.

Renton's Top Needs:

- Provide more service frequency and longer span.
- Add more frequent service and better transit access to the Highlands
- Fill service gaps with more coverage.
- Improve East-West connections.
- Increase direct connections between important destinations with decentralized service.

Kent's Top Needs:

- Increase the frequency and span of service to better meet community needs, including routes operating later, earlier and on weekends.
- Improve coverage/distribution of service throughout Kent and create new connections to jobs, regional transit, and hard-to-reach community assets.
- Improve service quality for more on-time and less crowded service.
- Improve East-West connections.
- Better align service to match demand to reduce overcrowding and duplication of service.

Auburn's Top Needs:

- Add service south of Auburn station, especially to Algona Pacific.
- Provide more weekend and late-night service, especially for shift workers in Pacific and Muckleshoot Casino.
- Establish a network of service not centralized on Auburn Station.
- Serve key destinations including Work Source, Green River College, late-night jobs, shopping areas, YMCA, Rec Center, and Senior Center.

From Online and Intercept Survey Respondents

While many were satisfied, improving transit timing and reducing cost would encourage respondents to take transit more.

- Some (40%) respondents were satisfied with their routes and about a quarter (26%) were neutral.
- Overall, timing presents the biggest opportunity for growth and addressing transit time would resolve barriers for most travelers.

Respondents want safe and frequent service that is nearby. They are particularly interested in traveling to schools, medical institutions, malls, and transit centers.

- Overall, respondents reported issues near where they live (East of SR-167 in Renton, Kent, and Auburn).
 - Timing of service is a common concern.
 - Requests for safety improvements were also top of mind for several respondents.
 - Near the I-5 corridor, respondents discussed the need for more bus service near their home or destination.
- Generally, people prefer to use transit in many of the same locations.

	Shopping/ Entertainment	Education	Medical	Employment	Transit
Renton Landing	X				X
Renton Technical College		X		X	
Renton Transit Center	X				X
Westfield Southcenter Mall	X			X	
Valley Medical Center			X	X	
Tukwila Sounder Station				X	X
Sea-Tac Airport				X	X
Angle Lake Station					X
SR-167 and 212 th	X				
Kent Sounder Station	X				X
Covington Library	X				
Green River Community College	X	X			
The Outlet Collection	X				
Auburn Station					X



Qualitative Activities

Mobility Board

Metro convened and facilitated the first meeting of the Mobility Board—a group of people from communities in south King County—to discuss transit needs and provide feedback on the potential I Line route alignment and service changes for the Renton-Kent-Auburn Area Mobility Plan. Mobility Board members built an understanding of transit services, rider types, and service planning best practices for application in the Renton, Kent, Auburn sub-areas. Mobility Board members reviewed and prioritized needs per sub-area in line with Mobility Plan goals and equity focus.



Stakeholder interviews with community-based organizations

- Metro conducted 18 interviews on behalf of the Renton-Kent-Auburn Area Mobility Plan and I Line Project during April and May 2019.
- Metro's purpose was to introduce the Mobility Plan and RapidRide I Line to community-based organizations (CBOs) in the project area, establish a constructive and ongoing dialogue between Metro and these CBOs, inform future public engagement for these studies, especially with communities experiencing historic and current underinvestment or inequities, and gather information to inform the Mobility Plan and I Line design concepts.



Community Events

Operations and Maintenance Facility Open House Federal Way Performing Arts Center	Tuesday, March 12	South King County region
South King County Mobility Coalition Renton DSHS/CSO, Seahawks Room 500 SW 7th St, Renton, 98057	Thursday, March 14	South King County region
Free museum day!	Saturday, March 16	Renton

Renton History Museum		
Sound Transit Operations and Maintenance Facility South Open House, Highline College	Wednesday, March 20	South King County region
Tabling at Kent Senior Center 600 E Smith St, Kent, WA 98030	Monday, March 25	Kent
Tabling at Auburn Senior Center 808 9 th St SE, Auburn, WA 98002	Wednesday, March 27	Auburn
Renton Area Non-Profits Unite Renton Chamber of Commerce 625 S. 4th St., 98057	Wednesday, March 27	Renton
Tabling at Harrison House Senior Housing Complex (KCHA) Harrison House	Friday, March 29	Kent

In-language outreach at bus stops

- Metro’s transit educators helped people complete paper surveys at bus stops.

Community or jurisdictional partners hosted events and briefings

- Metro met with city councils, jurisdictions, and other groups to introduce the project and provide initial feedback on the outreach approach and project phases
- Kent: Presentation at Kent Cultural Communities Board

Kent City Council	2/4/2019
Kent Economic and Community Development Committee	2/11/2019
Auburn City Council	2/25/2019
Kent Public Works Committee	3/4/2019
Kent Economic and Community Development Committee	3/11/2019
Auburn TAB	3/12/2019
Kent City Council	5/21/2019
Kirkland Transportation Commission	5/22/2019



Quantitative Activities

The project team surveyed community members to help identify project needs and I Line route alignment.

- A total of 840 people answered questions on the intercept survey.
- Intercept survey locations March 2019:
 - Monday 18th: 7am-10am - Burien Transit Center
 - Tuesday 19th: 7am-10am - Renton Transit Center
 - Wednesday 20th: 7am-10am - Kent Station
 - Tuesday 19th: 3:30pm to 6:30pm - Auburn Station
 - Thursday 21th: 11am to 2pm - S 240th St/26th PI S – Highline College Des Moines
 - Tuesday 26th 11am to 3pm - 104th Ave SE/SE 253rd PI – Kent East Hill

- Wednesday 27th: 11am to 2pm - SE 320th St/122nd Ave SE - Green River College

Survey Demographics

Generally, most people who provided demographics information were like the demographic estimates for the region. Looking at data from the 2016 ACS survey pulled from the EPA's EJ Screener (ejscreen.epa.gov/mapper):

- The percentages of people of color (POC) are comparable for the geographic area in this survey (37.2%).
- Speakers of languages other than English are under-represented, which is common with online surveys (92% English speakers)
- Household income is generally comparable for the region in this survey, though respondents with very low income are under-represented, which is common with online surveys.
 - About 5% of respondents under the age of 65 stated they have a disability, which is comparable for King County.
- Most people surveyed live East of SR-167 in Renton, Kent or Auburn.

Of the 41% (347 respondents) who chose to answer questions about their race or ethnicity:

- 62.8% identified as White or Caucasian.
- 23.5% identified as Person of Color.

See Exhibit A Intercept Survey Results

Notification Methods



Press releases to local media



Targeted media releases to ethnic media



Information posted on the King County Metro I Line website, Facebook, and blog



City newsletter



Tabling at community locations



Rider Alerts

March 11, 2019

- **6,282** subscribers of Routes 153, 158, 190, 105, 148, 150, 157, 159, 164, 166, 168, 169, 180, 181, 183, 186, 192

- **Flyers/Posters**



Phase II Engagement

Project Phase: Draft Service Network
 Outreach Phase: Advancing Preferred Concepts
 June 2019 – September 2019

Developed preliminary concepts for service changes that responded to the needs identified during the first phase of community engagement – provide network concepts that showcased possibilities for the future service. The project team developed concepts for change based on the input from the Mobility Board. This includes route concepts based in the input from equity-focused engagement on needs and priorities across the project area.

Provided an opportunity for community to review and provide feedback on network change options for Renton-Kent-Auburn Area Mobility Plan along with continuing to amplify community concerns and interests to Metro. Based on feedback from Phase I, during Phase II, Metro engaged with community members at existing community events, provided translated materials at outreach events and online, and continued to build relationships with CBOs.

- Reflect on outcomes and feedback from Phase 1 engagement.
- Present updated concepts.
- Explain how designs evolved and what influenced the updated concepts.
- Discuss solutions to concerns posed by community members and address perceived negative outcomes.
- Seek feedback to further refine and optimize concepts.
- Identify opportunities for further changes that would improve the proposal or mitigate negative impacts prior to finalizing the preferred concept.

Community & Stakeholder Engagement

- Convene first Partner Review Board meeting with local jurisdictions, major institutions, and community organizations to review input from Mobility Board.
- Reflect on outcomes and feedback from Phase I engagement.
- Develop a plan for targeted, equitable engagement in Phase II to seek feedback to further refine and optimize concepts.
- Explain how designs evolved and what influenced the updated concepts.
- If needed, develop and distribute a survey to further refine priorities or needs.
- Check in with Mobility Board members over the summer. At the conclusion of this phase, review and finalize the draft service network with the Mobility Board.

Equity

- Develop concept based on input from equity-focused outreach on needs and priorities.
- Conduct equity analysis of draft network.
- Revise outreach and engagement strategy based on community feedback.

Government Relations

- As needed, provide project briefings and updates at local jurisdiction councils.
- Bring draft service network to local jurisdictions for comments and review.



What We Heard: Key Themes and Responses

The public was provided opportunities to review and provide feedback on network change options for Renton-Kent-Auburn Area Mobility Plan. This also provided another opportunity for the public to continue to amplify concerns and interests to Metro.

From the Mobility Board

Renton

- The Mobility Board was very excited and supportive of the changes to the fixed-route network. Particularly, they liked the changes to routes 105 and 906, because of the Sounder connection and increase in frequency and hours on both routes. The reception for Rout 148 was supportive, because of the move to 116th where the new school is being built.
- The Mobility Board provided feedback on flexible service in the Renton Highlands, stating a preference for a service focused on serving the western part of the Highlands and providing a connection to the landing and downtown.

Kent

- Mobility Board members were supportive of changes in pathways on the West Hill and excited about investments in local services, but they did not support the presented consolidation of the peak services.

- The Mobility Board members did not believe it was equitable to have to choose between investments for local travel and commute travel, and they would like Metro to propose a more balanced solution.

Auburn

- Mobility Board members were most excited about the route 910/917 consolidation with the addition of service to Algona-Pacific, the outlet mall, and YMCA. The proposed changes to Route 180 to serve the senior center, schools, and Auburn library were enthusiastically supported.
- Generally, Mobility Board members agreed with the proposed service changes for Auburn.

From Online and Onboard and Community Event Surveys

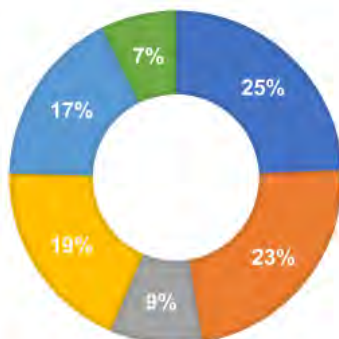
Comments from the variety of surveys administered via online, onboard, and at community events uncovered five issue areas commonly repeated, frequency, hours of service/days of service, particularly weekend service, safety including at transit/bus stops and pedestrian, request for expanded local area service, and connections to other transit and direct connections to Seattle.

Key themes	Example of Feedback Regarding Proposed Options
Frequency	<p>“Please note that frequency and who we are servicing is critical here. If the revised routing helps more people, great!”</p> <p>More frequency for route 908</p> <p>“102 reliability has deteriorated greatly over the past 5 years due to his no-shows and cancelled runs. I subscribe to Metro Transit alerts via text and e-mail but find notices about cancelled runs are not sent half the time. Or notices are sent far too late for me to walk to and catch a 148. Additional 102 runs in morning and evening (1 each) would help. Or reliable shuttle to/from light rail to Fairwood. In evenings, it would be helpful for such shuttle to run until at least 7pm.”</p>
Hours/Days of Service	<p>Earlier Mornings, Sunday service, Later evenings</p> <p>Greater frequency on Sunday routes for 917</p> <p>Sunday service and more than one hour</p>
Safety	<p>“Night security at transit center (Renton)”</p> <p>"Have bus stops NOT right after intersection - it blocks the way Too much trash at stops and homeless occupying stops On Canyon Road - it's a bad idea"</p>
Expand Service (in the local area)	<p>“I live at 140th and Renton Maple Valley Road. There is no transit up the hill to Fairwood where most of our shopping, bank etc. is located.”</p>

	<p>“101/102 is often very crowded. Thanks for running more buses. But a RR Renton to Seattle that runs night owl hours would be great for early/late shift workers priced out of Seattle”</p>
Connection	<p>“We need better connections to Sounder and Link light rail.”</p> <p>“Love the bus to Sounder options, with the limited parking available at the Sounder station”</p> <p>“Yes, downtown Renton to Renton highlands would be lovely. Right now it's very hit or miss and you wait forever in the evenings.”</p> <p>"I want more connections to Link light rail so that I can go downtown easily without driving On 108th and 208th in North Kent there is a lot of new development and housing going in, prime stop for a RR stop "</p>

DURING WHAT TIME PERIOD WOULD YOU LIKE TO SEE
***ADDITIONAL* TRANSIT SERVICE?**
(592 RESPONSES)

■ 9 a.m. – 3 p.m. ■ 7 p.m. – 12 a.m. ■ 12 – 5 a.m. ■ Saturdays ■ Sundays ■ No additional times



Qualitative Activities

Mobility Board

Convened on September 19, 2019

- Metro re-convened and facilitated the Mobility Board to provide feedback on the I Line route alignment concept and service change concepts for the Renton-Kent-Auburn Area Mobility Plan.
- Mobility Board reviewed the proposed service concepts and changes by subarea.
- Members provided feedback from on how well the concepts align with priority needs by subarea.
- Members advised on specific subarea changes where Metro’s technical analysis did not result in a clear priority change.
- Mobility Board members from each subarea group provided a report out on their discussions, guided by the following prompts:

- What themes came up in your conversation?
- Where were places of agreement or disagreement? What service changes are you most excited about?

Partner Review Board

Convened on October 2, 2019

- Provide the Partner Review Board with an understanding of the Renton-Kent-Auburn Area Mobility Plan.
- Provide the Partner Review Board with Metro’s understanding of transportation mobility needs and priorities for the Rent-Kent-Auburn area, identified through engagement and technical analysis. These needs include a proposed pathway for a single route between Renton, Kent, and Auburn, that will be upgraded to the Rapid Ride I Line in 2023.
- Partner Review Board provided feedback to Metro on whether concept alternatives meet identified transportation mobility needs and issues that need to be considered in building a transit service network in the Renton-Kent-Auburn area.

Direct comment via email and phone

- Responded directly to approximately 12 customers via email or phone.



Community Events

Event	Date	Engagement Style	Community
Kent Cornucopia Days	7/13/19 & 7/14/19	Tabling	Kent
Orca To-Go tabling	7/15/19	Tabling	Renton
Auburn Community Picnic	7/16/19	Tabling	Auburn
Kent East Hill Farmers Market	7/20/19	Tabling	Kent
Orca To-Go tabling	7/23/19	Materials shared with Orca To-Go tabling team	Kent
Renton River Days	7/27/19 & 7/28/19	Tabling	Renton
Orca To-Go tabling	8/1/19	Materials shared with Orca To-Go tabling team	Auburn
Cascade Block Party (KYFS)	8/2/19	Tabling	Kent
Algona Family Fun Days	8/3/19	Tabling	Algona
Auburn Fest	8/10/19	Tabling	Auburn
Valli Kee Block Party (KYFS)	8/16/19	Tabling	Kent

Birch Creek Block Party (KYFS)	8/24/19	Tabling	Kent
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Figure 1: Metro Booth at Kent Cornucopia Days with maps, info sheets and comment cards

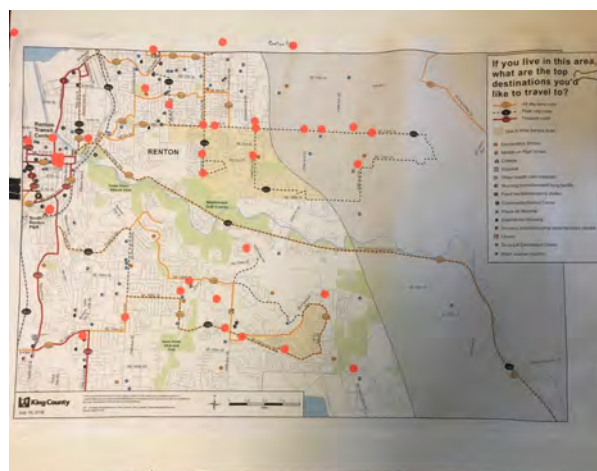


Figure 2: Renton River Days: Map Board asking folks to place dots on where they would like to go via Metro

Community or jurisdictional partners hosted events and briefings

Presentation to El Centro de la Raza senior leadership team	7/31/19	Presentation and discussion	Regional
Refugee Forum of King County	8/15/19	Presentation and discussion	Renton
Briefing with Mayor Hill, City of Algona	8/15/19	Briefing and discussion	Algona
PAEP senior luncheon Pilipino American Empowerment Program - Filipino American Community of Puget Sound	8/22/19	Presentation and discussion	Algona
King County Mobility Coalition	8/20/19	Project Update Presentation	Kirkland
World Relief Seattle	8/29/19	Project Update and discussion with staff	Kent

Auburn Transportation Advisory Board	6/11/2019
Kent Mayor Dana Ralph	6/11/2019
King County Councilmember Dave Upthegrove	6/13/2019
Auburn City Council	7/8/2019
Kent City Council	7/16/2019
Renton Committee of the Whole	8/12/2019
Briefing with Mayor Hill, City of Algona	8/15/2019



Quantitative Activities

On board survey

Conducted over 40 hours of onboard survey outreach with one-on-one conversations

- 189 surveys completed across 9 routes: Routes 164/168/169; Route 906/148; Route 180 South; Route 180 North; Route 917; Routes 914/916; and Routes 908

Demographics Snapshot

- 27% White vs. 61% POC
- 19% with incomes below \$7,500
- 30% identified as having a disability

Route	Location	Survey Question
Route 908	Depart Renton Transit Center, 8:48 AM	Renton Highlands travel needs
Route 917	Depart: Auburn Station, 6:08 AM	Algona/Pacific travel needs
Route 917	Depart: Auburn Station, 1:16PM	Algona/Pacific travel needs
Route 906	Depart: Southcenter, 6:23AM	Fairwood peak, Benson Hill
Route 906	Depart: Southcenter, 12:23PM	Fairwood peak, Benson Hill
Route 914/916	On-board – depart Kent Station, 9AM on Rt. 914	Kent East Hill travel needs, Kent East Hill pathways
Route 914/916	On-board – depart Kent Station, 9AM on Rt. 914	Kent East Hill travel needs, Kent East Hill pathways
Route 168	On-board, from Kent Station to Maple Valley and back	Peak network, Kent East Hill pathways
Route 180	On-board: Depart Burien Transit Center, 12:25PM	Kent – Industrial Valley and Central
Route 180	On-board: Auburn Station to White River Junction, depart 6:59AM	Auburn – Route 180 Options
Route 180	On-board: depart Auburn Station to White River Junction, 3:00PM	Auburn – Route 180 options

Online Survey

733 respondents (open for 20 days)

Demographics Snapshot

- 59% White vs. 40% POC
- 1% with incomes below \$7,500

- 20% identified as having a disability

See Exhibit B Phase II Online Survey Results

See Exhibit C On Board Survey Example Route 906/148

Notification Methods



Press release



Ethnic Media Ads



Tabling at community events



Bus stops signs



Emails to community partner/CBOs

Rider Alerts



Subscribers of Metro Route/Riders were invited participate and provide input, feedback, comments, and suggestions on the proposed concepts.

August 13, 2019

- **2,853** subscribers of Routes 169, 180
- **6,836** subscribers of Routes 153, 158, 190, 101, 102, 105, 148, 150, 157, 159, 164, 166, 168, 181, 183, 186, 192

Bus Signs/Flyers/Posters

RAPIDRIDE have a **say**

Help us shape RapidRide I Line service
 Visit our online open house from July 31 to August 15 at kingcounty.gov/metro/iline.

Ayúdenos a dar forma al servicio de RapidRide I Line
 Visite nuestra casa abierta en línea del 31 de julio al 15 de agosto en kingcounty.gov/metro/iline.

Hãy giúp chúng tôi hoàn thiện dịch vụ xe buýt RapidRide tuyến I Line
 Vui lòng vào diễn đàn trực tuyến của chúng tôi từ ngày 31 tháng 7 đến ngày 15 tháng 8 tại kingcounty.gov/metro/iline.

请帮助我们塑造 RapidRide I Line 服务
 请于 7 月 31 日至 8 月 15 日期间访问我们在线开放日的网站 kingcounty.gov/metro/iline.

Примите участие в формировании дополнительной автобусной линии RapidRide I Line
 Посетите наш онлайн Дом открытых дверей с 31 Июля по 15 Августа (2019) kingcounty.gov/metro/iline.

King County METRO
 206-263-9768 (Relay 711)
HaveASay@kingcounty.gov
www.kingcounty.gov/HaveASay

RAPIDRIDE

Help us plan service in South King County

King County Metro is seeking to connect Bellingham, Everett, and surrounding areas with fast, frequent, and reliable bus service to meet your mobility needs - and we want your input!

To learn more, take our surveys, comment online and sign up for project updates at: kingcounty.gov/metro/iline

I Line coming in 2023 **Service changes coming in 2020**

This summer...

- We are collecting feedback about where community members want to see the existing RapidRide I Line service routes and feedback on specific service changes throughout South King County. This includes possible route changes and adjustments to accessing the bus in Renton, Kent, Auburn, and the surrounding areas. We're working to develop a local Mobility Plan to better serve the region.
- These routes are under consideration for deletion or reconfiguration: 192, 157, 158, 159, 152, 906, 940, 912
- These routes are under consideration for additional service frequency: 101, 105, 164, 166, 184
- These routes are under consideration for routing changes: 148, 146, 160, 163, 180, 181, 183, 906, 934, 936, 937
- These areas are under consideration for a new flexible service: Boston Highlands, Bellingham, Everett East Hill, and Allyn/Pacific

Give us your feedback by visiting kingcounty.gov/metro/iline

Learn more by visiting kingcounty.gov/metro/iline
 For observer and information, call 206-263-9768
 或 請電 206-263-9768 或 請電 206-263-9768
 See below for more information: www.kingcounty.gov/263-3800
 或 206-263-9768, 206-263-9768

Questions? Contact:
 Robyn Austin, RapidRide Communications and Engagement Manager
 206-263-9768 raustin@kingcounty.gov

King County METRO



Media/Social Media Engagement

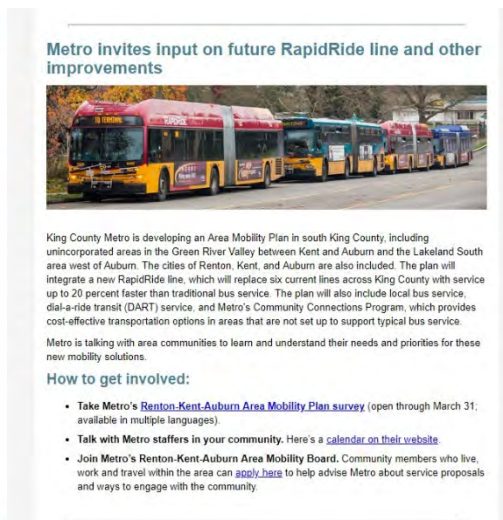
Metro Produced Media

[Metro Blog post March](#) and [Facebook](#) and Twitter postings and in language Spanish social media postings



Local Media Coverage

[The Urbanist April](#), [Auburn Reporter](#), [Renton Reporter March](#), [King County Unincorporated Newsletter April](#), [Seattle Transit Blog August](#)



Phase III Engagement

Project Phase: Final Service Network
 Outreach Phase: Present Final Concept
 September 2019 –December 2019

- Summarize the previous phases of engagement and project development.
- Review how community input and priorities influenced concept development and final plan.

- Inform community members and stakeholders about next steps to finalizing the Area Mobility Plan.

The project team incorporated feedback from Phase II's targeted outreach and the Mobility Board workshop to develop a final network proposal. The network was shared for broad public input through online survey and targeted onboard survey as well as dedicated webpage with the proposed route information and maps.

Community & Stakeholder Engagement

- Present final concept to the public and measure support for service network concept and meeting the priorities and overall goals of the project.
- Informed community members and stakeholders about final proposed network.
- Summarized the previous phases of engagement and project development.
- Reviewed how community input and priorities influenced concept development and final plan.
- Informed community members and stakeholders about next steps to finalizing the Area Mobility Plan.
- CBOs want to continue building lasting relationships and, in some cases, more formal partnerships with Metro.

Equity

- Provided equity impact analysis on the final service network, for comparison to the existing and draft networks.
- Summarized equity inputs and impacts with each component and change in final service network.
- Produced final engagement summary with reporting on who was reached and not reached.

Government Relations

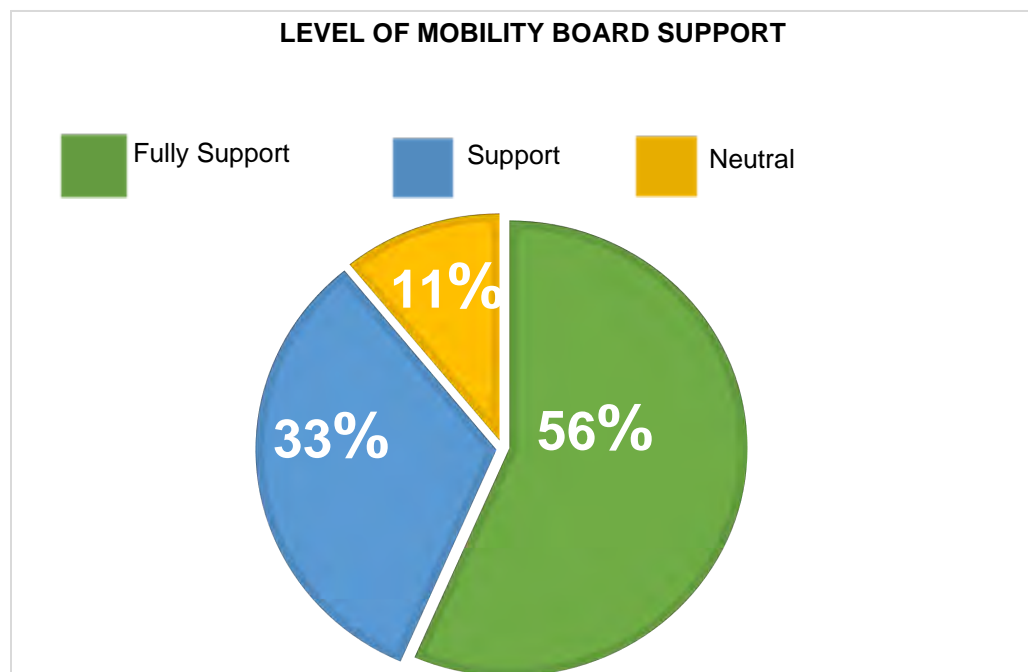
- Briefed King County Councilmembers on final proposed network and ordinance.
- Provided local jurisdiction staff and elected briefings, as desired.
- The Renton, Kent, Auburn, and Tukwila City Councils provided letters of support and expressed appreciation for the engagement to the community.



What We Heard: Key Themes and Responses

Mobility Board Members Feedback from Review of Final Proposed Concepts by Subarea

The Mobility Board members recommend the King County Council adopt the full proposal for Metro's Fall 2020 service change for the network changes associated with Renton-Kent- Auburn Area Mobility Plan.



Renton

What changes are you most excited for?

- Connections to more community assets such as the new community center.
- Expanding the span of service of Route 105.
- Community Ride in the Renton Highlands.
- Expanding the span of service of Route 906.

What is not addressed with this change that should be a focus in the future?

- Give Route 102 trips that truncate at S. Renton Park and Ride a different route number than Route 102 trips that go to Fairwood.
- We would like Community Ride services to expand to cover St. Vincent de Paul.
- The education center in Renton near the airport is still not served.
- More service south of Seattle.
- No real East-West Valley service.
- More weekend services.
- Service to Federal Way.
- Service to Tukwila link station is needed from areas further south than the F-Line.
- Add longer weekend hours on Route 906 in the future.
- For Route 105, change the 15 min windows to start at 2:30 pm – peak hours.
- Ensure strong education on changes & new services.

Level of Support

- Eight Mobility Board members marked “I love this. I will champion this.”
- Four Mobility Board members marked the line between “I love this. I will champion this.” And “I am fine with this.”
- Five Mobility Board members marked “I am fine with this.”

Kent

What changes are you most excited for?

- Adding service on Sundays.
- I Line: 15 min North-South service connecting to 15 min East-West service.
- Route 166/169 and I Line create great frequent East-West and North-South connections.
- People in the Kent Industrial Valley get more options and service that will feed into future light rail.
- I line serves Valley Medical.
- One-seat rides on Routes 164/166 and 168/180.
- New proposal is responsive to some of the changes recommended last time.
- Everything! Very good! Perfect!

What is not addressed with this change that should be a focus in the future?

- Concern about loss of peak service in Covington, but it feels like a fair trade off.
- There are still community assets that are lacking in transit coverage (Kent high schools, the YMCA community center, boys and girls club, etc.).
- Security at Kent Station.
- When light rail serves Federal Way, more changes to lines, it will be faster into downtown Seattle.
- Crosswalks at the station and on Benson Road.
- DMV and other locations south of Meeker need to be served, may be a good flexible service, consider adding a deviation area to Route 914/916.
- Kentridge High School students can be served by Route 157 if trip times are adjusted.
- Need more and better education on changes to 914/916, and how to use DART/flexible services.
- Consider Kent station as a mobility hub – so all routes can connect.
- For Route 162, 10 trips in peak periods does not seem like enough.
- Use the Lake Meridian Park-and-Ride as more of a transfer point location to connect with services for the folks who live east of Lake Meridian Park-and-Ride.

Level of Support

- Ten Mobility Board members marked “I love this. I will champion this.”
- Six Mobility Board members marked “I am fine with this.”
- One Mobility Board member marked “I see minor issues, but I can support this.”

Auburn

What changes are you most excited for?

- Increased frequency.
- Frequent connection between Auburn station and Walmart.
- Doubling frequency of Route 917 serving Algona-Pacific (need weekend service).
- Education about how to use Algona-Pacific flexible service.

- Community van/ADA van available (free car and free gas, YMCA home for coordinator).
- Work source center & DSHS served by Rapid Ride Station.
- Route 917 30-minute frequency increase, better service to Auburn.
- Reallocate Route 910 resources to higher frequency elsewhere.

What is not addressed with this change that should be a focus in the future?

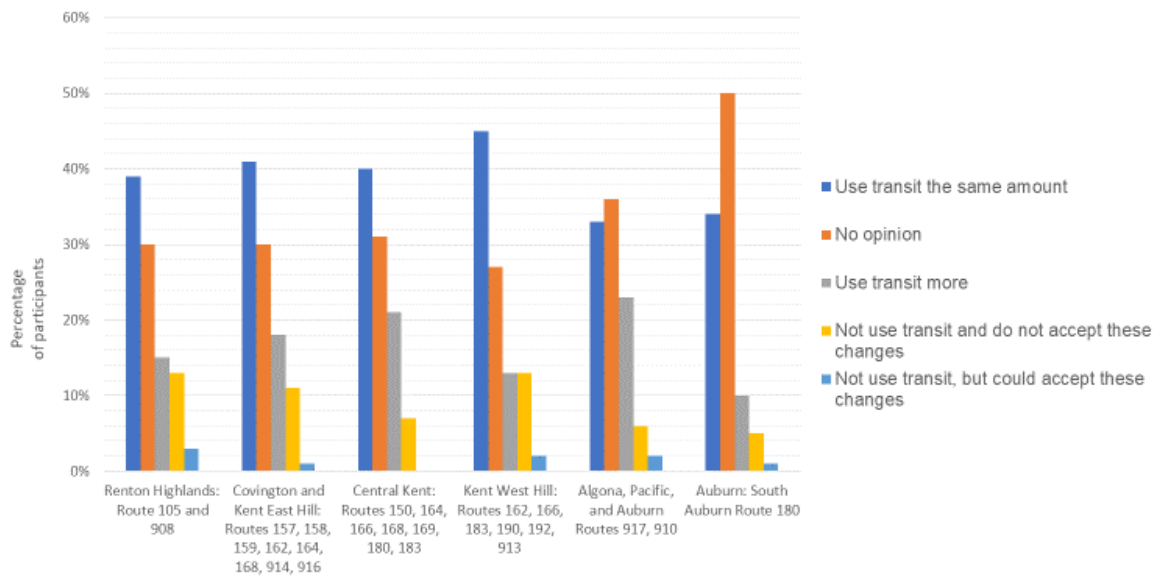
- New Route 180 south tail (new Route 184) and 181 pathways that better serve Auburn schools, library and senior center is not included in this proposed network and service change.
- City of Auburn should prioritize street and signal improvements needed to support new Route 184 and 181 pathways.
- Top priority for 2022 - City of Auburn changes needed for Route 184 to service students going to library and senior citizens to senior center.
- Auburn and Algona-Pacific need for Sunday service. Weekend needs are very important. Wherever DART service currently exists weekend service, including Sunday, should be offered.
- Route 915 needs to run on Sunday.
- Ensure new Route 181 pathway continues to connect high school students to Green River College with pedestrian and stop improvements on 8th.
- Need better connection between Auburn and Pierce County. Very difficult to get to Tacoma, despite it being relatively close to Auburn.
- Safe streets are integral for transit riders and pedestrian safety (lighting and ADA accessibility).
- Route 181 only route heading to Federal Way TC when 578 does not go to Seattle via FWTC due to Sounder heading to Seattle in the morning. Improved 181 frequency would be beneficial during these times as it is the only option.
- Route 181 to Federal Way- keep service going to FWTC 7 days a week.
- Route 917 needs hourly Sunday service.
- Senior housing and housing services (Health Point), Lowe's, restaurant – quicker/faster direct. Route 181 change would provide this.
- Access to more jobs

Level of Support

- Eight Mobility Board members marked “I love this. I will champion this.”
- Five Mobility Board members marked “I am fine with this.”
- Four Mobility Board members marked “I see minor issues but can support this.”

From Online and Onboard Surveys

Online survey participants were provided the proposed network route by route and were asked how these route changes affect their use of transit. Majority reported they would use the same amount or had no opinion followed by those that reported they would use more transit.

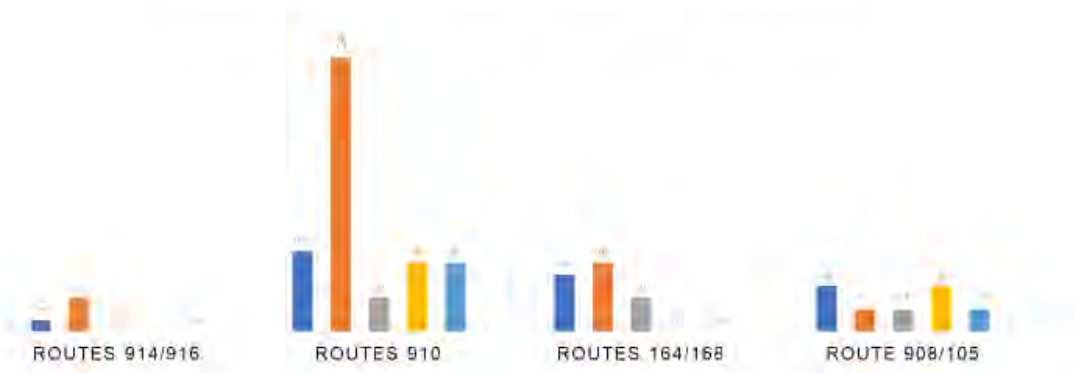


Onboard survey participants were provided the proposed routes proposed for change or deletion and were asked about their agreement with or not.

Do you agree or disagree with the proposed change?

ONBOARD ENGAGEMENT FOR ROUTES PROPOSED FOR CHANGE OR DELETION


Strongly Agree Agree Neutral Disagree Strongly Disagree



Examples of Impact of Public Input on Proposed Service Changes

What We Heard	What Changed
Riders on the Kent Kangley need a one seat ride to downtown Seattle	Extend proposed peak-only Route 162 to Lake Meridian Park & Ride

Route 102 and 148 riders prefer Route 102 service	Maintain Route 102 trips into Fairwood
Route 190 could be re-oriented to serve all Route 192 riders	Re-orient Route 190 to serve Route 192 riders on Military Road; Put proposed Route 162 on faster pathway

 **Qualitative Activities**

Mobility Board

November 19, 2019 at the Kent Campus of Green River College
 Shared Metro’s final proposed network for the Fall 2020 service change with the Mobility Board.

- Documented feedback from the Mobility Board on the proposed set of changes.
- Shared next steps and process leading toward King County Council for review and approval.
- Discussed opportunities for Mobility Board members to stay involved and informed.

Partner Review Board

Reviewed the final network proposal based on Mobility Board recommendations
 December 5, 2019 at the Kent Campus of Green River College.

- Prepared for the next steps in finalizing the proposal and bringing it to the King County Council for review and approval.
- Provided input on possible speed & reliability and access to transit projects, and ideas for the project’s Implementation Outreach and Communications Plan.
- Reflected on the process and shared feedback to inform future Partner Review Boards.

Direct comments via email and phone

- Responded directly to approximately 6 customers via email or phone.

 **Community Events**

Event	Format	Audience	Reach
Halloween Harvest Festival & Les Gove Park Trunk or Treat	Tabling	Auburn community and families	800+ youth and families
Outlet Collection Día de los Muertos	Tabling	Auburn community and families	150 youth and families
Tabling at Kent YMCA	Tabling	Youth and families in the Kent area	51 visitors

Tabling at Renton Highlands Library	Tabling	Community members in the Renton Highlands area	10 visitors
Tabling at Kent Library	Tabling	Community members in the Kent area	7 visitors
Kent Parks Teen Center Community Dinner	Tabling	Kent community and families	60 booth visitors and families
Tabling at Benson Plaza Fred Meyer	Tabling	Benson Hill community members	30 booth visitors

Community or jurisdictional partners hosted events and briefings

Nov. 6, 2019	Presentation/Briefing at South King County Forum on Homelessness	Kent Library	30 meeting attendees
Nov. 13, 2019	Presentation/Briefing at Renton CTR Quarterly Network Meeting	Renton	25 meeting attendees
Nov. 14, 2019	Presentation/Briefing at South King County Mobility Coalition	Renton	14 meeting attendees
Nov. 14, 2019	Presentation and focus group for Green River College International student group	Auburn Campus	25 attendees
Nov. 15, 2019	Presentation/Briefing at Renton Housing meeting of service providers	Renton	30 meeting attendees
Nov. 18, 2019	Renton City Council Committee of the Whole	Renton	The Council and City Administrator shared their enthusiasm for RKAAMP & I Line and thanked city and Metro staff for their work.
Nov. 25, 2019	Auburn City Council Study Session	Auburn	Councilmembers praised the community engagement approach and continuous coordination with city staff.
Dec. 3, 2019	Kent City Council	Kent	Councilmembers were interested in understanding if I Line station locations would help to facilitate east-west connection, which Metro confirmed in the RKAAMP presentation. The Council was generally supportive of Metro’s work.



Quantitative Activities

On Board Bus Engagement Surveys

160 onboard engagement

- Route 180 – 23 total riders and drivers
- Route 169 – 54 total riders and drivers
- Route 164/168 – 21 total riders and drivers
- Route 914/916 – 5 total riders and drivers
- Route 910 – 42 total riders and drivers
- Route 908 – 15 total riders and drivers

Online Engagement Surveys

806 online survey respondents

- 739 respondents from the October – November 2019 survey
- 67 respondents from the November – December 2019 Routes 190 and 192 survey

See Exhibit D Onboard Survey Example Route 910

See Exhibit E Phase III Online Survey Results

See Exhibit F Online 190/192 Survey Results

Notification Methods



Press release



Ethnic Media Ads



**Tabling at
community events**



Bus stops signs



**Emails to
community
partner/CBOs**



Rider Alerts

Subscribers of Metro Route/Riders were invited participate and provide input, feedback, comments, and suggestions on the proposed concepts.

<p>10/23/2019 2,247 subscribers of Route 105 1,179 subscribers of Route 952 1,592 subscribers of Route 908 2,482 subscribers of Route 102 1,269 subscribers of Route 906 1,961 subscribers of Route 148</p>	<p>10/28/2019 2,649 subscribers of Routes 157, 158, and 159 2,103 subscribers of Route 164 2,204 subscribers of Route 168 1,585 subscribers of Routes 914, 916 4,173 subscribers of Routes 150, 166, 169, and 183 2,414 subscribers of Route 180 1,987 subscribers of Route 192 1,634 subscribers of Routes 917, 913 1,589 subscribers of Route 913</p>	<p>12/17/2019 2,252 subscribers of Route 190 and Route 192 alerted</p>
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Bus stop “Have a Say” survey/info signs at over 40 stops for various routes across the area – including Renton Transit Center, Kent Transit Center, Auburn Transit Center, Redondo Heights, Star Lake, and Kent Des Moines Park and Rides

Proposed Route Changes are Coming. Tell us what you think.

Metro is proposing to

Add service frequency to routes: 105, 148, 164, 166, 168, 183, 906, 917 and 180 (from Auburn Station to Kent Station)

Restructure these routes with new route numbers: 158, 159, 169, 180, 186, 192, 910, 916, and 917

Make pathway changes to routes: 102, 148, 166, 168, 181, 906, and 915

Delete these routes: 908, 913, and 952

New flexible service may also be added in these areas: Renton Highlands, Benson Hill, and Algona/Pacific

Take the Survey by Nov. 10, 2019
 English, Español, русский, 中文, Tiếng Việt, Українська, Somali
kingcounty.gov/metro/iline

King County METRO
 HaveASay@kingcounty.gov
www.kingcounty.gov/metro/iline

Proposed Changes for Routes 190 & 192. Tell us what you think.

Metro is proposing to consolidate service for Routes 190 and 192

Proposed changes

Pathway

- Route 192 will be extended to Redondo Heights Park and Ride. This change allows for the continued service on Military Road.

Consolidate trips

- Route 190 will be reduced to four trips in the morning and four trips in the afternoon.
- Route 192 will continue to have to four trips in the morning and four trips in the afternoon.

Hours of Service

- Earlier start time for Route 190

What would not change

Pathway

- Route 190 will continue the same pathway as it does today.
- The same number of morning trips would be operating (8 total) from Redondo Heights Park & Ride to Downtown Seattle.
- Travel times are expected to be the same on either Route 190 or 192.
- No stops will be losing service.

Take the survey by Dec. 27, 2019
kingcounty.gov/metro/routes-190-192

King County METRO
 HaveASay@kingcounty.gov
www.kingcounty.gov/metro/routes-190-192

Flyers/Posters

RAPIDRIDE

Service changes are coming to South King County

I Line coming in 2023 **Service changes coming in 2020**

King County Metro is working to connect Renton, Kent, Auburn, and surrounding areas with fast, frequent, and reliable bus service to meet your mobility needs – and we want your input!

To learn more, take our survey, comment online and sign up for project updates at: kingcounty.gov/metro/iline

This fall...

We're sharing information about RapidRide I Line and proposed service changes in South King County, including:

- The proposed I Line route and station locations.
- Roadway and intersection improvements to help the bus move faster and stay on time.
- Projects to make it easier to walk, roll, and bike to the bus.
- We developed an Area Mobility Plan to better serve the region. The plan includes route changes in Renton, Kent, Auburn, Algona, Pacific, Covington, Maple Valley, Tukwila and unincorporated King County.

Metro is proposing to add service frequency to these routes: 105, 148, 164, 166, 168, 183, 906, 917 and 180 (from Auburn Station to Kent Station)

We're proposing pathway changes to routes: 102, 148, 166, 168, 181, 906, and 915

We are restructuring these routes and they will have new route numbers: 158, 159, 169, 180, 186, 192, 910, 916, and 917

We are proposing to delete these routes: 908, 913, and 952

We are also considering adding new flexible service in these areas: Renton Highlands, Benson Hill, and Algona/Pacific

Questions? Contact
 Robyn Austin | RapidRide Communications and Engagement Manager
 206-263-9768 | rapidride@kingcounty.gov

Learn more by visiting kingcounty.gov/metro/iline.
 Para obtener más información, llame 206-263-3000
 Để biết thêm chi tiết, vui lòng liên hệ số điện thoại: 206-263-3000
 Для более подробной информации, позвоните 206-263-3000
 欲了解更多信息, 請致電 206-263-3000

King County METRO

RAPIDRIDE

Cambios de servicio llegan al sur del condado de King

I Line viene en 2023 **Cambios de servicio en 2020**

King County Metro está trabajando para conectar Renton, Kent, Auburn y las áreas circundantes con servicio de autobuses rápido, frecuente y confiable para satisfacer sus necesidades de movilidad, y queremos su opinión!

Para obtener más información, complete nuestra encuesta, comente en línea e inscríbase para recibir actualizaciones del proyecto en: kingcounty.gov/metro/iline

Este otoño...

Estamos compartiendo información sobre RapidRide I Line y los cambios de servicio propuestos en el sur del condado de King, que incluyen:

- La ruta propuesta de I Line y las ubicaciones de las estaciones.
- Mejoras en la carretera y las intersecciones para ayudar al autobús a moverse más rápido y mantenerse a tiempo.
- Proyectos para que sea más fácil caminar, rodar y andar en bicicleta al autobús.
- Desarrollamos un plan de movilidad de área para servir mejor a la región. El plan incluye cambios de ruta en Renton, Kent, Auburn, Algona, Pacific, Covington, Maple Valley, Tukwila y partes del condado de King no incorporadas.

Metro propone agregar frecuencia de servicio a estas rutas: 105, 148, 164, 166, 168, 183, 906, 917, y 180 (del Auburn Station y Kent Station)

Estamos proponiendo cambios a las rutas en las rutas: 102, 148, 166, 168, 181, 906, y 915

Estamos reestructurando estas rutas y tendrán nuevos números de ruta: 158, 159, 169, 180, 186, 192, 910, 916, y 917

Proponemos eliminar estas rutas: 908, 913 y 952

También estamos considerando agregar un nuevo servicio flexible en estas áreas: Renton Highlands, Benson Hill, y Algona/Pacific

¿Tiene preguntas? Contacta
 Robyn Austin | RapidRide Administradora de Comunicaciones
 206-263-9768 | rapidride@kingcounty.gov

Aprenda más visitando kingcounty.gov/metro/iline.
 Para obtener más información, llame 206-263-3000
 Để biết thêm chi tiết, vui lòng liên hệ số điện thoại: 206-263-3000
 Для более подробной информации, позвоните 206-263-3000
 欲了解更多信息, 請致電 206-263-3000

King County METRO

Media/Social Media/Paid Ads Engagement

Metro Produced Media: Press release [Metro Blog](#) post, [Metro Blog post March](#), and [Facebook](#) and Twitter postings

Performance for Your Post

3,304 People Reached

32 Likes, Comments & Shares

18 Likes	7 On Post	11 On Shares
8 Comments	7 On Post	1 On Shares
6 Shares	5 On Post	1 On Shares

99 Post Clicks

12 Photo Views	26 Link Clicks	61 Other Clicks
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NEGATIVE FEEDBACK

0 Hide Post 0 Hide All Posts

0 Report as Spam 0 Unlike Page

Insights activity is reported in the Pacific time zone. Ads activity is reported in the time zone of your ad account.

Local Media Coverage

[The Urbanist](#), Oct; [Auburn Reporter](#); [Renton Reporter Sept](#); [Renton Reporter, Nov](#); [Renton Reporter, December](#); [Kent Reporter, October](#); and [Seattle Transit Blog, November](#)

Examples of Print and Digital Ads

The image displays several examples of print and digital advertisements for King County Metro's RAPIDRIDE service. The ads are designed to inform the public about upcoming service changes in South King County and encourage input from the community. The ads feature images of buses and text in both English and Vietnamese. Key messages include "Learn about service changes coming to South King County" and "PROVIDE YOUR INPUT HERE". One ad includes a photo of a man and text about a community meeting.

Summary Of Audiences And Participants

CBOs/Stakeholder List

Organization	Region	Community Represented
Ethiopian Community 8323 Rainier Ave S, Seattle, WA	South King County	Ethiopian community, primarily in Seattle.
Renton Inclusion Task Force 1055 S Grady Way Renton, WA	Renton	Renton community.
Muslim Housing Services 6727 Rainier Ave S #26 Seattle, WA	King County	Low-income communities in King County, specifically immigrants and refugees from East Africa and the Middle East.
Kent Senior Center 600 E Smith St. Kent, WA	Kent	Older individuals in Kent and surrounding area.
Kent Cultural Community Board 220 4th Ave. S. Kent, WA	Kent	Representatives from a diversity of communities in Kent.
Lighthouse for the Blind 4711, 2501 S Plum St. Seattle, WA	King County	People with visual impairments in Seattle and surrounding area.
Renton YWCA 1010 S 2nd St. Renton, WA	Renton	People experiencing homelessness in Renton and low-income women of color.
Nexus Youth and Family Services 1000 Auburn Way S. Auburn, WA	Auburn	Homeless youth and families in Auburn and the South King County community.

Renton Area Youth and Family Services 1025 S Third St. Renton, WA	Renton	Renton area youth and families
South King County Mobility Coalition Bellevue Hopelink 14812 Main St., Bellevue, WA	South King County	South King County community members with mobility barriers, including older adults, youth, persons with disabilities, limited English speakers, veterans and low-income individuals.
Auburn Senior Center 808 Ninth St. Auburn, WA	Auburn	Older individuals in Auburn and surrounding areas.
City of Kent Adaptive Recreation 525 Fourth Ave. N. Kent, WA	Kent	Kent community members with disabilities.
Catholic Community Services (South King County) 1229 W Smith St. Kent, WA	South King County	Low-income populations and people experiencing homelessness in South King County
Kent Youth & Family Services 232 2nd Ave. S #201 Kent, WA	Kent	Youth and families in Kent and surrounding area.
Refugee Women’s Alliance 4008 Martin Luther King Jr Way S Seattle, WA	King County	Refugee and immigrant women and children
Asian Counseling and Referral Service 1501 Fourth Ave., Suite 550 Seattle, WA	King County	Asian communities in the King County region
Living Well Kent 515 W Harrison St. Suite #208, Kent, WA	Kent	Underserved communities in Kent
Mother Africa 1209 Central Ave. S Suite 123, Kent, WA	Kent	African and Middle Eastern communities in Kent and South King County
Filipino American Community of Puget Sound	Algona	PAEP: Pilipino American Empowerment Program for Seniors
United Territories of Pacific Islanders Alliance UTOPIA Seattle 205 E Meeker St. Kent, WA 98032	Kent	QTPI-led CBO for LGBTQ+ Queer and Trans Pacific Islander, Samoa, and Native Hawaiian youth, adults, elders, and families in Washington.
Dawn: Rising for domestic peace 221 W. Gowe Street Kent, WA 98032-5809	Kent	DAWN shelters and empowers survivors of domestic abuse in South King County and helps to keep us all safe by educating our community to respond to and prevent violence.
Open Doors for Multicultural Families	Kent	For families with members with developmental/intellectual disabilities and special health care needs

Alliance of People with disAbilities 1120 E Terrace St Seattle WA 98122	Auburn	the Independent Living Center for King County, Washington State.
Entre Hermos 1621 S Jackson St. Suite 202 Seattle, WA 98144	Seattle	Promotes the health and well-being of the Latino Gay, Lesbian, Bisexual, Transgender, and questioning community in a culturally appropriate environment
World Relief 841 Central Ave N #C106, Kent, WA 98032	Kent	Support refugees and immigrants in the King County Area.

Partner Review Board

The purpose of the PRB is to review (a) feedback from the Mobility Board¹, (b) solution alternatives, and (c) Metro’s proposed service network changes. This will include the mobility needs and tradeoffs that the Mobility Board identifies for the Renton-Kent-Auburn Area Mobility Plan, and solutions to address those needs. The PRB will identify additional needs, solution concept benefits and trade-offs, and potential equity impacts to help Metro develop a socially equitable Area Mobility Plan.

Criteria for Partner Review Board Membership

King County Metro is seeking representation on the Partner Review Board from the following entities:

- Jurisdictions in the project area.
- Nonprofit organizations that serve multiple jurisdictions in the project area.
- Major institutions.

Partner Review Board Members	Affiliation (alphabetical by affiliation)
Cecile Malik	City of Auburn
Dennis Millard	Auburn School District
Kelton Parker	City of Covington
April Delchamps	City of Kent
Vangie Garcia	City of Renton
Florendo Cabudol	City of Seatac
Jaimie Reavis	City of Tukwila
George Frasier	Green River College
Kinder Garcha	Kent School District
Zoe Mullendore	King County Council
Jason Kennedy	Pierce Transit
Adrian Down	Port of Seattle
Gerald Bradford	Renton Technical College
William Chow	Sound Transit

Mobility Board

The diverse group of 27 Mobility Board members represented a range of mobility needs, rider types, and familiarity with the project area.

- Members included native English, Somali, and Spanish speakers, and bilingual speakers who speak Somali, French, Spanish, Arabic, or Farsi.
- They represented many rider types, including seniors, students, and people with disabilities.
- Board members lived and/or worked in Renton, Kent, Auburn, and Covington. Some members were also affiliated with surrounding areas such as Covington, Burien, Tukwila, Seattle, and SeaTac.

Mobility Board Members (alphabetical by first name)	
1. Aalijah Fulton	15. Husham Azeez
2. Afeworki Ghebreyesus	16. Jani Medeiros
3. Alexandra Clark	17. Joseph Habimana Maradona
4. Ariana Rojas-Manriquez	18. Kevin Berg
5. Ayaan Hassan	19. Linet Madeja-Bravo
6. Brian Bonner	20. Loina Romero
7. Crista Shaw	21. Nancy Knipp
8. Daniel Nicholson	22. Reza Sakhi
9. Gabriella Berg	23. Richard Ahsiu
10. Graciela Ayometzi	24. Raymond Johnson
11. Hala Tiba	25. Roger Arnold
12. Halimo Olad	26. Sattar Murad
13. Harold Batson Jr	27. Zaynab Mazban
14. Hoda Abdullahi	

Demographics: (based on optional survey responses and in person conversation)

Description	Mobility Board Makeup
Age range	14-71
Language groups	<ul style="list-style-type: none"> • Native English speakers • Native Spanish speakers • Native Somali speakers • Bilingual speakers (English and Somali, French, Spanish, Arabic, Farsi)
Annual household income range	\$6,000-140,000
Rider types	<ul style="list-style-type: none"> • Commuters (majority) • Off-peak and shift workers (minority) • Seniors (5 participants) • Persons with disabilities (3 participants: visual, mobile, and/or speech impairments) • Youth/students (6 participants)
Personal and professional interests	<ul style="list-style-type: none"> • Providing resources to low income families • Providing resources to refugees and immigrants • Access to education • Leadership and community organizing • Inclusive engagement • Access to affordable transportation • Access to medical services • Access to entertainment

Geographic areas and subareas	<ul style="list-style-type: none">• Renton<ul style="list-style-type: none">○ downtown Renton○ Maplewood○ Benson Hill○ Renton Highlands• Kent<ul style="list-style-type: none">○ Kent East Hill• Auburn<ul style="list-style-type: none">○ downtown Auburn○ Lea Hill• Covington/Timberlane• Burien• Seattle• Tukwila• Seatac
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Implementation

Community & Stakeholder Engagement

May 2020 – September 2020

- Conduct outreach in multiple languages to inform riders and communities about changes.
- If needed, provide support and resources to educate communities about new mobility services.
- Provide outreach materials, rider alerts, and signage in multiple languages.
- Inform community-based organizations engaged in planning process about upcoming changes.
- Provide compensation to community-based organizations to support and engage in language and cultural outreach.

Exhibits

- Exhibit A Intercept Survey Results
- Exhibit B Phase II Online Survey Results
- Exhibit C Phase II On Board Survey Example Route 906/148
- Exhibit D Phase III Onboard Survey Example Route 910
- Exhibit E Phase III Online Survey Results
- Exhibit F Online 190/192 Survey Results
- Exhibit G Mobility Board Summaries
- Exhibit H Partner Review Board Summaries

Exhibit A Intercept Survey Results



Intercept survey locations March 2019

- Monday 18th: 7am-10am - Burien Transit Center
- Tuesday 19th: 7am-10am - Renton Transit Center
- Wednesday 20th: 7am-10am - Kent Station
- Tuesday 19th: 3:30pm to 6:30pm - Auburn Station
- Thursday 21th: 11am to 2pm - S 240th St/26th Pl S – Highline College Des Moines
- Tuesday 26th 11am to 3pm - 104th Ave SE/SE 253rd Pl – Kent East Hill
- Wednesday 27th: 11am to 2pm - SE 320th St/122nd Ave SE - Green River College

What is your home zip code?

- Not enough answers to be useful

Which best describes you?

114: Current user of public transportation

0: Likely future transit rider

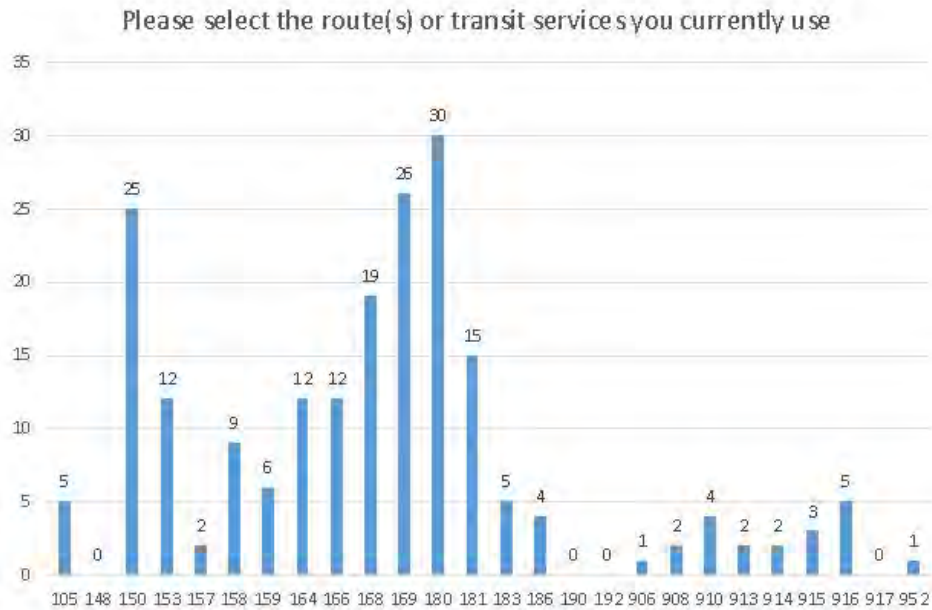
0: Other interested community member (e.g., resident, work in the area, business owner, social service provider, etc.)

How many people in your household (including yourself) use transit at least once per week?

Average: 2.3

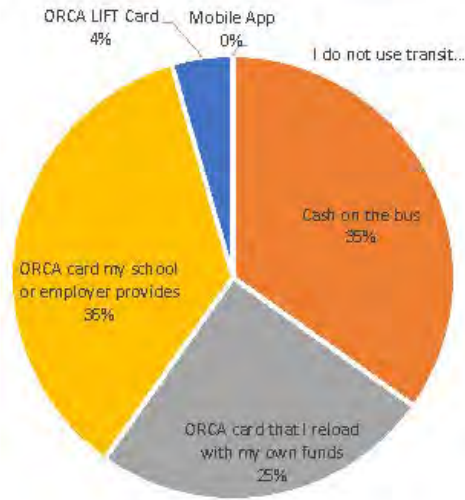


Please select the route(s) or transit services you currently use.

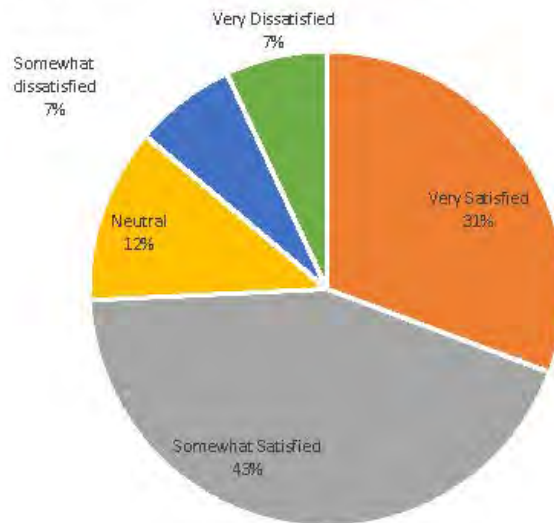




When you ride transit, how do you most often pay your fare?

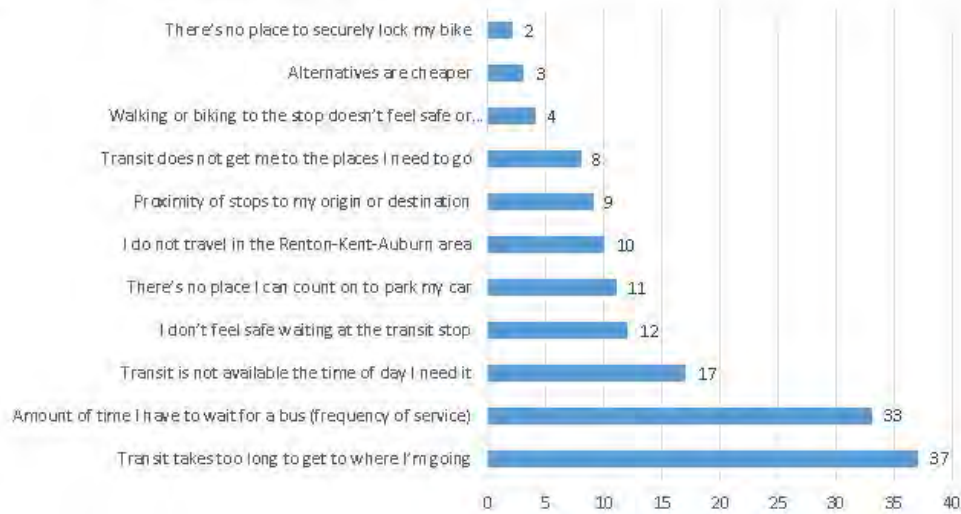


How satisfied are you with service on the routes you take today?

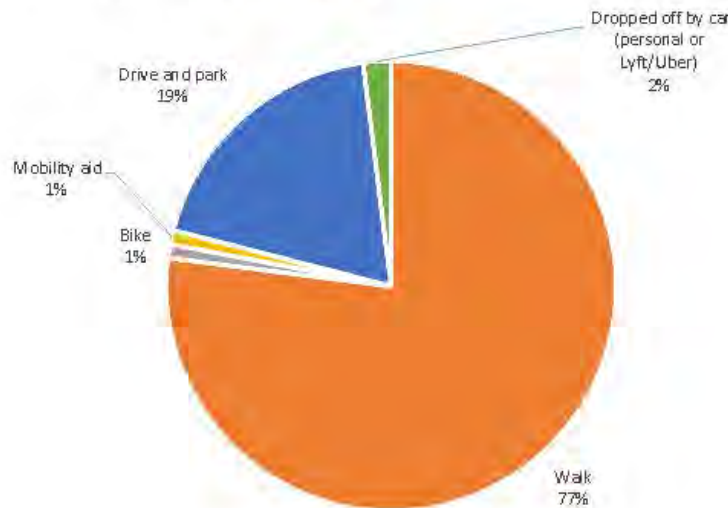




If you travel in the Renton-Kent-Auburn area, please tell us what are the biggest barriers to you taking transit for those trips? (check all that apply)

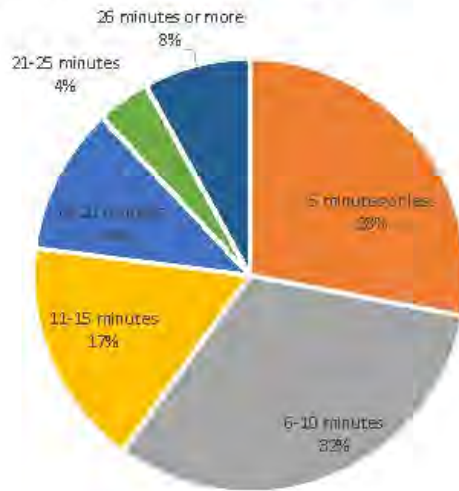


How do you usually travel to your transit stop?





How long does it usually take to travel to your transit stop?



Where areas or destinations would you like to go, using transit in the Renton-Kent-Auburn area?

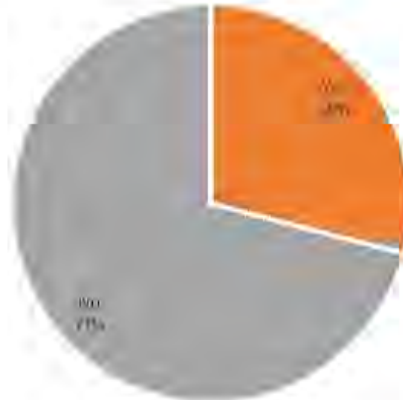
- Downtown Renton
- Downtown Renton
- Kent Station; Doctor appointments; Shopping
- Auburn Transit Center
- Live in Seattle buy enjoy going to Kent for business and food. Happy about the current service but more weekend service would be good
- Kent-Auburn - I go to Green River School
- Renton
- The 180 should come every 15 minutes. It is usually full
- Stops along 37th st in N Auburn
- Super Mall, Seattle, Amazon
- I only commute to and from work
- Auburn TC to take the sounder
- Currently transit takes me everywhere I go
- Walmart in Auburn
- Walmart
- Deeper into South Auburn
- It would be nicer to take less buses to get to school
- Wish the 907 would come back to do BIKDIA to Enumclaw - Dart no so good
- Seattle



- Mostly just work and back
- Issaquah
- I go from home to work and major shopping areas
- Renton to Skyway
- Fairwood
- Sammamish, Federal Way, straight to the U District transit center. 167 does this but barely runs and is unreliable
- Renton Highlands
- Something more direct to Factoria
- Renton Transit Center
- More express bus to Seattle
- South Center
- Renton Walmart; Kent Station
- I would like an earlier morning Saturday and Sunday route that connects to my commute from SeaTac. I would like a later Sunday bus
- Auburn
- Mount Rainier; booney Lake
- Downtown Seattle faster when the train isn't running
- Any regular route that went to/from Kent station and up Rieten Rd. It is difficult walk and a route that I could take to/from the train would stop at the top of the hill would prevent the need to carpool
- Further into Settle so we don't have to switch routes
- Seattle
- Covington (272nd Street) Kent (132nd st)
- Downtown Seattle
- Airport
- More optionsto downtown Seattle
- I already go to the areas I need to easily using bus, sounder and light rail
- Buriery; Seattle; Renton



Do you ever change your bus stop because of safety concerns or other conditions at the stop?



What improvements could Metro make to help you take transit more often?

- Make the 168 faster. It should not take that long
- Sometimes the bus doesn't stop and it is too long for me to wait
- Make the bus cleaner and nicer to ride. People bring food on the bus and the bus driver doesn't care. They should not be allowed on the bus. If people don't pay on the bus it is not fare for other people. They should not be allowed to ride if they do not pay.
- Increase pick up times
- Need a bus stop at Dianon RD SE and Thomas near Brookside Grocery
- Buses could be cleaner
- More frequent bus. Keep waiting sometimes the driver misses me and doesn't stop
- Bus on time
- More places to reload Orca card
- Faster service, have blinking lights so the bus won't miss us even when the bus is not crowded
- Cheaper bus fare
- More security
- Stops need cover from weather and seating
- Make shorter routes if possible
- 150 route stops need shelter and seating
- Real time bus information
- Pick up garbage
- Keep the 164 from Green River to Kent on Sunday
- Better connections to popular routes



- 186 and 915 need to come more often. It is ridiculous that this is a once an hour bus. When I do come from Renton or Kent to catch the 915 but I usually miss it and have to stand and wait a whole hour for another one
- Reliability of transit - my bus never showed up today. OneBusAway showed it was 2 minutes out but it never came and is not shown being late. Lack of parking to park and ride
- better route connections; the schedule has them connecting within 3 minutes but the first bus is usually 5-8 minutes late
- More frequent buses and at later times
- Better lighting at stops, bigger busses, more routes and quicker frequency
- In the morning the bus is a bit late I take the bus from Auburn Station to my home when I get out of work. I think the 5:53 should wait a bit more at the station because the train arrives at that time
- I take the 186 from Auburn to Enumclaw and if the train is late the driver doesn't wait
- The 180 service is late everyday and I end up paying another fare
- Bus drivers is over whelmed and rude
- The Enumclaw TC is muddy
- Cleaner safer stops. I suppose if transit workers checked the stops more often to make sure they were clean and safe. People staying at a stops all day
- Promptness; more times available; later availability
- More accurate apps for phone. Some routes might need security
- Time management - Schedule of the bus
- More comfortable DART buses
- More seating at the bus stops
- More parking at Auburn Sounder station
- More frequent routes like the A line
- More service between Auburn-Enumclaw route on weekends
- Hire more drivers
- Get here on time or at their scheduled time
- More bus better service reliability on time important not late. People who ride the bus is very noisy and fighting
- It would be nice if I didn't have to walk another 10 minutes just to cross road to get to bus stop. I could walk to another stop and not have to cross the road but those stops confuse me on times; routes don't want to get lost. Id rather go to Burien TC where I know & transfer then to Tukwila TC
- More frequency
- Lights at more stops; stop request flashers for night stops; more buses
- They can be cleaner
- Make more stops in the community
- Metro should arrange the connection for passengers. For instance 105&153. If 105 arrives at TC a few minutes late I miss the 153 and need to wait about another half an hour
- More officers present at larger transit centers because they get dangerous after dark. Need more parking

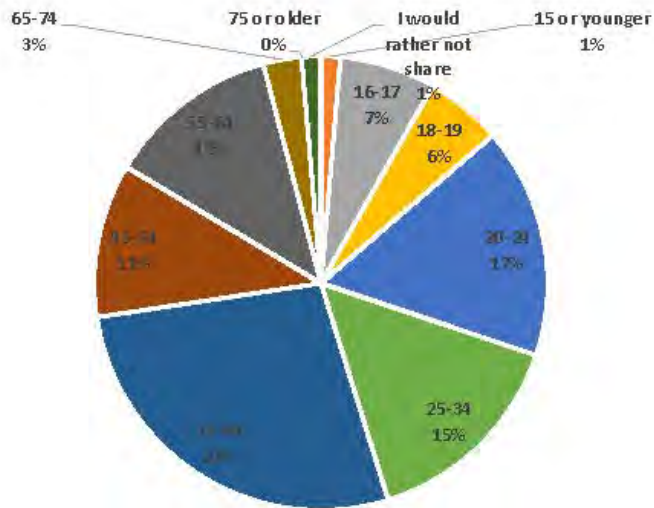


- frequency of service on local stops
- More frequent stops 105
- More transit service; more stops
- I already ride everyday
- bus on time
- To be more clean
- Express Burien to Kent
- Have the bus wait longer
- More early morning buses on Saturday and Sunday. Later service on Sunday evenings in the Kent Valley Area
- Make more efficient routes especially in Auburn
- Very satisfied
- Everything is good
- Incentives and rewards for riding
- Cleaner buses, double check certain passengers coming on, reduce prices for monthly passes
- Offer more times on my route
- Parking at Kent station and Tukwila Link station
- Have Sounder train on weekends
- Less crowded more often
- More train routes, more trains during non rush hour
- More options; less canceled trains
- None
- Be more on time
- More buses on Sundays especially later in the day. Buses leaving Seattle later in the evening on Sundays can be annoying with the extensive wait times and worries you are going to miss the last bus and be stranded
- The 150 should be replaced by a more direct Kent-Seattle Route. The 180 is also too circuitous
- More trains to Seattle
- Make the DART buses more reliable. I can not rely on the 913 in the AM but the PM is less predictable. Bus shelters can get sketchy too. Needles and garbage
- When I take route 150 I feel unsafe. There has been times where I have heard loud conversations where profanity is included. The bus driver doesn't do anything or say anything. I wish there was a sign on the bus that said no loud conversations on phone. The things I have heard are just not right. People are loud and not considerate of others.
- Metro's trip planner has not been able to find my destination or help me know which bus gets me there

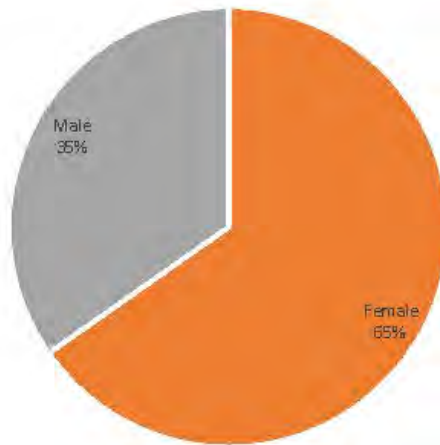


OPTIONAL DEMOGRAPHIC INFORMATION

What is your age?

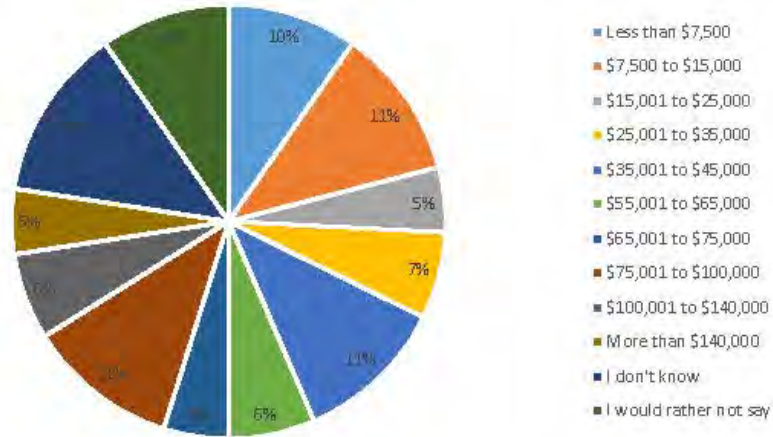


How do you identify?

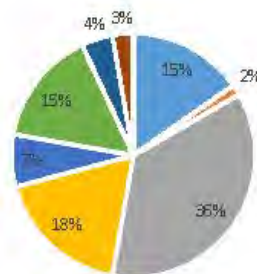




What is your annual household income?



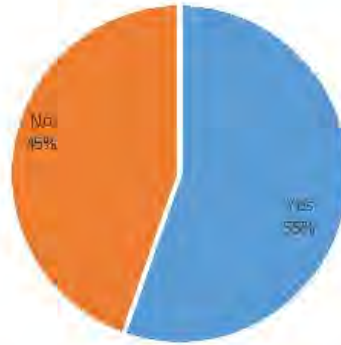
How do you identify?



- Asian American
- American Indian/Alaska Native
- White or Caucasian
- Spanish, Hispanic, Latino (Mexican, Mexican American, Chicano, or Latino)
- Pacific Islander or Native Hawaiian
- Black or African American
- Multiple ethnicities
- I would rather not say



Do you have access to a working vehicle to get where you need to go?



How many people, including yourself, live in your household?

Average: 3.6



What is the primary language you speak at home?

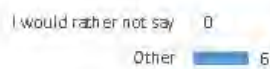


Exhibit B Phase II Online Survey Results

1/7/2020

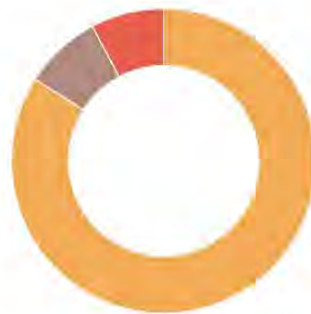
King County, WA - Report Creation

Renton-Kent-Auburn Area Mobility Plan Transit Options Copy

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
3,748	733	20,636	904

Which best describes you?



- 84% Current user of public transit
- 8% Other interested community member (e.g., resident, work in the area, business owner, social service provider, etc.)
- 8% Likely future user of public transit

644 respondents

1/7/2020

King County, WA - Report Creation

Please select the route(s) or public transit services you currently use.

44%	Link Light Rail	271 ✓
31%	Sounder Train	190 ✓
27%	150	169 ✓
24%	102	146 ✓
14%	Other public transit	88 ✓
14%	158	86 ✓
13%	180	80 ✓
12%	169	77 ✓
11%	148	69 ✓
11%	159	65 ✓
8%	168	50 ✓
8%	157	48 ✓
7%	181	44 ✓
7%	I do not use transit	41 ✓
5%	164	39 ✓
5%	192	37 ✓
5%	906	35 ✓
5%	166	34 ✓
4%	183	27 ✓
4%	105	26 ✓
4%	190	26 ✓
4%	Pierce Transit	25 ✓

1/7/2020

King County, WA - Report Creation

0%	153	24 ✓
2%	186	14 ✓
2%	913	14 ✓
2%	914	14 ✓
2%	916	13 ✓
2%	910	12 ✓
2%	915	10 ✓
2%	917	10 ✓
1%	908	9 ✓
1%	952	6 ✓
1%	Vanpool	6 ✓
0%	Access	3 ✓

When you ride transit, how do you most often pay your fare?

59%	ORCA card my school or employer provides	343 ✓
39%	ORCA card that I reload with my own funds	228 ✓
7%	Cash on the bus	42 ✓
3%	ORCA LIFT card	19 ✓
2%	I do not use transit	11 ✓
1%	Mobile app	8 ✓

1/7/2020

King County, WA - Report Creation
 When do you travel?

82%	5 - 9 a.m.	496 ✓
79%	3 - 7 p.m.	479 ✓
31%	9 a.m. - 3 p.m.	190 ✓
21%	7 p.m. - 12 a.m.	127 ✓
6%	12 - 5 a.m.	35 ✓

What day(s) do you travel? (Select all that apply)

98%	Weekdays	595 ✓
38%	Saturdays	230 ✓
29%	Sundays	175 ✓

Thinking about the route(s) you typically take, what other days would you like to see **additional** transit service? (Select all that apply)

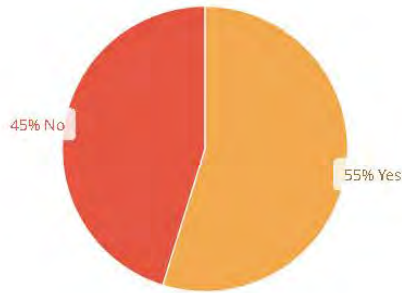
50%	Saturdays	298 ✓
44%	Sundays	262 ✓
44%	Weekdays	261 ✓
23%	No additional days	136 ✓
2%	I do not use transit.	14 ✓

During what time period would you like to see **additional** transit service?

48%	9 a.m. - 3 p.m.	283 ✓
46%	7 p.m. - 12 a.m.	270 ✓
37%	Saturdays	221 ✓
34%	Sundays	201 ✓
18%	12 - 5 a.m.	104 ✓
14%	No additional times.	85 ✓

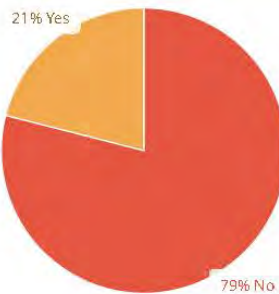
1/7/2020

King County, WA - Report Creation
 Do you travel in the Renton area?



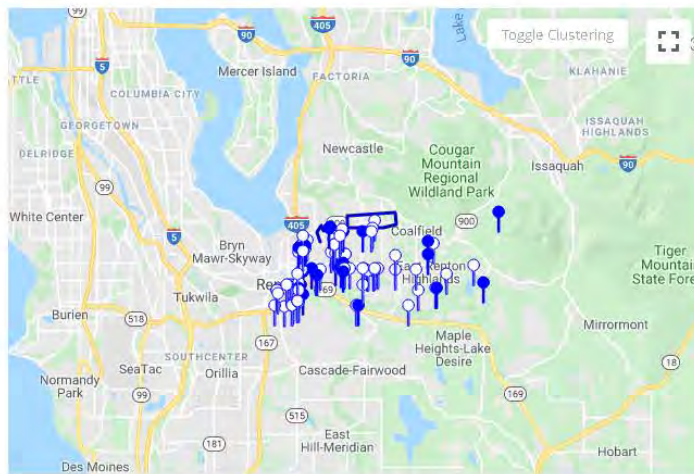
595 respondents

Do you travel in the Renton Highlands area?



585 respondents

For people who travel to or from the Renton Highlands, what are the major destinations in this area? [Drop up to five pins on a map]



Map data ©2020 Google

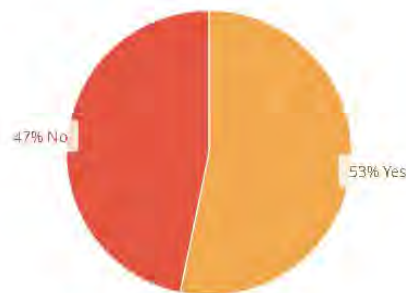
1/7/2020

King County, WA - Report Creation

Do you currently use route 908? If not, what prevents you from using this service? (Select all that apply)

72%	I don't travel in the area.	359 ✓
13%	Transit doesn't get me to the places I need to go	63 ✓
12%	Transit takes too long to get to where I'm going	59 ✓
11%	Amount of time I have to wait for a bus (frequency of service)	55 ✓
8%	Transit isn't available the time of day I need it	42 ✓
8%	Proximity of stops to my origin or destination	39 ✓
6%	There's no place I can rely on to park my car	31 ✓
4%	I don't feel safe waiting at the transit stop	19 ✓
3%	I currently use route 908	17 ✓
1%	Walking or biking to the stop doesn't feel safe or comfortable for me	7 ✓
1%	Alternatives are cheaper	5 ✓

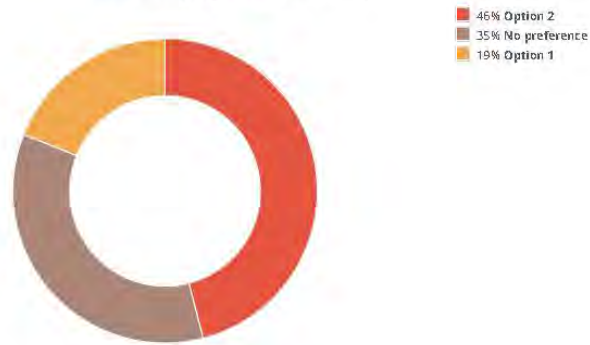
Do you travel in the Fairwood area?



308 respondents

1/7/2020

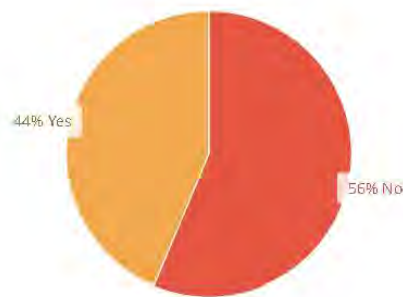
King County, WA - Report Creation
 Which do you prefer? (Select one)



285 respondents

Loading more report objects...

Both Option 1 and Option 2 show proposed routing changes to local routes 906 and 148.
 Do these proposed pathways meet your travel needs?



254 respondents

Why?

45%	Other	100 ✓
32%	Available where I need it	71 ✓
29%	Gets me to my destination quickly	64 ✓
25%	Available when I need it	55 ✓

1/7/2020

King County, WA - Report Creation
 Other (please specify)

I love on Grant Ave off Puget Drive. No stops for 908 available close to me. Would love the 102 to go from P&R directly onto I5 and skip going through Skyway.

4 months ago

102 is my lifeline to work in Eastgate. Morning route is 102 to 566 to 271. Evening route is 217 to 102. A change I would like to see is another 102 leaving Seattle at 6:30 p.m. Because of traffic on I-90 I sometimes miss the last 102.

4 months ago

Que sea más accesible más para que pasen con más frecuencia

4 months ago

Service through the neighborhood has been a godsend for us with busy teens needing transportation. Bypassing the Tiffany Park neighborhood would leave many without convenient transportation. With the new neighborhood, they will be even more need for the 148 to go through the current route.

4 months ago

More parking spots at Intl Blvd station or a commuter to/from cascade/fairwood to intl blvd station. I love taking public transit but it is difficult as the 102 hardly shows up when it is suppose to. Also the times are not very convenient later in the day or the weekends. An express bus from that area to Seattle would also be amazing.

4 months ago

906 obviously should be connected to the airport and the airport light rail. It's almost there. So many more people would use it. I would use it. Employees from VMC would be able to connect to the light rail and rapid ride A.

4 months ago

STOP TERMINATING BUSES IN DOWNTOWN RENTON! PEOPLE FROM BENSON HILL AND VALLEY MEDICAL NEED TO TRAVEL NORTH TO HIGHLANDS, BELLEVUE, ISSAQUAH, AND SEATTLE OF COURSE. People in Newcastle and Renton Highlands are in the VMC hospital tax district, yet they have no access to the hospital by bus. They must transfer buses in DT Renton. Stop terminating buses in DT Renton, it's not a destination. Terminate Bellevue, Seattle, and Newcastle buses at VMC or on Benson Hill somewhere, NOT in congested DT Renton. Use Main ave to bypass all of DT Renton mess and have a stop at Renton City hall.

4 months ago

2 Agree

906 is the most direct route from my job in the North Kent area (via Southcenter - 150 Bus to 906) to home in the Fairwood West subdivision by Lindbergh HS. Changing the route of 906 to stay on Petrovitsky would make my walk home a mile+. The 148 isn't useful in the morning/afternoon due to routing and time.

4 months ago

I need to take the 158 bus route. It makes my life easier

4 months ago

Please do not change the 102

4 months ago

The 102 currently is the only route that gets me from my home to work at downtown Seattle without any transfers and quickly in under an hour. Changing this route would fundamentally alter my morning and afternoon commute but over 45 minutes. I strongly urge you to reconsider any changes to the current route.

4 months ago

I rely on the 180 to get to work at the shelter. With being disable it is nice to have a bus stop that is close

4 months ago

I would like 190 and 192 scheduled better, they are departing only few minutes apart.

4 months ago

1/7/2020

King County, WA - Report Creation

I live near Lake Kathleen and usually take route 111 (sometimes 101 or 143). Am planning to move near Black Diamond (10 minutes away from Four Corners) within the next year. Why aren't either of those areas/routes represented on this survey?

4 months ago

more express buses like 143

4 months ago

1 Agree

more express buses like 143 to and from renton

4 months ago

1 Agree

More express buses like 143 to and from renyon

4 months ago

An express bus from Fairwood to downtown would be most appreciated. I rarely take the 102 to work because I need to plan almost 2 hours from door to door (each way), so I only use it in emergencies (no car, unable to carpool).

4 months ago

1 Agree

Increasing the number of 102 busses (the full route, Fairwood to Downtown Seattle and back) would be ideal.

4 months ago

1 Agree

Having bus 180 not stop at the shelter is doing a disservice to those that need to get to the shelter that have no car. County helping county should be a priority.

4 months ago

need to expand 102 service. more in AM and PM.

4 months ago

1 Agree

I like the 148 route and weekday schedule as is. Would like the same frequency of stops on Saturday.

4 months ago

From Fairwood, I want to go down 140th to Maple Valley Hwy to Bellevue. Also, I want to be able to go from Fairwood on the 148 to the airport or to the Sounder at Tukwila directly w/o a transfer or a transfer of only 15 min max wait time..

4 months ago

2 Agree

Increase frequency of bus route 167 to UW and off peak hours. Increase parking at Tukwila train station, the Landing, Renton Transit Center.

4 months ago

Not available

4 months ago

NOT available where I need it

4 months ago

The 192 to first hill is always standing room only by the time it arrives at Tukwila. It is a commuter bus, so the number of passengers is consistent, so please add more busses to this route. And parking at park and rides are woefully insufficient!

4 months ago

There used to be a route on 108th to downtown and that was taken away. Would like a downtown express from Renton east hill.

4 months ago

The proposed route 906 revision to reach the sounder station won't get the ridership they want. It is a peak only trip that goes by the mall first? For commuters to Seattle? Why add 15 minutes to this route. The F line goes by the mall already!

4 months ago

1/7/2020

King County, WA - Report Creation

I would have to walk 2or 3 miles to catch a bus. Or drive 5or 6 miles to a park and ride where I can't find parking.

4 months ago

Neither option is a step in the right direction. The proposed drop in service bypassing Tiffany Park means walking a half mile to catch a bus. Also, they are building 92 more homes in Tiffany Park, so more folks are going to need space at a park and ride lot. Most lots are full at 6AM so this proposal means more folks driving alone to work.

4 months ago

I live near Tiffany Park.

4 months ago

Add parking garages for more spaces

4 months ago

Need earlier 102 route on Friday starting by 230 pm. Need parking garages to allow more parking opportunities.

4 months ago

I am concerned about some fellow passengers who cannot drive either for impaired or physical disabilities. These people get off in SODO. Taking the train would really impact their commute. Bus transfers from King Street Staion would be very difficult for them. Same for those who work further north in the downtown area. And what if the bus runs late?i will be late for work if I miss that train. I work on first hill and begin at6:15 AM Furthermore, a coworker takes the Sounder from Auburn and she states it is already early, or IS standing room only.

4 months ago

1 Agree

Don't utilize this

4 months ago

The service change cutting 102 to Fairwood routes a year or so ago already cut our transit options. The Sounder only runs during peak hours. Is there a plan to work with Sound Transit to expand their services? If not, changing the 102 to this station does not help those who need to travel during the middle of the day/late evenings.

4 months ago

3 Agree

I take the 102 from S. Renton Park and ride. I have to drive there because there are no routes to that P&R. The parking lot fills up early and sometimes I have to drive in due to lack of parking.

4 months ago

I'm not a commuter, so anything that provides more frequent options from Fairwood to a place that provides a good connection to other destinations would be an improvement.

4 months ago

1 Agree

This bus does not run 906 often enough or late enough. As well as 148 does not run late enough. A person has to get the bus in Renton to get to fairwood no later than like 9pm. A movie theatre doesn't get out till 9 and lids or I would have no way home. Then if you wasn't to go to southerner area its every hour bit only till like 6:15 pm and no Sundays. It's ridiculous, I had to move because of bus service

4 months ago

2 Agree

Do NOT add buses to Fairwood. There are already enough going in front of my house bringing in kids that throw their trash all over my yard. My mother stays with us 3x a week and can't sleep because of the noise from constant buses. On average I see 3 people get off at the stop in front of my house in an entire day. Pointless to add more when not many people use it. Inconvenience. They speed also and I've nearly been hit multiple times trying to back out of my driveway because they block the view around the corner. NO MORE BUS ADDITIONS

4 months ago

I indicated I favored option 2 - but option 2 only works for me (saves me time) if there are sounder trains running later in the AM and later in the PM (e.g. leaving Tukwila between 9 and 10 AM and arriving Tukwila between 6:30 and 7:30 or 8 PM. Also need more space at Renton and Tukwila park and rides.

4 months ago

1 Agree

1/7/2020

King County, WA - Report Creation

I need the 102 at off-peak hours
 1 months ago

I do not have a car and I depend on the 102 bus route to get to work. Taking the 148 to the 101 would add on average one half hour to each of my commutes. I can not see trying to catch the sounder being an better. The way the 906 Route is scheduled I usually end up with a 45 minute wait to get up the hill. Fairwood has a large number of Apartment and Condo complexes which could have more riders if the buses ran more frequently and later at night. There is a woman who gets on at my stop who is usually on the first bus in and last bus out (she would comment but she is on vacation out of the country) if the way the 906 is structured I usually end up with a 45 minute wait at southcenter to get up the hill. I would love for the bus to run later at night so I could enjoy things downtown be able to get home. Another woman who gets on at my stop is usually on the first bus in morning and last bus out at night (she would comment but is currently on vacation out of the country). The Fairwood area has a large number of apartment and condo complexes which could result in more riders if the buses ran more frequently and later at night.
 1 months ago 3 Agree

Increased Frequency of the 906 route. I currently don't ride it as the times are too restrictive.
 1 months ago 1 Agree

More express buses to downtown Seattle
 1 months ago 1 Agree

I live at 140th and Renton Maple Valley Road. There is no transit up the hill to Fairwood where most of our shopping bank etc is located.
 1 months ago 2 Agree

What about the folks who live in BETWEEN the Renton highlands and Fairwood? Those that live along the Maple Valley Hwy need faster, reliable service as well. Currently, only the 143 serves this corridor and it is frequently late in the afternoon commute.
 1 months ago 2 Agree

Many 102 Riders from the Fairwood area often drive to the Renton Park & Ride in the morning, because the 102 is so unreliable. If this continues to be a problem with no bus to transport from Fairwood, then, all the parking places will start to fill up faster, causing a shortage of places to park. Is Metro considering building more parking areas in the South King County area.
 1 months ago 3 Agree

102 is an express bus. These other options would add to a already long commute. Keep the 102!!!!
 1 months ago

Need more service routes to 140th and hey 169 during peak hours
 1 months ago 1 Agree

148 through Tiffany Park would be bad to lose. Lots of kids.
 1 months ago 4 Agree

I need to get from Renton to Issaquah. Why is there not a route down State route 900?
 1 months ago 3 Agree

102 needs far more frequent service, and should go back to only being the full route, instead of half of the routes being the 101 but still named 102, for some reason. This just adds confusion and frustration. I don't want to take 2 or 3 buses. The 102 gets me all the way to work and back home. It just needs increased service, and maybe fewer stops in between.
 1 months ago 3 Agree

My biggest concern is service for the 917 in the Lakeland Hills area of Auburn. Basically many residents within this neighborhood including myself and my family use this route, need this route and are stuck without it. With that being said, I'm not even discussing those who live further into Lakeland and walk anywhere from a quarter mile to a mile up hill or downhill to catch this service.
 1 months ago

1/7/2020

King County, WA - Report Creation

I 102 needs to have increased service and changed back to complete route rather than half of them being the 101 route, but still named 102, for some reason. This is confusing as hell and makes no sense. I don't want to take 2 or 3 buses. The 102 takes me all the way to and from work.
4 months ago

Express bus from Fairwood to downtown would be HUGE improvement
4 months ago 6 Agree

Please consider service to Tukwila light rail. Parking there sucks, but the light rail service is preferred over the sounder train (runs later and on weekends)
4 months ago 7 Agree

I do not travel in this area
1 months ago

I do not travel in this area.
4 months ago

Please employ more proactive drivers for route 169.
4 months ago

I'm legally blind and cannot drive, so I don't have the option of driving to a P&R etc. Therefore, I need service to remain in the Fairwood area (near 140th and Petrovitsky) and to run as often as possible.
3 months ago 2 Agree

I live along the Puget Dr SE portion of the route. For option 1, with no additional frequency to 148 and no change to 102, this does not benefit me. For option 2, I am forced to choose the lesser of two evils. Removing the 102 means that I need to transfer. From experience of needing to transfer (because of missed buses that don't come frequently), this often makes my commute longer. But at least with option 2 having additional 148 frequency, I have a wider timeframe to get to and from home. I'd like more options/proposals. If I could have additional frequency for the 102 Fairwood to take me home in the afternoon or if I had a route that takes me to the Sounder train or light rail, I'd entertain those options more than these two.
4 months ago 1 Agree

I don't use transit in this area
1 months ago

Thank you for allowing input
7 months ago

I like the idea of increased frequency for new 148 route. It needs to include weekends...especially if the 906 no longer serves 168th.
3 months ago 2 Agree

Moving the 906 away from 168th entirely would mean no bus service to Southcenter without a half mile walk.
4 months ago 1 Agree

Do not eliminate express routes 158 and 159 in Kent. The Sounder train have to many issues like breakdown and accidents on the rail.
1 months ago

The direct bus saves all the hassle to transfer. Can the 102 route made shorter so it takes the freeway after or before the Renton P&R stop.
4 months ago

I would like to see more transit center buses that feed into Link Light rail
4 months ago 2 Agree

1/7/2020

King County, WA - Report Creation

Traffic can easily delay connecting to Sounder; Valley Med traffic is horrible and creates huge delays. Also this means 2 transfers, at Sndr at BOTH ends! This disturbs comfort and sleep. Falling asleep on smooth Sndr & missing stop is fatal, w

4 months ago 2 Agree

Any plans of transportation from fairwood to Tukwila light rail station? I got in 2 car accidents and hit as pedestrian all trying to get to tukwila

4 months ago 1 Agree

Any plans on transport from Fairwood to light rail station?

4 months ago 6 Agree

I would like to see increased available parking at the Park-and-Ride w/ no charges.

1 months ago 2 Agree

Replacing the 102 with a bus to the Sounder is less efficient for me. The 102 travels by my workplace downtown, whereas the Sounder would drop me nearly a mile away, meaning I would have to make 2 transfers (to the Sounder and then another bus) to get to work. There is no way this would be more efficient / save me time, and if it is implemented I will likely choose to pay for parking downtown and start driving to work.

1 months ago 1 Agree

With the previous 101 reroute between the Renton Transit Center and the South P&R has added an additional 10-15 minutes to my commute (even more so on Tuesday during the city's Farmer's Market). The 102 is much quicker, bypassing the downtown Renton corridor. I feel that by making it more difficult, people are being forced to take the rapid line routes or the Sounder and Light Rail. I agree with one comment that the 102 should not make any stops between the South P&R and Spokane Street.

4 months ago

Current route 102 needs an express option from the park and ride directly into Seattle. Let the 101 stop at the stops on MLK and the 102 Express pass them. Ridership from fairwood is strong and we can support an express bus. In addition, we should not be asked to transfer buses or transfer to the sounder.

4 months ago 5 Agree

A better connection to the Sounder Train and Light Rail from Benson Hill would be great. There was an express directly to Seattle when I moved in the area, then a week later it was eliminated. Very frustrating that my commute went from 45 minutes to between an hour and a half to two hours.

4 months ago 1 Agree

I ride the 102 both ways. Not liking the idea of having to change buses at the P&R (i.e. from the 148 to the 101). This will make my commute take longer, not shorter.

7 months ago 2 Agree

Agree with Mark M and Mahfuz.

7 months ago

Express 143 from Maple valley to Seattle is needed. Route takes too long with so many stops.

4 months ago 2 Agree

102 shouldn't be making any stops between the SRP&R and Spokane street.

9 months ago 5 Agree

There are currently no bus lines that run directly from Renton to Kent, which makes my commute far longer than it needs to be.

7 months ago

102 needs to have later and more frequent services

4 months ago 9 Agree

I don't use them.

4 months ago

1/7/2020

King County, WA - Report Creation

I usually drive around the Renton area

4 months ago

Is there enough capacity on Sounder Trains to absorb the additional early morning ridership out of the Fairwood area at the Tukwila station. Also the concerned about the time coordination between the 906 and Sounder schedule could make the commute much longer. Is there enough Sounder capacity in the afternoon and evening to absorb the additional Fairwood ridership and what would the coordination be like if the 906 was used. Would it really wait for the train to arrive before leaving, I have had mostly terrible experiences relying on the coordination between bus service routes.

4 months ago

use the public transportation to get around and sometimes commute, all around king county like the fairwood library or the businesses in Kent. I lived in the Renton Highlands for almost 20 years and now live in downtown Renton. Your commuter parking grady park n ride, tukwila station, angle lake are horrible to non existent, you won't get ridership by not providing a way to park near the most workable routes, especially I or another rider misses the last fast tracked method of transportation. I missed an important doctor appointment because I had planned using Link and half the parking spots are gone and no alternative. Taking a rapid line does not work because it takes 30 minutes or more to get there. I also am not a fan of your master plan of re-routing buses originating at the renton transit center because parking issues. Lake street, north of Safeway is ALWAYS empty and if putting up a flashing walk sign in order to get across the the street is so expensive then use less money on pretty art work. Other people might use it besides drivers might use it to get across safely too....What a concept. Older people and people who are disabled moved to be near the renton transit center. To phase it out or make it less vital (as I have heard is in the "master plan" is a very bad idea and a diservice to the people you serve

4 months ago

102 reliability has deteriorated greatly over the past 5 yrs due to his no-shows and cancelled runs. I subscribe to Metro Transit alerts via text and e-mail but find notices about cancelled runs are not sent half the time. Or notices are sent far too late for me to walk to and catch a 148. Additional 102 runs in morning and evening (1 each) would help. Or reliable shuttle to/from light rail to Fairwood. In evenings, it would be helpful for such shuttle to run until at least 7pm.

4 months ago

6 Agree

The new route for 148 goes by Lindbergh HS and Renton Park Elementary on 128th Ave SE and Cascade Elementary on 116th Ave SE. During school drop-off and pick-up time, those roads are already very busy, so the buses there are more likely to be both delayed and cause more delays for others. The only thing I like about either of these options is possibility of more frequent runs of 148 in the later parts of the day. Every hour on evenings and weekends means finding other means of transportation, even if I would've preferred to use the bus.

4 months ago

2 Agree

So happy this is being reviewed ! I really want to use transit but the 102 is long, crowded and limited. Would love other options to get to Seattle asap. Or even more options to get to link or sounder. Thank you!!!

4 months ago

6 Agree

Please get better and more frequent service to Maple Valley.

4 months ago

4 Agree

Route 102 takes a long time to get to Seattle. It mirrors the 101 from the South Renton Park n ride. It should be a direct route to Seattle after it leaves the South Renton Park n ride. If you are going to start charging for parking at the park n rides, where parking is limited and then having people transfer buses, not many people will ride the bus because why? It costs the same to drive and park.

4 months ago

6 Agree

Not Available when I need it

4 months ago

I need to get to Bellevue fast from Auburn

4 months ago

1 Agree

102 does not have enough later in morning service or enough end of peak service, need a route after 8:30 to seattle and a route after 6:00pm from Seattle to Fairwood

4 months ago

11 Agree

1/7/2020

King County, WA - Report Creation

- Option 2 is better because it provide more frequent runs!
4 months ago 🗳️ 4 Agree
- Bring VIA to areas East of 176th Ave to accomandate underserved areas towards 196th ave SE & SE Petrovitsky
4 months ago
- We need #MoreBuses that will go out to 196th Avenue Southeast and SE Petovitsky Rd. too. If Services were further Southeast, I believe more people would get out of the cars and on public transit.
4 months ago 🗳️ 1 Agree
- Proposed timetables would be great. The 148 running only every hour after 7 is a pain on nights I stay late to work in Redmond. Catching a connection to the 566 in the morning usually ends in despair with the 102.
4 months ago 🗳️ 5 Agree
- Another idea is to change 102 to an express bus. Love the idea of direct service to Sounder
4 months ago 🗳️ 7 Agree
- The changes to rt 148 completely reroute it from the elementary school I work at (Tiffany park) and mean I would have to walk nearly s mile from the nearest bus stop
4 months ago 🗳️ 2 Agree
- My only significant concern is the 180 restructured as a rapid ride going thru KENT. If it goes up Kent East hill at James St it will be useless most of the time. It needs to go up what we call Smith St
4 months ago 🗳️ 1 Agree
- Is there a park and ride on maple valley highway? Or a bus that can connect me from the 143 to get to Fairwood?
4 months ago 🗳️ 1 Agree
- Need express bus from fairwood to downtown then I think alot more people would take transit from fairwood plus with more frequency.
4 months ago 🗳️ 11 Agree
- The changes to 148 will make it so it doesn't go by my son's school (Tiffany Park) any longer and we will have further to walk. He attends a special program there and I take him on the city bus.
4 months ago
- It would be nice to be able to get to the Tukwila area easier from Auburn.. specifically for when the sounder isn't running. The 150 is consistently overcrowded, late, and unreliable.
4 months ago
- We need 111 bus route added as Rapid ride because thousands of working populations moved in Renton Highlands to work downtown Seattle. The only available bus in Renton Highlands goes through Kennydale Neighborhood and Newcastle!
4 months ago 🗳️ 2 Agree
- This would be super helpful. Since the transit tunnel has closed for bus use, my commute has dramatically increased. Not only is the first stop a much longer walk from my work, but it seems getting through on the streets takes so much longer.
4 months ago 🗳️ 2 Agree
- Having the 102 running later (like 10am in Seattle / 8pm leaving Seattle) would increase my use. I gave up on the 102 due to the long commute times to Fairwood.
4 months ago 🗳️ 7 Agree
- My two main issues are: 1. Service between downtown renton/sounder/light rail has too many detours and stops on the way there, and 2. service to/from fairwood doesn't cover many suburbs.
4 months ago 🗳️ 4 Agree
- No bus comes close to 192nd and 140th. Still will need to drive to park and ride for bus.
4 months ago 🗳️ 1 Agree

Exhibit C Phase II On Board Survey Example Route 906/148

What is your age?

15 or younger 20-24 45-54 75 or older

16-17 25-34 55-64 I would rather not share

18-19 35-44 65-74

Please select the route(s) or transit services you currently use. Check all that apply.

101 153 166 188 908 916 Sounder train


102 157 188 186 910 917 Pierce Transit

105 158 169 190 913 952 Link light rail

148 159 180 192 914 Access Other public transit
 Please specify _____

150 164 181 906 915 Vanpool _____

Additional Comments

Routes 906/148 Transit Survey 

Thank you for taking the time to fill out this survey, your opinion will help shape routes and service. Please respond by placing a mark in the bubble or fill in the blank where indicated. You can also take this survey online at kingcounty.gov/metro/online

Route 906/148: Metro is considering changes to routes in the Fairwood area so that Metro can offer all-day services for Fairwood. We will be asking you about different proposed changes to routes 906 and 148.

Which best describes you? Check one

Frequent rider on this route (3x or more per week) Moderate rider on this route (1-2x a week) Occasional rider on this route (less than 1x week) First time rider on this route

When do you generally travel on transit? Check all that apply

5am-9am 3pm-7pm 12am-5am

9am-3pm 7pm-12am

What day(s) do you generally travel on transit? Check all that apply

Weekdays Saturdays Sundays

Do you have any barriers to taking this route? Check all that apply

This route takes too long to get to where I'm going Proximity of stops to my origin or destination There's no place I can count on to park my car

This route does not get me to the places I need to go I don't feel safe waiting at the transit stop Alternatives are cheaper

This route is not available the time of day I need it Walking or biking to the stop doesn't feel safe or comfortable for me I rarely travel in the area

Amount of time I must wait for the bus (frequency of service) Other -- write in: _____

Metro is considering changes to routes in the Fairwood area so that Metro can offer all-day services for Fairwood. Both scenarios propose changes to routes 906 and 148. We want to know your 1st choice and why.

Option 1: Maintains current peak-only service on Route 102 and restructures local routes 148 and 906 pathways.



Renton - Option 1

Option 2: Maintains peak services only on Route 102 but creates a coordinated connection/transfer between Fairwood and Sounder service. The route 148 and 906 would be restructured.



Renton - Option 2

With this coordinated transfer to Sounder, the trip from downtown Seattle to Fairwood would be up to 20 minutes faster for riders than the current trip. The trip from Royal Hills to downtown Seattle would be about five minutes faster for riders than the current trip. This would be by taking the restructured Route 148 to Fairwood then transferring to Route 906, and connecting to Sounder.

OPTIONAL: Demographics King County wants to make sure everyone is heard and served. We would appreciate this information, but it is not required.

How do you identify? Check all that apply

Asian American, East Asian, or Southeast Asian Native Hawaiian or Pacific Islander

Black, African American, Afro-Caribbean White/Caucasian

Latino/a, Latinx, Hispanic Multiple ethnicities

Middle Eastern or North African Race/ethnicities not listed here

Native American/Alaska Native I would rather not say

What is the primary language you speak at home? Check all that apply

English Chinese/Mandarin Russian Ukrainian

American Sign Language French Somali Vietnamese

Amharic Korean Spanish Other language

Arabic Oromo Tagalog I would rather not say

Cantonese Punjabi Tigrinya

How many people, including yourself, live in your household?

1 3

2 4 or more

What is your annual household income?

Less than \$7,500 \$35,001 to \$45,000 \$100,001 to \$140,000

\$7,500 to \$15,000 \$55,001 to \$65,000 More than \$140,000

\$15,001 to \$25,000 \$65,001 to \$75,000 I don't know

\$25,001 to \$35,000 \$75,001 to \$100,000 I would rather not say

Overall, do either of these proposed route changes meet your travel needs?

Yes No

Which option is your 1st choice? Check one

Option 1 Option 2

Why? Check all that apply

Available where I need it Gets me to my destination quickly Available when I need it Other/Please specify _____

If you have a disability, please indicate what kind. Check all that apply:

A condition that limits basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying Blindness or have serious difficulty seeing when wearing glasses Limited ability to care for yourself

Physical, mental, or emotional condition that limits learning, remembering, or concentrating Deafness or have a serious hearing difficulty I would rather not say

Exhibit D Phase III Onboard Survey Example Route 910

Route 910 Transit Survey



Thank you for taking the time to fill out this survey, your opinion will help shape routes and service. Please respond by placing a mark in the bubble or fill in the blank where indicated. You can also take this survey online at kingcounty.gov/metro/line

Route 910

What we heard the need is:

- Need more service south of Auburn station, especially to Algona and Pacific
- Need for connections to Walmart and Outlet Collection

What's in the proposal: Delete Route 910 and increase service on Route 917 and Route 180

- Currently, Route 910 has very low ridership and duplicates the proposed frequent transit service on Auburn Way (existing Route 180, future RapidRide I Line)
- The highest ridership segment of Route 910 is the connection from Auburn Station to Walmart and this area would still be served by Routes 181 and 917
- The deletion of Route 910 would allow Metro to increase service on Route 180 on Auburn Way and would improve connection from Auburn Station to North Auburn
- The deletion of Route 910 would allow Metro to increase service on Route 917 and would improve connection from Auburn Station to Walmart

Improve service on Route 917

- This would operate on new pathway to the Outlet Collection and would improve access to Walmart
- This would increase frequency
- Improving reliability, by removing low ridership segment between Pacific and White River junction.

Creation of the route that would become the RapidRide I Line in 2023

- Route 169 and portion of Route 180 between Auburn Station and Kent Station would be combined to create a single frequent route between Renton, Kent, and Auburn
- This would increase in the frequency on Route 180 between Kent and Auburn, from the current every 30 minutes to every 15 minutes all day, to match the frequent service levels of Route 169
- In 2023, this Route would be upgraded into the RapidRide I Line
- Split existing Route 180 at Auburn Station would maintain service from Auburn Station to White River Junction

1. Do you agree or disagree with the proposed change? Please circle your choice.

Strongly Agree
 Agree
 Neither agree nor disagree
 Disagree
 Strongly Disagree

2. How would these changes affect your use of transit? Check one

- I would use transit **more** than I do now
- I would use transit the **same** amount as I do now
- I would not use transit, but **could** accept these changes
- I would not use transit and **do not** accept these changes
- I have no opinion

Bus Stop Locations: Route 910's corridor would be served by a more frequent Route 180 on Auburn Way, and with more frequent service between Auburn Station and Walmart on Routes 917 and 181. 90% of Route 910 riders would either have service at the old stop or be 1 to 2 blocks from these routes. However, 10% of riders would need to use stops up to 4 blocks from the old stops such as 10th St NE, D St NE, and the I St NE & NE 32nd stops.

3. Please rate your ability to access these new stops. Please circle your choice.

Excellent
 Good
 Fair
 Poor
 Bad



OPTIONAL: Demographics
 King County wants to make sure everyone is heard and served. The following demographic questions help us ensure that we're hearing from a representative sample of the whole community. We would appreciate this information, but it is not required.

What is your age?

<input type="checkbox"/> 15 or younger	<input type="checkbox"/> 25-34	<input type="checkbox"/> 65-74
<input type="checkbox"/> 16-17	<input type="checkbox"/> 35-44	<input type="checkbox"/> 75 or older
<input type="checkbox"/> 18-19	<input type="checkbox"/> 45-54	<input type="checkbox"/> I would rather not share
<input type="checkbox"/> 20-24	<input type="checkbox"/> 55-64	

What is your annual household income?

<input type="checkbox"/> Less than \$7,500	<input type="checkbox"/> \$55,001 to \$65,000	<input type="checkbox"/> More than \$140,000
<input type="checkbox"/> \$7,500 to \$15,000	<input type="checkbox"/> \$65,001 to \$75,000	<input type="checkbox"/> I don't know
<input type="checkbox"/> \$15,001 to \$25,000	<input type="checkbox"/> \$75,001 to \$100,000	<input type="checkbox"/> I would rather not say
<input type="checkbox"/> \$25,001 to \$35,000	<input type="checkbox"/> \$100,001 to	
<input type="checkbox"/> \$35,001 to \$45,000	<input type="checkbox"/> \$140,000	

How do you identify? Please select all that apply.

<input type="checkbox"/> Asian American, East Asian, or Southeast Asian	<input type="checkbox"/> Native Hawaiian or Pacific Islander
<input type="checkbox"/> Black, African American, Afro-Caribbean	<input type="checkbox"/> White/Caucasian
<input type="checkbox"/> Latino/a, Latinx, Hispanic	<input type="checkbox"/> Multiple ethnicities
<input type="checkbox"/> Middle Eastern or North African	<input type="checkbox"/> Race/ethnicities not listed here
<input type="checkbox"/> Native American/Alaska Native	<input type="checkbox"/> I would rather not say

What is the primary language you speak at home?

<input type="checkbox"/> English	<input type="checkbox"/> Spanish	<input type="checkbox"/> French
<input type="checkbox"/> American Sign Language	<input type="checkbox"/> Chinese/Mandarin	<input type="checkbox"/> Punjabi
<input type="checkbox"/> Amharic	<input type="checkbox"/> Cantonese	<input type="checkbox"/> Other language not listed here
<input type="checkbox"/> Arabic	<input type="checkbox"/> Oromo	
<input type="checkbox"/> Korean	<input type="checkbox"/> Tagalog	
<input type="checkbox"/> Russian	<input type="checkbox"/> Tigrinya	<input type="checkbox"/> I would rather not say
<input type="checkbox"/> Somali	<input type="checkbox"/> Ukrainian	
	<input type="checkbox"/> Vietnamese	

If you have a disability, please indicate what kind (check all that apply):

- A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying
- Blindness or have serious difficulty seeing when wearing glasses
- Deafness or have a serious hearing difficulty
- Limited ability to care for yourself
- Physical, mental, or emotional condition that limits learning, remembering, or concentrating
- None of these

How many people, including yourself, live in your household?

- 1
- 2
- 3
- 4

Which best describes you? (Check one)

- Current user of public transportation
- Likely future transit rider
- Other interested community member (e.g., resident, work in the area, business owner, social service provider, etc.)

Additional Comments

Exhibit E Phase III Online Survey Results

1/7/2020

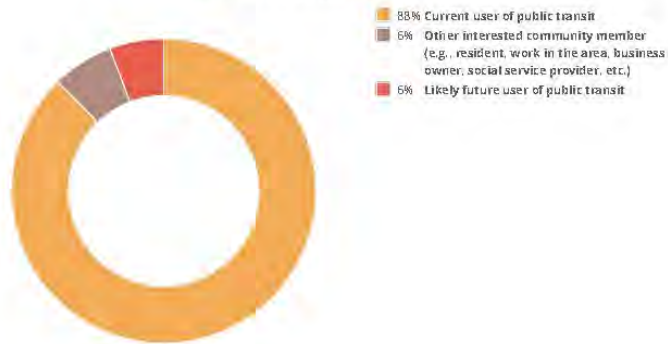
King County, WA - Report Creation

Renton-Kent-Auburn Area Mobility Plan Phase 3

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
2,870	739	19,087	259	30

* Which best describes you?



711 respondents

1/7/2020

King County, WA - Report Creation

Please select the route(s) or public transit services you currently use.

33%	Link Light Rail	212 ✓
33%	Sounder Train	207 ✓
32%	150	203 ✓
22%	180	139 ✓
19%	102	120 ✓
19%	158	119 ✓
17%	169	109 ✓
14%	159	92 ✓
14%	168	91 ✓
12%	181	79 ✓
11%	Other public transit	72 ✓
11%	148	71 ✓
10%	164	64 ✓
10%	952	62 ✓
8%	166	52 ✓
8%	183	50 ✓
7%	913	46 ✓
7%	157	44 ✓
7%	906	42 ✓
7%	Pierce Transit	42 ✓
6%	153	41 ✓
5%	I do not use transit	35 ✓

1/7/2020

King County, WA - Report Creation

6%	192	35 ✓
5%	105	29 ✓
4%	910	27 ✓
3%	908	22 ✓
3%	916	22 ✓
3%	917	22 ✓
3%	914	21 ✓
3%	186	19 ✓
2%	190	14 ✓
2%	915	14 ✓
1%	Vanpool	6 ✓
0%	Access	3 ✓

When you ride transit, how do you most often pay your fare?

49%	ORCA card my school or employer provides	303 ✓
44%	ORCA card that I reload with my own funds	268 ✓
9%	Cash on the bus	53 ✓
4%	ORCA LIFT card	26 ✓
3%	I do not use transit	20 ✓
2%	Mobile app	15 ✓

1/7/2020

King County, WA - Report Creation
 When do you travel?

85%	5 - 9 a.m.	511 ✓
80%	3 - 7 p.m.	484 ✓
33%	9 a.m. - 3 p.m.	196 ✓
23%	7 p.m. - 12 a.m.	137 ✓
6%	12 - 5 a.m.	38 ✓

What day(s) do you travel? (Select all that apply)

98%	Weekdays	587 ✓
39%	Saturdays	236 ✓
32%	Sundays	189 ✓

Thinking about the route(s) you typically take, what other days would you like to see **additional** transit service? (Select all that apply)

45%	Weekdays	262 ✓
42%	Saturdays	247 ✓
42%	Sundays	245 ✓
24%	No additional days	152 ✓
3%	I do not use transit.	16 ✓

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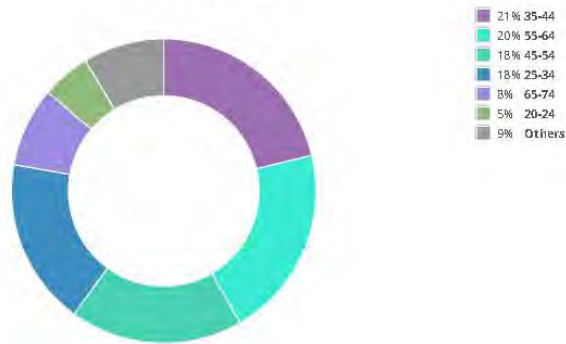
1/7/2020

King County, WA - Report Creation

During what time period would you like to see **additional** transit service?

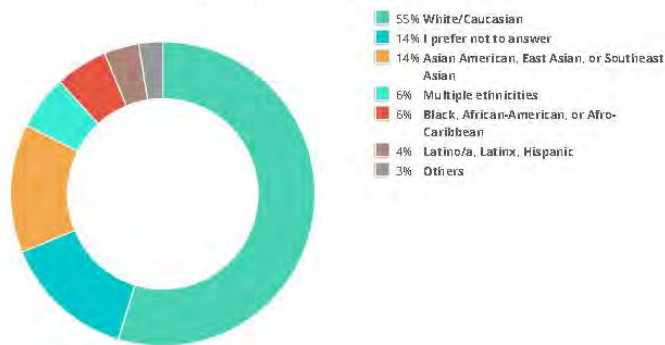


What is your age?



603 respondents

What is your race/ethnicity?

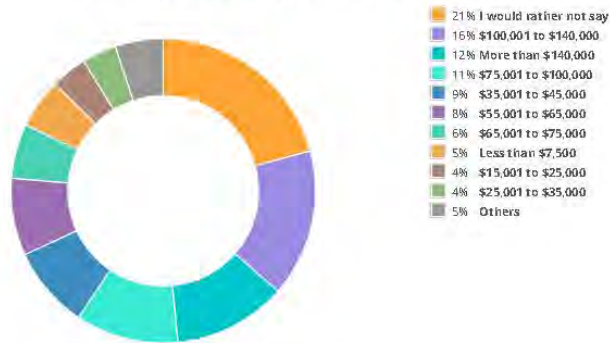


592 respondents

1/7/2020

King County, WA - Report Creation

What is your annual household income?



549 respondents

What is the primary language you speak at home?



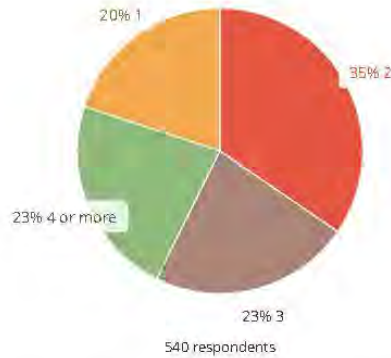
555 respondents

If you have a disability, please indicate what kind (check all that apply):

81%	None of these	417 ✓
10%	A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying	50 ✓
8%	Physical, mental, or emotional condition that limits learning, remembering, or concentrating	43 ✓
2%	Deafness or have a serious hearing difficulty	11 ✓
2%	Blindness or have serious difficulty seeing when wearing glasses	9 ✓
1%	Limited ability to care for yourself	4 ✓

1/7/2020

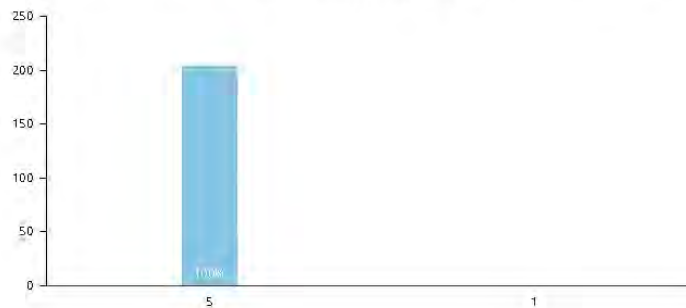
King County, WA - Report Creation
 How many people, including yourself, live in your household?



How would you like to stay informed about this project and opportunities to provide feedback? (check all that apply)

66%	Text or email alerts	365 ✓
51%	Metro website	279 ✓
25%	Metro's Social Media Pages (Facebook, Twitter, Instagram, LinkedIn)	136 ✓
20%	News media or neighborhood blog	110 ✓
10%	Public meetings	56 ✓
9%	Metro Matters blog	48 ✓
5%	Speak with staff members at an info table or community event	30 ✓
5%	Information shared by staff member in my community	30 ✓
4%	Presentation by staff members at a meeting hosted by another group	22 ✓

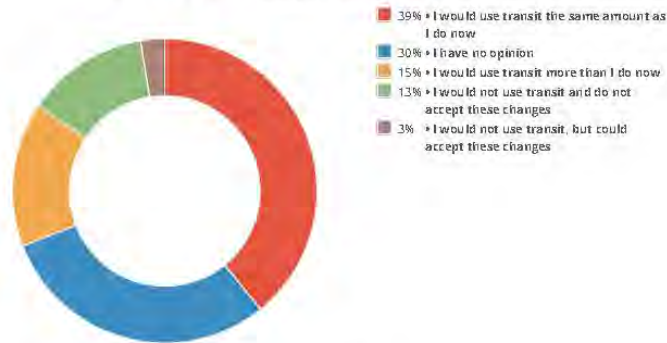
1. Did we meet the needs with this proposal? Please rate on a scale of 1 (Strongly disagree) to 5 (Strongly agree)



1/7/2020

King County, WA - Report Creation

2. How would these changes affect your use of transit?



314 respondents

1. How likely would you be to use Community Ride at the following levels?

	Likely	Maybe	Not likely
Three or more days a week	15% Likely	18% Maybe	66% Not likely
Once or twice a week	15% Likely	19% Maybe	66% Not likely
Less than once a week	12% Likely	27% Maybe	60% Not likely
Never	41% Likely	15% Maybe	43% Not likely

196 respondents

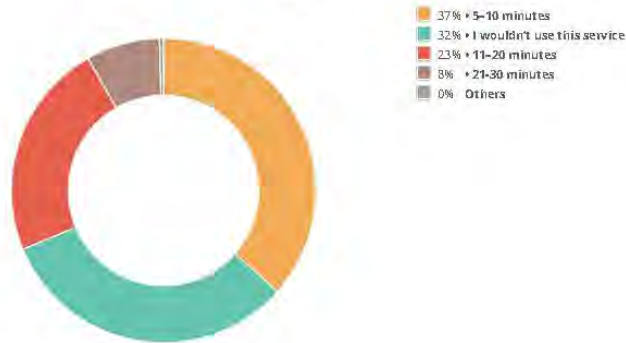
2. What do you like about Community Ride concept? (select up to 3)

41%	• Getting to destinations in the service area without having to transfer	86 ✓
32%	• It would cost the same as regular bus service	67 ✓
27%	• Being able to book recurring trips in advance	57 ✓
26%	• Sharing rides is good for the environment	54 ✓
25%	• Getting where I want to go without driving alone	52 ✓
21%	• I don't like anything about Community Ride	45 ✓
15%	Other	32 ✓
14%	• The service is accessible for people who use mobility aids	30 ✓
6%	• Socializing with my neighbors and friends and meeting new people while riding	13 ✓

1/7/2020

King County, WA - Report Creation

3. How long would you be willing to wait for a Community Ride vehicle to pick you up? (select one)



230 respondents

4. What concerns do you have about Community Ride? (select up to three)

38%	I don't live in the Community Ride service area	80 ✓
25%	I have no concerns about Community Ride	52 ✓
20%	It might be inconvenient for me	43 ✓
18%	This service seems confusing/difficult to use	37 ✓
14%	I don't want to wait for a Community Ride vehicle to arrive	30 ✓
14%	I don't want to have to transfer from Community Ride to other transit (bus, train) to get to places outside the service area	29 ✓
11%	This service would not operate when I need to travel to/from the Renton Highlands	23 ✓
9%	It might cost too much for me	19 ✓
9%	Other	19 ✓

6. Which Community Van Network services would you use? (pick all that apply)

76%	None	156 ✓
19%	Renton Community Van	38 ✓
16%	Neighbor-to-Neighbor Community Van	32 ✓

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5. How likely would you be to use Community Van Network at the following levels? (select up to 3)

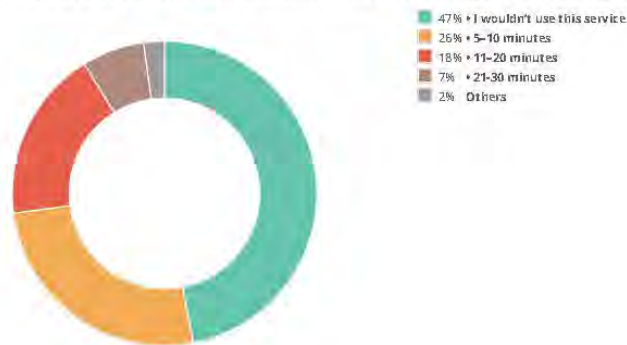
	Likely	Maybe	Not likely
Three or more days a week	8% Likely	12% Maybe	80% Not likely
Once or twice a week	7% Likely	13% Maybe	79% Not likely
Less than once a week	5% Likely	17% Maybe	78% Not likely
Never	51% Likely	12% Maybe	36% Not likely

173 respondents

7. What do you like about the Community Van Network?



8. How long would you be willing to wait for a Community Van to pick you up? (select one)



181 respondents

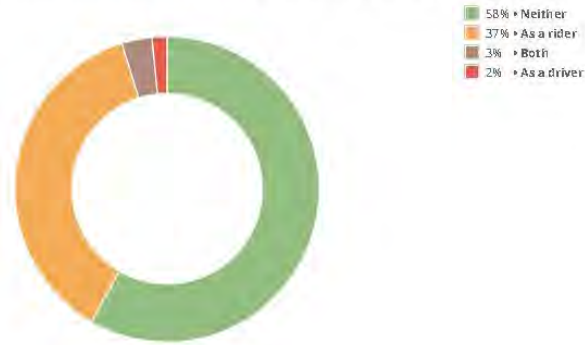
1/7/2020

King County, WA - Report Creation

9. What concerns you about the Community Van network? (select up to 3)

31%	• I have no concerns about Community Van network	55 ✓
31%	• It might not work for me	55 ✓
24%	• The service seems confusing/difficult to use	43 ✓
19%	• I would have to schedule trips ahead of time	34 ✓
13%	• I would have to share a ride with people I don't know	22 ✓
10%	Other	18 ✓
9%	• It might cost too much for me	15 ✓

10. If you were to use Community Van Network, how would you likely use this service?



187 respondents

1/7/2020

King County, WA - Report Creation

5. Do you have other ideas for how to improve transit in this area?

Add more 102 direct to Seattle trips. Don't get rid of them! I don't want to have to take 2 buses to/from work.

2 months ago

23 Agree

Please we need direct express service from fairwood to downtown Seattle. DO NOT cancel 102. Riders do not want to waist time transferring and there is not enough to parking at the park and ride. Instead of canceling the route 102 you should consider improving the service to Seattle.

2 months ago

20 Agree

Changing 102 to end at the park and ride is inconvenient for people who live in the Fairwood area who need to commute to downtown Seattle. I do not like this option.

2 months ago

18 Agree

DO NOT ELIMINATE the one-seat ride between Fairwood and downtown Seattle during peak periods currently provided by Route 102.

2 months ago

13 Agree

You need to add more 102 routes that go from Fairwood to the South Renton park n ride to downtown Seattle and not mirror the 101 up 900. The last stop for the 102 should be the same as the 143 and then straight to Seattle up 900. I would not suggest the 102 get on the freeway in Renton as it backs up trying to get from 405 to I-5 so no lime savings there. You should also build a multi-story parking garage at the South Renton park n ride to accommodate and encourage riders to use the bus. Thank you.

2 months ago

13 Agree

I totally agree with the multi level garage idea. Every comment opportunity I get, I comment on the lack of parking and suggest multi levels, as this would really help! Burien has one, but consider Renton and Tukwila's park and rides. Kent would have a huge one if they built one there across from Showare as would Light Rail in Tukwila. More parking = more riders. How does Metro not get that part? We pay enough in taxes and Orca cards so this should be at the top of their list!

2 months ago

1 Agree

Disclaimer: I don't work for metro or sound transit.

That's a great idea. In fact sound transit is going to or has already purchased a nearby car lot and they will be working on the new transit center there to accommodate the new BRT line from Renton to Everett (which also explains why they are considering cutting the 952). I'm going to guess they'll have a parking facility here as well as at the existing lot.

2 months ago

Change the 102 to an express to/from Seattle where is still services Fairwood and the South Renton Park & Ride, but then doesn't stop again until Spokane Street. Connecting to the Sounder only saves time if you work in the vicinity of King Street Station and of the train is not delayed or cancelled (which has been happening more and more frequently).

2 months ago

13 Agree

The 102 needs to run later in the afternoon - evening than it currently does.

2 months ago

12 Agree

102 needs run both ways all day. 148 needs bigger coach and more frequent runs. 148 or 102 needs to run later in to the evening. Needs to connect better with 101 route.

2 months ago

11 Agree

So frustrating that the one seat ride to downtown Seattle from Fairwood (102) is being eliminated in the proposal! I shouldn't have to take a bus to the train, take the train to Seattle and then another bus to my work! This would be the reality for many of the Fairwood riders and not what we need. We need an option from Fairwood to the South Renton Park and Ride, continuing as an express to downtown Seattle (not making all the stops after the park and ride). This would greatly shorten the commute and since the 101 makes the stops after the park and ride, it wouldn't impact those riders. The current proposal does not work for the many, fare paying Fairwood customers!

2 months ago

10 Agree

I don't know why anything needs to be changed. We pick up a lot of people in the cascade area and down. There are enough getting on in Fairwood area on the 102 route. Why change what works? We have disabled people both mentally and physically that use it to get to Sodo and you are eliminating that! I don't get it!

2 months ago

10 Agree

1/7/2020

King County, WA - Report Creation

I'm really concerned about changing the service routes of the 102 and 148. I live in the Shadow Hawk community off the proposed cut off area of the 148. (Dead end of 116th) there are already not enough options and now youre cutting my only option down that street and cutting the 102 that is the only back up if I'm lucky to catch it during peak times. I already have to walk a good distance to my home from the the 148 or 102 stops and now you might cut it all together?? How is anyone, especially all the elderly people living down this steep hill on a dead end street supposed to get out? Please don't do this. Please increase the frequency during peak times, dont make cuts!
 2 months ago 10 Agree

KEEP 102 GOING TO FAIRWOOD with 1 bus service from Downtown Seattle, it's the ONLY effective way for many to get home and NOT stand around waiting for bus, especially with WINTER and RAIN coming soon.
 2 months ago 9 Agree

The Fairwood 906 to Sounder purposal no longer serves all of Fairwood like the 102 currently does.

In the morning, instead of routing Fairwood riders to the Sounder train, why not route them, using the same 102 route through Fairwood, to the South Renton park n ride to catch the 101 or 102 there into Seattle. Roughly same commute time and only 1 transfer. The Sounder train routing will add addition time (even though in prior communication it was stated that it would save time) plus require two additional transfers to get where most people need to get to in SEA.

The evening commute is also has the same 2 additional transfers plus the commute through the valley and up the hill that the 906 currently takes is terrible. Grady Way and up the current 102 route is better.

Not very happy about this commuting change.

Bottom line I would prefer no change to the 102 commute between Fairwood and Seattle, but if you have to make a change then "a shuttle" between the Renton Park n Ride and Fairwood is much better than this Sounder train idea.
 2 months ago 9 Agree

The morning 148 route would need to run on a 20 minute or less frequency to adequately transfer to ST 566. The current 102 and 148 are offset just enough that a one minute delay in these routes can cause riders to have to wait up to 30 minutes for the next 566 or 560.
 2 months ago 7 Agree

and the rush hour buses are frequently late
 2 months ago 3 Agree

Make route 102 an express. Transferring to the sounder would not save time. The sounder doesn't go far enough downtown. I like the idea of the 906 connecting to the sounder but please don't cut 102 short.
 2 months ago 6 Agree

Add more 102 to Seattle trips and still service the Fairwood area.
 2 months ago 4 Agree

Add more 150 trips
 2 months ago 3 Agree

I live in Renton highlands now not fair wood but I can say from my time living in fairwood that changing the 906 to connect to sounder would NOT save time over the 102 because there is almost always 10+ minute delays on carr road, which would not produce the expected time savings.

I do have good service on the 240 and 105 so I'm not sure what's in it for me on the community ride concepts but I do think it would be beneficial for those who are not on a bus line. I actually think it would also be useful in fairwood.
 2 months ago 3 Agree

I would like to see more benches at bus stops. I am 80 years old and many buses do not have places to sit.
 2 months ago 2 Agree

1/7/2020

King County, WA - Report Creation

Stop forcing all the Seattle commuters to take the Sounder train to Seattle. Don't try to improve your service to Seattle by shoving all your passengers onto a different transit provider. Why does Metro keep trying to have paying customers use Sound Transit instead of Metro?

2 months ago

2 Agree

Please keep busses running through the Fairwood residential area for people who cannot reach 148 or 906 origination points

2 months ago

2 Agree

Change the 102 bus to service Fairwood and woodside. Then designate as an express route to downtown.

2 months ago

2 Agree

Transit between downtown Renton and the landing needs to be increased and improved. If there is going to be a water taxi that leaves from Gene Coulon, riders need a way to get to/from.

2 months ago

2 Agree

I became very concerned when I heard the I-Line will cause the 952 route to be deleted. This route has been running for decades from Renton to Boeing Everett, providing unmatched convenience flexibility and lower carbon footprint. Vanpools do not work for my schedule the way that a bus does. PLEASE KEEP THE 952!!

2 months ago

2 Agree

I do not understand the decision to delete route 952 service. This route has been consistently and heavily utilized in the last 20 years or more. You have a consistent customer base that has used this service to avoid adding more traffic to an otherwise overburdened roadway. The only option left is to use vanpools, but consider the amount of vanpools required to fill the void left by eliminating the 952 route. Please reconsider.

2 months ago

2 Agree

It would be a huge burden to remove route 952 from the list of commuting options. This route primarily serves Boeing employees, like myself, who live south of Seattle - and is one of the only public transportation options reliably available from the Kent/Burien/Normandy Park area to Everett. Although van pools are available, they are not as assessable or reliable as a bus. Recently Boeing supported the building of the Seaway Bus Stop as a means to accommodate public transportation commuting, and additionally promotes use of this service through cost incentives. As a regular rider of this route (and a registered voter - who regularly supports mass transit initiatives) I am very concerned and do not support removing route 952.

2 months ago

2 Agree

To get the homeless people to pay or not ride.

2 months ago

1 Agree

Bring more routes to SE Auburn

2 months ago

1 Agree

Add more 102 direct to Seattle trips, don't get rid of them! I don't want to have to take 2 buses to/from work.

Instead of rerouting 906 to Sounder, have it stop at Tukwila light rail.

2 months ago

1 Agree

Being that I live in Fairwood and it drops me off 4 minutes away from my house, canceling it would be very inconvenient for me, and all the others who live in this area as well, specially if they work downtown. That would make things harder not easier and I don't like that idea. Don't cancel it. Make the service more frequent in the mornings and evenings, with shorter arrival times in between.

2 months ago

1 Agree

Taking away the 102 route in Fairwood would force me to take 3 busses one-way to get to work, increasing my travel time substantially. I do not drive due to a medical condition, so I depend on transit service running in Fairwood. The 148 currently runs in the Fairwood neighborhood every hour 6:15 am, 7:15 am, and 8:15 am respectively and does not connect at the Renton Park and Ride. To get Seattle, where I work, I would have to transfer to the 148 then a 102/101 or take the 906 to the 150. During the afternoon commute, I would not be able to catch a 906 that travels through the Fairwood neighborhood in time, leaving me the only option of taking the 148 and walking 30 min to my home. Please do not cut the 102 route in Fairwood.

2 months ago

1 Agree

1/7/2020

King County, WA - Report Creation

Why the effort to provide this survey in 93 different languages? Quit pandering to those who won't make the effort to learn basic English communication skills! My family got tutoring and searched for other free language instruction resources when we moved here. You're wasting money and other resources on that effort which should be spent elsewhere.

2 months ago

1 Agree

Please add more frequent 150 service to/from downtown during peak hours. But if you want people to ride transit, you have to supply more parking. That part of commuting is a nightmare unless you work early. Some of us do not and then we have no parking.

2 months ago

1 Agree

First off, we really need to keep the 952 route to Everett. There are no equivalent transit alternatives and dropping the route will result in more cars on the road at peak travel times. This would seem to be in conflict with Metro's goal of reducing congestion. Yes, it is a long route and there are no riders on the return trip to help defray the cost. Sometimes, that's the way it is. Maybe a fare increase would be in order. Personally, I would rather have one professional driver on the road instead of 40+ people half asleep.

Thank you-

2 months ago

1 Agree

Why are you proposing to drop the 952 bus service? I commute to Boeing from Bellevue and without the 952 Bus I will most likely drive every day to Boeing Everett. Car Pooling is not an option because I often work extra hours. The several 952 bus times gives me the flexibility I want.

2 months ago

1 Agree

The choices given are not working for me or my family. We need more direct feeder lines to Angle Lake or Tukwilla from Kent E Hill. Currently commute time is excessive- I have, each way, a couple walks plus three buses to get to work from Kent E Hill by Kentridge HS to Angle Lake. My spouse drives alone to Seattle because parking at Angle Lake/Tukwilla light rail is not available at needed times. My child gets to the UW by bus only with car drop off, since there are no parking to catch public transit.

2 months ago

1 Agree

Save route 952 and return it to its former route around the Everett Boeing plant. Eliminate the Everett Seaway Transit Center stop for route 952. (The change to dropping everyone off at the Seaway Transit Center has increased my daily travel time by over 90 minutes). If route 952 is canceled I will no longer use any form of public transportation and will have to resort to driving alone. Vanpools and carpools do not provide needed flexibility and additional transfers would increase the travel time to unacceptable levels. KEEP ROUTE 952 and RETURN IT TO ITS FORMER ROUTE around the Everett Boeing plant!

2 months ago

1 Agree

I wish that there was a reasonably direct route between Renton (perhaps the Renton Transit Center) and light rail.

2 months ago

1 Agree

Direct, express service from Renton Highlands to downtown Seattle would likely be a HUGE seller – why does this never even seem to be on your radar? Express service from *anywhere* in Renton to downtown Seattle at times *other than* 6-8am and 4-6pm M-F would likely be a HUGE seller, but never even seems to be on your radar (in other words, service outside the "peak" hours into which you currently force people to travel – maybe if you didn't force the peak hours, traffic overall could be spread over a longer timeframe and not be such a cluster - and I mean cluster in ever sense of the word...).

2 months ago

1 Agree

I concur completely with this comment: The morning 148 route would need to run on a 20 minute or less frequency to adequately transfer to ST 566. The current 102 and 148 are offset just enough that a one minute delay in these routes can cause riders to have to wait up to 30 minutes for the next 566 or 560.

2 months ago

1 Agree

Please do not remove 962 bus service. I have used this route for many years and it serves the South King County and Eastside and have many riders. This route is still relevant for Boeing employees instead of driving in cars. I suggest you have Sound Transit take over if KC Metro does want this route.

2 months ago

1 Agree

Correction: Route 952, not 962

2 months ago

1/7/2020

King County, WA - Report Creation

If you are going to combine these routes (essentially the proposal) you need to be consistent with giving everyone access to the south end. 192 does not go down the busway. People currently riding 190 may need to take 192 due to timing and need access to busway.

one month ago

The 180 needs a few more routes on the weekends. Every Sunday I'm late for work because of the time the first bus runs.

one month ago

Please don't remove the Dart route 913. It's a simple route to a lot of building that hardly have any other access to public transportation. I've been riding it for 2 yrs. It gets me to my train on time. If I had to walk further to another bus, I'd most likely miss the last train of the day and would have to wait for someone to drive 40 miles to pick me up.

one month ago

Please leave routes 102 and 148 as is. It would be too inconvenient to switch buses three times to get to the downtown location.

one month ago

Please don't replace the 102 with service to the sounder train. The train station by the stadiums isn't very convenient to most people's work and would cause an additional transfer for most. Also, I love the idea of building a large parking garage at Rainier and Grady. I don't use the south Renton P&R because there isn't a garage and it fills up so this is needed!

one month ago

N/a

one month ago

The 240 and 105 are the only buses that run on sunset and Duvall in the highlands I believe they both should run more or add more service buses

one month ago

How about an express bus to Seattle? And Expanded service of 102 especially during non commuter times. Finding a parking spot in the Park'n Ride after 6am is sometimes impossible! I'd much rather catch a bus near my home than drive into Renton proper and hope to find a parking place.

one month ago

I would love a bus that goes south between Sunset and NE 4th. It takes me 30 minutes to walk to the 240 stop at Sunset and Duvall so that I can get to Bellevue.

one month ago

Issaquah needs to have a Renton route. I take the bus everyday and it takes 2 hours at best to get there. Also having routes to and from the casino or shuttles are something I hear about a lot.

2 months ago

Keep the 102!! I don't want to have to ride two buses or a train to get to Seattle to work! Whose garbage idea was this? Some days I had to wait for the 102 for 2-3 buses before I could get on because they were so packed to get to the Renton Park and Ride. And sometimes I had to wait for 45mins to an hour for the 148 transfer in the snow and rain if I couldn't get on the 148. This is just punishing us poor people who live far away from Seattle who are trying to get to work. So terrible!

2 months ago

I live in Renton off the Maple Valley Road near the Maplewood Golf course. Your survey and services don't address the absence of service down Hwy 169. You might want to evaluate the 2-3 mile gridlock that occurs every day on Hwy 169, both coming into and going out of Renton. There is absolutely no service that one can use to get to Fairwood for example without going into downtown Renton, and then the buses in are few. Fairwood is only about 10 minutes from my house, but the bus trip, the times of which are not convenient takes over 1 hour. The traffic is getting worse on 169 in the mornings and evenings and during the day. What about air quality for those who live here? I would like a study to be done at peak hours to check for pollution.

2 months ago

Make the 165 available in Sunday's

2 months ago

1/7/2020

King County, WA - Report Creation

It would be great if the bus 164 can increase the frequencies of the 164 Bus from 30-minute service to 15-minute service

2 months ago



2 months ago

No

2 months ago

Take your own car. Save our money.

2 months ago

It would be nice if they had a bus that ran on Talbot Road to downtown Seattle because I usually have to transfer from the 169 to the 102 and most time especially when it is cold it makes it hard to stand out in the cold for 20 to 25 minutes.

2 months ago

Please leave the 158/159 intact. It's a heavily used service route that many of us depend on.

2 months ago

You didn't mention the 114, 111, and 240. These are the routes I use daily. We need more capacity on the 114. Either additional runs or higher capacity buses. Also, a 114 leaving downtown after 6:00 pm would be helpful. The 240 is unreliable in the evenings from Eastgate to Renton. I avoid the 105 at night for safety issues, preferring to take the 554 to the 240, rather than the 101 to the 105 when commuting from Seattle in the evening.

2 months ago

Later service and more service for 148 on weekends is CRUCIAL.

2 months ago

I use bus 952 daily travel to and from work and it's very important to me having this route. If this route cancel would be a challenge for me getting to/from work. currently has 4 bus each way so it would be good to keep a least 2 bus each way. Keep the 1st 2 route to and from early morning and early afternoon pickup. please continue the route. Thank you!

2 months ago

Keep the 908 we need it in our neighborhood. The 105 is too busy and smelly. The 908 is perfect for the elderly disabled and people who need a nice safe calm ride home. Nobody wants to have to scheduled a ride everytime they need one. We want to just show up at the stop and get on no fuss. If anything you need to add rides to the 908. Why does it start at 8:30 near vumont but most people need to be at work at 9. It should star at 7am and end at 6 or 7pm then maybe ridership would increase for the times it's really needed. KEEP THE 908!

2 months ago

Keeping to time and schedule is key. Better lighting at bus stops would make it easier for both drivers and passengers waiting.

2 months ago

I have mobility issues due to spinal injury and I go to the Kaiser Permanente clinic. I don't use a phone due to constant threats, how do I use the proposed service?

2 months ago

The changes you plan to make will ruin my commute. I take 5 buses every day. To get to work I take the 102 to Renton, the 566 to Bellevue, and the 271 to Eastgate. To get home I take the 217 to Seattle and the 102 to Fairwood. Please keep the 102 as it is now. It is a very popular route.

2 months ago

1/7/2020

King County, WA - Report Creation

The problems I experience are getting to Seattle and Bellevue from the Renton Highlands. I would happily take a bus or light rail.

I either have to go Southeast to the Renton Transit Center for a Sound bus (which they are moving further away to a less convenient area), or I have to take the 240 which doesn't have stops accessible by sidewalks, and can be full during my morning/afternoon commute. If I drive, I-405 and Coal Creek are bumper to bumper all the way to Factoria.

Moving the downtown Renton Transit Center will be a huge mistake.

2 months ago

Your list of disabilities did not include all that make driving, other personal transportation, an issue. I am epileptic and cannot drive legally (and morally) because having a seizure would make me unavailable to take care of myself (but only during the time of the seizure). I did not get the impression from your list that my disability would fit into your categories.

2 months ago

There is nothing wrong with this service of the 908 you have many elderly and wheelchair accessible people as well as middle aged residents who use this service bring groceries home or using it to connect with other metro buses at the Renton transit we live on a big hill that hurts when walking down or up this 908 bus service has been the reason I've stayed in this area called the highlands and Andrew has been our bus driver for the past five years when an elderly person coming from Kaiser permeate gets on the bus he is so kind and friendly. Why are you taking away the very thing we need in the neighborhood to get back and forth to work and the grocery store the 105 is nice but you have to walk 30 minutes to catch this bus and with the 908 less that 0.1 minute walk...

2 months ago

You need more late night service and weekend service that goes down Maple Valley Highway. I live in Maple Valley Highway and I have to walk 30min to the transit center and I work until 12midnight at Boeing in Renton. I have no option to ride the bus home, so I rode my bike. Sometimes I have to work until 2am. We need more even shift transportation! Also going to the grocery stores and trying to carrying stuff from the transit center for 30min is really hard!! We need more service as noted above. I choose to not have a car for many positive reasons and it would be nice to have some more services!!

2 months ago

Keep the 952. I am disabled and it works quite well for me.

2 months ago

Change all of the 102 routes that start or end at the South Renton Park & Ride and have them become complete 102 routes with starting in Seattle or Fairwood, and ending in Fairwood or Seattle. Change the scheduled times for the 148 so that those would be 15 minutes in between each 102 that goes up to Fairwood or down from Fairwood. Do not eliminate 102 routes as many are almost completely full by the time I get on at Puget Drive. The South Renton Park & Ride does not have enough parking spots and not everyone has the option to drive. I have epilepsy, so like many who live in the Cascade & Fairwood area do not have the option to drive. Please do not take away 102 routes from up the hill!

2 months ago

Please do not delete the 102 Fairwood to Seattle. I will have to drive my vehicle as opposed to riding the 906 so the Sounder, then getting on another bus once off the Sounder to get to the financial district. That would mean 3 different methods of transportation versus one. Why would you leave so many riders on the 102 dumped out into needing 3 methods of transportation to get to work? Ride the 102 and ask us in person if we agree with this plan. I think you will find a lot of people shocked to know of these plans. Many people tell me that riding the train is not dependable because of unexpected delays and because of the train shutting down and then they may be stranded on the train for hours. This 102 rider will add to the traffic congestion by riding in my own vehicle if you make this change.

2 months ago

I don't use transit in this area.

2 months ago

You didn't ask any questions about the 952 which is a unique service in that it serves more than the South end and is a great option for south end residents to head North to Snohomish county. Other options double the commute time.

2 months ago

1/7/2020

King County, WA - Report Creation

I dont take renton transportation
2 months ago

Keep route 952.
2 months ago

Fixed Van Schedule. Connect to the Main Bus stop (Southcenter,P/R) r Light rail station
2 months ago

Add early 158 bus before 5 AM
2 months ago

Get bus from kent to sandpoint or uw area especially during the week. Mornings and evenings
2 months ago

More 917 buses and to operate on Sunday too.
2 months ago

More 917 busses and to run on sundays too that will be good and early morning start also a frequent time will help on weekdays.
2 months ago

Na
2 months ago

How about Kent. A bus going down 132nd between 208th & 240th
2 months ago

The 157 route is very limited and doesn't come as often as hoped (4 busses in the morning, 4 in the afternoon, 90% of the time, I have to schedule my time around it. Which isn't very great for people who are always on the move.
2 months ago

No short/small buses on 158/159 routes. Too many ppl are left to stand. This includes both directions, northbound & southbound.
2 months ago

n/a - This is not my area
2 months ago

I need the 157 or I will no longer be able to get to work in Seattle. Alternate routes take too long and are too difficult with my disability.
2 months ago

I would love better connection between Fairwood and Sounder or light rail stations, but time of service must be stated. I have to figure out if/when I might get stranded someplace and what my options are (been burned before). Evening service on 102, back to Fairwood needs to run later (more trips). Current last trip leaves Seattle before 6pm, I need 6:30 and/or 7pm departure.
2 months ago

Carpool as much as possible!!
2 months ago

Park & ride along maple valley Highway.
2 months ago

1/7/2020

King County, WA - Report Creation

There should be service to/from Kaiser (formerly Group Health). Whichever service is enacted, the service should be clearly explained. There should be info from Metro at Kaiser Permanente (Highlands location).

Because of the infrequency of bus 908 I have taken a bus from work to home and stopped to get my car. I have also taken a bus from work to Renton and then taken Uber/Lyft to get to Kaiser.
2 months ago

make rout 148 run every 15-20 mints..
2 months ago

Having a direct bus through fairwood via the 102 was a major factor in the decision to buy my house. I rely on that route to take me to Seattle. The 906 would not have enough space for everyone forced to ride it to the sounder. Additionally, the sounder gets packed and tends to run late. The 102 as it currently runs works well for my commute and I enjoy being able to from home to the office fairly directly. I rarely experience reliability issues with the 102 (except when the coaches break down, but that's no different from any other route). Catching the 101 from the park and ride is usually not an option since the lot fills up fast and early.
2 months ago

Increase trips to route 101. More dependable services and all day service monday thru Sunday.
2 months ago

I don't like the idea of putting the 148 that goes to the Renton Park and Ride on 168th st instead of the 906 that goes to Southcenter. Moving the 906 to stay on Petrovsky is cutting off connection to all of Cascade area other than walking a very far distance to get on and off it. It would add an additional 15-20 minutes to my commute each way and for anyone else that works or shops at the mall. I do agree that the 906 needs to run more often and later for its always late and always packed. But with this new change many high schoolers that take the 906 to the mall to hang out will instead be in the streets causing trouble.
2 months ago

Please increase 102 service. Adding a transfer (from the 148) is not a solution for 102 riders. That option already exists for the 148-101. Transfers add delay, uncertainty, unpleasantness, and other risks to the commute.
2 months ago

Missing service from the Woodside community to the Sounder train. People from that neighborhood have to walk a minimum of 1 mile to the nearest bus stop.
2 months ago

I am currently taking the bus 240 early in the morning to get to work. This route is very in consistency in arriving on time, because it changes drivers during the week. It arrives late sometimes. Then I would be late for my next connection bus almost every morning. Not good. Also, why do Kent people are so privileged??? They get the 567 and 566 routes, while Renton riders get 566 and the slow 560 route? Most of the time the Kent people would pile up on the 566 bus, and by the time it gets to Renton, the riders would have to stand up with no seat to sit. Can you do something about it? Thank you. And now you want to delete route 908, what else do you plan to take away from us, and give them all to the Kent people?
2 months ago

My one thought is that Metro might get more useage and more information with public meetings in schools and libraries because low-income people frquent those establishments and their employers rarely pay for bus transportTion. I know that when I was working full-time and riding daily every change Metro made icreased my commute time by at least 10 minures.
2 months ago

Have the civil engineering work on the traffic lights! They are awful! The worst ever from wherever I've lived including Seattle. Wait times awful. Traffic flow awful!
2 months ago

Daytime trips down maple Valley Highway
2 months ago

The two routes I take to and from work are the 148 and the 102. You are eliminating the most convenient parts of those two routes for me so I would be forced to transfer buses and also make a significant walk up/down a dark hill. Please don't make these two routes less accessible!
2 months ago

1/7/2020

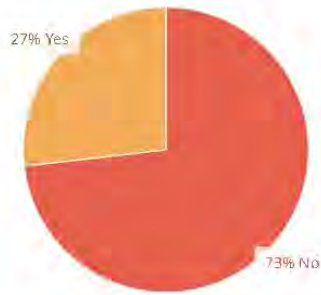
King County, WA - Report Creation

Please don't shorten the 102, it cuts at least a half hour from my commute in the afternoon (which is already over an hour). This changes would make my commute significantly worse. Why would you force people to change from a one-bus commute to a two-bus commute?
2 months ago

We need more direct routes to Renton Park n ride.
2 months ago

Donot delete route 952.
2 months ago

Do you travel to the Benson Hill area?

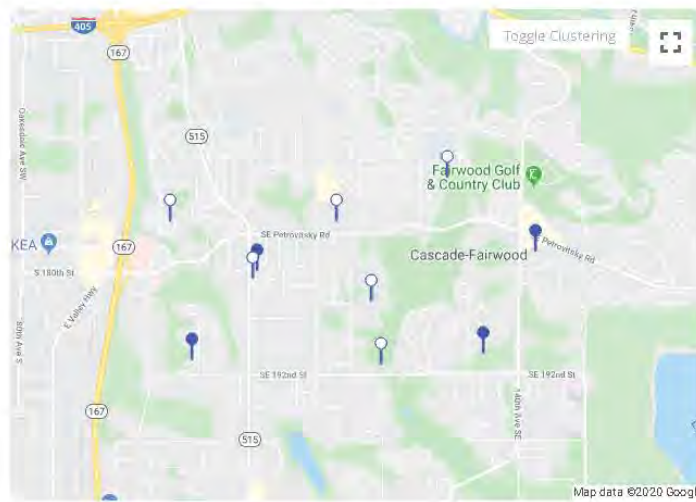


231 respondents

1/7/2020

King County, WA - Report Creation

For people who travel to or from Benson Hill, what are the major destinations in this area? [Drop up to five pins on a map]



- Grocery
2 months ago

1 Agree

Fred Meyer
2 months ago

1 Agree

shopping mall
2 months ago

1 Agree

Covington
one month ago

Add a park and ride in the Fairwood/Benson area and make some of the 102 buses Express to downtown. I don't see taking the 148 or 906 to the Tukwila Sounder Station to 5th and Jackson, Then catch another bus to work. Then reverse that to go home. Going home last Wednesday, our bus waited to get through the light at Petrovitsky and 128th for 30 minutes. Only 2 cars make it through that light. Traffic was backed up to Lindberg High School. The 102 is usually full by the time it gets to the Renton Park and Ride. You lost a lot of riders because the buses were packed with people like sardines in a can, no seats available. If you had a park and ride in Fairwood and added more buses, maybe you would get those people back.
2 months ago

There are places I could go later but no bus service
2 months ago

Would be nice to get service in my area
2 months ago

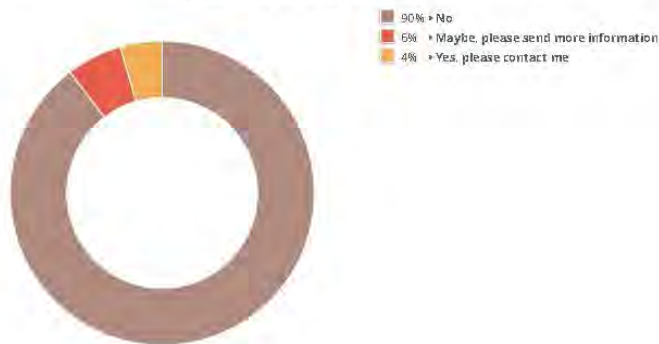
1/7/2020

King County, WA - Report Creation

Do you take transit in the Benson Hill Area? If not, what prevents you from using transit?

63%	I don't travel in the area.	85 ✓
23%	I take transit in the Benson Hill area	31 ✓
10%	Transit takes too long to get to where I'm going	14 ✓
10%	Amount of time I have to wait for a bus (frequency of service)	13 ✓
7%	Transit isn't available the time of day I need it	9 ✓
6%	Transit doesn't get me to the places I need to go	8 ✓
6%	Proximity of stops to my origin or destination	8 ✓
4%	There's no place I can count on to park my car	6 ✓
4%	I don't feel safe waiting at the transit stop	5 ✓
2%	Walking or biking to the stop doesn't feel safe or comfortable for me	3 ✓
1%	Alternatives area cheaper	2 ✓

4. Would you be interested in being a part of a short term transit advisory group (1-3 meetings over next few months) for Benson Hill neighborhood to help Metro develop mobility options for the area?



135 respondents

5. If yes or maybe, please provide your contact information.

No data to display...

1. Did we meet the needs with this proposal?
 Please rate on a scale of 1 (Strongly disagree) to 5 (Strongly agree)

Average

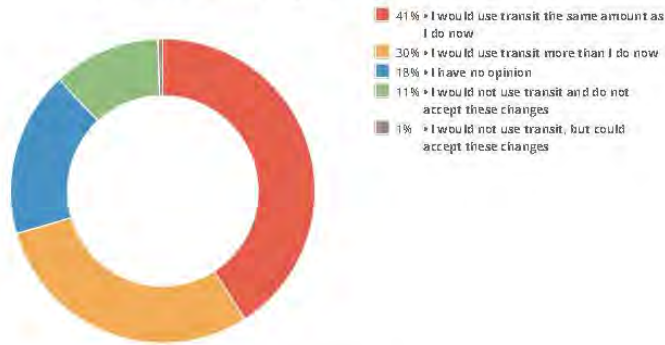
1

5

1/7/2020

King County, WA - Report Creation

2. How would these changes affect your use of transit?

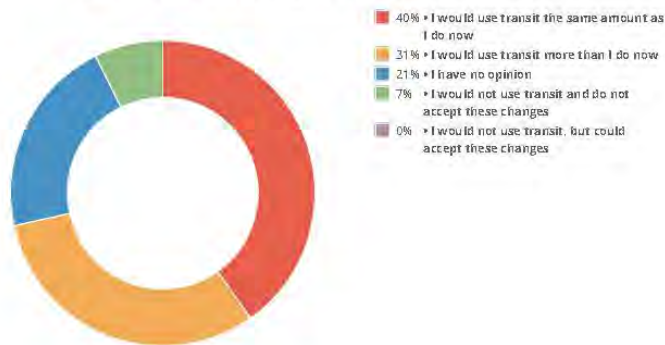


193 respondents

1. Did we meet the needs with this proposal?
Please rate on a scale of 1 (Strongly disagree) to 5 (Strongly agree)



2. How would these changes affect your use of transit?



179 respondents

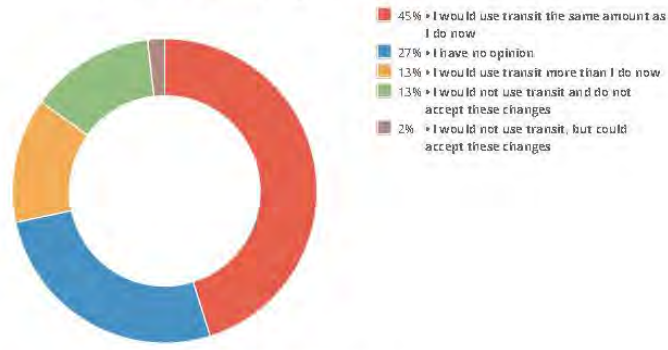
1. Did we meet the needs with this proposal?
Please rate on a scale of 1 (Strongly disagree) to 5 (Strongly agree)



1/7/2020

King County, WA - Report Creation

2. How would these changes affect your use of transit?



166 respondents

1/7/2020

King County, WA - Report Creation

3. Do you have other ideas for how to improve transit in this area?

When a majority of the riders are commuters, eliminating the 158 and 159 doesn't help commuters, and would actually increase commute time, and doesn't help one-seat ride connections. By making all the routes go to Kent Station, you're putting all the responsibility on Sound Transit to get commuters to Seattle.

2 months ago

8 Agree

I think eliminating 158,159 is a big mistake given all the new apartments along Meeker in Kent. Unless the 162 will be running every 5 minutes all day I don't see this as an improvement.

2 months ago

8 Agree

There is no benefit to the rider for changes to the 158, 159, & 192. The proposed changes will make things very difficult for the riders on the East Hill & 192 route. The 194 needs to be reinstated so there is service to the Kent-Des Moines Park & Ride during the day.

2 months ago

6 Agree

I agree with this assessment. Canceling the 192 is just is an awful idea.

2 months ago

3 Agree

Eliminating 158 & 159 is a mistake. Those buses are crowded. If you're making them into a single route (162), they had better be pretty frequent, and they need to have the long, articulated coaches.

I'm sick of Metro proposing changes that force Seattle commuters to ride the Sounder train. Don't try to improve your service to Seattle by shoving all your passengers onto a different transit provider. Why does Metro keep trying to have paying customers use Sound Transit instead of Metro?

2 months ago

5 Agree

They are basically taking 158, 159, & 192 the same route. These will be VERY crowded indeed! She

2 months ago

4 Agree

There is no EXPRESS from Kent to Seattle, Sounder and it is notoriously late and/or cancelled. They cannot handle the volume of trains. The most reliable is the bus 158&9 now to be obliterated! Not sure what the game is, but 158 & 159 going downtown Seattle is always full with no seats every bus, every morning! How we are going to transport all the gardeners, cooks, nannies and other laborers from the South to work downtown?

2 months ago

5 Agree

A necessary part of the transit experience involves being a pedestrian, and being a pedestrian in Kent is not good. Un-signalized crosswalks, missing (unmarked) crosswalks, missing sidewalks. There are crucial areas of downtown Kent which are either only dangerously connected, or simply not connected at all with marked crosswalks. Anecdotally, improved transit access to the sounder would help a lot of people. Parking is limited, and nearby residential neighborhoods (North Park, Mill Creek) are starting to clamp down on commuters parking there.

2 months ago

5 Agree

Eliminating Route 192 is a mistake. We need options at the Kent Des Moines Park and Ride that aren't ENTIRELY FULL by the time they get to the freeway station on Kent-Des Moines Highway before it enters I-5 to downtown. The 158 and 159 are already so full by the time they arrive, I can never get a seat from the Kent Des Moines Park and Ride. This is unfair. I shouldn't have to stand because Metro doesn't want to add more routes. I'm fit and healthy, BTW, but who wants to stand on the freeway - it's unsafe and hazardous when the bus has to brake quickly due to traffic incidents. I agree with another commenter below that, unless the 162 runs every 5 minutes that this will not be any improvement whatsoever. The buses are already overcrowded and standing after a long day of work is also not fun. If I wanted to do that, I'd take the Light Rail.

2 months ago

4 Agree

Add more bus stops to Route 168 in Maple Valley area.

2 months ago

4 Agree

There is a single line 157 (peak only) across N of Kent from Panther Lake (within Kent city limit). Need more direct feeder line across the valley to light rail station, all day.

2 months ago

4 Agree

#150 bus add another bus inbetween 1st bus and 2nd bus since there is an hour between these , need something 1/2 between them

2 months ago

4 Agree

1/7/2020

King County, WA - Report Creation

Express Covington to Seattle

2 months ago

4 Agree

Although Route 913 may have low ridership at certain times, it is always well occupied when I ride it at 8:02 am from Monday to Friday and also in the evening times between 5:25pm and 6:20pm. Please consider keeping the times during which the ridership is high for the 913 bus.

2 months ago

3 Agree

I'm working at 76th Avenue South. Route 913 is the one can be a connection with Sounder train to and from Seattle for me.

2 months ago

1 Agree

Do not eliminate the 913. For some of us, the way to get to Kent Station is via 913.

2 months ago

3 Agree

As a student commuting to and from UW, the one route that I have been relying on is the 913 route, which runs right into my neighborhood without me having to take another bus that is on the busier road outside of Riverview. I have relied on this route ever since middle school and it has been very safe and reliable for me!

2 months ago

3 Agree

Restructuring 158 and 159 doesn't add any value. More frequent bus services are needed on this route. There are at least two new apartment construction I know of on this route which going to add more commuters on this route. Considering parking situation in Kent station this is the hassle free way to get to downtown Seattle. Please add more service.

2 months ago

3 Agree

Metro routes 158 and 159 must NOT be eliminated. As a long-time (30+ year) rider on route 158, I have witnessed steady or increased ridership, even though it is a peak time commuter route. The Lake Meridian P&R is unsafe, prone to frequent thefts and vandalism, and would not provide enough parking for all the riders otherwise forced to abandon their short walk to a bus stop for a frustrating and unnecessary drive to the P&R.

2 months ago

3 Agree

157 has a history of cancelling route. The rumor is that this happens because there is not enough bus drivers. Please address that problem.

2 months ago

3 Agree

Keep the 192 and 166 as they are.

2 months ago

3 Agree

157 desperately needs larger buses. Sometimes I've been unable to board for lack of disabled seating area.

2 months ago

3 Agree

No information is give about the run times of the 162 which will be the only other option available to anyone who gets stuck at Kent Station when Sound Transit has train issues. This leaves the 150 as the only other back up. But due to it's routing through Tukwila, is an inconvenient way to get to Seattle for anyone who needs a more direct commute.

2 months ago

3 Agree

158 should not be eliminated or changed. This route is the only connection residents have east of 156th Ave and 256th St. Removing this route would increase walking distance and decrease roofer safety, especially during dark winter months.

952 should not be eliminated due to the number of people going from South to North for Boeing. This route also represents a faster option for destinations along 405. If costs need to be reduced, consideration should be given to using shorter buses while departures are greater than 2 daily. If departures are equal to two, then extended buses should be used.

2 months ago

3 Agree

I ride the 913 bus in the mornings and evenings every day between the Lakes and Kent Station. I hope that some route covers the Lakes -> Kent Station / Sounder commute if 913 doesn't. I would consider keeping the most popular times for the 913 rather than completely eliminating it.

2 months ago

2 Agree

1/7/2020

King County, WA - Report Creation

Please do not delete route 913, I work at center point and this is the most convenient bus to work
2 months ago 👍 2 Agree

The 192 is an essential commuter bus to and from downtown Seattle. If it becomes the new 162, what happens to that commuter route?
2 months ago 👍 2 Agree

I could not agree more. I have taken the 192 to downtown Seattle M-F for over 20 years. The 162 seems like a seriously flawed idea - one that will be overcrowded and simply too full by the time it reaches the Kent Des Moines Park and Ride. I do not want to stand on the freeway - it's dangerous!
2 months ago 👍 2 Agree

I agree! I've taken the 192 to downtown M-F for over 20 years and it's always my essential, go-to bus line for commuting to downtown on a daily basis. The 158 and 159 are always way too full by the time they reach the Kent Des Moines Park and Ride - who wants to stand on a bus on the freeway? It's dangerous!
2 months ago

Eliminating the 159 is not ideal. These changes would increase the commute time significantly for most riders, please just add a new route.
2 months ago 👍 2 Agree

strongly disagree that 158 should be changed. Need access east on 240th pasted 515
2 months ago 👍 2 Agree

Hooray for all day and Sat-Sun service on the new 164 along 240th and 132nd!
2 months ago 👍 2 Agree

Not enough information is given about what exactly is being done to the 914 & 916 to make them more useful.
2 months ago 👍 2 Agree

Please do not eliminate route 952. This is a vital commuting option for people who live south of Seattle and work in Everett. If cost savings must be taken, please consider reducing the frequency of pick up/drop off times before completely eliminating the route.
2 months ago 👍 2 Agree

Unless the frequency is going to increase significantly (I mean significant like 10 min intervals), eliminating 158, 159, and 192 is a horrible mistake. By the time the proposed 162 gets to the Kent-Des Moines P&R it will be full and standing room only during commute hours, leaving too many people left with a standing room option only.
2 months ago 👍 1 Agree

Even with increasing the frequency of the 162 route, would the number be that different from the total frequency between the 158 and 159 routes? What is gained. Will the 162 get riders to Seattle at 605am as the first 158 off Kent East Hill? The 158 has been running for at least 25+ years. Now that I am a senior citizen, it will be more inconvenient getting to the Meridian P&R, either walking over a mile (at 5am in the dark) or trying to catch a bus to transfer to the park and ride. Another comment was made on the #2 question. I had to select that I would still use transit; HOWEVER, that makes it sound like I approve and would still use regardless of changes. I would still use transit, BUT it will be more inconvenient and more time will add to my commute. Please retain 158. The 159 already runs down Kent Kangley but the 162 does eliminate those riders further east of 132nd SE. Please keep the one ride 158 express to Seattle.
2 months ago 👍 1 Agree

Do NOT eliminate the 192 or the new route # from going to downtown Seattle. Being able to leave the KDM park and ride and have the first stop in Seattle is invaluable to everyone that rides this bus, route.
2 months ago 👍 1 Agree

Please keep 913. It's the route for commuters in my neighborhood to get to Kent station and transfer to get to Seattle. It is also the route for high school students who miss their school bus
2 months ago 👍 1 Agree

1/7/2020

King County, WA - Report Creation

168 and the 180 is always late they need be on time

1 month ago

1 Agree

YES!!! The 180 is always around 10 minutes late on my way home from work making me miss my connection.

2 months ago

increase the service for 164, and not change its route

2 months ago

1 Agree

I'm very unhappy that route 192 is being discontinued. It is my most reliable option and has seats available every day. You are replacing it with the 158 (call it whatever you want, it's roughly the same route), which is notoriously late (Sometimes often 30 minutes or more) and often can't take passengers by the time it gets to the Kent-Des Moines P&R where I board. And when it can take passengers, many times it is standing room only, which I am physically unable to do. So, essentially you are taking my reliable transit and forcing me into unreliable transit. I do not agree with this plan.

2 months ago

1 Agree

150 realignment makes trip to Kent station much slower, 157 should be bi-directional during peak hours to actually serve industrial valley.

1 month ago

1 Agree

I like the route 192 for safety reasons as you do not have to cross the dangerously busy Kent-Des Moines Road, especially on the fall/winter months and evening when dark.

2 months ago

1 Agree

Your #2 question of change impact leaves off a very important response option - "I would use transit, but would have to make transit modifications. For example...I take 158, 159 to Downtown Seattle at SE 272nd & 137th Ave SE and walk to the this stop from home. With the proposal of 158 & 159 STARTING at Lake Meridian P&R, do I now take another bus by my house just to get to the park & ride to pick up my busses?? You're leaving no option for the folks that live along 272nd (Kent Kangley) and can't drive to the park & ride to get downtown without transfers, or taking the Sounder (with another bus 164/168 that is now on that street). In turn, Sounder is more expensive to ride from Kent than the bus. I currently am on a one seat ride and have plenty of options along 272nd to get to Downtown via bus, or Sounder if I choose. You're locking folks that live along 272nd toward Covington into only 1 service location and bus option. That is not more beneficial to that area of town commuting to Downtown!

Additionally, Lake Meridian Park & Ride is very small. You are now proposing everyone that lives along the 132/272 corridor would need to use that park & ride to catch any route to downtown, funnelling 3 bus routes of cars to park now?! Whereas, with the street stops, folks walk. You have not solved the current parking problems at the park rides, this will exacerbate the issues here!

2 months ago

1 Agree

As long as the 192 runs along Military Road to the Kent/Des Moines Park & Ride and into I-5, I am happy. If it is possible to stagger the times the 158, the 159 and the 192 leave the Kent/Des Moines freeway stop heading north to Seattle in the morning, that would be a welcome improvement. Thank you!

2 months ago

1 Agree

Keep routes 158, 159 and 192. Riders that get on at the Kent-Des Moines P&R frequently have to stand. Merging these routes into one new route would cause more riders to have to stand all the way into Seattle. Taking the Sounder train into Seattle does not work well for riders using the Kent-Des Moines P&R heading into downtown Seattle.

one month ago

The 913 is the only bus serving our neighborhood. Deleting it will be a huge inconvenience.

one month ago

913 is the only reliable bus service in the lakes area. Transfer time to Kent station on other lines is much longer and does not align with train times.

2 months ago

Please keep the 913, or a viable alternative that goes through the Lakes. Thanks!

2 months ago

1/7/2020

King County, WA - Report Creation

Personally, I have no concerns as long as the revised 166 route goes between Kent Station and The Lakes with at least the same frequency as the 913 currently does.

2 months ago

add the bus service

2 months ago

increase the frequency of the 164 bus

2 months ago

I along with several employees use route 913 throughout the week and it cause great problems to not only our business, but several other if our route 913 were to be ended. iwork off of fourth ave and 228th

2 months ago

Put a restroom and heated waiting area

2 months ago

Eliminating the 913 creates a big gap with no service in the industrial area just north of Kent Station that isn't being covered by the proposed reroutes. I'm referring to the area around 4th and 228th. Guess a group of us will go back to driving. Thanks for that.

2 months ago

Don't stop servicing the neighborhood behind Lake Meridian! I live over a mile away from the park and ride, so I would basically never be able to go to work because I wouldn't be able to get anywhere that time of day!! Please keep the 158 as it is!!!!

2 months ago

Metro obviously does not care about commuters. I currently use the 192 and 190 daily. In the morning the 192 picks up commuters all along Military Road, not just north of Reith Road. In fact, the majority of riders are south of Reith Road. In reading through all this material, who ever is providing "advice" on these projects does not ride Metro and does not really understand the needs of commuters!

2 months ago

With regardless to the 183 and 166, more options for travel between federal way and Kent/Covington would be awesome.

2 months ago

It would be nice to have later service from Renton Boeing to Kent and Auburn as well as faster and more frequent weekend service between the cities, as well as more service that goes to Ikea on the weekends!! The 153 is a great route and would be appreciated through at least Sat!

2 months ago

I would like to see the 157 have a route between the first one out of Kent and the second one (there is an hour between), and then add an earlier one in the afternoon coming home. Right now the first one is 4:20 (at 2nd and Pike).

2 months ago

I would like to see the 157 add a route in the morning between the 5:15 and 6:15 route, and would like to see an earlier one in the evening back to Kent, starting at 3:50.

2 months ago

Just have buses stay in local areas and terminate at Kent Station to ride Sounder and have a bus route created from Kent Station direct to Seattle

2 months ago

Why not just merge the 190 with the 192, just have the 190 get on the freeway at Kent-DesMoines freeway on ramp instead of the 272nd freeway on ramp. There are riders who are between 272nd and Reith road.

2 months ago

Why not just merge the 192 with the 190, having the 190 go down Military Road and get on the freeway at Kent-Des Moines Park and Ride. There are people who get on the 192 from 272nd down to Reith Road.

2 months ago

1/7/2020

King County, WA - Report Creation

I would like to know via text when early morning bus is not running from Federal Way to Kent.
2 months ago

Still don't understand why the old Kent park and ride lot adjacent to highway 167 was abandoned since a freeway stop could've been constructed on 167 to facilitate passenger load and unload from express routes using 167 to go from Auburn or Federal Way to Kent, Renton, Bellevue etc. Local routes could then connect passengers to other places in the Kent area.
2 months ago

Add more service to Seattle and back on 157. Lots of people commute to Seattle
2 months ago

It seems to me that no real gains are being made. If the desire is to get more people using public transportation, this proposed change still leaves most potential users a long walk to a bus. This translates to driving then parking to where you can board a bus. We need for short routes to fill in by circulating through the neighborhoods so that people have no need to drive in order to access a bus or train. We need to service the neighborhoods!!
2 months ago

Very true about the pedestrian problems, that is one reason I do not use transit in Kent.
2 months ago

Route 150 should have all-day times from 6am until 9pm
2 months ago

There needs to be a bus to Seattle that goes out the freeway, & does not take an hour & 10 min like the 150 does.
2 months ago

DART availability on 132nd Ave SE from SE 240th St to the Fairwood area.
2 months ago

Yes a bus route on 132nd between 208th & 240th. I have to drive to catch a bus so easier to just drive down to Kent Station. And have it synced with sounder trains & 5am 158 buses
2 months ago

Create route that will extend up SE 256th and go by Kentwood high school to serve the communities in this area. I like the idea of an express from Covington to Seattle
2 months ago

#157 KEEP the same route, add a bus between 1st and 2nd bus which now is an hour apart.
2 months ago

An express bus that leaves Kent Station before 5 AM would be nice
2 months ago

I would be more inclined to have a route that has more options for getting to Kent Station to use the Sounder Train. It's unfortunate that the closest bus route to me is 1/2 mile.
2 months ago

A slightly earlier 157. I currently catch this bus at 6:41 AM, which barely gets me to work on time most days.
2 months ago

You want ideal transit for this region? Get a commuter rail that can utilize the BNSF Railway from Ravensdale to Auburn. There was a study conducted in August 2010 and at the time they didn't have the foresight to see that this region is continually growing. What good are your buses if they're continually delayed by all the single commuter cars? Most people are not going to abandon their cars unless mass transit saves them more time. Time is a valuable commodity.
2 months ago

1/7/2020

King County, WA - Report Creation

180 more frequent to connect with Lite Link and then connection with 168 at Kent Station more frequent. Would give a better option of Kent/Covington to Seattle after hours instead of waiting for the 150 which is normally at least a 90 to 120 minute commute.
 2 months ago

These proposed changes effectively reduce my available bus options to get between Kent Station and home from 3 to 1 and would now include 20 to 30 minutes of walking (To get to I Line/169). There is not enough information given on what the 914 and 916 will become. If they continue to be a dart based service running 1 way, they are effectively useless for anyone trying to get to Kent station from a majority of 256th that used to be covered by the 168. These changes also reduce the number of options for anyone who get stuck at Kent station due to sounder issues (Which are quite frequent.) from 3 down to 2. The 150 or the 162 (Again no frequency information given here.) are the only options. The 150 and the 158/159 have a tendency to fill fast once trains start getting canceled. The 150 always takes to long to get to a highway, and the 158/159 weren't frequent enough to be useful usually being just missed. (Running at about an 1hr for both, usually both arriving at the same time making any spacing useless.)
 2 months ago

I am surprised at these changes, please keep the 158. Eliminating both the 158 and 159 off of Kent East Hill is inconvenient. I felt from the start of these surveys that riders were being forced or urged to take the Sounder. Taking routes off residential roads force more vehicle traffic to and from the P&R lots. I feel these proposals will increase my travel time to Seattle from the Kent East Hill. It is hard enough allowing the time and spending over an hour on the bus now. The one ride, no transfers, is very convenient. Every time a transfer is made, a rider has to deal with the possibility of standing and getting on an overcrowded bus. Case in point, the first Sounder northbound was not running this morning. The train riders were able to get on the 158 and cross the valley to I-5 with a fairly express trip into downtown. But regular 158 riders were forced to stand a few times. I would rather have the first two 158 runs kept and possibly eliminating later runs if there is less ridership on those.
 2 months ago

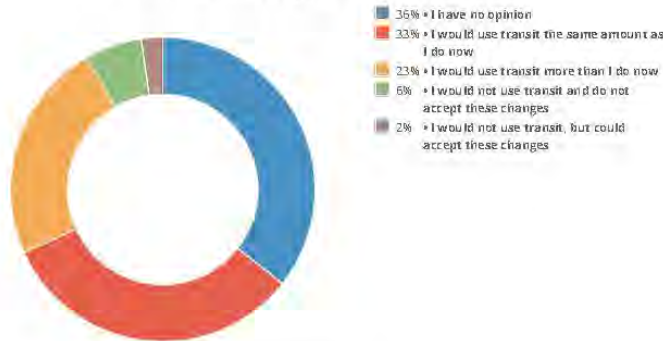
We have lots of Boeing employees that travel from Auburn to Everett Boeing Monday thru Friday. I will suggest that at least you need to keep running two buses (instead of four) during those days.
 2 months ago

1. Did we meet the needs with this proposal?
 Please rate on a scale of 1 (Strongly disagree) to 5 (Strongly agree)

Average



2. How would these changes affect your use of transit?



132 respondents

Did we meet the needs with this proposal?
 Please rate on a scale of 1 (Strongly disagree) to 5 (Strongly agree)

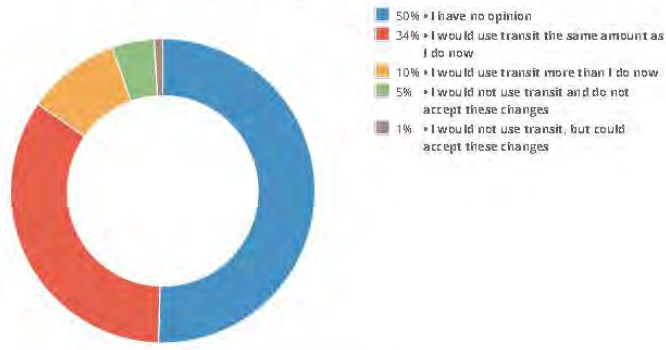
Average



1/7/2020

King County, WA - Report Creation

2. How would these changes affect your use of transit?



111 respondents

1/7/2020

King County, WA - Report Creation

5. Do you have other ideas for how to improve transit in this area?

We have lots of Boeing employees that travel from Auburn to Everett Boeing Monday thru Friday. I will suggest that at least you need to keep running two buses (instead of four) during those days.
 2 months ago 3 Agree

Please don't delete route 952. It's a vital and reliable route for residents who commute from south King County suburbs to Everett.
 2 months ago 3 Agree

I hate DART!!! No arrival real time info at all in any app and I never know when the bus comes! Please delete 915 and turn all trips into 186. And Sunday trips please!!!
 2 months ago 3 Agree

Since 180 is shorter now, can you extend it to Algona/Pacific, or Lakeland Hills to make off-peak service there?
 2 months ago 2 Agree

Lets the 917 running on Sundays
 2 months ago 1 Agree

We Need more 917 service Daily. And especially to OPERATE on SUNDAY, BETWEEN Algona, Pacific and Auburn, and more frequently on weekdays.
 2 months ago 1 Agree

I use the 913 daily. It is the only reliable transit to and from Kent Station. Please do not cancel this service.
 (one month ago)

N/A
 (one month ago)

In order to access the Tukwila Souner/Amtrak station to catch Amtrak trains, we need better bus connections to the station - currently there is only the rapid ride F bus. We need north-south buses to serve the station on days and times when the Sounder trains are not running. I live in Auburn, and it now takes three trains to get to the station. With the proposed changes to route 180, it will now take four buses to get there - this is nonsense! There are a quarter of a million people living in Kent and Auburn, and there should be better connections to the Amtrak trains in Tukwila. Also, even to get from where I live in southeast Auburn, it will take three buses just to get to Southcenter Mall. Several years ago, one bus (route 150) would allow this trip to be completed. Then the 150 was broken up and two buses were required, and now you are proposing three buses.
 (one month ago)

Late night routes to muckleshoot would help
 2 months ago

More trips between Auburn Park and Ride and Auburn Station.
 2 months ago

A proper (non-DART), frequent bus through the Algona-Pacific area to the Auburn transit center would cut down on a LOT of my current frustrations with my commute.
 2 months ago

We need the 917 on Sundays BADLY for us who rely on the bus and only get Sundays off it is a pain to have to walk either a mile to Albertsons or a mile to Wal-Mart and have to carry all my groceries home due to the bus not running.
 2 months ago

I think that the 917 should go from auburn station to Wal-Mart the follow current path to white river junction. Then when coming from white river to transit center during non-peak times detour over to the YMCA. These changes would allow people with disabilities to access Wal-Mart easier than walking from 15th street, and also able to get to YMCA via one bus rather than 2 or having to walk. Also there should be two 917 buses. Most of the time during peak times the bus is delayed which makes the rider late or makes it so the drivers are not abke to take a break.
 2 months ago

1/7/2020

King County, WA - Report Creation

Make the 180 more frequent
2 months ago

Quit spending our tax dollars on transit.
2 months ago

No
2 months ago

Why are you doing these drastic changes if you place all the people onto the 169 there won't be any room to sit down
2 months ago

We need more then the 180 to go to Auburn on the weekends and late night!
2 months ago

Why have you forgotten North Auburn in your plan? There is new housing, and new apartment housing in North Auburn and it looks like you have not considered the growing population at all by eliminating bus 910. Perhaps it should be improved here instead. Not everyone lives on or near Auburn Way. Please check it out.
2 months ago

route 910 stops near senior housing on NE 10th and is the only bus that goes to the YMCA. How would the 917 cover those areas?
2 months ago

Boeing received many billions from the state to retain jobs here (yet it continues to lay off workers and transfer jobs out of state). Why aren't they promoting the use of public transit? I say that since I am an employee (quite embarrassing given all the truth about lack of ethics and integrity re the 737 MAX flying coffins they produced). There's no service directly to the Auburn facility.
2 months ago

Please increase frequency of 915/186 and add real-time location services so riders can see whether the bus is running early or late. In addition, timed stops would be helpful so that the bus does not run early. I am concerned that the 915 would not be able to accommodate the number of riders in the morning from 7am to 9am.
2 months ago

The 917 route would help all in the Algonia/Pacific area if it ran on Sunday! Even every couple hours
2 months ago

The frequency of 181 needs to be increased.
2 months ago

Please keep our 952 bus in service, train more bus drivers and increase bus services between 5:30am - 5:30pm between AUB P&R and EVT Seaway TC. Currently, there are no buses available between 8am-2pm.
2 months ago

1/7/2020

King County, WA - Report Creation

1. How likely would you be to use Community Van at the following levels?

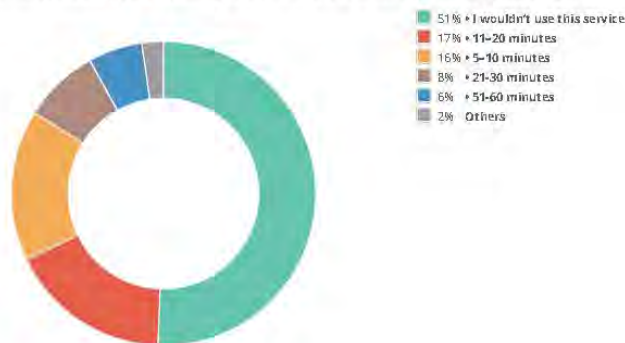
	Likely	Maybe	Not likely
Three or more days a week	10% Likely	7% Maybe	82% Not likely
Once or twice a week	13% Likely	14% Maybe	73% Not likely
Less than once a week	8% Likely	14% Maybe	78% Not likely
Never	59% Likely	8% Maybe	33% Not likely

78 respondents

2. What appeals to you about Community Van? select all that apply

40%	• Nothing about Community Van appeals to me.	33 ✓
28%	• I could travel to destinations that may not be easy to reach by transit.	23 ✓
18%	• I could save on transportation costs.	15 ✓
17%	• I could take evening and weekend trips.	14 ✓
16%	• I could take day time and weekday trips.	13 ✓
13%	• I could take recurring trips.	11 ✓
10%	• The Community Transportation Coordinator would coordinate the trip and find a volunteer driver.	8 ✓
9%	• I could take my bike on a Community Van.	7 ✓
7%	• Other (please specify)	6 ✓
5%	• I can request an accessible van.	4 ✓

3. How long would you be willing to wait for a Community Van to pick you up?



87 respondents

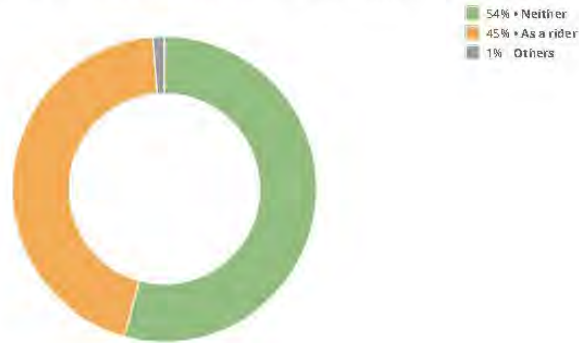
1/7/2020

King County, WA - Report Creation

4. What concerns you about the Community Van? select all that apply

35%	• I have no concerns about Community Van network	27 ✓
32%	• It might not work for me	25 ✓
18%	• The service seems confusing/difficult to use	14 ✓
15%	• I would have to schedule trips ahead of time	12 ✓
10%	• Other (please specify)	8 ✓
9%	• It might cost too much for me	7 ✓
4%	• I would have to share a ride with people I don't know	3 ✓

5. If you were to use Community van, how would you likely use this service?



83 respondents

1/7/2020

King County, WA - Report Creation

6. Do you have other ideas for how to improve transit in this area?

I have never used a community van so I am not sure how it would work for me.

2 months ago

Agree

N/A

10e month ago

If you are able to make the community van request for day of and only one rider would be nice. What it sounds like to be is that the rude van would only run when there is 3 or more riders. It would be very convenient to be able to make a Sunday trip

2 months ago

Get more public cross town transportation instead of concentrating on only the main arterials. Too many folks have to depend on cars to get out of their neighborhoods to even find a bus stop. Is that why you keep discontinuing the DART buses in North Auburn that provides that function?

2 months ago

Cutting 952 service is a mistake. 10 - 15 years ago, there were several routes from King County to Boeing Everett (948, 949, 952, 954) which have gradually been eliminated. Now only one route exists for those who cannot drive due to physical impairment.

2 months ago

Sunday service

2 months ago

Leave the bus routes the same

2 months ago

More buses available like the 952 from AUB P&R to Seaway TC between 5:30am-5:30PM. Could be smaller buses used between 8am-2pm but definitely need this service route to stay, for the community.

2 months ago

Would you be interested one or more of the following options as an alternative to the route 952?

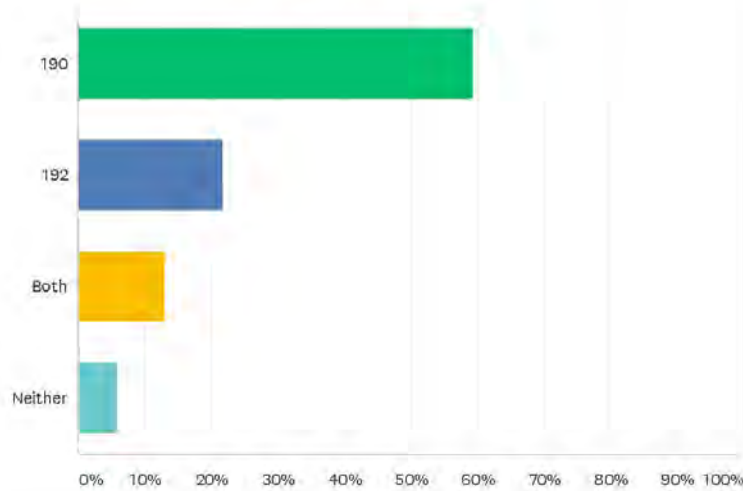
84%	None of these	71 ✓
9%	Vanpool	8 ✓
8%	Other	7 ✓
2%	Carpool	2 ✓

Exhibit F Phase III Online 190/192 Survey Results

Have a Say: Proposed Changes for Routes 190 and 192

Q1 Which route do you typically ride?

Answered: 69 Skipped: 0

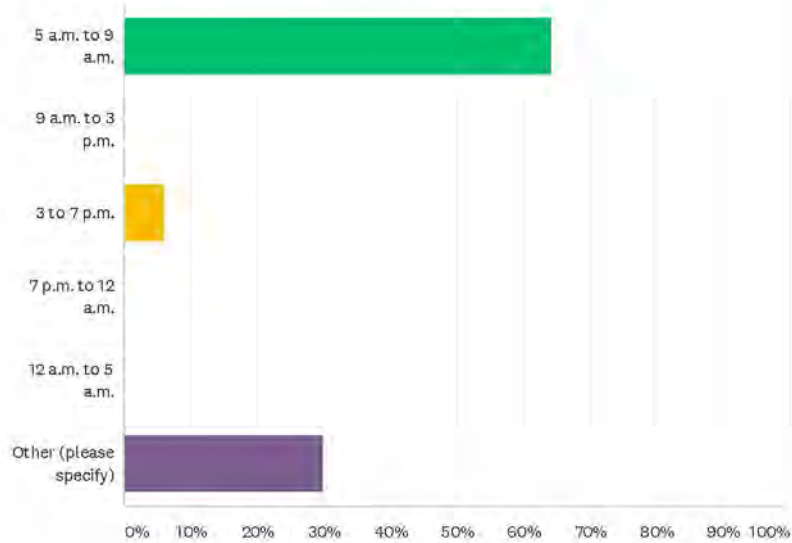


ANSWER CHOICES	RESPONSES	
190	59.42%	41
192	21.74%	15
Both	13.04%	9
Neither	5.80%	4
TOTAL		69

Have a Say: Proposed Changes for Routes 190 and 192

Q2 When do you typically travel by transit?

Answered: 67 Skipped: 2



ANSWER CHOICES	RESPONSES	
5 a.m. to 9 a.m.	64.18%	43
9 a.m. to 3 p.m.	0.00%	0
3 to 7 p.m.	5.97%	4
7 p.m. to 12 a.m.	0.00%	0
12 a.m. to 5 a.m.	0.00%	0
Other (please specify)	29.85%	20
TOTAL		67

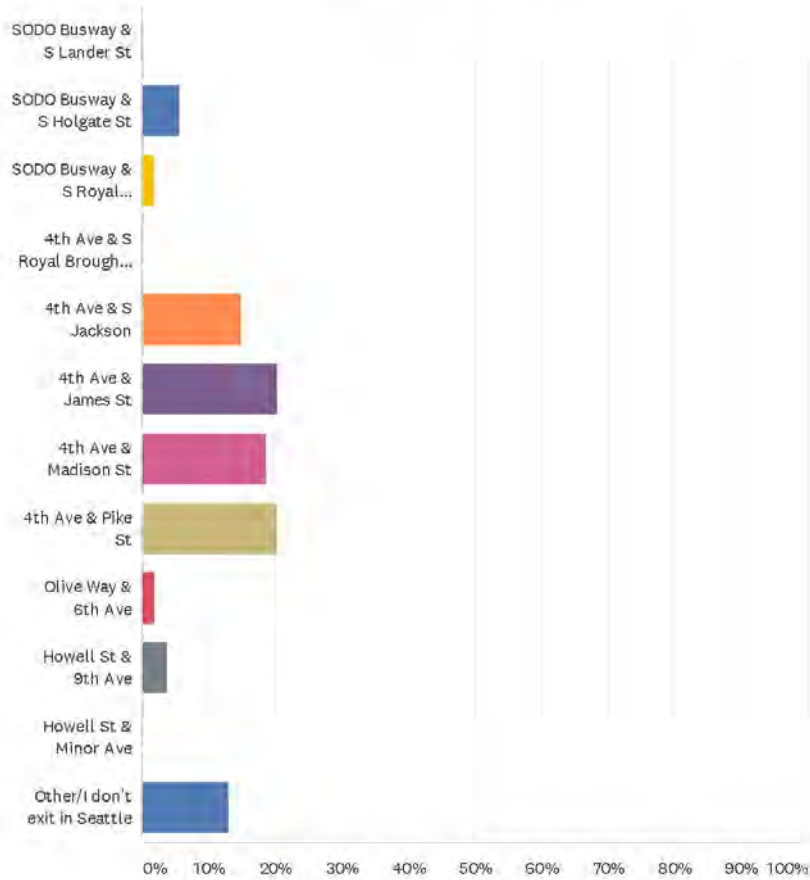
Have a Say: Proposed Changes for Routes 190 and 192

#	OTHER (PLEASE SPECIFY)	DATE
1	6-8am and 4-6 pm	1/7/2020 2:43 PM
2	5-9am and 3-7pm	12/29/2019 10:28 AM
3	6am to 7am and 3pm to 5pm	12/27/2019 6:07 PM
4	5am-7am AND 3pm-7pm	12/27/2019 5:57 AM
5	Morning 5 to 9 and evening 4 to 7	12/23/2019 10:08 PM
6	random	12/23/2019 10:56 AM
7	5AM in the morning, I travel back home and catch the 5:47PM bus home	12/20/2019 8:26 PM
8	3am - 9 am and 3pm - 7 pm	12/19/2019 8:23 PM
9	I take 177 at 4:50 a.m. to Intl District and home I take 192 exit 272nd Military Road I park at the church on the corner	12/19/2019 8:30 AM
10	5-9am, AND 3-7pm	12/17/2019 7:56 PM
11	morning and night 5am-9am and 3 to 7 pm	12/17/2019 4:08 PM
12	5-9a and 3-7p	12/17/2019 4:01 PM
13	6:00AM -4:00PM	12/17/2019 3:57 PM
14	5am-9am, and 3-7pm	12/17/2019 3:31 PM
15	I travel from 6:30 a.m. to 5:00 p.m. Monday thru Friday	12/17/2019 3:16 PM
16	5-9 am and 3-7 pm	12/17/2019 3:13 PM
17	I take the 190 in the timeframes: 5am - 9am and 3pm- 7pm, Monday - Friday	12/17/2019 3:09 PM
18	There should be an option to check more than one time period.	12/17/2019 3:04 PM
19	Transit dependent; all times	12/17/2019 2:59 PM
20	I use the 7:30AM at Starlake P&R to get to work and the 5:01pm at 2nd & Pike to get home	12/17/2019 2:59 PM

Have a Say: Proposed Changes for Routes 190 and 192

Q3 If you ride Route 190 and exit in Seattle, what stop do you typically use?

Answered: 54 Skipped: 15



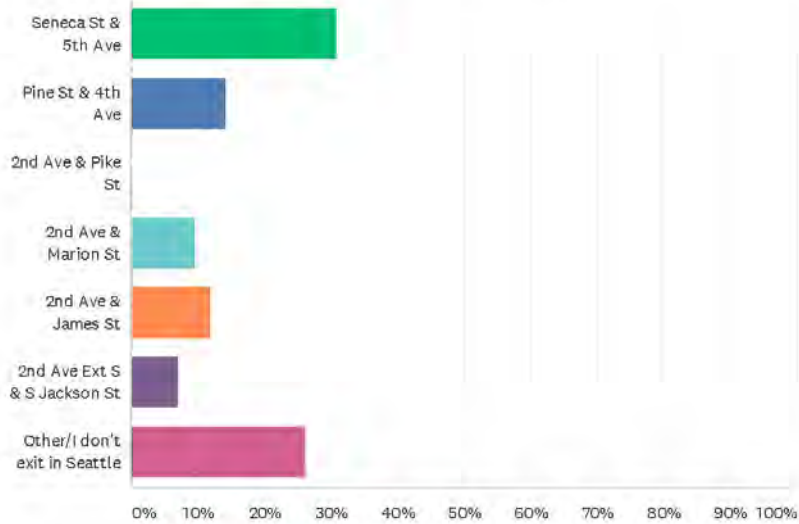
Have a Say: Proposed Changes for Routes 190 and 192

ANSWER CHOICES	RESPONSES	
SODO Busway & S Lander St	0.00%	0
SODO Busway & S Holgate St	5.56%	3
SODO Busway & S Royal Brougham Way	1.85%	1
4th Ave & S Royal Brougham Way	0.00%	0
4th Ave & S Jackson	14.81%	8
4th Ave & James St	20.37%	11
4th Ave & Madison St	18.52%	10
4th Ave & Pike St	20.37%	11
Olive Way & 6th Ave	1.85%	1
Howell St & 9th Ave	3.70%	2
Howell St & Minor Ave	0.00%	0
Other/I don't exit in Seattle	12.96%	7
TOTAL		54

Have a Say: Proposed Changes for Routes 190 and 192

Q4 If you ride Route 192 and exit in Seattle, what stop do you typically use?

Answered: 42 Skipped: 27

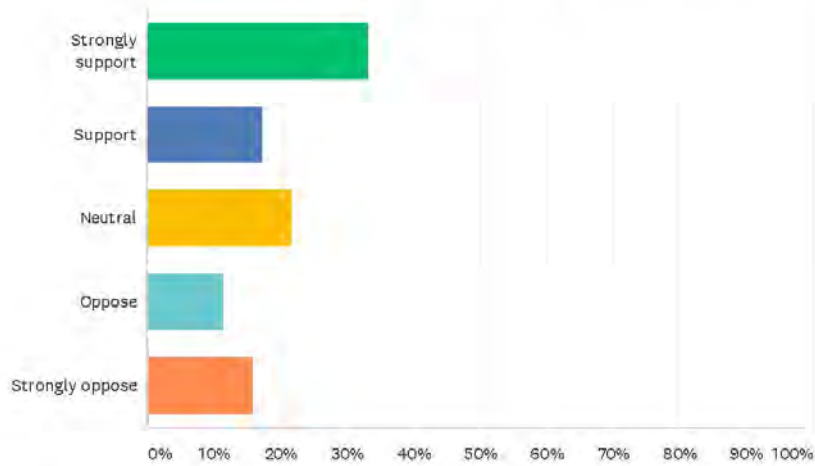


ANSWER CHOICES	RESPONSES	
Seneca St & 5th Ave	30.95%	13
Pine St & 4th Ave	14.29%	6
2nd Ave & Pike St	0.00%	0
2nd Ave & Marion St	9.52%	4
2nd Ave & James St	11.90%	5
2nd Ave Ext S & S Jackson St	7.14%	3
Other/I don't exit in Seattle	26.19%	11
TOTAL		42

Have a Say: Proposed Changes for Routes 190 and 192

Q5 Please rate your support for Proposal A.

Answered: 69 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly support	33.33%	23
Support	17.39%	12
Neutral	21.74%	15
Oppose	11.59%	8
Strongly oppose	15.94%	11
TOTAL		69

Have a Say: Proposed Changes for Routes 190 and 192

#	WHY	DATE
1	Attempting to get on I-5 at that intersection is horrible with tons of traffic. Traveling down military will also assure those individuals would be able to get picked up especially those with disabilities. 190 going South at 430pm is horrible because many get off at 430pm. A few mins later would make a world of difference.	1/7/2020 4:50 PM
2	Please do not decrease the amount of service on Rt 190. It is the only way I have to get to work in a reasonable amount of time.	1/7/2020 2:43 PM
3	Concern about decrease in 190 morning runs. Where are all the riders currently parking at Star Lake P&R going to find parking? Kent-Des Moines P&R is already always full and the Redondo P&R do not have enough spots to handle all the cars at Star Lake.	12/27/2019 6:07 PM
4	Keeps to the present route! Keeps first ride on the 190	12/27/2019 5:57 AM
5	It would give me more options.	12/23/2019 10:08 PM
6	I ride 190 both morning and evening. I go from Redondo Heights P&R to my job at One Union Square. I leave work at five and return to Redondo Heights P&R on the 190. Five days a week.	12/21/2019 12:40 PM
7	This supports a lot of riders way to transport to work with these original planned out stops.	12/20/2019 8:26 PM
8	This will lead to slow downs and more time having to be put into commuting.	12/19/2019 12:07 PM
9	I support any and all Kent routes. Why can we have endless bus service tot he East side and you continually cut south routes.	12/19/2019 11:04 AM
10	No change should be made	12/19/2019 9:53 AM
11	Why is there changes to the route? We need don't need this.	12/19/2019 7:13 AM
12	There is not enough bus routes in Federal Way to Seattle.	12/19/2019 6:44 AM
13	Still not enough trips. If you're going to close the Star Lake P&R, what is our alternative P&R -- go all the way to Redondo Hts.?	12/18/2019 4:03 PM
14	Current bus route takes long	12/18/2019 1:05 PM
15	I am a 190 rider. Everyone in Kent and federal way has to go to park and ride. Dash point road and military road are both highways and yet there are no downtown Seattle buses on dash point hwy. our buses are packed no room from combining everyone especially if you are cutting routes!!! As it is southWest King County has the least options. I have been taking pictures of the south county buses from Jackson coming in and out Of town with people standing now. Going to share disparity with media. How will combining them help us? Once again the low income ethic majority get the worse services and cuts while the east side buses I photograph are frequent and 1/2 empty. The 5 min deviation is a joke. Often it is 30 min on military road between 272 and desmoines park and ride. ride the 192 at rush hour in the morning round trip and at 5 round trip.	12/18/2019 8:04 AM
16	192 on military is much much slower.	12/18/2019 7:33 AM
17	I like the 192 specifically because it enters into the parking lot so the option of not having to cross the incredibly dangerous Kent-Des Moines Road is there. That is just so terrible, especially in the dark. Would hope if 190/192 were combined the bus size would always be an articulated bus size.	12/18/2019 7:26 AM
18	This doesn't make any sense. There is no way that this merge can happen. PLEASE KEEP EVERYTHING HOW IT IS NOW. BUS COMMUTES ARE ALREADY 45 minutes for 190. It makes NO SENSE to change anything.	12/18/2019 7:06 AM
19	Will it be easy to tell which one goes down Military and which does not? Going down Military is a bit slower.	12/18/2019 6:59 AM
20	Same route	12/17/2019 9:25 PM
21	I support an earlier 190 route. Not sure about reducing the number of trips though.	12/17/2019 4:13 PM
22	As long as Route 192 continues on Military Road from Star Lake to the Kent-Des Moines Park & Ride, I am happy.	12/17/2019 3:53 PM

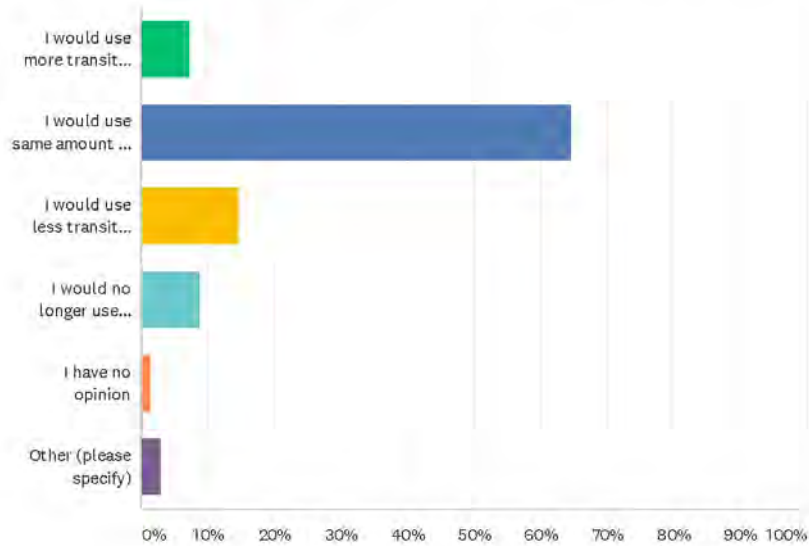
Have a Say: Proposed Changes for Routes 190 and 192

23	It fits my needs.	12/17/2019 3:31 PM
24	extended service to Redondo w/limited change	12/17/2019 3:17 PM
25	Because it is the best proposal. I believe its untrue that it would only take 5 minutes to stop in Kent-Desmoines. The driver has to get off the freeway, pick up the people and that will take 5 minutes alone and no telling how the ridership would go up at Kent Desmoines.	12/17/2019 3:16 PM
26	192 is not a reasonable option to reach my work location in Pioneer Square. This option cuts my available busses in half. If I miss one departure due to traffic getting to the park and ride I would have to wait 30 minutes! Or take 192 and transfer which would take as much if not more time.	12/17/2019 3:13 PM
27	Redondo Park is ok with extensions of 192	12/17/2019 3:11 PM
28	We need more options in bus routes not less for the people in the Des Moines area. As of right now the only real bus trip into Seattle that is somewhat efficient and quick is the 190. As of right now, route 190 buses are often cancelled or don't show and the buses do not run on time in the afternoons. I also have an issue with the bus sizes offered for the 190. We need bigger buses and not smaller ones where people are crammed on and don't have a sit. This happens often when buses do not show. I refuse to take the 192 because the trip is too slow. I already spend close to an hour on the bus with the 190 and the 192 would be even longer. Don't let there be an accident on Military Road. The people want a straight shot into Seattle with minimal stops. Proposal A is ridiculous and I hate the fact that it comes across as being told by Metro and Transit what the route will be. I need to get to work on time like everyone else and this would force me to drive into the city more.	12/17/2019 3:09 PM
29	I need service on Military Road as I do not have transportation to the Kent DesMoines P-R. I realize that I can another bus there, but I've been taking this route for 8+ years. as many of my neighbors do as well. Please, Please, Please do not discontinue service on Military Road!!!!	12/17/2019 3:04 PM
30	I don't believe this is the best alternative. It is more of a make everyone unhappy by trying to accommodate everyone with a proposal thst takes away a little from everyone.	12/17/2019 3:02 PM
31	There's limited number of bus travel to Redondo height and with the cut, it might effect late commuters	12/17/2019 3:02 PM
32	It's not a bad idea, but my options getting to work in the morning are already slim. Reducing the AM 190 trips to four would mean earlier start times for me.	12/17/2019 2:57 PM
33	Only 4-morning trips for 190 is not enough. For example, the last morning 190 bus was completely full this morning. I do not want to see what it would look like with 4 fewer trips. I understand that the 192 is now going to Redondo would replace the 4 lost 190 routes but the 190 will be the more popular route as it makes fewer stops. What about extended evening hours? The last 190 from Belltown is at 5:30. What are you supposed to do if you have to work past 5:30?	12/17/2019 2:57 PM
34	I take the 192 and get on and off at the Kent Des Moines P&R and it appears that not much would change with that route.	12/17/2019 2:55 PM
35	Create alternate travel issues during inclement weather.	12/17/2019 2:51 PM
36	not much benefit to change; more consolidation would yield shorter waits.	12/16/2019 10:20 AM

Have a Say: Proposed Changes for Routes 190 and 192

Q6 How would Proposal A affect your use of transit?

Answered: 68 Skipped: 1



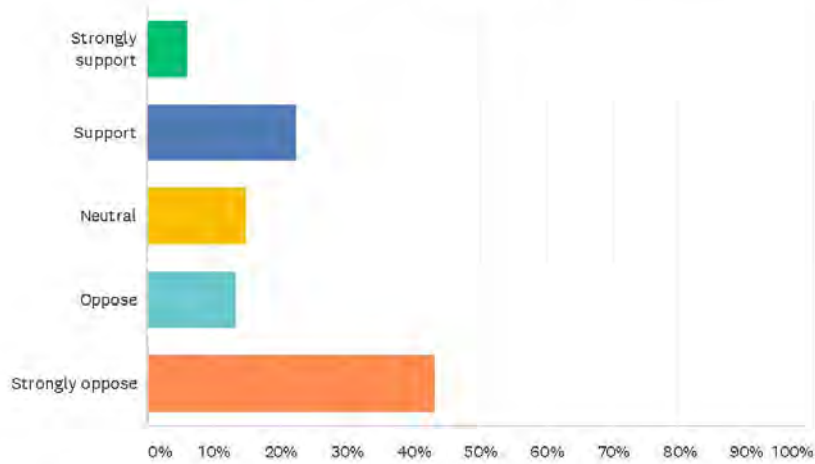
ANSWER CHOICES	RESPONSES	
I would use more transit than I do now	7.35%	5
I would use same amount of transit as I do now	64.71%	44
I would use less transit than I do now	14.71%	10
I would no longer use transit	8.82%	6
I have no opinion	1.47%	1
Other (please specify)	2.94%	2
TOTAL		68

#	OTHER (PLEASE SPECIFY)	DATE
1	I read the Park N Ride eliminated March 2020 where are you proposing we park? In the past parking at the church has resulted in multiple car break ins	12/19/2019 8:30 AM
2	Depends	12/17/2019 3:09 PM

Have a Say: Proposed Changes for Routes 190 and 192

Q7 Please rate your support for Proposal B.

Answered: 67 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly support	5.97%	4
Support	22.39%	15
Neutral	14.93%	10
Oppose	13.43%	9
Strongly oppose	43.28%	29
TOTAL		67

Have a Say: Proposed Changes for Routes 190 and 192

#	WHY	DATE
1	Getting onto the freeway at that entrance has tons of traffic then merging back would be even worse. Plus we'd leave out all the people here needing transportation on Military Rd.	1/7/2020 4:50 PM
2	Route 190 routinely runs 30-45 minutes behind schedule in the afternoon. Rerouting would slow things down even further. It already takes at least 2 hours for me to get home most nights.	1/7/2020 2:43 PM
3	I like the potential morning commute, but no mention of the return trip from Seattle which I believe drops off 190 riders at Kent-Des Moines I-5s freeway exit. This is a further walk to get to the park and ride with less street lighting and crossing under the I5 overpass. Not feeling very safe.	12/29/2019 10:28 AM
4	Additional stop will make me late to work unless the earlier start time is early enough to recover time for the additional stop.	12/27/2019 5:57 AM
5	Commute will take much longer because of the stop at Kent-Des Moines. Current route for 190 keeps the bus on the HOV lane when it enters the freeway from 272nd. With the new change it would stay on the right most lane to take the next exit which has a lot of traffic congestion.	12/23/2019 10:08 PM
6	Because I live south of Redondo Heights P&R and do not wish to have walk further than I already do. Also, transfers can lead to MISSED transfers.	12/21/2019 12:40 PM
7	It would effect the time I make it to work and I would not be able go to work anymore, the routes for both sides of town should stay separate and accomodate their time also	12/20/2019 8:26 PM
8	Adding 3 routes works but what about parking issues at Kent Des Moines park and ride? It already fills very very early. It's also hard to enter and exit during rush hours.	12/19/2019 11:04 AM
9	Too much time bus	12/19/2019 9:53 AM
10	Why is there changes to the route? We need don't need this.	12/19/2019 7:13 AM
11	It would make my commute longer and I'd need to take two buses. I only take one now & catch it on Military Road.	12/19/2019 7:02 AM
12	There is not enough bus routes in Federal Way to Seattle.	12/19/2019 6:44 AM
13	Just need to remember that people still catch the 192 between S 272nd and Kent-Des Moines road	12/18/2019 6:28 PM
14	Same as A.	12/18/2019 4:03 PM
15	There are already so many buses that travel through this way.	12/18/2019 1:05 PM
16	Keep the frequency of 190	12/18/2019 8:24 AM
17	As long as they have a 5:25-530 departure	12/18/2019 8:04 AM
18	Why earlier start time, they are all plenty early already, nobody takes the bus at 4am	12/18/2019 7:33 AM
19	I hate crossing that dangerously busy, high-speed road with traffic coming from all different directions. Prefer to make it home in one piece and see my loved ones. I can't even believe there could not be more 192 trips into the park and ride. To me, that's what using a park and ride should be all about—convenience and safety.	12/18/2019 7:26 AM
20	This doesn't make any sense. There is no way that this merge can happen. PLEASE KEEP EVERYTHING HOW IT IS NOW. BUS COMMUTES ARE ALREADY 45 minutes for 190. It makes NO SENSE to change anything.	12/18/2019 7:06 AM
21	This would be a consistent route and wouldn't add too much time.	12/18/2019 6:59 AM
22	Run time for 190 to Seattle is already slow due to traffic.	12/17/2019 9:25 PM
23	This would make 190 a slower ride.	12/17/2019 4:13 PM
24	Since my kids and I use the Kent-Des Moines P&R, an increase in AM trips would be welcomed.	12/17/2019 4:01 PM
25	It is not convenient for me to drive to Kent Desmoines park and ride	12/17/2019 3:57 PM
26	See answer to the "Why" re proposal A.	12/17/2019 3:53 PM

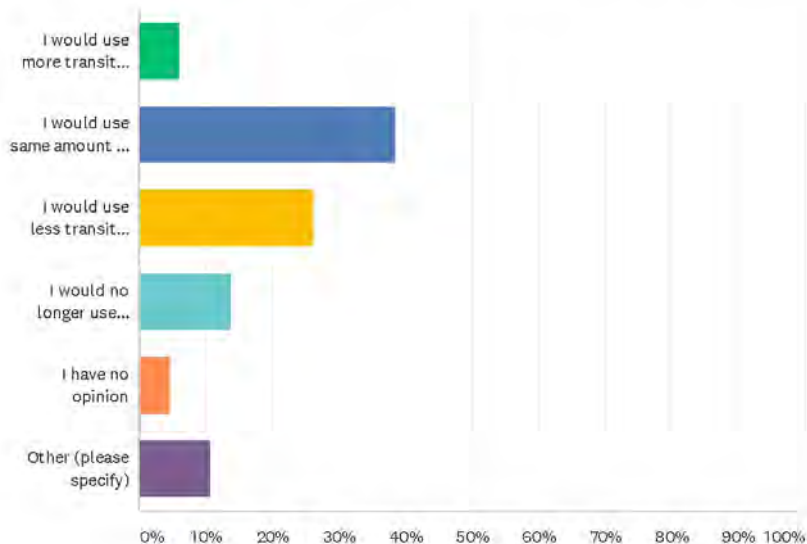
Have a Say: Proposed Changes for Routes 190 and 192

27	Need this part of military road services due to the fact to many transfers in such a short ride. Combine every other route to continue using military road, 4 on military road and 4 on the freeway stops. Problem solved.	12/17/2019 3:49 PM
28	It fits my needs. Benefit of not going on Military road is nice.	12/17/2019 3:31 PM
29	continued service at the kent/des moines park n ride	12/17/2019 3:17 PM
30	I like proposal A.	12/17/2019 3:16 PM
31	It takes more time to get to work	12/17/2019 3:14 PM
32	Less overall impact to my commute time if a particular departure is missed or the bus doesn't show up.	12/17/2019 3:13 PM
33	You say that this would only add 5 extra minutes to the commute but that is not true. With the way traffic is in Federal Way, Kent, Des Moines and Tukwila on any given day the traffic can be horrendous. Although I prefer this option over proposal A, I am still not happy with the potential change. Metro can't even get right the system that they have right now and now you want to possibly change it. This is poor customer service. We need a public meeting for people to voice their opinions and speak their mind and give real in person feedback!!	12/17/2019 3:09 PM
34	Helping people along Military road get better service is worth the sacrifice of taking the buss off I-5. Traffic on both Military and I-5 is variable from day to day anyway and I see that as the biggest issue wth the change.	12/17/2019 3:04 PM
35	This would absolutely change my ability to access express serve to Seattle. I commute with many people who access bus service on Military Road. Please do not discontinue the 192!	12/17/2019 3:04 PM
36	Early start for 1st trip, all trips are same, dont have to figure out alternative depending on when you are traveling.	12/17/2019 3:02 PM
37	More service overall.	12/17/2019 2:59 PM
38	Don't take away a bus line! That's a terrible inconvenience to people, even if it doesn't affect me.	12/17/2019 2:57 PM
39	Better than Proposal A as it does not decrease the number of 190 buses but would add additional travel time to my commute	12/17/2019 2:57 PM
40	It eliminates the 192 and I can't tell if it would go into the Park & Ride or just stop at the freeway station.	12/17/2019 2:55 PM

Have a Say: Proposed Changes for Routes 190 and 192

Q8 How would Proposal B affect your use of transit?

Answered: 65 Skipped: 4



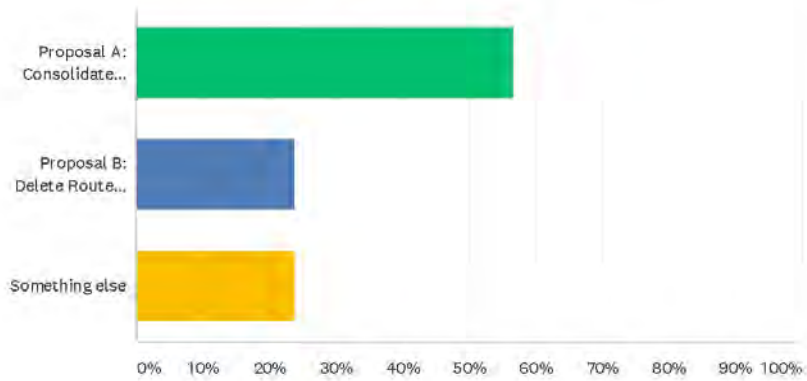
ANSWER CHOICES	RESPONSES
I would use more transit than I do now	6.15% 4
I would use same amount of transit as I do now	38.46% 25
I would use less transit than I do now	26.15% 17
I would no longer use transit	13.85% 9
I have no opinion	4.62% 3
Other (please specify)	10.77% 7
TOTAL	65

#	OTHER (PLEASE SPECIFY)	DATE
1	I would have to take a different, less convenient way home, probably on a different route.	1/7/2020 2:43 PM
2	The 190 return trip to kent-does moines p&r is a concern	12/29/2019 10:28 AM
3	I would have no choice for transit any longer	12/20/2019 8:26 PM
4	I would avoid the Kent Des Moines park and ride situation	12/19/2019 11:04 AM
5	I would use light rail instead.	12/18/2019 7:26 AM
6	I would be greatly inconvenienced.	12/17/2019 3:53 PM
7	Depends	12/17/2019 3:09 PM

Have a Say: Proposed Changes for Routes 190 and 192

Q9 Which proposal do you prefer?

Answered: 67 Skipped: 2



ANSWER CHOICES	RESPONSES	
Proposal A: Consolidate Routes 190 & 192	56.72%	38
Proposal B: Delete Route 192 & minor deviation for Route 190	23.88%	16
Something else	23.88%	16
Total Respondents: 67		

Have a Say: Proposed Changes for Routes 190 and 192

#	SOMETHING ELSE	DATE
1	N	12/19/2019 8:46 PM
2	No changes	12/19/2019 12:07 PM
3	Do not make changes	12/19/2019 9:53 AM
4	Don't eliminate the parking space at the Star Lake Park N Ride	12/19/2019 8:30 AM
5	Why is there changes to the route? We need don't need this.	12/19/2019 7:13 AM
6	Keep the bus routes the same or add even more travel times for the 190 route.	12/19/2019 6:44 AM
7	You are closing my park n ride and having me drive further to a park n ride that will have changes to the schedule times, which has not been disclosed. I have specific hours I must be at work and at times work late, I need to be able to depend on my transit	12/18/2019 4:38 PM
8	Re-route 178 to stop at Star Lake P&R.	12/18/2019 4:03 PM
9	I would expect more buses for the 190 and 192 stop. Consolidation does not improve time. Deleting and making 190 have to take deviation would cause a long bus ride home. Rides on rainy days are already almost 1 hour long, Rides to and from Seattle on a normal day is already 45 minutes long. Adding more routes and trying to consolidate would not improve or better the commute for people who live in Federal Way.	12/18/2019 1:05 PM
10	No changes	12/18/2019 7:34 AM
11	Neither, both the Kent park and ride and traveling on military add significant time to the trip, especially in the afternoon	12/18/2019 7:33 AM
12	MAKE NO CHANGES. WE DON'T HAVE A LIGHT RAIL STATION IN FEDERAL WAY. SO WHY MAKE CHANGES NOW?	12/18/2019 7:06 AM
13	I like it the way it is now.	12/17/2019 3:17 PM
14	We need more routes to Seattle for the residents of Des Moines. More and more people are moving south and therefore the people commuting into Seattle is growing. Taking away options is a way to increase people not using transportation and hoping in their cars which is something I thought Metro wanted to avoid. We need to keep 8 routes with the 190 and have the option of parking at Redondo or Star Lake. The buses need to come more frequently in the afternoons and before 3pm. We need the bigger buses and consistently (something we rarely get). The 192 route to me is pointless and takes too much time. It would be great if we had a 190 express bus that was more of a straight shot to and from Seattle. I do not support either proposals. Metro and transit needs to come up with other options, options that include the public opinion. Why do we not get a public meeting so that people can hear the opinions from the residents who leave in or near Des Moines? What are you afraid of?	12/17/2019 3:09 PM
15	Where would it go in downtown Seattle? Would there be any local service serving the stops along military between the Fwy stops....?	12/17/2019 2:59 PM
16	Leave the routes as they are!	12/17/2019 2:59 PM

Have a Say: Proposed Changes for Routes 190 and 192

Q10 Do you have other ideas for how to improve transit in this area?

Answered: 29 Skipped: 0

Have a Say: Proposed Changes for Routes 190 and 192

#	RESPONSES	DATE
1	Plan A would be the best option for all. Make south bound pick up at 2nd and James 435pm. Also more times if possible.	1/7/2020 4:50 PM
2	Kent is poorly connected to the rest of King County and the greater Seattle area. No matter where I want to go--Renton, Downtown, Bellevue, etc, it always takes at least 2 transfers and at least an hour, even if the location is only 15 minutes away by car. Please give us more direct routes and more frequent service.	1/7/2020 2:43 PM
3	Need more parking spots if Star Lake is closing.	12/27/2019 6:07 PM
4	more buses make a route from Kirkland transit center through Bellevue through Newcastle through Renton through Southcenter through Seatac then end at Kent park and ride so the east and south side are connected	12/23/2019 10:56 AM
5	N	12/19/2019 8:46 PM
6	none	12/19/2019 8:30 AM
7	Why is there changes to the route? We need don't need this.	12/19/2019 7:13 AM
8	Keep the bus routes the same or add even more travel times for the 190 route.	12/19/2019 6:44 AM
9	More trips on the 190. I live halfway between Star Lake and the Federal Way Transit Center, and I have to choose FWTC because both 179 and 577 serve it and serve it often. Also they run during the day at non-peak times on those days when I leave work early. Alas, the parking lot fills up by 8 AM so I can't use transit at all when I need to go downtown later than that.	12/18/2019 4:03 PM
10	Provide more bus trips just like how people who live north have it.	12/18/2019 1:05 PM
11	Dow Constantine asked people of king county to move from driving to taking the bus and try to change hours from 9-5. We did both!! so option A would create so many drivers on I5 that need to be At Work at 6:40. We have no way to return home midday if we are sick or have dr appt. we have no way to get home if we have to work past 5:15pm last bus 5:30. if anything I would do option B and extend service.	12/18/2019 8:04 AM
12	Keep the buses on the freeway, barely anyone boards on military	12/18/2019 7:33 AM
13	It's a congested mess in our area. While one option if transportation is being expanded, other options get eliminated. Not sure we come out ahead that way.	12/18/2019 7:26 AM
14	GIVE 190 BUS USERS LONG BUSES	12/18/2019 7:06 AM
15	Make traffic light favors bus go to I5. For 192, less stop on Military Rd, For 190, more articulated bus.	12/17/2019 9:25 PM
16	Would like to keep the same amount of rides.	12/17/2019 4:13 PM
17	How about improve security in the K-DM P&R? My car has been broken into 3x.	12/17/2019 4:01 PM
18	Stagger the a.m. departure times for Routes 158, 159 & 192 so they don't all arrive at the Kent-Des Moines Park & Ride at exactly the same time so that if one misses any of these buses, one can catch a later-arriving bus and therefore get to work on time	12/17/2019 3:53 PM
19	For either proposal please ensure all departures use the longer buses if you are combining routes!! They will be crowded	12/17/2019 3:13 PM
20	Give us long buses. We've been stuck with short buses lately and people are left standing all the time especially for 190 (on the way to seattle from federal way)	12/17/2019 3:11 PM
21	See my comment from question 9.	12/17/2019 3:09 PM
22	Please do not discontinue the 192!	12/17/2019 3:04 PM
23	Please extend route in the evening from 5:45 to 6:30pm	12/17/2019 3:02 PM
24	Serve the surface street stops w/local service.	12/17/2019 2:59 PM
25	Leave the routes like they currently are!!! Don't mess with them!	12/17/2019 2:59 PM
26	Ensure big buses only, and crack down on those who miss their route start times	12/17/2019 2:57 PM

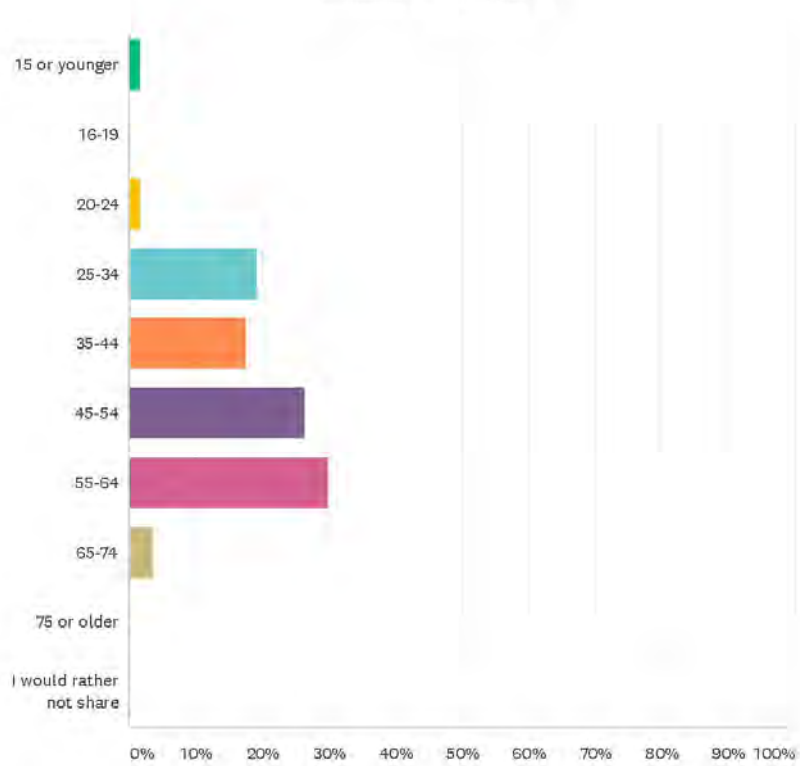
Have a Say: Proposed Changes for Routes 190 and 192

27	This is already a very long commute with very limited time services. An option that reduces the travel time and later evening bus routes would be greatly appreciated.	12/17/2019 2:57 PM
28	I can't think of anything. You guys do a good job of getting people to work day after day. Thank you!	12/17/2019 2:55 PM
29	A two-way all-day local route should connect Kent TC and the Angle Lake Link station. A consolidated Route 190.2 could use in Seneca ramp inbound AND the Spring bus lane outbound for better speed. Link serves the SODO busway.	12/16/2019 10:20 AM

Have a Say: Proposed Changes for Routes 190 and 192

Q11 What is your age?

Answered: 57 Skipped: 12

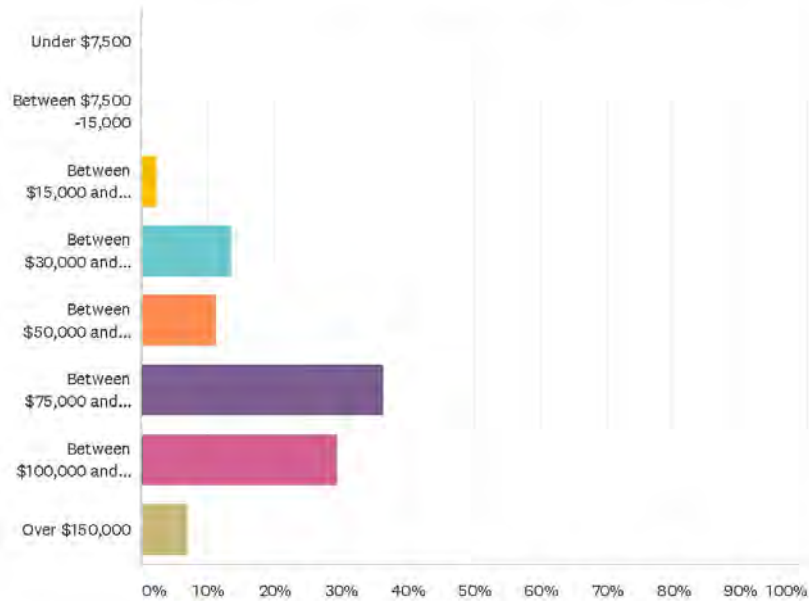


ANSWER CHOICES	RESPONSES	
15 or younger	1.75%	1
16-19	0.00%	0
20-24	1.75%	1
25-34	19.30%	11
35-44	17.54%	10
45-54	26.32%	15
55-64	29.82%	17
65-74	3.51%	2
75 or older	0.00%	0
I would rather not share	0.00%	0
TOTAL		57

Have a Say: Proposed Changes for Routes 190 and 192

Q12 What is your annual household income?

Answered: 44 Skipped: 25

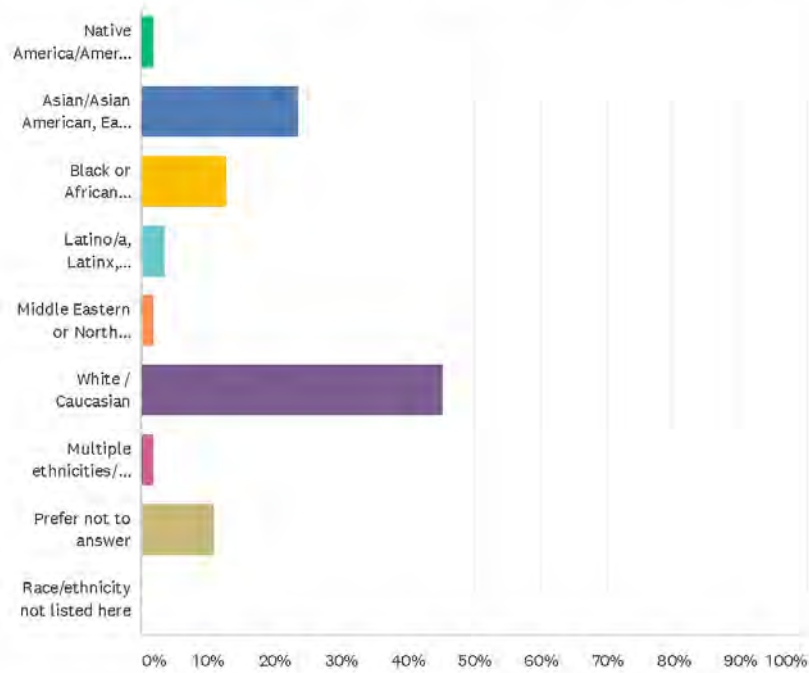


ANSWER CHOICES	RESPONSES	
Under \$7,500	0.00%	0
Between \$7,500 -15,000	0.00%	0
Between \$15,000 and \$29,999	2.27%	1
Between \$30,000 and \$49,999	13.64%	6
Between \$50,000 and \$74,999	11.36%	5
Between \$75,000 and \$99,999	36.36%	16
Between \$100,000 and \$150,000	29.55%	13
Over \$150,000	6.82%	3
TOTAL		44

Have a Say: Proposed Changes for Routes 190 and 192

Q13 What is your ethnicity? (Please select all that apply.)

Answered: 55 Skipped: 14



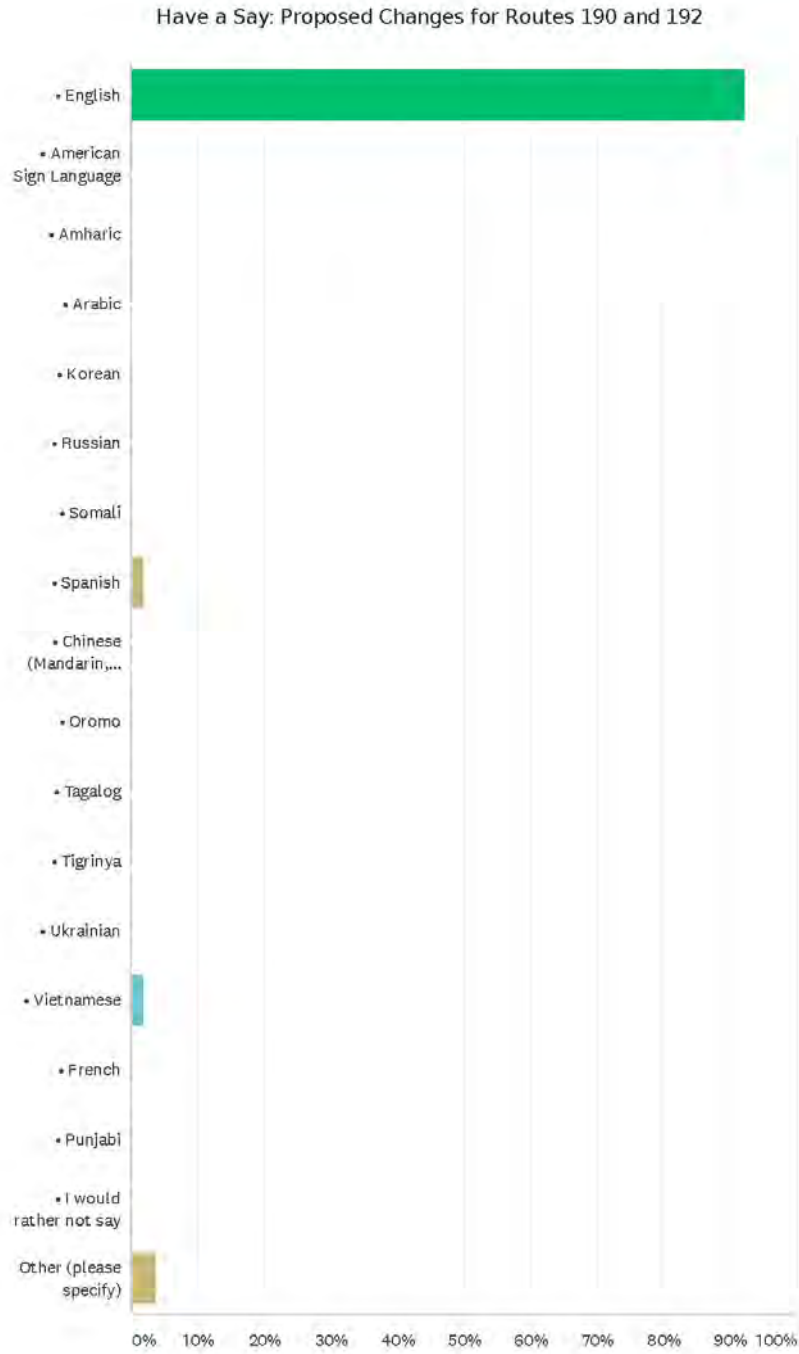
ANSWER CHOICES	RESPONSES
Native America/American Indian or Alaskan Native	1.82% 1
Asian/Asian American, East Asian, or Southeast Asian	23.64% 13
Black or African American, Afro-Caribbean	12.73% 7
Latino/a, Latinx, Hispanic	3.64% 2
Middle Eastern or North African	1.82% 1
White / Caucasian	45.45% 25
Multiple ethnicities/BI-racial	1.82% 1
Prefer not to answer	10.91% 6
Race/ethnicity not listed here	0.00% 0
Total Respondents: 55	

#	RACE/ETHNICITY NOT LISTED HERE	DATE
	There are no responses.	

Have a Say: Proposed Changes for Routes 190 and 192

Q14 What is the primary language you speak at home?

Answered: 53 Skipped: 17



Have a Say: Proposed Changes for Routes 190 and 192

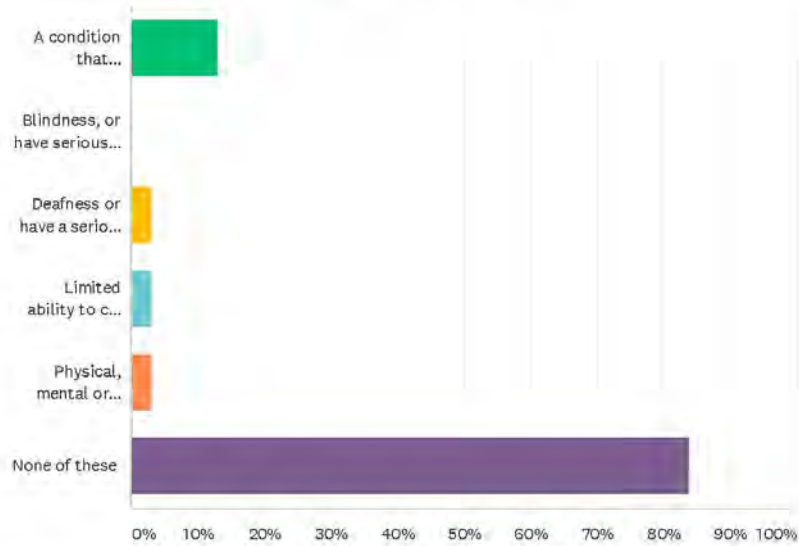
ANSWER CHOICES		RESPONSES	
• English		92.31%	48
• American Sign Language		0.00%	0
• Amharic		0.00%	0
• Arabic		0.00%	0
• Korean		0.00%	0
• Russian		0.00%	0
• Somali		0.00%	0
• Spanish		1.92%	1
• Chinese (Mandarin, Cantonese, etc.)		0.00%	0
• Oromo		0.00%	0
• Tagalog		0.00%	0
• Tigrinya		0.00%	0
• Ukrainian		0.00%	0
• Vietnamese		1.92%	1
• French		0.00%	0
• Punjabi		0.00%	0
• I would rather not say		0.00%	0
Other (please specify)		3.85%	2
TOTAL			52

#	OTHER (PLEASE SPECIFY)	DATE
1	Farsi	12/23/2019 10:56 AM
2	Telugu	12/18/2019 8:24 AM

Have a Say: Proposed Changes for Routes 190 and 192

Q15 If you have a disability, please indicate what kind (check all that apply)

Answered: 31 Skipped: 38

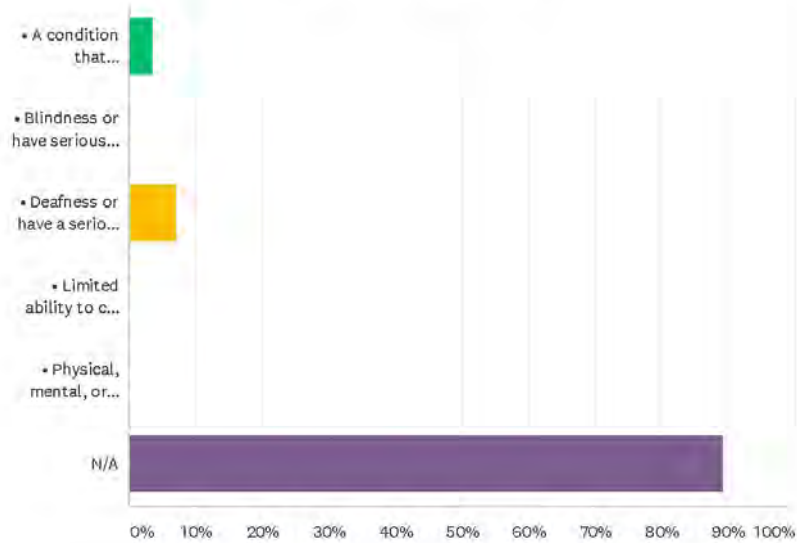


ANSWER CHOICES	RESPONSES	
A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting or carrying	12.90%	4
Blindness, or have serious difficulty seeing when wearing glasses	0.00%	0
Deafness or have a serious hearing difficulty	3.23%	1
Limited ability to care for yourself	3.23%	1
Physical, mental or emotional condition that limits learning, remembering or concentrating	3.23%	1
None of these	83.87%	26
Total Respondents: 31		

Have a Say: Proposed Changes for Routes 190 and 192

Q16 SKIP

Answered: 28 Skipped: 41

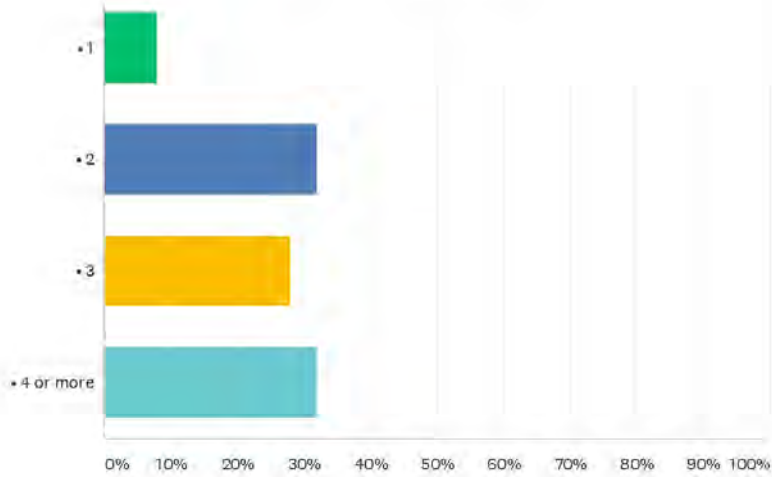


ANSWER CHOICES	RESPONSES	
• A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying	3.57%	1
• Blindness or have serious difficulty seeing when wearing glasses	0.00%	0
• Deafness or have a serious hearing difficulty	7.14%	2
• Limited ability to care for yourself	0.00%	0
• Physical, mental, or emotional condition that limits learning, remembering, or concentrating	0.00%	0
N/A	89.29%	25
TOTAL		28

Have a Say: Proposed Changes for Routes 190 and 192

Q17 How many people, including yourself, live in your household?

Answered: 50 Skipped: 19



ANSWER CHOICES	RESPONSES	
+1	8.00%	4
+2	32.00%	16
+3	28.00%	14
+4 or more	32.00%	16
TOTAL		50

Exhibit G Mobility Board Summaries

Renton-Kent-Auburn Area Mobility Plan 2019

Mobility Board Summaries

Exhibit G

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 Renton: What changes are you most excited for? 8

 Renton: What is not addressed with this change that should be a focus in the future? 8

Renton: Level of Support	8
Kent Proposed Service Concepts and Discussion.....	9
Kent: What changes are you most excited for?	10
Kent: What is not addressed with this change that should be a focus in the future?	11
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To Name of Participant: [FIRST AND LAST NAME]
From: Triangle Associates on behalf of King County Metro
Date: 5/21/19
Subject: Letter of Agreement for Receiving Participation Stipends

Dear Renton-Kent-Auburn Mobility Board Member,

Thank you for participating on the King County Metro Renton-Kent-Auburn Area Mobility Plan Mobility Board. Mobility Board members will work with King County Metro service staff to make recommendations for the project scope, which includes identifying and prioritizing mobility needs and transit solutions in the Renton-Kent-Auburn area, changes to existing transit routes and services, trade-offs, and network concepts. Your expertise and perspective will help this group be successful.

[Triangle Associates](#) is a policy facilitation company that King County Metro contracted with to facilitate the Renton-Kent-Auburn Area Mobility Plan Mobility Board. As part of these facilitation duties, Triangle will be providing financial stipends to participants on the Mobility Board.

This letter is intended to describe the purpose of the Mobility Board and details of receiving stipends for participating on the Mobility Board. Signing this letter acknowledges your understanding of your role on the Mobility Board and your agreement with the terms of these participation stipends.

Project Background: The Renton-Kent-Auburn Area Mobility Plan (Area Mobility Plan) will map out future transit options for Renton, Kent, Auburn and surrounding areas. This planning process will integrate the new RapidRide I Line, other fixed-route and dial-a-ride transit (DART) buses and Metro's Community Connections Program, which could include cost-efficient transportation options in areas that don't have the infrastructure, density, or land use to support regular, fixed-route bus service. The Area Mobility Plan will deliver an updated, integrated mobility network in September 2020, including a new route from Renton to Kent to Auburn that will be upgraded to the I Line in 2023.

The Renton-Kent-Auburn Area Mobility Plan will:

- **Deliver an integrated network** of RapidRide, fixed-route transit, dial-a-ride transit, and flexible mobility services that are coordinated with high-capacity rail service in the project area.
- Create a single route from Renton to Kent to Auburn to be upgraded to the **RapidRide I Line** in 2023.
- **Improve transit access** for historically underserved populations.
- Identify needs and priorities to inform **future service network investments** in South King County.

Charge of the Mobility Board: The Mobility Board is important to King County Metro's approach to equitable planning. Mobility Board members represent their community's interests, as transit riders and community members, and contribute to the project team's understanding and prioritization of current and future community needs as they relate to the proposed project.

The Mobility Board is charged with providing insight and advice on:

- Reviewing and providing feedback on the Area Mobility Plan, including the I Line alignment. The Board may provide insight and advice on:
 - Barriers to transit use and mobility priorities.
 - Changes to existing routes and services.
 - A final mobility network.
- Collaboratively engage with other Mobility Board members and the project team to understand project barriers and priorities.
- Represent their community’s interests and concerns and act as a liaison to their respective communities regarding the Board’s work and outcomes.

Decision Making: While the Mobility Board is charged with advising the project team on project needs and priorities and concepts for improvements, the responsibility for making final decisions rests with King County Metro. Final decisions will take into consideration the contributions of the Mobility and Advisory Board members, as well as other community input, available budget, statutory requirements, feasibility, and other factors.

Responsibilities: Mobility Board members will:

- Participate in at least three meetings between May 2019 and November 2019.
- Review background materials in advance of meetings.
- Engage in positive, productive communication with other members, the facilitator, and project staff, recognizing that others’ input is legitimate.
- Review and provide comments on provided materials.
- Find opportunities for agreement whenever possible.
- Not represent themselves as speaking for the entire group unless directed to do so (for example, when soliciting feedback from constituents.)
- Not represent themselves as speaking for King County Metro under any circumstances. (This working rule in no way restricts individual Mobility Board members, in their capacity as community members, from interacting with elected officials, the media, or community organizations.)

Payment Details:

Task	Hours	Hourly Rate	Sub-Total
Meeting 1 on May 30	3.5	\$50	\$175
Meeting 2 on June 1	6	\$50	\$300
Meeting 3 on [date] (if known)	2	\$50	\$100
Meeting 4 on [date] (if known)	2	\$50	\$100

TOTAL \$675

If receiving over \$600.00 in stipends, please submit a W-9 form to Triangle Associates: Mishu Pham-Whipple; mishupw@triangleassociates.com; 206-962-6417.

Payment Procedures: At the end of each meeting, participants will sign a document affirming their participation in the meeting and the completion of their meeting responsibilities. Signing this document will function as an invoice for Triangle to process. Triangle will then send a check to the meeting participants via mail.

If you have any questions about receiving stipends for your involvement on the Mobility Board, please contact Mishu Pham-Whipple; mishupw@triangleassociates.com; 206-962-6417.

Signature of Triangle Representative

Signature of Meeting Participant

_____ Date: _____

_____ Date: _____

Printed Name of Triangle Representative

Printed Name of Meeting Participant

RAPIDRIDE

RapidRide I Line and Renton Kent Auburn Area Mobility Plan

Summaries of Mobility Board Meetings held on May 30 and June 1, 2019

KC Metro Renton Kent Auburn Area Mobility Plan

Summaries of Mobility Board Meetings held on May 30 and June 1, 2019

RKAAMP Mobility Board Key Outcomes

A diverse group of 27 members came together to for the Renton-Kent-Auburn Area Mobility Plan Mobility Board representing a range of mobility needs, rider types, and familiarity with the project area

- Of the 27 members, there were native English, Somali, and Spanish speakers, as well as bilingual speakers who spoke Somali, French, Spanish, Arabic, or Farsi
- Perspectives of all rider types were represented, including seniors, students, and riders with disabilities.
- Board members live and/or work in Renton, Kent or Auburn. Some were affiliated with surrounding areas such as Covington, Burien, Tukwila, Seattle, and SeaTac.

Mobility Board members built an understanding of transit services, rider types, and service planning best practices for application in the Renton, Kent, Auburn sub-areas

Mobility Board members reviewed and **prioritized needs per sub-area** in line with Mobility Plan goals and equity focus.

Renton Top Needs:

- More service frequency and longer span
- More frequent service and better transit access to the Highlands
- Fill service gaps with more coverage
- East-west connections are difficult
- Direct connections between important destinations with decentralized service

Kent Top Needs:

- Increase the frequency and span of service to better meet community needs, including routes operating later, earlier and on weekends

RAPIDRIDE

- Improve coverage/distribution of service throughout Kent and create new connections to jobs, regional transit, and hard-to-reach community assets
- Improve service quality for more on-time and less crowded service
- Improve east/west connections
- Better align service to match demand to reduce overcrowding and duplication of service

Auburn Top Needs:

- Service south of Auburn station, especially to Algona Pacific
- Provide more weekend and late-night service, especially for shift workers in Pacific and Muckleshoot Casino
- Establish a network of service not centralized on Auburn Station
- Serve key destinations including Work Source, Green River College, late-night jobs, shopping areas, YMCA, Rec Center, and Senior Center

Mobility Board members **identified initial solutions and tradeoffs for further study by Metro** to best meet the priority needs of the Renton, Kent, Auburn communities. Key solutions and Mobility Board preferences include:

Renton Solutions:

- Create more frequent and longer span of service to the Renton Highlands
- Replace Route 908 with flexible service
- Create more direct access between destinations
- Consolidate Routes 908 and 105 for better frequency
- E/W connection to Link light rail could replace Route 102 for better reliability
- Reorient Route 148 to 116th and 128th
- Straighten 906 pathway

Kent Top Needs:

- Rapid Ride I Line alignment on Canyon
- Better align service with demand to reduce overcrowding and make best use of service resources
- Reduce duplication of Routes 164, 169, 168
- Connect and create more E/W services
- Create a Kent East Hill circulator
- Fill network gaps where there's currently no service
- Increase span and frequency of service to the bus runs when people need it
- Decentralize service to create a network providing more coverage to community destinations
- Better connections between service providers, including new mobility services
- Pilot and educate community members and service providers about community van/bus share for weekly local trips
- Work with the City of Kent to improve sidewalks and street crossings to transit stops

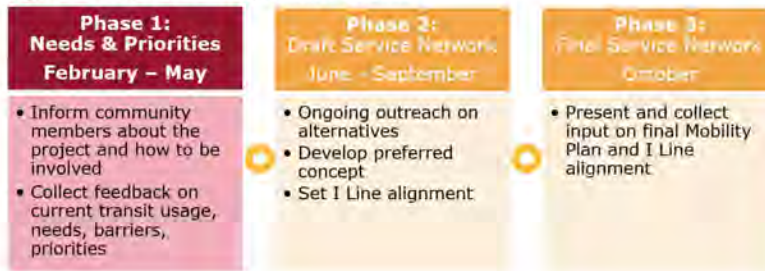
RAPIDRIDE

Auburn Top Needs:

- Create a fast, frequent east-west connection along 8th St NE between Hospital to Senior Housing/Park-and-Ride to Auburn Station/Rapid Ride I Line to Green River College
- Maintain Route 181 service to the high school, senior center, library but supplement with frequent east-west connection to Green River College
- Keep Rapid Ride I Line on Auburn Way; Ensure Rapid Ride stations serve important local destinations
- Create an Auburn-Algona-Pacific circulator loop
- Simplify service along the 186/915 corridor with more frequent service on weekends connecting Auburn to Enumclaw and the Muckleshoot Casino
- Establish a network of service not centralized on Auburn Station creating more coverage with N/S and E/W corridors; intersections/transfer points become mini-hubs outside of Auburn Station
- Make park-and-rides a part of the transit network
- Add transit service along Military Road

Next steps for the Mobility Board include ongoing communication and outreach through the summer as Metro studies initial concepts for the Mobility Plan. The Mobility Board will reconvene in mid-September 2019 to review the initial concepts for the Mobility Plan.

Figure 1: Area Mobility Plan Process



RAPIDRIDE

Part 1: Service Planning Orientation

Figure 2: Part 1 Agenda

Part 1: Service Planning Orientation

Thursday, May 30th | 4:30 pm – 8:00 pm

Kent Senior Activities Center Room 8

Meeting Outcomes

- Mobility Board members understand the purpose of the Renton Kent Auburn Area Mobility Plan and their role in shaping the results.
- Mobility Board members build an understanding of King County Metro’s services, riders, and best practices for creating solutions to meet community needs and project goals.

Time	Agenda Item	Materials
4:30 PM	Welcome & Introductions	<ul style="list-style-type: none"> • Agenda
5:00 PM	Mobility Board Charter	<ul style="list-style-type: none"> • Letter of Agreement
5:15 PM	What is Metro? Overview: Renton-Kent-Auburn Area Mobility Plan & Rapid Ride I-line	<ul style="list-style-type: none"> • Project Overview PPT
5:45 PM	Quick Break	Dinner provided
6:00 PM	Service Planning Orientation	<ul style="list-style-type: none"> • Service Planning Orientation PPT
6:30 PM	Service Types and Types of Riders Activity	<ul style="list-style-type: none"> • Transit Persona Cards
7:00 PM	Transit Planning Best Practices	<ul style="list-style-type: none"> • Mobility Plan Goals and Transit Planning Best Practices
7:15 PM	Design Your Own Transit Network Activity	<ul style="list-style-type: none"> • Network Maps
7:45 PM	Board Member Report Out	
8:00 PM	Adjourn	

Welcome and Introductions

Chris O’Claire, King County Metro welcomed the Mobility Board and shared that Metro is eager to receive input from the Renton-Kent-Auburn Area Mobility Board. Robyn Austin, King County Metro, reminded participants that the Mobility Board is intended to be a stakeholder group that

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represents the interests and demographics of people that use Metro’s services in the project area. The Mobility Board will provide input to Metro on the communities’ mobility needs and priorities and help community members stay informed about the project (see Appendix A for Mobility Board demographics).

Robyn then led a round of introductions in which members shared why they were interested in being on the Mobility Board (see Appendix B for a list of attendees).

Introduction to Metro and Project Overview

Robyn shared that the outcome of the Renton-Kent-Auburn Area Mobility Plan will be an updated, integrated mobility network comprised of various transit services to meet community needs, including RapidRide, fixed route transit, dial-a-ride transit, and flexible mobility services coordinated with commuter rail service in the project area. The Mobility Plan will also identify needs and priorities to inform future transit investments in South King County.

While the Mobility Board is charged with advising the Metro on needs, priorities, and concepts for improvements documented in the Mobility Plan, the responsibility for making final decisions rests with King County Metro and ultimately the King County Council. Final decisions will take into consideration the contributions of the Mobility and Partner Review Boards, as well as other community input, available budget, statutory requirements, feasibility, and other factors.

After receiving questions from Board members, Robyn made the following clarifications:

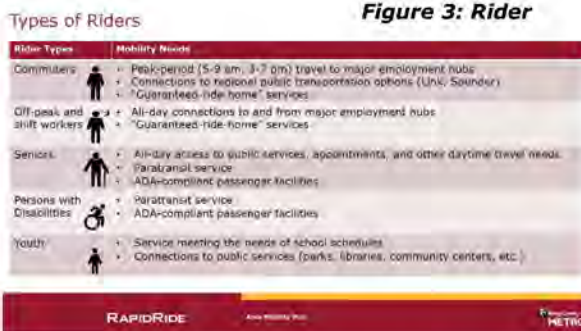
- The Sounder routes will not be affected by the Mobility Plan
- The I Line will begin in Renton. Route 180 will be affected and is a topic of discussion for the Mobility Board to consider.
- Fare prices will not increase with the new Rapid Ride.

Service Planning Orientation

Ted Day, King County Metro, gave a presentation to introduce the Mobility Board to the varying needs of different types of riders Metro service planners must consider when developing a transit network. Diverse communities need diverse services.

After receiving questions from Board members, Ted made the following clarifications:

- Sound Transit will be funding the new Kent Transit Center (Kent Station) but King County Metro will be working closely with the agency to ensure smooth transitions between services.



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- The Mobility Plan recommendations will include potential changes to routes coming off the hill in Kent and at Kent Station. Adjustments to these routes will be a topic for Mobility Board discussion.
- Service on Sundays will be a topic for the Mobility Board to weigh in on.
- Reliability of service will certainly be a consideration when developing the network.
- Service can be difficult to predict due to traffic, riders getting on at different speeds, and some operators not adhering to schedules as well as others.
- Metro customer service operators are trained on all Metro services and will know to connect users to a community shuttle, if it is an option suiting the customer’s needs and location.
- Riders who carry groceries from food banks, for example, can use the Community Van service. However, Community Van is not a service currently available in South King County.

Service Types and Types of Riders Activity

Ted then introduced an activity where the Mobility Board divided into small groups for an activity to determine which transit service types are most appropriate for hypothetical transit rider personas. The goal of this activity was to help Mobility Board members understand the types of services and riders Metro considers when creating solutions to meet community needs. Example persona provided below:

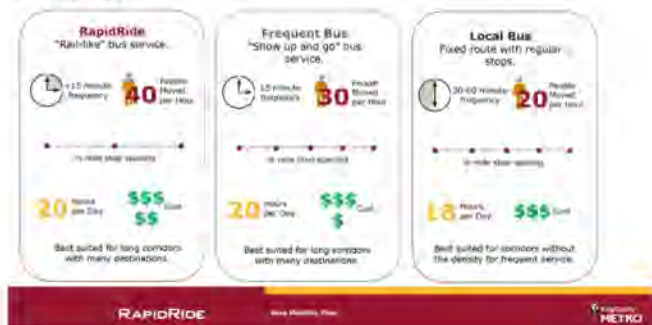
Scenario 2	16-year-old student who attends Auburn High School. Most days after school she goes to the Auburn Library to study. On the weekends, she and her friends like to attend Mariner games at T-Mobile Park.
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Transit Service Types:

- Y RapidRide
- Y Frequent Bus
- Y Local Bus
- Y Express Bus
- Y Flexible Services

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Figure 4: Service
 Service Types



Mobility Board members noted that personas have varying amounts of flexibility and many possible service types that could meet their needs. The number of service types a persona uses depends their array of mobility needs. This activity reinforced the notion that diverse communities need diverse mobility services and options.

Transit Planning Best Practices: Design Your Own Transit Network Activity

Ted provided an overview of transit planning best practices that guide Metro’s decision making to provide efficient and reliable service. A breakout group activity in which groups were tasked with prioritizing their top two of four transit networks based on community needs followed. Each example transit network model represented a different combination of transit services to meet needs differently, allowing participants to discuss tradeoffs and how to best serve the community overall.

Groups noticed right away that no example network was perfect and that tradeoffs between destinations, time on transit, and time walking made it difficult to address all transit needs. They tended to prioritize a combination of Option 2: Local and Express service, Option 3: Local and Frequent, and Option 4: Local and Flex service. Options 2, 3, and 4 were valued because of their local service, which reduced the time users had to spend walking to their final destination. Option 2 was valued by groups because it had the most balance of services over the geographic area and was therefore likely to serve the most types of riders well. Other groups prioritized Option 3 because of they found the balance of time spent on transit and time spent walking to/from transit palatable. Some groups placed a high priority on Option 4 because it was the only network that directly reached three important destinations: the hospital, the grocery store, and the industrial area. Through the report out of the various groups’ preferences, some participants acknowledged that there was no right answer and requested hybrids or modifications to the networks in order to be satisfied. Overall, participants recognized that

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designing an appropriate network depends greatly on the needs of the riders the network is serving and that service planners must take many factors into consideration when designing a transit network.

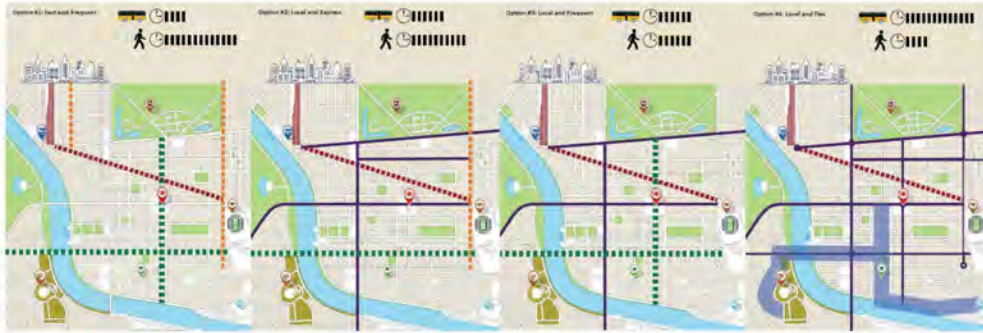


Figure 5: Design Your Own Network

Next Steps

Robyn concluded the day by thanking Board members for their time and diligent participation. She encouraged participants to fill out comment cards to recommend areas of improvement for the next Mobility Board meeting on the following Saturday.

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Part 2: Prioritization of Needs, Tradeoffs, and Solutions

Figure 6: Part 2 Agenda

Part 2: Prioritization of Needs, Tradeoffs and Solutions

Saturday, June 1st | 9:00 am – 3:00 pm

Kent Senior Activities Center Room 8

Meeting Outcomes

- Mobility Board members understand needs expressed by the community and prioritize needs based on project goals.
- Mobility Board members apply understanding of Metro’s services and community needs to recommend solutions for further study.

Time	Agenda Item	Materials
9:00 AM	Welcome Recap of Workshop Part 1 Agenda Overview	<ul style="list-style-type: none"> • Agenda
9:30 AM	Overall Themes: What we’ve heard so far (Natalie) Prioritization of Needs: Introduction	<ul style="list-style-type: none"> • What We’ve Heard PPT • Sub-Area One Pagers
10:00 AM	Prioritization of Needs: Small Group Breakouts <ul style="list-style-type: none"> – Table A: Renton/Industrial Valley – Table B: Kent/East-West Connections – Table C: Auburn/Algona-Pacific 	<ul style="list-style-type: none"> • Project Area Map (3 per sub-area) • Mobility Plan Goals and Transit Planning Best Practices • Needs Assessment Cards
12:00 PM	Lunch	Lunch provided
12:30 PM	Prioritization of Needs: Report Back	
1:00 PM	Tradeoffs and Solutions: Introduction	
1:15 PM	Tradeoffs and Solutions: Small Group Breakouts <ul style="list-style-type: none"> – Table A: Renton/Industrial Valley – Table B: Kent/East-West Connections – Table C: Auburn/Algona-Pacific 	<ul style="list-style-type: none"> • Mobility Plan Goals and Transit Planning Best Practices
2:45 PM	Tradeoffs and Solutions: Report Back	
3:00 PM	Adjourn	

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Welcome

Robyn welcomed the group and shared the purpose of the day's workshop: The Mobility Board will apply their knowledge of transit service types, riders, and best practices to the mobility needs expressed by the Renton, Kent, Auburn community to recommend solutions for further study by Metro. The Saturday workshop focused on prioritizing community needs based on project goals.

Outreach to Date: What We've Heard So Far

Robyn provided an overview of the outreach Metro has conducted to date around the Renton-Kent-Auburn Area Mobility Plan. Based on over 800 Needs Assessment Surveys and over a dozen community organization interviews, Metro has collected quantitative and qualitative data and identified several barriers to transit use, as well as several improvements that would encourage more transit use.

Key themes from the 840 survey respondents include:

- Top 3 barriers to current transit use:
 - "Transit takes too long to get to where I'm going"
 - "Amount of time I have to wait for a bus"
 - "Transit is not available at the time of day I need it"
- Top 3 improvements that would encourage more transit use
 - "How long it takes to get to my destination"
 - "How often the bus comes throughout the day"
 - "The days and times the bus runs"

Key takeaways from the 18 community organization interviews include:

- Transit transfers are confusing to navigate, especially for people who don't speak English as a first language or have visual challenges
- There is a lack of information about how to use transit
- Transit takes too much time
- Service schedules need to consider shift worker needs

After receiving questions from Board members, Robyn made the following clarifications:

- The Mobility Plan outreach approach consists of surveys, one-on-one outreach to Community Based Organizations (CBOs), outreach at community events this summer, and the Mobility and Advisory Board.
- Metro is identifying CBOs to meet with by beginning with ones Metro has preexisting relationships with and taking recommendations from those of who else to meet with.

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- Facilities issues such as lighting, garbage, and having ample space for boarding are common issues raised by riders.
- Transit access to CBO locations are certainly a consideration when developing the transit network and is informed by Mobility Board feedback.

Prioritization of Needs: Small Group Breakouts

Robyn shared that King County, as documented in the Equity and Social Justice Strategic Plan, is committed to improving transit access and mobility for people of color, low-income people, and people with limited English proficiency. She also shared that the goals of the Mobility Plan are to:

- Improve equitable transit access
- Increase network efficiency and invest in equity priority areas
- Develop a network of mobility services
- Create a single route from Renton to Kent to Auburn to be upgraded to the RapidRide I Line

Ted then introduced the Needs Prioritization Activity in which groups reflected on the various needs of the communities based on Renton, Kent, Auburn sub-areas and discussed transit service needs that most align with the goals of the mobility plan. Discussions were supported by quantitative and qualitative data from the Needs Assessment Surveys and maps of the sub-areas.

Renton Top Needs:

- More service frequency and longer span
- More frequent service and better transit access to the Highlands
- Fill service gaps with more coverage, especially in the Highlands and Benson Hill
- Create shorter, more frequent routes to enhance reliability
- Buses take too long, both wait times and too many transfers requires to reach destination
- Provide more transit access to childcare, schools, jobs, and service/resource centers
- Workers in the Industrial Valley need better transit reliability
- East-west connections are difficult, especially south of F Line
- Direct connections between important destinations with decentralized service
- Key Renton destinations and connections include Renton Technical College, PacMed, Elections Center, Food Bank on Columbia, grocery stores and a connection between Renton Highlands and the airport or Angle Lake

Kent Top Needs:

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- Run service when people need it: Increase the frequency and span of service to better meet community needs, including routes operating later, earlier and on weekends
- Improve coverage/distribution of service throughout Kent and create new connections to jobs, regional transit (Sonder and Link) and hard-to-reach community assets like schools and DMV with a focus on equity
- Key Kent destinations and connections include DMV/DOL, Link stations, Highline College, food banks, high schools, Industrial Valley, new YMCA on 248th/104th, Kent Center of Hope, Islamic Center of Kent, and World Relief
- Improve service quality for more on-time and less crowded service
- Improve east/west connections
- Better align service to match demand to reduce overcrowding and duplication of service
- Improve customer information for real-time arrival information, weather alerts, and multilingual guides on how to use the system and routes serving popular destinations

Auburn Top Needs:

- Service south of Auburn station, especially to Algona Pacific
- Provide more weekend and late-night service, especially for shift workers in Pacific and Muckleshoot Casino
- Establish a network of service not centralized on Auburn Station
- Key Auburn destinations include late-night jobs, high schools and middle schools, Green River College, YMCA, Rec Center, Senior Center, Work Source, DSHS, shopping areas (Walmart and the outlets), and low-income residential areas
- Improve stops with shelters, lighting and multilingual system/schedule information

Tradeoffs and Solutions: Small Group Breakouts

After spending the morning discussing the top needs of each sub-area, the breakout groups spent the afternoon discussing what transit services would best align with those needs. Ted kicked off the afternoon discussion by orienting the group to each sub-area map and one-pager highlighting the current services that are not doing a good job meeting community needs. These under-performing services present the opportunity to reallocate service to better meet community needs. The purpose of the afternoon breakout activity was to discuss how current service is or is not aligned with each area's priority needs, what service types could best meet these needs, and where existing services could be reallocated to better meet the priority needs. Through this exercise, groups also discussed tradeoffs required to meet potentially conflicting needs.

Renton Solutions:

- Create more frequent and longer span of service to the Renton Highlands

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- Replace Route 908 with flexible service
- Create more direct access between destinations
- Consolidate Routes 908 and 105 for better frequency
- E/W connection to Link light rail could replace Route 102 for better reliability
- Reorient Route 148 to 116th and 128th
- Straighten 906 pathway
- Improved transit information sharing; partner with service provider for multilingual education on transit services, routes, and how to use the system
- Improve wheelchair access to the bus with street/sidewalk improvements, and driver training

Kent Solutions:

- Rapid Ride I Line alignment on James
- Better align service with demand to reduce overcrowding and make best use of service resources
- Reduce duplication of Routes 164, 169, 168
- Connect and create more E/W services
- Create a Kent East Hill circulator
- Fill network gaps where there's currently no service
- Increase span and frequency of service to the bus runs when people need it
- Decentralize service to create a network providing more coverage to community destinations
- Better connections between service providers, including new mobility services
- Pilot and educate community members and service providers about community van/bus share for weekly local trips
- Work with the City of Kent to improve sidewalks and street crossings to transit stops
- Improve financial access to transit with reduced fare options, longer transfers, and enabling transfers between Metro and Sound Transit services
- Create a more user-friendly customer information app for real-time arrival information, delays and weather alters
- Provide multilingual education and information at stops for how to use transit, where it goes and when it runs.
- Increase the sense of safety at Kent station and improve lighting at stops throughout Kent

Auburn Solutions:

- Create a fast, frequent east-west connection along 8th St NE between Hospital > Senior Housing/Park-and-Ride > Auburn Station/Rapid Ride I Line > Green River College

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- Maintain Route 181 service to the high school, senior center, and library but supplement with frequent east-west connection noted above
- Keep Rapid Ride I Line on Auburn Way
- Ensure Rapid Ride stations serve important local destinations such as the Fred Meyer, Work Source and Cascade Middle School
- Create an Auburn-Algona-Pacific circulator loop
- Simplify service along the 186/915 corridor with more frequent service on weekends connecting Auburn to Enumclaw and the Muckleshoot Casino
- Establish a network of services not centralized on Auburn Station creating more coverage with N/S and E/W corridors; intersections/transfer points become mini-hubs outside of Auburn Station
- Make park-and-rides a part of the transit network
- Add transit service along Military Road

Next Steps

Robyn shared that the next Mobility Board meeting will be in mid-September. At that meeting, Board members will review and provide feedback on the proposed network. She also shared that Metro will be conducting outreach at community events over the summer and will be in touch in mid-July to share initial concepts for the Mobility Plan. She reminded the Mobility Board that their last meeting will be in late fall and the Renton-Kent-Auburn Area Mobility Plan process will conclude following the King County Council's approval in December 2019.

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Appendix A: Mobility Board Demographics (based on optional survey responses and in person conversation)

Description	Mobility Board Makeup
Age range	14-71
Language groups	<ul style="list-style-type: none"> • Native English speakers • Native Spanish speakers • Native Somali speakers • Bilingual speakers (English and Somali, French, Spanish, Arabic, Farsi)
Annual household income range	\$6,000-140,000
Rider types	<ul style="list-style-type: none"> • Commuters (majority) • Off-peak and shift workers (minority) • Seniors (5 participants) • Persons with disabilities (3 participants: visual, mobile, and/or speech impairments) • Youth/students (6 participants)
Personal and professional interests	<ul style="list-style-type: none"> • Providing resources to low income families • Providing resources to refugees and immigrants • Access to education • Leadership and community organizing • Inclusive engagement • Access to affordable transportation • Access to medical services • Access to entertainment
Geographic areas and subareas	<ul style="list-style-type: none"> • Renton <ul style="list-style-type: none"> ◦ downtown Renton ◦ Maplewood ◦ Benson Hill ◦ Renton Highlands • Kent <ul style="list-style-type: none"> ◦ Kent East Hill • Auburn <ul style="list-style-type: none"> ◦ downtown Auburn ◦ Lea Hill • Covington/Timberlane • Burien • Seattle • Tukwila • Seatac

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Appendix B: Attendees

Mobility Board Members (alphabetical by first name)	
1. Aalijah Fulton	15. Husham Azeez
2. Afeworki Ghebreiyesus	16. Jani Medeiros
3. Alexandra Clark	17. Joseph Habimana Maradona
4. Ariana Rojas-Manriquez	18. Kevin Berg
5. Ayaan Hassan	19. Linet Madeja-Bravo
6. Brian Bonner	20. Loina Romero
7. Crista Shaw (opted out of compensation)	21. Nancy Knipp
8. Daniel Nicholson	22. Reza Sakhi
9. Gabriella Berg	23. Richard Ahsiu
10. Graciela Ayometzi	24. Raymond Johnson
11. Hala Tiba	25. Roger Arnold
12. Halimo Olad	26. Sattar Murad
13. Harold Batson Jr	27. Zaynab Mazban
14. Hoda Abdullahi	
Staff (Alphabetical by first name)	Affiliation
Corey Holder	King County Metro
Chris O’Claire	King County Metro
DeAnna Martin	King County Metro
Gracie Geremia	PRR
Gregory Mcknight	King County Metro
Jeremy Fichter	King County Metro
Lauren Squires	Nelson\Nygaard Consulting Associates
Mishu Pham-Whipple	Triangle Associates
Natalie Westerberg	King County Metro
Nicole Aguirre	King County Metro

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Robyn Austin	King County Metro
Ryan Miller	King County Metro
Ted Day	King County Metro

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RapidRide I Line and Renton Kent Auburn Area Mobility Plan

Summary of Mobility Board Meeting: September 19, 2019

RKAAMP MOBILITY BOARD KEY OUTCOMES

On Thursday, September 19th from 6-8PM, the Renton-Kent-Auburn Area Mobility Plan (RKAAMP) Mobility Board reconvened to review and provide input on proposed service concepts for further development in the Renton, Kent, Auburn subarea.

The RKAAMP Mobility Board is a diverse group of 27 members representing a range of mobility needs, transit rider types, and familiarity with the project area.

- Of the 27 members, there were native English, Somali, and Spanish speakers, as well as bilingual members who spoke Somali, French, Spanish, Arabic, or Farsi.
- Perspectives of all rider types were represented, including seniors, students, and riders with disabilities.
- Board members live and/or work in Renton, Kent, or Auburn. Some were affiliated with surrounding areas such as Covington, Burien, Tukwila, Seattle, and SeaTac.

The meeting on September 19th was the third meeting of the RKAAMP Mobility Board. At this meeting, Mobility Board members reviewed the results of Metro's summer outreach and how community input, equity, and technical analysis shaped the proposed service concepts. The purpose of the meeting was to gather input and feedback from Mobility Board members on how well Metro's proposed service concepts addressed the prioritized needs for the Renton, Kent, Auburn subareas. Prioritized needs were identified by the RKAAMP Mobility Board in previous meetings.

Renton Feedback on Proposed Service Concepts:

- The Mobility Board gave a very excited and supportive response to the changes on 105 and 906, because the Sounder connection and increase in frequency and hours on both routes.
- The response to 148 route changes was supportive because of the move to 116th where the new school is being built. The Mobility Board expressed an interest in ensuring a flexible service in Benson Hill is accessible to the parts of the neighborhood losing service on the 148.

Kent Feedback on Proposed Service Concepts:

- Mobility Board members were supportive of changes to alignments in Central Kent and the Kent West Hill. They were happy to see new east-west connections, more direct pathways, and increased local service levels. They recommended not deviating Route 150 onto Meeker and Smith, because it would add additional travel time along very congested

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corridors. However, they did support the alignment of Route 150 on 64th Ave S to cover a higher ridership segment of the former Route 180 pathway and create a new transfer hub.

- The Mobility Board did not support the concepts for the restructure of the peak services. Although the Mobility Board was glad to see increased evening and weekend service, particularly the addition of Sunday service on Route 164, they did not believe it was equitable to take resources from peak riders on the East Hill to fund this investment. Additionally, increasing peak-period service on local routes to meet Sounder departures is not a solution that would work for all riders, due to the additional cost burden and the potential 3-seat ride to reach destinations in downtown Seattle. Metro committed to taking their feedback and presenting a revised concept that balances resources on peak and local services. This proposal maintains two one-seat ride options from Kent East Hill to Downtown Seattle.
- The Mobility Board did not commit to supporting the Route 914/916 consolidation due to lack of familiarity with the service, and they advised Metro to conduct more community engagement.

Auburn Feedback on Proposed Service Concepts:

- Mobility Board members were enthusiastically supportive of the changes to the Route 180 pathway to serve community assets including the library, schools, and senior center.
- Consolidation of Routes 910 and 917 and the accompanying pathway changes address key needs expressed by the Mobility Board: more service to Walmart and the Outlets and more service overall for Algona-Pacific. The Mobility Board supported the elimination of Route 910 due to low ridership and allocation of those resources elsewhere. Longer span of service and weekend service serving the outlet mall and Auburn YMCA are high priorities. Board members supported the new route and felt it would better serve Algona and Pacific.
- Changes to the Route 181 pathway creates a new RapidRide I Line/Route 181 transfer point outside of Auburn Station center, a specific request of the Mobility Board. The proposed service concept for Route 181 provides faster service to Green River College. It also serves the medical center and senior housing along A Street, locations that RapidRide will not cover. Several members were also enthusiastic about a new transfer point to route 181 north of Auburn Station, citing improved travel time between Lea Hill/Green River College and Kent.

The RKAAMP Mobility Board will reconvene in mid-November 2019 to review the final concepts for the Mobility Plan.

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Meeting 3 Agenda: Review of Proposed Service Concepts

Thursday, September 19 | 6:00 pm – 8:00 pm

Kent Senior Activities Center Room 9

Meeting Outcomes

- Mobility Board members understand the results of summer outreach and how input shaped the proposed service concepts.
- Mobility Board members provide input on the proposed service concepts for further adjustments as needed.

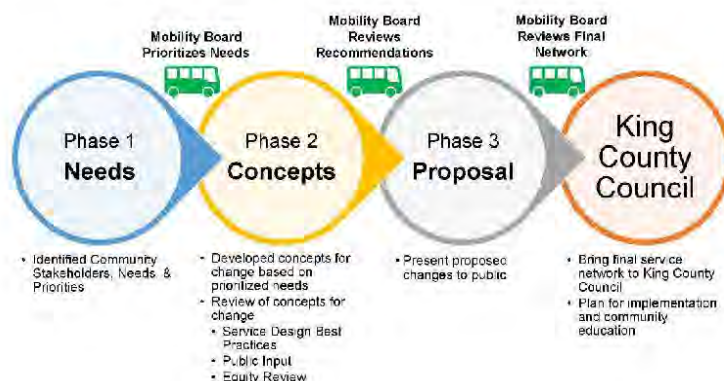
Time	Agenda Item	Materials
5:45 PM	Dinner	
6:00 PM	Welcome Back & Introductions (10 min)	<ul style="list-style-type: none"> ▪ Agenda
6:10 PM	Where We Left Off and Overview of Summer Outreach (10 min) <ul style="list-style-type: none"> ▪ Review the process and timeline ▪ Summer outreach findings 	<ul style="list-style-type: none"> ▪ Welcome Back PPT ▪ Mobility Board Meeting Pt. 1 and 2 Meeting Summaries
6:20 PM	Big Picture Proposed Network Changes (10 min) <ul style="list-style-type: none"> ▪ Introduce the types of network changes 	<ul style="list-style-type: none"> ▪ Toolbox of Solutions graphic
10 min	Break	
6:40 PM	Proposed Service Concepts by Subarea (50 min) <ul style="list-style-type: none"> ▪ Review the details of how concepts were developed from needs ▪ Gather feedback on proposed changes and further adjustments 	<ul style="list-style-type: none"> ▪ Proposed Service Concept discussion guide/one-pager per subarea ▪ Subarea network map
7:30 PM	Subarea Group Report Out (20 min)	
7:50 PM	Announcements and Next Steps <ul style="list-style-type: none"> ▪ Next meeting in November 	
8:00 PM	Adjourn	

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Welcome and Introductions

Robyn Austin, King County Metro, welcomed the Mobility Board and reminded participants that the Mobility Board is intended to be a stakeholder group that represents the interests and demographics of people that use Metro’s services in the project area (see Appendix A for Mobility Board demographics, see Appendix B for a list of attendees). Robyn reviewed the Renton-Kent-Auburn Area Mobility Plan (RKAAMP) process leading up to Council adoption in Spring 2020. She reminded the Mobility Board that their input and prioritized needs from their previous meeting were used to inform the development of the proposed service concepts. Figure 1 depicts the phases and timeline for the development of the Renton-Kent-Auburn Area Mobility Plan.

Figure 1 Area Mobility Plan Process



Gunner Scott, King County Metro, introduced himself as a Communications Specialist and newest staff member on the RKAAMP project. He reviewed the outreach conducted over the Summer, which consisted of online surveys, on-board surveys, engagement at community events, and a meeting with the Partner Review Board. Key themes from engagement on the proposed network changes include:

- Frequency
- Hours/Days of Service
- Safety
- Expand Service (in the local area)
- Connection

Gunner concluded that the multifaceted outreach approach affirmed the priorities and recommendations the Mobility Board had provided at their previous meeting.

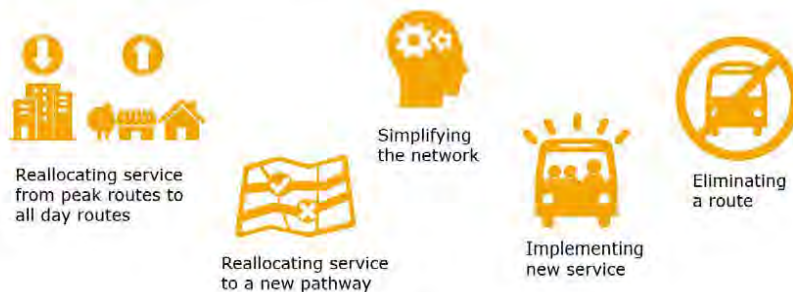
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Overview of Proposed Network Changes

Natalie Westberg, King County Metro, described the types of service changes that were used to address priority needs in developing proposed service concepts. Types of service changes include:

- Reallocating service from peak to all-day
- Reallocating service to a new pathway
- Simplify the network
- New service, including flexible service
- Eliminating a route

Figure 2 Types of Service Changes



Natalie described Metro’s service concept development process that resulted in the proposed service concepts before the Mobility Board for review. Using priority needs identified by the Mobility Board and community outreach, Metro developed service concept alternatives and analyzed them based on service design technical analysis, an equity analysis, and public input. The proposed service concepts for Mobility Board review are the concepts that aligned best with the technical and equity analyses and public input.

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Figure 3 Service Concept Development Process

How did we make recommendations?

	Service Design	Equity	Public Input
	Does this option meet our service design best practices?	Does this option meet our goal to improve transit access and mobility for people of color, low-income people, and people with limited English proficiency?	Does this option address the Mobility Board's prioritized needs? How did the public respond to this option at community events, on-board surveys, and online surveys?
Option 1			
Option 2			

	Diseño de servicio	Equidad	Participación del público
Service Option	¿Esta opción cumple con nuestras mejores prácticas en el diseño de servicios?	¿Esta opción cumple con nuestro objetivo de mejorar el acceso y la movilidad para las personas de color, personas de bajos ingresos y personas con un conocimiento limitado del idioma inglés?	¿Este objetivo cubre las necesidades prioritizadas por la Junta de Movilidad? ¿Cómo respondió el público a este concepto en eventos de la comunidad, encuestas a bordo y encuestas en línea?
Option 1			
Option 2			

	Naqshada Adeega	Sinaanta	Talladda Dadweynaha
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Service Option	Ikhtiyaarkan ma daboolan naqshada adeegyadeena ugu dhaqan wanaagsan?	Ikhtiyaarkaan ma buuxinaya hadafkeena si aan kor ugu qaadno marinka gaadiidka iyo dhaqdhaqaaqa dadka midabka, dadka dhaqaalaha yar, iyo dadka leh aqoonta yar ee Ingiriiska?	Hadafkaan wax ma qabanaya baahiyada ay mudnaanta ay siiyeen Guddiga Dhaqdhaqaaqa? Sidee dadweynaha ugu jawaab celiyaan firkadahan community events, xog ururinta raabkan saaran, iyo xog ururinada online-ka?
Option 1			
Option 2			

Proposed Service Concepts by Subarea: Small Group Breakouts

Natalie shared the goals of the subarea small group breakout discussions:

- Review of the proposed service concepts and changes by subarea
- Gain feedback from Mobility Board members on how well the concepts align with priority needs by subarea
- Advise on specific subarea changes where Metro’s technical analysis did not result in a clear priority change

Natalie reminded the Mobility Board that their role is to represent the broader needs of the area rather than personal interests. Metro service planners began the subarea small group discussions with an overview of the proposed concepts. The subarea groups then discussed the proposed changes, guided by the subarea-specific discussion questions below.

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Renton Proposed Service Concepts and Discussion

The Renton subarea breakout group focused on the following service concepts with a special focus on the areas, types of trips, and potential barriers to be addressed in developing flexible service concepts for the Renton Highlands and Benson Hill. Key changes in Renton’s proposed service concepts are noted in Figure 4.

Overall, Mobility Board were enthusiastic about the fixed route service changes, and they provided guidance on where we should focus flexible service for the Renton Highlands. The Mobility Board felt that additional outreach was needed in Benson Hill to understand the needs for flexible service.

Figure 4 Renton Proposed Service Concepts and Network Changes

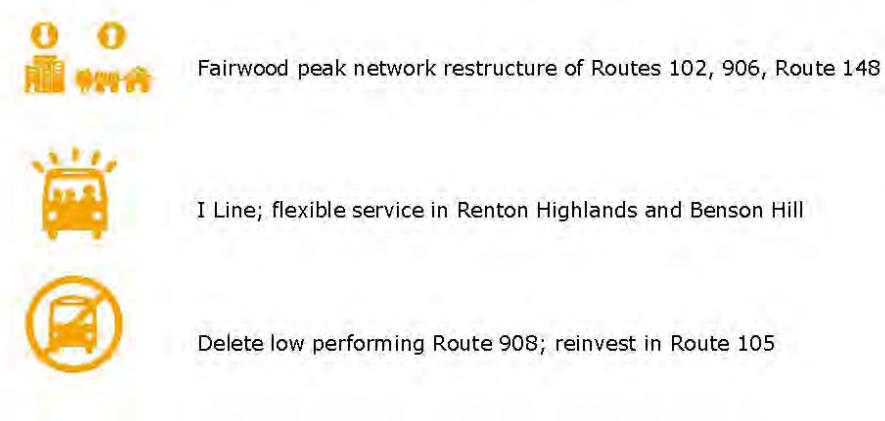


Figure 5 Renton Prioritized Needs and Proposed Network Changes

Mobility Board: Renton Prioritized Needs	Proposed Changes				
	Flexible service in Renton Highlands	Flexible service in Benson Hill	Fairwood peak network restructure	Elimination of Route 908, investment in additional peak period Route 105 frequency	I Line
More service frequency and longer span		X	X	X	X

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More frequent service and better transit access to the Highlands	X			X	
Fill service gaps with more coverage	X	X	X		
Improve east-west connections	X	X	X	X	X
Direct connections between important community assets	X	X	X		

Yellow columns indicate subarea change concepts where additional Mobility Board feedback is needed. These concepts were the focus of subarea breakout discussions.

Key Discussion Questions and Responses: Renton Highlands

What geographic area and types of trips should we prioritize in the Renton Highlands for a flexible service pilot?

- Library
- Salvation Army
- Airport
- Area income level
- May not use service
- Duvall needs service
- Many options are needed to get to downtown

What could be barriers to using a new flexible service in this area?

- Education about what flexible service is and how to use it. Reaching out to immigrant communities and those who do not speak English about the service and how to use it.
- Ongoing marketing and education, not just one and done.

Are you aware of community groups or gathering places where we could engage people in the Renton Highlands?

- New library
- The service area should cover the route to Duvall and the QFC

Key Discussion Questions and Responses: Benson Hill

What geographic area and types of trips should we prioritize in the Benson Hill for a flexible service pilot?

- Mobility Board did not feel they had the expertise to provide that information.
- Possibly getting to Sounder train

What could be barriers to using a new flexible service in this area?

- Similar to Highlands concerns

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Are you aware of community groups or gathering places where we could engage people in the Benson Hill?

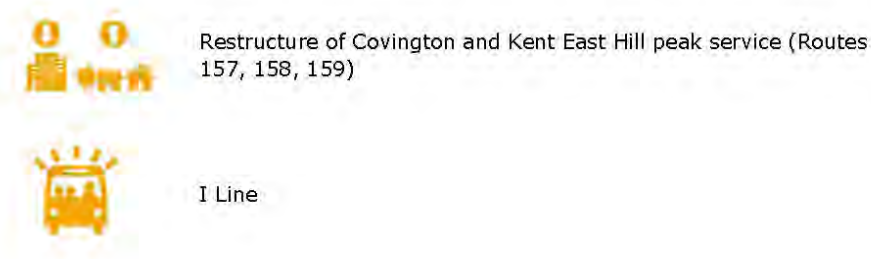
- Mobility Board did not feel they had the expertise to provide that information.

Kent Proposed Service Concepts and Discussion

The Kent subarea breakout group focused on the following service concepts with a special focus on alignment changes in Central Kent, the proposed Route 914/916 consolidation, and the East Hill local and commuter services. Key changes in Kent’s proposed service concepts are noted in Figure 6.

- **Central Kent Pathways:** Mobility Board members were supportive of changes to alignments in Central Kent and the Kent West Hill. They were happy to see new east-west connections, more direct pathways, and increased local service levels. They recommended not deviating Route 150 onto Meeker and Smith, because it would add additional travel time along very congested corridors. However, they did support the alignment of Route 150 on 64th Ave S to cover a higher ridership segment of the former Route 180 pathway and create a new transfer hub.
- **Restructure of Covington and Kent East Hill peak service:** The Mobility Board did not support the concepts for the restructure of the peak services. Although the Mobility Board was glad to see increased evening and weekend service, particularly the addition of Sunday service on Route 164, they did not believe it was equitable to take resources from peak riders on the East Hill to fund this investment. Additionally, increasing peak-period service on local routes to meet Sounder departures is not a solution that would work for all riders, due to the additional cost burden and the potential 3-seat ride to reach destinations in downtown Seattle. Metro committed to taking their feedback and presenting a revised concept that better balances resources on peak and local services.
- **Routes 914/916:** The Mobility Board did not commit to supporting the Route 914/916 consolidation due to lack of familiarity with the service. They advised Metro to conduct more community engagement.

Figure 6 Kent Proposed Service Concepts and Network Changes



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Kent East Hill pathways (Routes 164 and 168), Central Kent pathways (Routes 150, 166, 180, 183), Routes 914/916

Figure 7 Kent Prioritized Needs and Proposed Network Changes

Mobility Board: Kent Prioritized Needs	Proposed Changes				
	Central Kent pathways	Route 914/916	Peak network restructure	Kent East Hill pathways	I Line
Increase frequency and span of service, more weekend, early morning, and late-night service			X	X	X
Improve coverage of service throughout Kent - create new connections	X	X	X	X	
Improve service quality for more on-time and less crowded service		X	X	X	X
Improve east-west connections	X	X	X	X	X
Align service to match demand (reduce duplication)	X	X	X	X	

Key Discussion Questions and Responses: Central Kent Pathways

Should Metro prioritize coverage of community assets and creating transfer opportunities outside of Kent Station or more direct service from the Kent West Hill and Industrial Valley to Kent Station?

- Route 150 is an important connection to Seattle and should not be deviated onto Meeker and Smith, because the corridor is congested, unreliable, and will add travel time to a route that is already very long. Deviating to serve Meeker and Smith would likely add 10 minutes of travel time.

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- However, service on Meeker and Smith is important, and the Mobility Board supports coverage by Route 166 even though it is not the route's most direct pathway to Kent Station.
- The Mobility Board supports deviating Route 150 onto 64th Ave to preserve boardings in that area, because the estimated travel time increase is minimal. This also allows Route 150 to serve the transfer hub at 64th Ave & James St.

Key Discussion Questions and Responses: Routes 914 & 916

Does the proposed consolidation of the Route 914 and 916 pathways on the Kent East Hill provide adequate coverage of key community assets? Does this change make the service more attractive?

- DART routes are confusing and require more outreach and education to increase ridership.
- Additional outreach is needed to determine if the proposed consolidation meets the needs of current riders.

Other Feedback:

- Taking resources from the peak services to invest in local weekend service is not equitable. This community needs both. Other routes and services need to be included in this restructure. Wealthy areas in King County are getting more and better service. Service to East Side (King County) is more frequent than is needed. Additional service should instead be invested in routes from south King County to Seattle. Transferring to Sounder is not an appropriate solution for all riders because of events on Sounder, limited capacity on Sounder, the additional cost burden of transferring, and the potential 3-seat ride to get to destinations in downtown Seattle.
- Students need to get to education from this area.
- ORCA Card transfers to Sound Transit need to be equitable with bus transfers.
- Adding Sunday service to Route 164 is a community priority.
- Low income housing is being added on Meeker, and these residents need an affordable and fast one-seat ride to downtown Seattle.

Auburn Proposed Changes and Discussion

The Auburn subarea breakout group focused on the following service concepts with a special focus on the consolidation of Routes 910 and 917 and development of a flexible service concept for Algonia-Pacific. Key changes in Auburn's proposed service concepts are noted in Figure 8.

- Mobility Board members were enthusiastically supportive of the changes to the Route 180 pathway to serve community assets including the library, schools, and the senior center. Previously, Access was the only option serving these locations.
- Changes to the Route 181 pathway creates a new RapidRide I Line/Route 181 transfer point outside of Auburn Station center, a specific request of the Mobility Board. The proposed service concept for Route 181 provides faster service to Green River College.

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This route also serves the medical center and senior housing along A Street, locations that RapidRide will not cover.

- Consolidation of Routes 910 and 917, and the accompanying pathway changes, address key needs expressed by the Mobility Board: more service to Walmart and the Outlets and more service overall for Algona-Pacific. The Mobility Board supported the elimination of Route 910 due to low ridership and allocation of those resources elsewhere. Longer span of service and weekend service serving the outlet mall and Auburn YMCA are high priorities.

Figure 8 Auburn Proposed Service Concepts and Network Changes



New pathways on Routes 180 and 181, consolidate Routes 910 and 917



I Line and Algona-Pacific flexible service



Combine Routes 186 and 915, consolidate Routes 910 and 917

Figure 9 Auburn Prioritized Needs and Proposed Network Changes

	Proposed Changes					
Mobility Board: Auburn Prioritized Needs	Combine Route 910 and 917 resources to create a more efficient service.	Flexible service in Algona- Pacific.	Change Route 180 pathways to connect South Auburn to more community assets, create more transfer points.	Change Route 181 pathways to serve more community assets, create more transfer points.	Combine service on Routes 915 and 186 to offer one all day route.	I Line
Service south of Auburn station, especially to Algona Pacific	X	X	X			

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Provide more weekend and late-night service	X	X			X	X
Establish a network of service not centralized on Auburn Station	X	X	X	X	X	X
Create shorter, more frequent routes to enhance reliability	X		X	X		

Key Discussion Questions and Responses: Algona-Pacific Flexible Service

- *What type of trips or geographic areas should we prioritize in Algona-Pacific?*
- *What could be potential barriers to using a new flexible service in this area?*
- *Are there any key community destinations that are would not be served by a new combined 910/917 route?*
 - Auburn senior and recreation centers
 - Warehouse jobs
 - YMCA
 - Lakeland Hills

Are there community groups, organizations, or gathering places that would be ideal for helping promote awareness of and/or help organize users for a new flexible service?

- Auburn Food Bank – Executive Director is an important potential partner and understands community engagement needs
- YMCA
- Coordinate with Hyde Shuttle service

Other Feedback:

- Current Route 180 provides an important transit connection to SeaTac. Mobility Board members cited the importance of the Kent to Burien transit connection provided by the new route that will be separate from the 180 (new route number TBD). RapidRide I Line will replace the northern segment of Route 180 connecting to Kent. Riders then transfer from RapidRide to this new route to access Burien and SeaTac.

Subarea Group Report Out

To wrap up the breakout discussions, Mobility Board members from each subarea group provided a report out on their discussions, guided by the following prompts: What themes came

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up in your conversation? Where were there places of agreement or disagreement? What service changes are you most excited about?

- Renton
 - The Mobility Board was very excited and supportive of the changes to the fixed-route network. In particular, they liked the changes to routes 105 and 906, because of the Sounder connection and increase in frequency and hours on both routes. The reception for the 148 was supportive, because of the move to 116th where the new school is being built.
 - The Mobility Board provided feedback on flexible service in the Renton Highlands, stating a preference for a service focused on serving the western part of the Highlands and providing a connection to the Landing and Downtown.
- Kent
 - Mobility Board members were supportive of changes in pathways on the West Hill and excited about investments in local services, but they did not support the presented consolidation of the peak services. The Mobility Board members did not believe it was equitable to have to choose between investments for local travel and commute travel, and they would like Metro to propose a more balanced solution.
- Auburn
 - Mobility Board members were most excited about the route 910/917 consolidation with the addition of service to Algona-Pacific, the outlet mall, and YMCA. The proposed changes to Route 180 to serve the senior center, schools, and Auburn library were enthusiastically supported. Generally, Mobility Board members agreed with the proposed service changes for Auburn.

Next Steps

Robyn concluded the meeting noting that the proposed service concepts that were well-received and supported by the Mobility Board will move forward, while other concepts, specifically in the Kent subarea, will be reworked following the meeting for further review by the Mobility Board. Additional outreach, particularly in Benson Hill and Algona-Pacific, will also be conducted during October and November 2019.

The next Mobility Board meeting will be on Tuesday, November 19. At that meeting, Mobility Board members will review the updated proposed network. Some Mobility Board members recommended reserving more meeting rooms if breakout groups were expected for the next meeting.

Robyn reminded the Mobility Board that the Renton-Kent-Auburn Area Mobility Plan process will conclude following the King County Council's approval in Spring 2020. She encouraged Mobility Board members to attend the County Council meeting to share their perspective on the Mobility Board process and proposed Mobility Plan.

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Appendix A: Mobility Board Demographics (based on optional survey responses and in person conversation)

Description	Mobility Board Makeup
Age range	14-71
Language groups	<ul style="list-style-type: none"> • Native English speakers • Native Spanish speakers • Native Somali speakers • Bilingual speakers (English and Somali, French, Spanish, Arabic, Farsi)
Annual household income range	\$6,000-140,000
Rider types	<ul style="list-style-type: none"> • Commuters (majority) • Off-peak and shift workers (minority) • Seniors (5 participants) • Persons with disabilities (3 participants: visual, mobile, and/or speech impairments) • Youth/students (6 participants)
Personal and professional interests	<ul style="list-style-type: none"> • Providing resources to low income families • Providing resources to refugees and immigrants • Access to education • Leadership and community organizing • Inclusive engagement • Access to affordable transportation • Access to medical services • Access to entertainment
Geographic areas and subareas	<ul style="list-style-type: none"> • Renton <ul style="list-style-type: none"> ○ downtown Renton ○ Maplewood ○ Benson Hill ○ Renton Highlands • Kent <ul style="list-style-type: none"> ○ Kent East Hill • Auburn <ul style="list-style-type: none"> ○ downtown Auburn ○ Lea Hill • Covington/Timberlane • Burien • Seattle • Tukwila • Seatac

Appendix B: Attendees

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Mobility Board Members (alphabetical by first name)	
1. Aalijah Fulton	14. Husham Azeez
2. Afeworki Ghebreiyesus	15. Jani Medeiros
3. Alexandra Clark	16. Joseph Habimana Maradona
4. Ariana Rojas-Manriquez	17. Kevin Berg
5. Ayaan Hassan	18. Linet Madeja-Bravo
6. Brian Bonner	19. Loina Romero
7. Crista Shaw (opted out of compensation)	20. Nancy Knipp
8. Daniel Nicholson	21. Reza Sakhi
9. Gabriella Berg	22. Richard Ahsiu
10. Graciela Ayometzi	23. Raymond Johnson
11. Hala Tiba	24. Roger Arnold
12. Harold Batson Jr	25. Sattar Murad
13. Hoda Abdullahi	
Staff (Alphabetical by first name)	Affiliation
Corey Holder	King County Metro
Gunner Scott	King County Metro
Jeremy Fichter	King County Metro
Lauren Squires	Nelson\Nygaard Consulting Associates
Mishu Pham-Whipple	Triangle Associates
Natalie Westberg	King County Metro
Nicole Aguirre	King County Metro
Robyn Austin	King County Metro
Ryan Miller	King County Metro

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RapidRide I Line and Renton Kent Auburn Area Mobility Plan

MOBILITY BOARD MEETING SUMMARY: NOVEMBER 19 , 2019

On Thursday, November 19th from 6-8PM, the Renton-Kent-Auburn Area Mobility Plan (RKAAMP) Mobility Board reconvened to review Metro's final proposed network for the Fall 2020 service change.

The RKAAMP Mobility Board is a diverse group of 27 members representing a range of mobility needs, transit rider types, and familiarity with the subareas along the RapidRide I Line alignment.

- Of the 27 members, there were native English, Somali, and Spanish speakers, as well as bilingual members who spoke Somali, French, Spanish, Arabic, or Farsi.
- Perspectives of seniors, students, and riders with disabilities were represented.
- Board members live and/or work in Renton, Kent, or Auburn. Some were affiliated with surrounding areas such as Covington, Burien, Tukwila, Seattle, and SeaTac.

The meeting on November 19th was the fourth and final meeting of the RKAAMP Mobility Board. At this meeting, Mobility Board members reviewed the final proposed network and associated service changes, discussed changes they were most excited about and their level of support for the proposed changes overall, as well as the priority needs not addressed in the proposed network that should be the focus of future service changes. Overall, Mobility Board members responses to the changes were positive and supportive. Some had concerns about aspects of the network changes such as not reaching particular community assets, the confusion changes may cause to riders, the need for even longer and more frequent service, and the need for street improvements to accommodate new Metro services.

Below is are highlights of the feedback received for each of the sub-areas.

Feedback on Proposed Renton Service Changes:

- Overall, Mobility Board members were supportive of the proposed service changes for Renton.
- Expanding Route 105 service in the morning and frequency during peak periods was received positively as it addresses the community-identified need for more service on the Highlands.
- Simplifying Route 148 will ensure that multifamily housing is served and connected to the new Renton community center.
- Increasing service on Route 906 was well received by the mobility board as it improves east-west connectivity and provides a new peak-hour connection to Sounder. The group was interested in seeing more weekend service on this route.

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Feedback on Proposed Kent Service Changes:

- Overall, Mobility Board members were supportive of the proposed service changes for Kent.
- Mobility Board members were supportive of changes to transit pathways that created new east-west connections and more direct pathways. The Mobility Board was also supportive of the peak-network restructure, believing the impacts were minimal and the savings were appropriately reinvested into increase local service levels in terms of frequency, span of service, and coverage.

Feedback on Proposed Auburn Service Changes:

- Overall, Mobility Board members were supportive of the proposed service changes for Auburn.
- Consolidation of Routes 910 and 917 and the accompanying pathway changes address key needs expressed by the Mobility Board: more service to Walmart and the Outlets and more service overall for Algona-Pacific. The Mobility Board supported the elimination of Route 910 due to low ridership and allocation of those resources elsewhere. Longer span of service and weekend service serving the Outlets and Auburn YMCA are high priorities. Board members supported the new route and felt it would better serve Algona and Pacific.
- Mobility Board members were disappointed that the City of Auburn could not accommodate the necessary street and signal improvements to accommodate the new Route 180 pathway to serve the library, schools, recreation center, and senior center. They were also disappointed that the necessary improvements could not be accommodated for Route 181 that would have better served the 10th/8th pathway for Senior Housing, Fred Meyer, and other nearby services, as well as the new transfer point it would have provided for the I Line. Mobility Board members recommend that the City of Auburn prioritize these infrastructure investments in partnership with Metro in the near-term to support transit speed and reliability, pedestrian safety, and Ada access along the proposed new route 184 and 181 pathways.

This meeting summary reflects the format of the Mobility Board meeting with 1) an introduction and process review; 2) a review of the final proposed concepts in small groups with break out group discussions followed by a review of the feedback as a whole group; 3) a group reflection of the Mobility Board process, next steps, and how to stay involved.

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Meeting 4 Agenda: Review of Final Proposed Network

Tuesday, November 19 | 6:00 pm – 8:00 pm

Green River College – Kent Campus Room 322/323

Meeting Outcomes

- Share Metro’s final proposed network for the Fall 2020 service change with the Mobility Board
- Document feedback from the Mobility Board on the proposed set of changes
- Share next steps and process leading toward King County Council for review and approval
- Discuss opportunities for Mobility Board members to stay involved and informed

Time	Agenda Item	Materials
5:45 PM	Dinner	
6:00 PM	Welcome Back, Introductions & Where We Left Off (15 min) <ul style="list-style-type: none"> • Review the process and timeline 	<ul style="list-style-type: none"> • Agenda • Process Overview PPT ▪ Mobility Board Meeting 3 Summary
6:15 PM	Review Final Proposed Service Concepts by Subarea (60 min) <ul style="list-style-type: none"> • Review final proposed service concepts in each subarea <ul style="list-style-type: none"> ◦ Alternate subarea overview (15 min) ◦ Alternate subarea overview (15 min) ◦ Deep dive based on subarea expertise (30 min) <ul style="list-style-type: none"> ▪ What’s changed since our last meeting? ▪ Synthesis of Mobility Board Level of Support and concerns 	<ul style="list-style-type: none"> • Level of Support Board per subarea • Subarea one-pagers • Subarea network map
7:15 PM	Mobility Board Report Out (15 mins) <ul style="list-style-type: none"> • Summary of level of support, concerns, and future needs to be addressed by subarea 	
7:30 PM	Closing Exercise and Next Steps <ul style="list-style-type: none"> • Takeaways from the process: <ul style="list-style-type: none"> ◦ What is one thing you learned or were surprised by in being a part of the group and this process? 	

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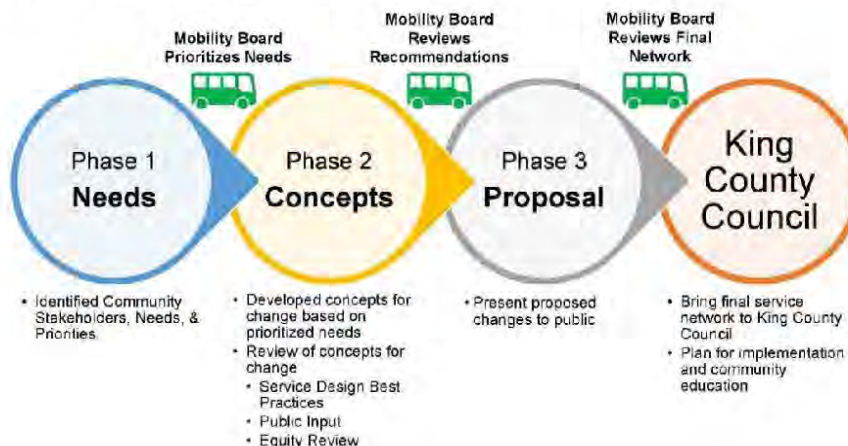
	<ul style="list-style-type: none"> ○ How would you describe this process to someone in your community in 2-3 words? ○ Would you recommend this experience to someone else in your community? <ul style="list-style-type: none"> • Next Step: King County Council meeting in Spring 2020 	
8:00 PM	Adjourn and Thank You Celebration!	

Welcome, Introductions, and Where we Left Off

Robyn Austin, Rapid Ride Engagement Lead at King County Metro, welcomed the Mobility Board to their fourth and final meeting and reminded participants that the Mobility Board’s responsibility is to represent the interests and demographics of people that use Metro’s services in the Renton, Kent, Auburn area (see Appendix A for Mobility Board demographics, see Appendix B for a list of attendees). Robyn reviewed the Area Mobility Plan process (see Figure 1) nearing completion.

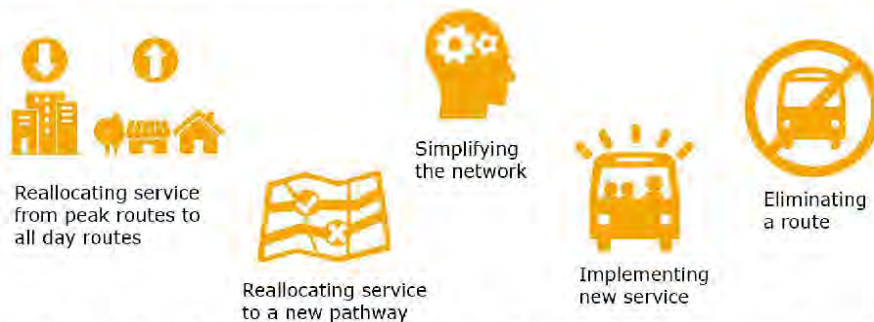
Chris O’Claire, Mobility Division Director at King County Metro thanked Mobility Board members for their commitment to this process and their communities. She noted that although Metro is still evaluating the impacts of the recently passed Initiative 976, King County Metro is committed to funding the proposed network for the Fall 2020 service change in Renton, Kent, and Auburn.

Figure 1 Area Mobility Plan Process



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Figure 2 Types of Service Changes



Gunner Scott, King County Metro Communications Specialist, provided an overview of the types of changes in the Area Mobility Plan, including:

- Reallocating service from peak to all-day allowing people to get to more places, even on the weekends
- Creating a new or adapting an existing route pathway to connect more community assets
- Simplifying the network to create more direct routes
- Adding new service, including flexible service to serve areas where a fixed route is not effective
- Eliminating a route to free up resources to increase span or frequency of service elsewhere

Gunner introduced the small group breakouts where each group began by spending 15 minutes each reviewing the service changes in the two subareas outside of their subarea of expertise. Breakout sessions concluded with each group spending 30 minutes reviewing the final network and proposed changes in their subarea of expertise and summarizing broader Mobility Board feedback on the changes in their subarea. Each group discussed the changes they were excited about, the issues and priority needs not addressed with this proposal, and the Mobility Board's overall level of support for the final network and proposed changes. Mobility Board members indicated their level of support for the Fall 2020 service change by placing dots along a spectrum ranging from "I love this. I will champion this." to "I am fine with this." to "I do not support this." The results of this exercise are depicted in Figure 5, Figure 8, and Figure 11.

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Review of Final Proposed Concepts by Subarea: Small Group Breakouts

Renton Proposed Service Changes and Discussion

Figure 3 *Renton Proposed Service Concepts and Network Changes*



New connection between Fairwood, Benson Hill, Valley Medical Center to Tukwila Sounder Station, during peak periods



I Line; proposed flexible services in Renton Highlands and Benson Hill



Delete low performing Route 908; reinvest in Route 105



Simplify Route 906 pathway and Route 148 pathways to provide faster trips and better access to community assets

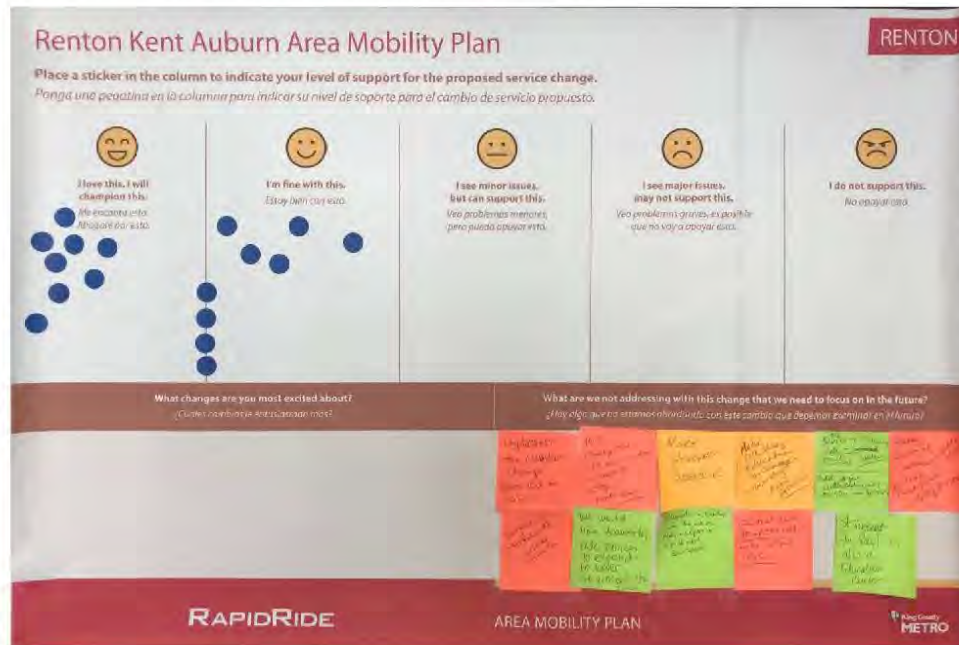
Figure 4 *Renton Prioritized Needs and Proposed Network Changes*

	Proposed Changes					
Mobility Board: Renton Prioritized Needs	Flexible service in Renton Highlands	Flexible service in Benson Hill	New connection between Fairwood, Benson Hill, Valley Medical Center to Tukwila Sounder Station, during peak periods	Elimination of Route 908, investment in additional peak period Route 105 frequency	Simplify Route 906 pathway and Route 148 pathways	I Line

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More service frequency and longer span		X	X	X		X
More frequent service and better transit access to the Highlands	X			X		
Fill service gaps with more coverage	X	X	X		X	
Improve east-west connections	X	X	X	X	X	X
Direct connections between important community assets	X	X	X		X	

Figure 5 Level of Support for Renton Subarea Proposed Changes



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Renton: What changes are you most excited for?

- Connections to more community assets such as the new community center
- Expanding the span of service of Route 105
- Community Ride in the Renton Highlands
- Expanding the span of service of Route 906

Renton: What is not addressed with this change that should be a focus in the future?

- Give route 102 trips that truncate at S. Renton Park and Ride a different route number than 102 trips that go to Fairwood
- We would like Community Ride services to expand to cover St. Vincent de Paul
- The education center in Renton near the airport is still not served
- More service south of Seattle
- No real East/West Valley service
- More weekend services
- Service to Federal Way
- Service to Tukwila link station is needed from areas further south than the F-Line
- Add longer weekend hours on Route 906 in the future
- Route 105 change the 15 min windows to start at 2:30 pm – peak hours
- Ensure strong education on changes & new services

Renton: Level of Support

- 8 Mobility Board members marked "I love this. I will champion this."
- 4 Mobility Board members marked the line between "I love this. I will champion this." And I am fine with this."
- 5 Mobility Board members marked "I am fine with this."

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Kent Proposed Service Concepts and Discussion

Figure 6 Kent Proposed Service Concepts and Network Changes





- 
Restructure of Covington and Kent East Hill peak service (Routes 158, 159)
- 
Restructure of Kent West Hill peak service (Routes 190, 192)
- 
I Line
- 
Kent East Hill pathways (Routes 164 and 168; Routes 914/916),
Central Kent pathways (Routes 150, 166, 180, 183)

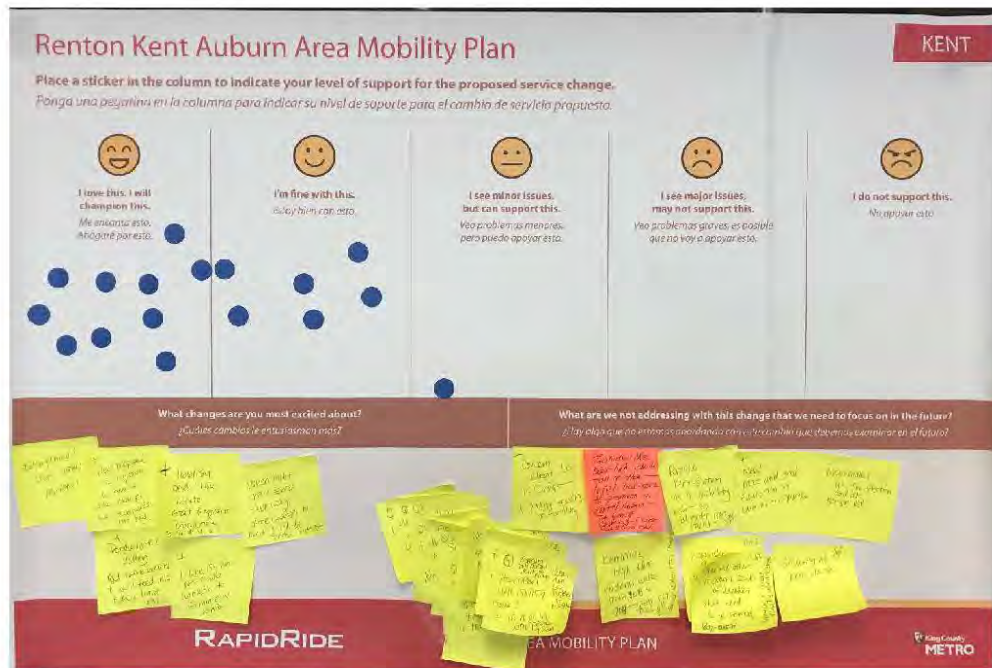
Figure 7 Kent Prioritized Needs and Proposed Network Changes

	Proposed Changes				
	Central Kent pathways	Kent West Hill peak network restructure	Kent East Hill peak network restructure	Kent East Hill Pathways	I Line
Mobility Board: Kent Prioritized Needs					
Increase frequency and span of service, more weekend, early morning, and late-night service		X	X	X	X
Improve coverage of service throughout Kent - create new connections	X	X	X	X	
Improve service quality for more on-time and less crowded service		X	X	X	X

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Improve east-west connections	x	x	x	x	x
Align service to match demand (reduce duplication)	x	x	x	x	

Figure 8 Level of Support for Kent Subarea Changes



Kent: What changes are you most excited for?

- Adding service on Sundays
- I Line: 15 min North-South service connecting to 15 min East-West service
- Route 166/169 and I Line create great frequent East-West and North-South connections
- People in the Kent Industrial Valley get more options and service that will feed into future light rail.
- I line serves Valley Medical
- One-seat rides on Routes 164/166 and 168/180

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- New proposal is responsive to some of the changes recommended last time
- Everything! Very good! Perfect!

Kent: What is not addressed with this change that should be a focus in the future?

- Concern about loss of peak service in Covington, but it feels like a fair trade off
- There are still community assets that are lacking in transit coverage (Kent high schools, the YMCA community center, boys and girls club, etc.).
- Security at Kent Station
- When light rail serves Federal Way, more changes to lines, it will be faster into downtown Seattle
- Crosswalks at the station and on Benson Road
- DMV and other locations south of Meeker need to be served, may be a good flexible service, consider adding a deviation area to Route 914/916
- Kentridge High School students can be served by Route 157 if trip times are adjusted.
- Need more and better education on changes to 914/916, and how to use DART/flexible services
- Consider Kent station as a mobility hub - so all routes can connect
- For Route 162, 10 trips in peak periods does not seem like enough
- Use the Lake Meridian P&R as more of a transfer point location to connect with services for the folks who live east of Lake Meridian P&R


Kent: Level of Support


- 10 Mobility Board members marked "I love this. I will champion this."
- 6 Mobility Board members marked "I am fine with this."
- 1 Mobility Board member marked "I see minor issues but I can support this."

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Auburn Proposed Service Concepts and Discussion

Figure 9 Auburn Proposed Service Concepts and Network Changes

- 
Route 910 and 917 restructure (delete Route 910, provide more frequent Route 917 service)

- 
I Line and Algona-Pacific flexible service


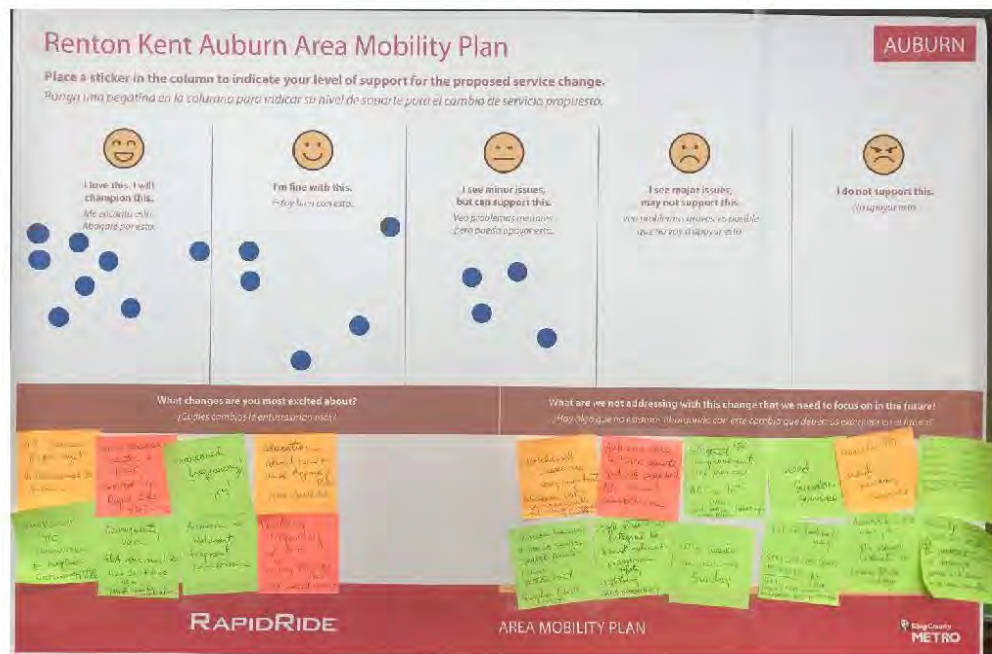
- 
Combine Routes 186 and 915

Figure 10 Auburn Prioritized Needs and Proposed Network Changes

Mobility Board: Auburn Prioritized Needs	Proposed Changes			
	Community Van flexible service in Algona-Pacific.	Delete Route 910, add service to Route 917	Combine service on Routes 915 and 186 to offer one all day route.	I Line
Service south of Auburn station, especially to Algona Pacific	X	X		
Provide more weekend and late-night service	X		X	X
Establish a network of service not centralized on Auburn Station	X	X	X	X
Create shorter, more frequent routes to enhance reliability		X		

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Figure 11 Level of Support for Auburn Subarea Changes



Auburn: What changes are you most excited for?

- Increased frequency
- Frequent connection between Auburn station and Walmart
- Doubling frequency of Route 917 serving Algona-Pacific (need weekend service)
- Education about how to use Algona-Pacific flexible service
- Community van/ADA van available (Free car and free gas, YMCA home for coordinator)
- Work source center & DSHS served by Rapid Ride Station
- Route 917 30-minute frequency increase, better service to Auburn
- Reallocate Route 910 resources to higher frequency elsewhere

Auburn: What is not addressed with this change that should be a focus in the future?

- New Route 180 south tail (new Route 184) and 181 pathways that better serve Auburn schools, library and senior center is not included in this proposed network and service change.
- City of Auburn should prioritize street and signal improvements needed to support new Route 184 and 181 pathways

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- Top priority for 2022 - City of Auburn changes needed for Route 184 to service students going to library and senior citizens to senior center.
- Auburn and Algona-Pacific need for Sunday service. Weekend needs are very important. Wherever DART service currently exists weekend service, including Sunday, should be offered.
- Route 915 needs to run on Sunday
- Ensure new Route 181 pathway continues to connect high school students to Green River College with pedestrian and stop improvements on 8th.
- Need better connection between Auburn and Pierce County. Very difficult to get to Tacoma, despite it being relatively close to Auburn.
- Safe streets are integral for transit riders and pedestrian safety (lighting and ADA accessibility)
- Route 181 only route heading to Federal Way TC when 578 does not go to Seattle via FWTC due to Sounder heading to Seattle in the morning. Improved 181 frequency would be beneficial during these times as it is the only option.
- Route 181 to Federal Way- keep service going to FWTC 7 days a week
- Route 917 needs hourly Sunday service
- Senior housing and housing services (Health Point), Lowe's, restaurant - quicker/faster direct. Route 181 change would provide this.
- Access to more jobs

Auburn: Level of Support

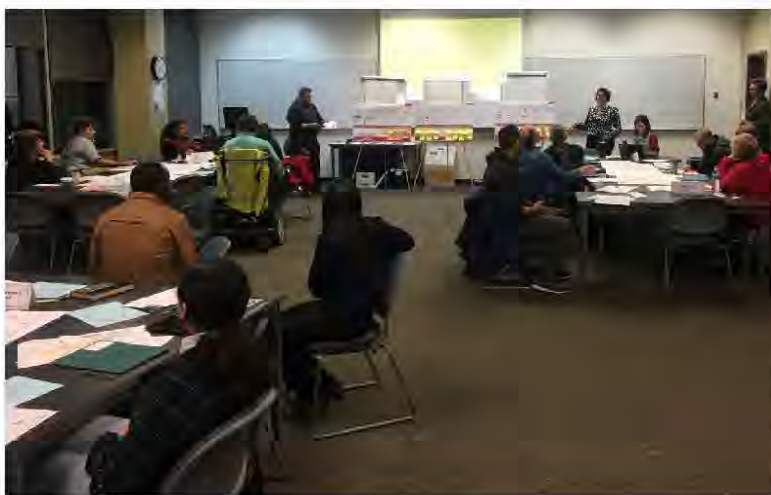
- 8 Mobility Board members marked "I love this. I will champion this."
- 5 Mobility Board members marked "I am fine with this."
- 4 Mobility Board members marked "I see minor issues but can support this."

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Mobility Board Level of Support

To wrap up the breakout discussions, Robyn reviewed the Mobility Board’s level of support for each of the three subareas. The dots on the “Level of Support Boards” placed by Mobility Board members indicated that they were generally supportive of the service changes in the Renton, Kent, and Auburn subareas. She noted that some Mobility Board members saw minor issues with elements of the service changes, which Metro will examine following the meeting. She added that the I Line and Area Mobility Plan is an approximately \$100 million investment in transit speed and reliability in the Renton-Kent-Auburn area. Metro recognizes that this Area Mobility Plan does not solve all the needs of the community, and that any unmet needs will be provided as a list to the King County Council for consideration when money and resources become available.

Figure 12 Mobility Board review of “Level of Support” Boards by subarea



Closing Exercise and Next Steps

Gunner reminded the Mobility Board that the Renton-Kent-Auburn Area Mobility Plan process will conclude following the King County Council’s approval, likely in March 2020. He encouraged Mobility Board members to attend the County Council meeting to share their perspective on the Mobility Board process and proposed Mobility Plan and offered support and coaching to those interested in engaging the County Council, regardless of the Mobility Board members’ level of support for the plan. Gunner then invited Mobility Board members to reflect on the Mobility Board process and whether they would recommend this experience to someone else in their community. Responses from Mobility Board members included:

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- This was a great learning experience. Metro listened to our input and made sure it was documented. I would encourage everyone to volunteer for a similar experience. -Kent based Mobility Board member
- I gained a wider perspective, understanding, and appreciation for what goes on behind the scenes in transit planning. -Renton based Mobility Board member
- I learned a lot about public transportation. The most important thing for me was that these changes are not just for our benefit today, but that these decisions are for the future and our kids. Public transportation is for all community members so it is great to see what we're making for our community. -Auburn based Mobility Board member
- I'm thankful that you understand our concerns about accessing employment and education, wanting to help people that need services, and wanting to help us return home to our families. -Auburn based Mobility Board member
- I'm impressed with how much the Metro team has tried to be inclusive in this process. It was a good experience for me to be in this setting with other community members and Metro staff. I anticipate the need for getting more information to communities and addressing the intersectionality of public infrastructure. -Kent based Mobility Board member

King County Metro staff thanked the Mobility Board for being a kind, caring, and fun group that made their jobs easier, as well as for the Mobility Board's time, commitment, and input to help shape the Area Mobility Plan.

Figure 13 Mobility Board members, Metro staff, and the consultant team at the fourth and final Mobility Board meeting



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Appendix A: Mobility Board Demographics (based on optional survey responses and in person conversation)

Description	Mobility Board Makeup
Age range	14-71
Language groups	<ul style="list-style-type: none"> • Native English speakers • Native Spanish speakers • Native Somali speakers • Bilingual speakers (English and Somali, French, Spanish, Arabic, Farsi)
Annual household income range	\$6,000-140,000
Rider types	<ul style="list-style-type: none"> • Commuters (majority) • Off-peak and shift workers (minority) • Seniors (5 participants) • Persons with disabilities (3 participants: visual, mobile, and/or speech impairments) • Youth/students (6 participants)
Personal and professional interests	<ul style="list-style-type: none"> • Providing resources to low income families • Providing resources to refugees and immigrants • Access to education • Leadership and community organizing • Inclusive engagement • Access to affordable transportation • Access to medical services • Access to entertainment
Geographic areas and subareas	<ul style="list-style-type: none"> • Renton <ul style="list-style-type: none"> ○ downtown Renton ○ Maplewood ○ Benson Hill ○ Renton Highlands • Kent <ul style="list-style-type: none"> ○ Kent East Hill • Auburn <ul style="list-style-type: none"> ○ downtown Auburn ○ Lea Hill • Covington/Timberlane • Burien • Seattle • Tukwila • Seatac

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Appendix B: Attendees

Mobility Board Members (alphabetical by first name)	
Afeworki Ghebreiyesus	Husham Azeez
Alexandra Clark	Joseph Habimana Maradona
Ariana Rojas-Manriquez	Loina Romero
Brian Bonner	Nancy Knipp
Crista Shaw (opted out of compensation)	Raymond Johnson
Daniel Nicholson	Reza Sakhi
Graciela Ayometzi	Richard Ahsiu
Hala Tiba	Roger Arnold
Harold Batson Jr	
Staff (Alphabetical by first name)	Affiliation
Corey Holder	King County Metro
DeAnna Martin	King County Metro
Gunner Scott	King County Metro
Jeremy Fichter	King County Metro
Lauren Squires	Nelson\Nygaard Consulting Associates
Mishu Pham-Whipple	Triangle Associates
Natalie Westberg	King County Metro
Nicole Aguirre	King County Metro
Robyn Austin	King County Metro
Ryan Miller	King County Metro

Exhibit H Partner Review Board Summaries

Renton-Kent-Auburn Area Mobility Plan 2019

Partner Review Board Summaries

Exhibit H

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King County Metro Renton-Kent-Auburn Area Mobility Plan
Purpose, Expectations, and Membership Criteria for the Partner Review Board
Final v. 6-12-19

Below is an overview of the purpose, expectations and membership criteria for King County Metro's (Metro) Partner Review Board (PRB) for the Renton-Kent-Auburn Area Mobility Plan.

Renton Kent Auburn Area Mobility Plan Goals

The goals of the Renton Kent Auburn Area Mobility Plan are to:

- Improve equitable transit access
- Increase network efficiency and invest in equity priority areas
- Develop a network of mobility services
- Create a single route from Renton to Kent to Auburn to be upgraded to the RapidRide I Line

Purpose of Partner Review Board

The purpose of the PRB is to review (a) feedback from the Mobility Board¹, (b) solution alternatives, and (c) Metro's proposed service network changes. This will include the mobility needs and tradeoffs that the Mobility Board identifies for the Renton-Kent-Auburn Area Mobility Plan, and solutions to address those needs. The PRB will identify additional needs, solution concept benefits and trade-offs, and potential equity impacts to help Metro develop a socially-equitable Area Mobility Plan.

Expectations of Partner Review Board

- The PRB will have a *regional* focus on Renton, Kent, Auburn, and surrounding areas.
- The PRB will review potential service changes and flag needed coordination items, but Metro will follow up, as needed, with individual jurisdictions regarding technical issues that affect *single* jurisdictions.
- The PRB will meet two to four times in 2019, potentially including one online meeting.
- The PRB is an advisory group to Metro, but Metro is responsible for recommending a final set of changes to the King County Council.

Criteria for Partner Review Board Membership

King County Metro is seeking representation on the Partner Review Board from the following entities:

- Jurisdictions in the project area
- Nonprofit organizations that serve multiple jurisdictions in the project area
- Major institutions

King County Metro is *not* seeking representation on the Partner Review Board from the following entities:

- Community Based Organizations that Metro has already engaged through interviews
- Employers²

¹ The Mobility Board is comprised of community members that will be affected by the Renton-Kent-Auburn Area Mobility Plan.

² Some major employers (Valley Medical Center, Green River College, etc.) will be included on the Partner Review Board because they are major institutions and community assets.

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RapidRide I Line and Renton Kent Auburn Area Mobility Plan

Summary of Partner Review Board Meeting held on July 17, 2019

Welcome and Introductions

Natalie Westberg, King County Metro (Metro), welcomed the group and led a round of introductions (see Appendix A for a list of attendees). She then reviewed the goals for the meeting which were to:

- Provide the Partner Review Board (PRB) with an understanding of the Renton-Kent-Auburn Area Mobility Plan.
- Provide the PRB with an understanding of transportation mobility needs and priorities for the Rent-Kent-Auburn area, identified through engagement and technical analysis. These needs include a proposed pathway for a single route between Renton, Kent, and Auburn, that will be upgraded to the Rapid Ride I Line in 2023.
- Feedback to Metro on whether concept alternatives meet identified transportation mobility needs and issues that need to be considered in building a transit service network in the Renton-Kent-Auburn area.

Partner Review Board: Purpose and Expectations

Robyn Austin, King County Metro, shared that the purpose of the Partner Review Board is to:

- Review feedback from the Mobility Board
- Review the concepts developed by Metro
- Provide input on whether the concepts addressed the Mobility Board's needs
- Identify any needs not previously identified
- Identify fatal flaws with concepts
- Identify specific areas of coordination

She reminded the Partner Review Board to try to maintain a regional focus in their discussion and to table issues that affect single jurisdictions, which Metro will follow up on individually following the meeting. The PRB is expected to meet 2-4 times in 2019.

While the Mobility Board and Partner Review Board are involved in advising Metro on needs, priorities, and concepts for improvements documented in the Mobility Plan, the responsibility for making final decisions rests with King County Metro and ultimately the King County Council. Final decisions will take into consideration the contributions of the Mobility and Partner Review Boards, as well as other community input, available budget, statutory requirements, feasibility,

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and other factors.

Renton-Kent-Auburn Area Mobility Plan Project Overview

Natalie Westberg, King County Metro, shared that the outcome of the Renton-Kent-Auburn Area Mobility Plan will be an updated, integrated mobility network comprised of various transit services to meet community needs, including RapidRide, fixed route transit, and flexible mobility services coordinated with commuter rail service in the project area. To do this, resources will be reallocated to redesign routes, add new routes, and implement pilot projects. The Renton-Kent-Auburn corridor today serves over 6,000 riders daily. However, there is currently not a single route that serves the entire corridor. The updated mobility network will provide a single route to the growing number of riders on that corridor. The Mobility Plan will also identify needs and priorities to inform future transit investments in South King County.

Natalie reviewed Metro's goals for the Mobility Plan Project, which are to:

- Increase network efficiency
- Invest in equity priority areas
- Create a network of mobility services

She also reviewed the project timeline, which is broken up into three phases, followed by implementation:

- Phase 1: Needs and Priorities (March-May 2019) - Needs identified through community outreach (all needs documented)
- Phase 2: Network Building (June-September 2019) - Concept development. Survey available at the end of July for feedback on concepts
- Phase 3: Finalize Plan (September-November 2019) - Review draft and final network concepts
- Implementation - Network changes in September 2020 and I Line service beginning in 2023

Phase 1: Needs and Priorities

Robyn provided an overview of the community outreach conducted in Phase 1 of the project, which included a Needs Assessment survey (both paper and online), interviews with Community Based Organizations across the County, tabling at community events, outreach at bus stops and transfer stations, media releases, advertisements, and the convening of the Mobility Board. Through this multifaceted approach, Metro was able to collect qualitative and quantitative data. The Mobility Board was a significant source of community input due to its diverse membership in terms of age, race, income, physical abilities, and geographic area. The 27-member Board was highly engaged over a two-day workshop where they received training on service planning and identified mobility needs of their communities. Mobility Board members were compensated for their time and expertise. The report of the Mobility Board's workshop will be distributed to the Partner Review Board in the follow up materials.

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Phase 2: Network Building

Natalie directed table groups, who were arranged by geographic area, to begin breakout group discussions and provide focused feedback to the service planners at each table.

Renton

Areas of needed coordination:

- Renton Technical College:
 - AM and early PM service on Rt 105
 - Direct connection between college and transit center
 - Community meeting at the college to engage Rt 908 riders
 - Offer subsidized ORCA passes, particularly for low income students
- Phase 2 outreach can be done in conjunction with Sunset Neighborhood Park events
- Promoting ORCA, especially for riders who will need to transfer between Metro and Sound Transit services
- Fred Meyer would be a good location to reach Benson Hill residents

Areas where more information is needed:

- Interest in serving Oaksdale industrial area

Benefits/tradeoffs:

- RT 148 will serve a new community center on 116th
- Negative feedback expected from riders who want to maintain one seat ride to Seattle, however the long travel time to Seattle is a common complaint from Renton riders
- Southcenter Parkway is congested and slow because it has many destinations

Kent and East-West Connections

Areas of needed coordination:

- Kent School District: school access and needed flexible service connections
- Providing a connection for Port of Seattle employees who live in Covington and Maple Valley
- There could be construction impacts from the Gateway Project

Areas where more information is needed:

- What types of riders use Rt 913

Benefits/tradeoffs:

- Rts 157, 158, 159 are duplicative
- The Sounder train connection
 - Support for investing in more all-day connections over duplicative peak service
 - Offer earlier service but can be congested

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- Large disruptions if there are maintenance issues – need to develop a flexible contingency plan
- Option 1 for Kent East Hill:
 - 256th and Canyon has a tricky convergence point and needs to take into consideration the future RapidRide
 - 260th deviation serves the community assets and diverse populations, possible speed and reliability improvement to avoid congested intersection
 - 248th reaches the new YMCA and provides better access to Kent East Hill
 - 240th has nice trail connection
- Option 2 for Kent East Hill:
 - YMCA to RapidRide transfer
- Kent Kangley has terrible parking congestion, low reliability
- Support for deviation of Kent Kangley route onto SE 260th St
- Lake Meridian Park and Ride has low ridership and is not a priority all-day destination, preference for the Kent East Hill pathway options that reach more community assets
- Flexible first/last mile connection to Kent schools
- East-west connections near the Lake Pointe development
- Service would extend into Covington to improve east-west connections
- Route 166: Possible construction impacts when Veterans will be extended to I-5.

Auburn, Algona, and Pacific

Areas of needed coordination:

- G. Frasier, Green River College
 - Cities and Schools Organization as venue for Algona and Pacific outreach
 - Input on Rt 180 from other colleagues
- D. Millard, Auburn School District
 - Auburn School District after school programs are at Auburn Library and would be best supported by Rt 180 Option 2
- Question: How to support high school students and seniors if service shifts away from them?

Areas where more information is needed:

- The origins and destinations of riders on routes
- Crime hotspots and safety concerns
- Whether flexible or fixed service is appropriate in Algona and Pacific
- Whether ridership is low in areas due to low frequency of service or due to low demand

Benefits/tradeoffs:

- Alternative Rt 180 saves time but is the same number of transfers

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Phase 2: Outreach Plan

Robyn provided an overview of Metro’s summer outreach, which includes a similar outreach approach to the Needs Assessment outreach conducted in Phase 1, but also includes an online open house and presence at a variety of community events. She asked that partners support Metro’s outreach by sharing outreach information in their communication channels.

Next Steps

Natalie shared that Metro will distribute the PowerPoint and maps used today, as well as the Mobility Board report, summer outreach flyer, and the public survey for feedback on the alternatives. The next Partner Review Board meeting will be in early October, after the Mobility Board meeting on September 19 in which Board members will review and provide feedback on the proposed network. Metro service planners will follow up with individual partners on areas of coordination in the meantime.

Appendix A: Attendees

Partner Review Board Members	Affiliation (alphabetical by affiliation)
Cecile Malik	City of Auburn
Dennis Millard	Auburn School District
Kelton Parker	City of Covington
April Delchamps	City of Kent
Vangie Garcia	City of Renton
Florendo Cabudol	City of Seatac
Jaimie Reavis	City of Tukwila
George Frasier	Green River College
Kinder Garcha	Kent School District
Zoe Mullendore	King County Council
Jason Kennedy	Pierce Transit
Adrian Down	Port of Seattle
Gerald Bradford	Renton Technical College
William Chow	Sound Transit
Staff	Affiliation (alphabetical by affiliation)
Corey Holder	King County Metro
Gregory Mcknight	King County Metro
Jeremy Fichter	King County Metro

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Natalie Westerberg	King County Metro
Nicole Aguirre	King County Metro
Robyn Austin	King County Metro
Ryan Miller	King County Metro
Sophie Glass	Triangle Associates
Mishu Pham-Whipple	Triangle Associates

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RapidRide I Line and Renton Kent Auburn Area Mobility Plan

Summary of Partner Review Board Meeting held on October 2, 2019

Welcome and Introductions

Natalie Westberg, King County Metro (Metro), welcomed the group and led a round of introductions (see Appendix A for a list of attendees). She then reviewed the goals for the second Partner Review Board (PRB) meeting which were to:

- Provide the PRB with an understanding of the Renton-Kent-Auburn Area Mobility Plan.
- Provide the PRB with an understanding of transportation mobility needs and priorities for the Rent-Kent-Auburn area, identified through engagement and technical analysis. These needs include a proposed pathway for a single route between Renton, Kent, and Auburn, that will be upgraded to the Rapid Ride I Line in 2023.
- Feedback to Metro on whether concept alternatives meet identified transportation mobility needs and issues that need to be considered in building a transit service network in the Renton-Kent-Auburn area.

Natalie then reviewed Metro's goals for the Mobility Plan Project, which are to:

- Increase network efficiency
- Invest in equity priority areas
- Create a network of mobility services

The outcome of the Renton-Kent-Auburn Area Mobility Plan will be an updated, integrated mobility network comprised of various transit services to meet community needs, including RapidRide, fixed route transit, and flexible mobility services coordinated with commuter rail service in the project area. The project underwent an equity impact review to help inform decisions around the network. She reminded the Partner Review Board to try to maintain a regional focus in their discussion, rather than focusing on issues that affect single jurisdictions, which Metro will follow up on individually after the meeting.

She also reviewed the project timeline, which is broken up into three phases, followed by implementation:

- Phase 1: Needs and Priorities (March-May 2019) – Needs identified through community outreach (all needs documented through external outreach and the Mobility Board)
- Phase 2: Network Building (June-September 2019) – Development of solution concepts and dissemination of concept preference survey.

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- Phase 3: Finalize Plan (September-November 2019) – Review draft and final network concepts.
- Complete proposal (December 2019) and review by King County Council (spring 2020)
- Implementation - Network changes in September 2020 and I Line service beginning in 2023.

Phase 2: Engagement

Gunner Scott, King County Metro, provided an overview of the community outreach conducted in Phase 2 of the project, which included an online survey, on-board surveys on select routes, outreach at community meetings and events. Through this multifaceted approach, Metro was able to collect qualitative and quantitative data. Key themes from the outreach were the importance of:

- Frequency (e.g. shorter wait times for service)
- Hours/Days of Service (e.g. Sunday service)
- Safety (e.g. security at transit centers)
- Expand Service (e.g. service in local areas, not just main arterials)
- Connection (e.g. connection to Sounder and Link Light Rail services)

Proposed Network

Natalie described Metro's service concept development process that resulted in the proposed service concepts. Using priority needs identified by the Mobility Board and community outreach, Metro developed service concept alternatives and analyzed them based on service design technical analysis, an equity analysis, and public input. The proposed service concepts are the concepts that aligned best with the technical and equity analyses, and public input. Types of service changes include:

- Reallocating service from peak to all-day
- Reallocating service to new pathway
- Simplify the network
- New service, including flexible service
- Eliminating a route

Phase 3: Network Finalization

Natalie then directed table groups, who were arranged by geographic area, to begin breakout group discussions and provide focused feedback to the service planners at each table. Below are results of brainstorm sessions related to the impacts, technical coordination, and focused outreach associated with the proposed network changes by subarea.

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Renton

Impacts: What are some of the major impacts associated with the proposed changes? Who will be impacted by these changes? How can Metro reach these people to inform them about these impacts?

WHO IS IMPACTED	HOW TO REACH THEM
- Tiffany Park - Renton Transit Center - Meadowdale High School - Library near Renton Highlands	Elena from City of Renton Vangie Garcia from City of Renton Neighborhood liaison from City of Renton

Technical Coordination: What are some technical issues that might arise from these proposed changes? Who are the jurisdictional contacts to resolve or mitigate these issues?

TOPIC AREA	BEST CONTACT
- Benson Hill and Tiffany Park, School Pool for new charter school - Maintain RT 102 frequency - Highlight that flexible service is the same price as fixed route	-Elena from City of Renton -Onboard surveys message, remind of Community Connections services
- Have flexible service support Renton Technical College, satellite campuses, Park and Rides, and Renton Transit Center - Safety concerns at Renton Transit Center and future Grady Station – greater police presence, better lighting, more events downtown - Fairwood Center – Could be unincorporated area, meet with local services	Vangie Garcia from City of Renton King County Local Services

Focused Outreach: Metro would like to conduct focused outreach in Benson Hill and in the Renton Highlands. Do you have any contacts in these areas?

- Church at 116th
- Northern Puget Drive
- Benson Hill elementary school PTA

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Kent

Impacts: What are some of the major impacts associated with the proposed changes? Who will be impacted by these changes? How can Metro reach these people to inform them about these impacts?

WHO IS IMPACTED	HOW TO REACH THEM
-Jurisdictions, elected officials, planners (eligibility for transportation money)	-Lauren Craig (Metro)
-Auburn park and ride users and Sounder connections	-Follow up with Covington
-Covington residents	-Covington residents Facebook Group
-Current 913 riders	-Onboard surveys message shift in service not elimination, remind of Kent Industrial Valley Community Connections services
-Sounder riders interested in taking transit to connect to Sounder	- Work with Sound Transit on outreach to Sounder riders
-Kent industrial valley employees	-Danielle Butsick, City of Kent planner, is working with a land-use consultant team on "Rally the Valley" project
-Foodbank clients in Covington near Route 168 on 180 th and se 262 nd pl.	-Outreach at food bank. Route 168 riders to the food bank will have better service
-Students have Orca cards but are unable to utilize transit and Running Start students in South King County	-Penny Lara (Metro)

Technical Coordination: What are some technical issues that might arise from these proposed changes? Who are the jurisdictional contacts to resolve or mitigate these issues?

TOPIC AREA	BEST CONTACT
-Pavement markings (need to know a year in advance)	-April, City of Kent
-Bus shelters & related infrastructure	-Covington, ongoing coordination

Focused Outreach: Metro would like to conduct focused outreach in Kent East Hill. Do you have any contacts in these areas?

- Green River College –data sharing and potential student shuttle
- Letters of support from jurisdictions/councils
- Local newspapers, posters with QR codes
- Easy-to-understand route changes graphics

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Requested follow up from Metro:

- The number of residents losing transit service
- Data and visuals to describe network changes

Auburn, Algona, and Pacific

Impacts: What are some of the major impacts associated with the proposed changes? Who will be impacted by these changes? How can Metro reach these people to inform them about these impacts?

WHO IS IMPACTED	HOW TO REACH THEM
-Aviation students at Green River Collage (GRC)	-Cindy Rapier (GRC)
-International students at host families	-Cindy Rapier (GRC)
-910 riders (northern) (low-income transit dependent)	-Bus drivers could potentially conduct outreach
-Outlet collection shoppers	
-Running Start students	-Dennis Grad (to Heidi) & Cindy Rapier
-Pacific senior center	-Jim Morgan
-Pacific Commercial Employment	-Jim Morgan
-Day shelter	-Dennis Grad/Cindy Rapier
-McKinney Vento	-Dennis Grad/Cindy Rapier
-Foodbank	-Dennis Grad/Cindy Rapier
-Muckleshoot tribal members	-Phillip James
-Rail riders	-Tina Lee
-Lakeland hills riders	-Homeowner Associations
-Senior Living	-Various

Technical Coordination: What are some technical issues that might arise from these proposed changes? Who are the jurisdictional contacts to resolve or mitigate these issues?

TOPIC AREA	BEST CONTACT
-Left turn on 12 th & M N. bound (back up) then to signal (light)	-James Webb & Cecile Malik (Joe Field test)
-Street widening for bus to turn on SR 164	-Joe Welsh
-8 th & M -There is no left signal	-James Webb
-10 th & A -Signal Change?	-Cecile Malik
-Tribes shuttle signage (Muckleshoot Tribal Transportation)	-Phillip James and James Webb
-Pacific Senior Center	
-Railroad	
-W. Side of A street- No sidewalk	-Cecile Malik and Joe Welsh
-DART connection from 917 to 180 commute shuttles Sounders Coordination	-Joe Welsh
-Hyde Shuttle	

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-Federal Way/James/181 = Safety, White
river Junction

-Auburn community response team/officers,
Auburn App (police), Metro App

Focused Outreach: Metro would like to conduct focused outreach in Algona/Pacific. Do you have any contacts in these areas?

- Organizations on I street.
- Pacific Days (summer)
- Farmers Market (summer)
- Auburn Schools
- Pacific Parks Board (3rd Tuesdays)
- Green River Technical College Fairs and staff faculty lists
- Valley Cities

Next Steps

Gunner shared that the Metro website will be reformatted to organize projects by region to be easier for users to navigate and find engagement opportunities. Additionally, a survey will be disseminated to understand how the community's needs were met by the network changes from Oct 21, 2019 – November 6, 2019.

Natalie shared that Metro will distribute the PowerPoint and maps used at the meeting, as well as other relevant data, handouts, and talking points to support presentations to stakeholders. The next Partner Review Board meeting will be Thursday, December 5, after the Mobility Board meeting on November 19, in which Mobility Board members will have a final review of the proposed network. Metro service planners will follow up with individual partners on areas of coordination in the meantime.

While the Mobility Board and Partner Review Board are involved in advising Metro on needs, priorities, and concepts for improvements documented in the Mobility Plan, the responsibility for making final decisions rests with King County Metro and ultimately the King County Council. Final decisions will take into consideration the contributions of the Mobility and Partner Review Boards, as well as other community input, available budget, statutory requirements, feasibility, and other factors.

She added that flexible service does not need to be in proposal package to King County Council, Metro will continue engagement for flexible services into 2020. Planning work in South King County will also continue in preparation for the opening of the Federal Way Link Extension and I-405 Stride BRT.

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Appendix A: Attendees

Partner Review Board Members	Affiliation (alphabetical by affiliation)
Dennis Grad	Auburn School District
Cecile Malik	City of Auburn
James Webb	City of Auburn
Joe Welsh	City of Auburn
Ann Mueller	City of Covington
Bob Lindskov	City of Covington
April Delchamps	City of Kent
Jenny Kreifels	City of Pacific
Vangie Garcia	City of Renton
David Tomporowski	City of Seatac
Emilee Findley	Green River College
Suzanne Johnson	Green River College
Phillip James	Muckleshoot Transportation
Mark Davilla	Pierce Transit
Tina Lee	Pierce Transit
William Chow	Sound Transit
David Lynch	South King County Mobility Coalition
Regina Dove	Transportation Choices Coalition
Staff	Affiliation (alphabetical by affiliation)
Corey Holder	King County Metro
Gregory Mcknight	King County Metro
Gunner Scott	King County Metro
Jeremy Fichter	King County Metro
Natalie Westberg	King County Metro
Nicole Aguirre	King County Metro
Ryan Miller	King County Metro
Sophie Glass	Triangle Associates
Mishu Pham-Whipple	Triangle Associates

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RapidRide I Line and Renton Kent Auburn Area Mobility Plan Draft Summary of Partner Review Board Meeting held on December 5, 2019

Welcome and Introductions

Natalie Westberg, King County Metro (Metro), welcomed the group and led a round of introductions (see Appendix A for a list of attendees). She then reviewed the goals for the third Partner Review Board (PRB) meeting which were to:

- Review the final network proposal based on Mobility Board recommendations
- Prepare for the next steps in finalizing the proposal and bringing it to the King County Council for review and approval
- Provide input on possible speed & reliability and access to transit projects, and ideas for the project's Implementation Outreach and Communications Plan
- Reflect on the process and share feedback to inform future Partner Review Boards

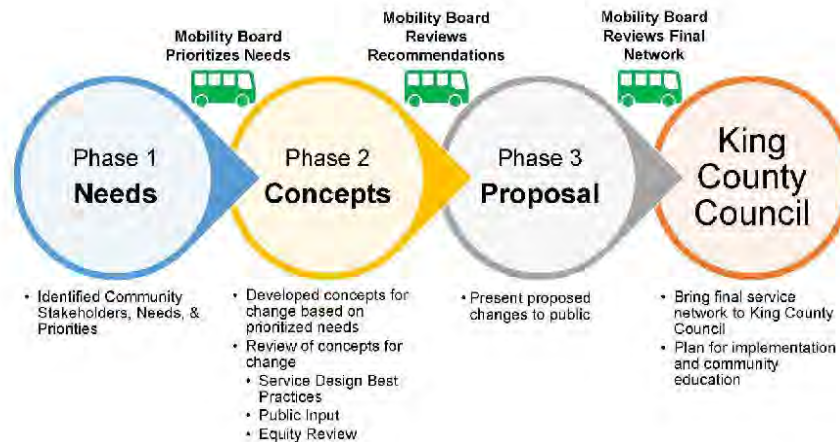
Natalie then reviewed Metro's goals for the Mobility Plan, which are to:

- Increase network efficiency and invest in equity priority areas
- Improve equitable transit access
- Develop a network of mobility services
- Create a single route from Renton to Kent to Auburn to be upgrade to the RapidRide I Line

The outcome of the Renton-Kent-Auburn Area Mobility Plan will be an updated, integrated mobility network comprised of various transit services to meet community needs, including RapidRide, fixed route transit, and flexible mobility services coordinated with commuter rail service in the project area. She also reviewed the project timeline, which is broken up into three phases, followed by implementation:

- Phase 1: Needs and Priorities (March-May 2019) – Needs identified through community outreach (all needs documented through external outreach and the Mobility Board)
- Phase 2: Network Building (June-September 2019) – Development of solution concepts and dissemination of concept preference survey.
- Phase 3: Finalize Plan (September-November 2019) – Review draft and final network concepts.
- Complete proposal (December 2019) and review by King County Council (spring 2020)
- Implementation - Network changes in September 2020 and I Line service beginning in 2023.

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Where We Left Off

Gunner Scott, King County Metro, provided an overview of the community outreach conducted in Phase 3 of the project, which included an online survey, on-board surveys on eight routes, outreach at community meetings and events, as well as one-on-one conversations via email. Through this multifaceted approach, Metro was able to collect qualitative and quantitative data.

Gunner also provided an update on Initiative 976, which is held up in the State Supreme Court until the Court determines whether the initiative was constitutional. King County Metro has begun some exploration of the implications of the Initiative on the agency but is waiting to see the court ruling before doing a deeper analysis.

Gunner reviewed Metro’s process to develop the proposed service concepts. Using priority needs identified by the Mobility Board and community outreach, Metro developed service concept alternatives and analyzed them based on service design technical analysis, an equity analysis, and public input. He noted that priority census tracts (areas with higher populations of people of color, low income, and/or limited English proficiency) are a focus of the improved transit services. The types of service changes being proposed are:

- Reallocating service from peak to all-day routes
- Reallocating service to a new pathway
- Simplifying the network
- Implementing new service
- Eliminating a route
- Adding service

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He also shared that at the last Mobility Board meeting, members provided positive feedback on the process and to the overall proposed network since the network changes are rooted in community input. At the meeting, Metro received feedback that the network changes are going to enhance their communities.

Natalie wrapped up the review session by noting the South King County service change highlights:

- 2019: Metro invested service hours in Routes 101, 105, 107, 150, 164, 183, and 906.
- 2020: Metro will invest additional service hours and an updated network through the Area Mobility Plan.
- 2022: Metro will begin planning work for an I-405 BRT service restructure (2024) and a Federal Way Link extension restructure.
- 2023: Metro will begin service on the RapidRide I Line.
- 2024: I-405 Bus Rapid Transit (BRT) and Federal Way Link will begin service, with associated Metro restructures.

With the I-405 BRT and Federal Way Link restructure, Metro is planning to reach out to partners for a similar process again in the future.

Gregory Mcknight, King County Metro, provided a project update on the development of the I-Line. He noted that today, there are six Rapid Ride Lines that exist, while there are seven more being planned. For the I-Line, the planning and preliminary engineering phases are near complete, meaning that Metro is now beginning to identify potential station locations. Metro is working on a Rapid Ride brand refresh since the service is now 10 years old. Metro is also working with jurisdictional partners on street improvements related to safety and access such as sidewalks, crosswalks, lighting, and more along the I-Line route. As the project moves into the design phase, Metro is determining how to spend the \$120 million allotted to the project. The project is at risk of being impacted by Initiative 976, as some of the federal funding received for the project requires a "local match," which Metro may struggle to raise due to the fiscal restrictions of the Initiative.

Final Proposed Network Changes

Metro service planners provided an overview of the network changes in each subarea.

Renton - Ryan Miller, Metro

Ryan reviewed the Prioritized Mobility Needs:

- More frequent transit service in the Renton Highlands
- Fill service gaps in Renton Highlands and Benson Hill
- Provide better access to community assets
- East-west connections are difficult
- Buses take too long

New Sounder connection and added service highlights:

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- New connection to all Sounder trains from Fairwood, Benson Hill, Valley Medical Center, and the Industrial Valley
- Increased morning, midday, and evening frequency and later trips in Fairwood and Benson Hill, and the Renton Industrial Valley
- More direct pathway

Benson Hill highlights:

- More direct pathway to better serve community assets, including new community center, and housing along 116th Ave SE
- Ongoing engagement and planning for Benson Hill flexible service

Renton Highlands highlights:

- More investment in Route 105 to provide 15-minute peak period service
- Invest resources from low-performing Route 908 into Route 105
- Ongoing engagement and planning for Renton Highlands flexible service

Kent – Nicole Aguirre, Metro

Nicole reviewed the Prioritized Mobility Needs:

- Improve distribution of service in Kent, create new connections
- Improve east-west connections
- Increase frequency and span of service
- Improve service quality
- Align service to match demand and reduce duplication

Central Kent and Kent Industrial Valley highlights:

- More night and weekend service
- More frequent weekend service
- New all-day service network in the Kent Industrial Valley
 - A partner raised the concern of getting working students to employment. He asked about the times service extensions to routes going to the Kent Industrial Valley. Nicole responded that the realignment of Route 180 which provides East-West connections will run about 22 hours a day and Route 150 runs early into the morning, for example.
- New connection points west of Kent Station and one-seat ride connections
- Consolidation of peak commuter routes

Kent East Hill highlights:

- Better distribution of all-day service
- New one-seat ride service
- More night and weekend service
- New Sunday service
- Better connections to Sounder
- Consolidation of peak commuter service
- Improved pathway for Routes 914/916

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Auburn, Algona, and Pacific – Corey Holder, Metro

Corey reviewed the Prioritized Mobility Needs:

- Service south of Auburn station
- Provide more weekend and late-night service
- Create shorter, frequent, reliable routes in Auburn
- Establish a network of service in Auburn

New Route 184 highlights:

- Maintain service from Auburn Station to South Auburn
- This short route will provide more reliable service

More frequent connections highlights:

- More frequent service from Auburn to Walmart/Outlet Collection, Algona, and Pacific
 - A partner noted that the deleted route served an Albertson's grocery store. Corey shared that the ridership on that route was very low and that riders tend to travel farther to go to Walmart because it is more affordable.
- Better connection to jobs in Algona and Pacific area
- New Sunday service to Lea Hill and Green River College
- Consolidate a peak-only route and a midday route to a single, all-day route between Enumclaw and Auburn

Route 910 Corridor highlights:

- Route 910 resources will be invested in providing more frequent service for a majority of Route 910 riders
 - A partner noted that the Auburn food bank will now receive more frequent service.
- New frequent service on Auburn Way
- More frequent service to Outlet Collection from Auburn Station
- Lots of support for proposal in online engagement

Breakout Groups: Final Proposed Service Concepts by Subarea

Natalie then directed table groups, which were arranged by subarea, to begin breakout group discussions and provide feedback to the service planners at each table. Below are results of brainstorm sessions related to potential additional improvements to enhance mobility, outreach strategies, and any other need that should be addressed.

Renton

1. What are known congestion issue areas that we should consider for Speed & Reliability improvements?
 - 7th St. limited Right of Way (ROW), lots of access points, very congested

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- Traffic near the 405/Burger King junction and Renton Technical College, N 33rd
2. What are known access to transit problem areas? Area there existing CIP projects that we could partner on?
- Look at improvements to shared Route 148 and future Route 160/RapidRide I stops at E. Valley Highway and SW 43rd (stop numbers #60370 and #59358) to create a more appealing transfer point
 - 168th crossing issues, ADA improvements
 - New Tech School along Bronson near Park lake Renton
 - Look at Renton Transit Access Study's recommendations
 - Access to transit barriers along Andover Park W.
 - Carr and 108th Access to Transit issues, crossings at 106th
 - Safer crossings on 116th (Renton)
 - 116th access to transit in CIP crossings
3. What else should we take into consideration as we work towards a Communications Plan?
- Local churches
 - Form letter to send out
 - Offer presentation
 - Flyer for newsletter inserts
 - Newsletter insert page
 - South King County Mobility Coalition engagement with other providers
 - Senior housing next to south center (906 service increase)
 - Some CTR businesses - Andover Park
 - NextDoor
 - Social media - Facebook groups
 - Renton Technical College presentation
 - Renton library poster boards
 - Renton School District - Get info out through Renton School District
4. Are there any other coordination needs?
- N/A
5. What changes are you most excited about? What changes best align with your agency's priorities?
- Metro can work with Hopelink and other partners to talk about all services (ex. Medicare trips, Hyde Shuttle)
 - Faster connections to Sounder
 - Later Route 906 service for shift workers

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6. What other needs should be addressed?
 - Black river employment area
 - Skyway Service's limited frequency issues
 - Benson Hill flexible service
 - East – west service improving

Kent

1. What are known congestion issue areas that we should consider for Speed & Reliability improvements?
 - Right of Way and signals (feasibility analysis is in progress)
 - Kent-Kangley congestion (Metro recently installed Speed & Reliability improvements)
 - Park and Rides- how can we better connect Sounder and satellite park and rides? (Kent Station Construction)
 - Kent Station, Bay Assignments
 - Impacts of highway 167 congestion
2. What are known access to transit problem areas? Are there existing CIP projects that we could partner on?
 - Lack of sidewalks
 - Lake Meridian Park and Ride
 - Amazon warehouse
3. What else should we take into consideration as we work towards a Communications Plan?
 - Audio announcements on routes
 - Street teams
 - Rider alerts
 - Service Based Organization engagement
 - Coordination with street events and other community events
4. Are there any other coordination needs?
 - Meet with Sounder team about Kent Station
 - Interaction with other speed and reliability projects
5. What changes are you most excited about? What changes best align with your agency's priorities?
 - Sounder connections
 - Increasing service for priority census tracts
6. What other needs should be addressed?
 - Route 162 riders going opposite of peak direction (deadhead opportunity trips).

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Auburn, Algona, and Pacific

1. What are known congestion issue areas that we should consider for Speed & Reliability improvements?
 - Intersection near Auburn Library, perhaps make a roundabout
2. What are known access to transit problem areas? Are there existing CIP projects that we could partner on?
 - N/A
3. What else should we take into consideration as we work towards a Communications Plan?
 - Tribal social media (App) – Muckleshoot Tribal Transportation (MTT)
 - Tribal hotspots–MTT
 - Tribal Drivers/Safety Officers–MTT
 - Weekly newsletters – Green River College
 - Bimonthly newsletter for host families associated with Green River College
 - Focus groups associated with Green River College
 - Flyers at food bank
 - Outreach at high schools
 - Computer screens on high school campus
 - App
 - Social media
 - On board announcements
 - Agency email list
 - Partner communications
 - Senior center newsletter
 - Library
 - City halls
4. Are there any other coordination needs?
 - N/A
5. What changes are you most excited about? What changes best align with your agency's priorities?
 - Frequency
 - Enumclaw single route
 - Weekend Service
 - Seniors and students
 - Algona-Pacific route used by low-income riders
6. What other needs should be addressed?
 - Frequency of Route 181

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- Green River College connection to Fred Meyer
- Signal at 12th and M Street
- Pedestrian improvement from Auburn Park and Ride

Next Steps

Natalie shared that Metro will take the feedback received during this meeting to develop an approach for speed and reliability projects, as well as the Outreach and Communications Plan. As Metro moves into the implementation of the of the network changes, Metro will continue to need jurisdictional support on tasks such as:

- Locating new layover or expanding capacity of existing layover areas
- Relocating and installing new bus stops and shelters
- Coordination with our Speed & Reliability Team on possible improvements to enhance the reliability of pathways
- Coordination on possible access to transit partnerships to improve mobility and access to transit

She noted that some partners have developed letters of support to the King County Council and that an example letter would be distributed in the follow up in case other partner jurisdictions were interested in also submitting letters.

Reflection and Wrap Up

Sophie Glass, Triangle Associates, led a discussion to gather feedback for Metro to consider when developing another Partner Review Board in the future. Below are Partner Review Board members' comments and recommendations related to process, content, and relationships.

Process:

- Having the public design the network and then have the network reviewed by the Partner Review Board was an effective, equitable approach.
- The approach allows for more informed decisions by Metro and increases the likelihood that decisions resonate with communities.
- It is good to see Metro invest resources into the Mobility Board.
- Compensation of Mobility Board members allowed the Board to have members who otherwise wouldn't participate.
- The approach was a good model to involve the community, help them get to the table, and honor their time.

Content:

- The level of information was great, but it was difficult to have internal agency colleagues who weren't at the meeting provide input or understand the materials. Consider making materials more digestible and less technical so they are easier to share.

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- Consider having area-specific information such as ridership data available as part of the meeting materials.
- Consider having a follow-up meeting after changes have been implemented to evaluate the effects of the network changes as a group.
- Consider providing more information on why specific network changes were made.
- Consider relating this process to the Metro Connects process. This will help elected officials see how the processes relate to each other.

Relationships:

- The meetings felt productive and the objectives were met.
- The sub-area table structure allowed local partners to get to know each other.
- Consider having two distinct sessions within a meeting. One session focused on the partners' most relevant sub-area and then a second session in which partners can free float to other sub-areas.

Natalie closed the meeting by sharing that the next Partner Review Board meeting will be in spring 2020 and will be focused on community engagement and communicating the network changes to the public. Because of the specific focus of the meeting, jurisdictions may want to consider sending representatives with expertise in community engagement. Metro will include the Concept Development Report, Speed and Reliability Guidelines, an example letter of support addressed to King County Council, and network maps in the meeting follow up.

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Appendix A: Attendees

Partner Review Board Members	Affiliation (alphabetical by affiliation)
Jim Morgan	City of Pacific
Vangie Garcia	City of Renton
David Tomporowski	City of Seatac
Chris Andree	City of Tukwila
Cyndi Rapier	Green River College
Suzanne Johnson	Green River College
Phillip James	Muckleshoot Transportation
Tina Lee	Pierce Transit
Hunter Maltas	Renton School District
Gerald Bradford	Renton Technical College
William Chow	Sound Transit
Staff	Affiliation (alphabetical by affiliation)
Corey Holder	King County Metro
Gregory Mcknight	King County Metro
Gunner Scott	King County Metro
Jeremy Fichter	King County Metro
Natalie Westberg	King County Metro
Nicole Aguirre	King County Metro
Ryan Miller	King County Metro
Sophie Glass	Triangle Associates
Mishu Pham-Whipple	Triangle Associates

Appendix B: Quantitative Equity Impact Analysis Report

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I. Background and Goals

The Equity Impact Review (EIR) process merges empirical (quantitative) data and community engagement findings (qualitative) to inform planning, decision-making and implementation of actions which affect equity in King County.

The intent of the Renton-Kent-Auburn Area Mobility Plan (RKAAMP) EIR is to center equity in the service planning and decision-making processes, drive development of equitable service concepts, and ensure that Metro is equitably engaging communities experiencing historic and current underinvestment or inequities. The project incorporated ongoing equity analysis and reporting into the service planning and network design processes to monitor progress on the defined equity goals.

Metro staff developed five equity-oriented project goals:

1. Improve access to family wage jobs for priority tracts with high concentrations people of color, low-income, and limited-English speaking populations.
2. Improve access to community assets for priority tracts with high concentrations of people of color, low-income, and limited-English speaking populations.
3. Improve walk access to frequent transit for priority areas with high concentrations of people of color, low-income, and limited-English speaking populations
4. Ensure equity in County practices through a public engagement process that informs, involves, and empowers communities experiencing historic and current underinvestment or inequities.
5. Work with partners to support access to affordable, safe, transit-oriented housing and reduce displacement risk for communities of color, low-income, and limited-English speaking populations.

This report details the analysis and reporting that was conducted to help the RKAAMP project work towards the goal to improve transit access to family-wage jobs, community assets, and high-quality frequent transit service, and to document where displacement risk is higher in the project area (Goals 1, 2, 3, and 5). This information was used to inform the equity criteria in project decision-making, which is documented in the project's Concept Development Report. A separate Community Engagement Report documents engagement methods and activities Metro pursued in accordance with Goal 4. Further information regarding the existing conditions in the study area can be found in the Existing Conditions Report (Appendix D).

Data sources used for this effort included:

- American Community Survey 2013- 2017 Dataset
- LEHD 2017 Origin-Destination Employment Statistics
- King County Metro's Community Asset Inventory
- King County Equity Scores
- King County Tax Assessor's Household Unit Data

Additional resources for the project included the following:

Community Asset Inventory; developed by King County Metro's Service Planning team, this dataset provides the locations of place-based community assets that are linked to King County's defined determinants of equity and have available spatial data. These assets include affordable and subsidized

housing, medical facilities, schools, community centers, libraries, grocery stores and shopping centers, places of worship, and social service centers.

Priority Populations; as prioritized in King County's Equity & Social Justice Strategic Plan: people of color, low-income people, and limited English-speaking populations.

King County Equity Scores; a King County dataset combining demographic information from the 2013-2017 American Community Survey dataset on limited English-speaking populations, people of color, and household income and combines them with equal weighting into a composite score. Lower scores mean a wealthier, less diverse community and higher scores mean more diverse, less wealthy community.

Priority Tracts; selected based on the King County Equity Score to provide areas for focused evaluation and equity review. The priority tracts have a King County Equity Score of four or five and are located almost entirely within the project area. Of all the tracts in the project area, 31 were identified as priority tracts.

II. Baseline Analysis – Needs & Barriers

Metro completed a baseline analysis to identify equity priority areas with transit access issues and inform the team's understanding of project area conditions and mobility barriers. Access to community assets and jobs was measured by identifying the number of community assets and family-wage jobs that could be reached within one hour via public transit from the centroid of the most populous block group within each priority tract. This analysis was conducted for 7:00 AM and 12:30 PM access on weekdays. These times represent peak and off-peak travel times. Running an accessibility analysis for a longer period of time was beyond the abilities of the analysis team due to the computation time needed to complete accessibility analyses for the full Metro system.

The baseline equity analysis showed that most areas identified as priority tracts have access to more all-wage jobs and community assets than other study area tracts. However, priority tracts have less access to family wage jobs (monthly income greater than \$3,300) when compared to other project area tracts. This may be due in part to the Route 952, which currently provides a direct connection between Renton, Kent and Auburn and Boeing Everett. However, some of the priority area tracts have almost no access to the frequent transit network. These areas include SeaTac (priority tract 7), the Renton Highlands (priority tracts 8, 23 and 24), the eastern section of Federal Way (priority tract 14), the western section of Kent (priority tract 21), Benson Hill (priority tract 28) and Algona/Pacific (priority tracts 29 and 30). Throughout the project, planners worked to address the needs identified through quantitative analysis by engaging with the community, identifying specific route-level changes that could be made within the scope and budget of the process. Planners understand that quantitative analysis is simply a starting point for equity and that equitable engagement is a central piece of creating transit equity. Results of extensive engagement work can be found in Appendix A: Public Engagement Report.

Baseline Transit Network

Transit routes that are being considered as part of this project are below in Figure 1.

Renton, Kent, Auburn Area Mobility Project: Current Service

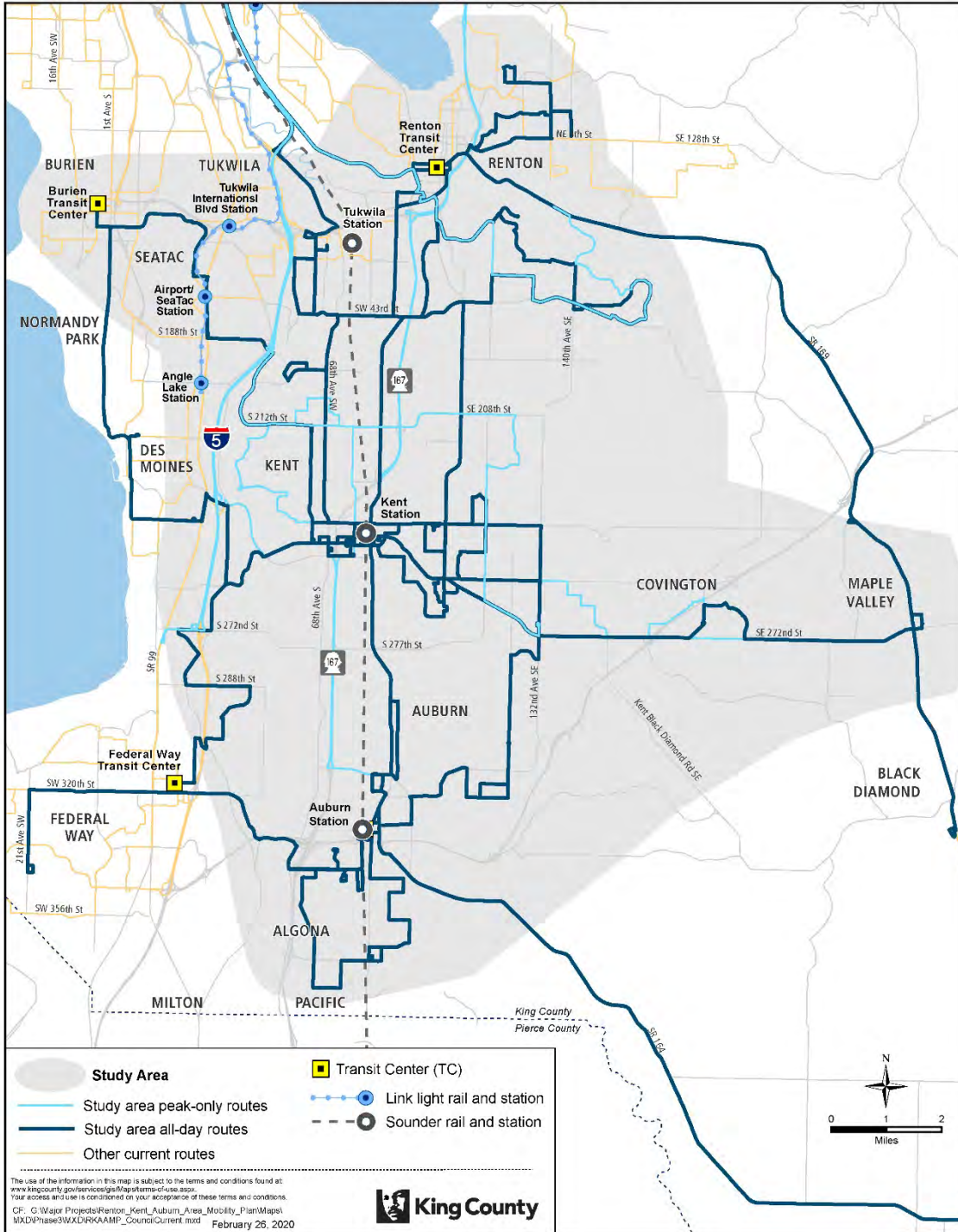


Figure 1 Current Transit Network in Renton Kent Auburn Area Mobility Plan Study Area

Equity Scores in Study Area

Equity scores for all tracts in the study area are displayed below in Figure 2.

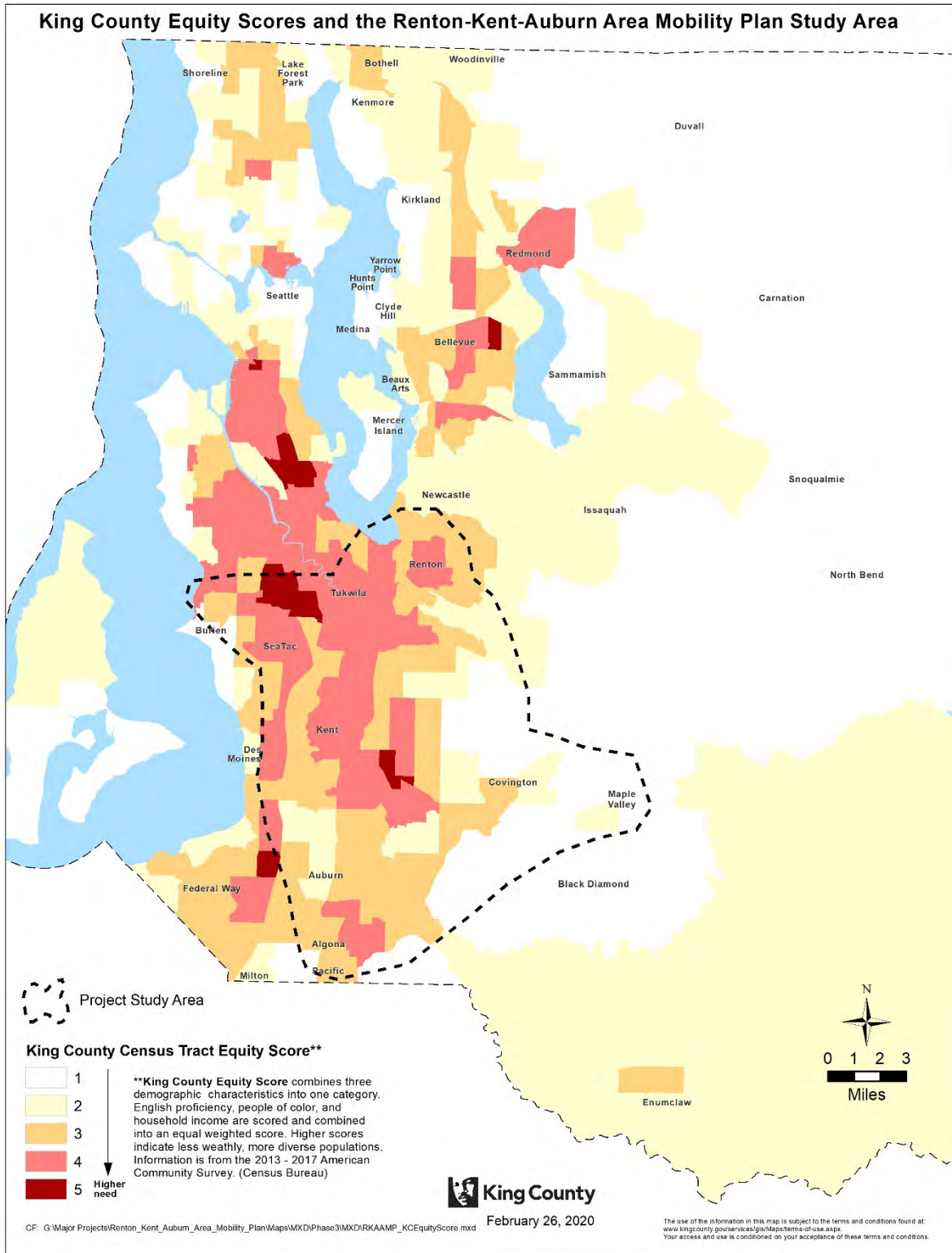


Figure 2 Equity and Social Justice Scores for Tracts in Renton Kent Auburn Mobility Plan Study Area

Renton-Kent-Auburn Area Mobility Project Priority Tracts

There are 31 priority tracts within the project area. They are identified in Figure 3.

Renton-Kent-Auburn Area Mobility Plan Equity Impact Review: Priority Census Tracts

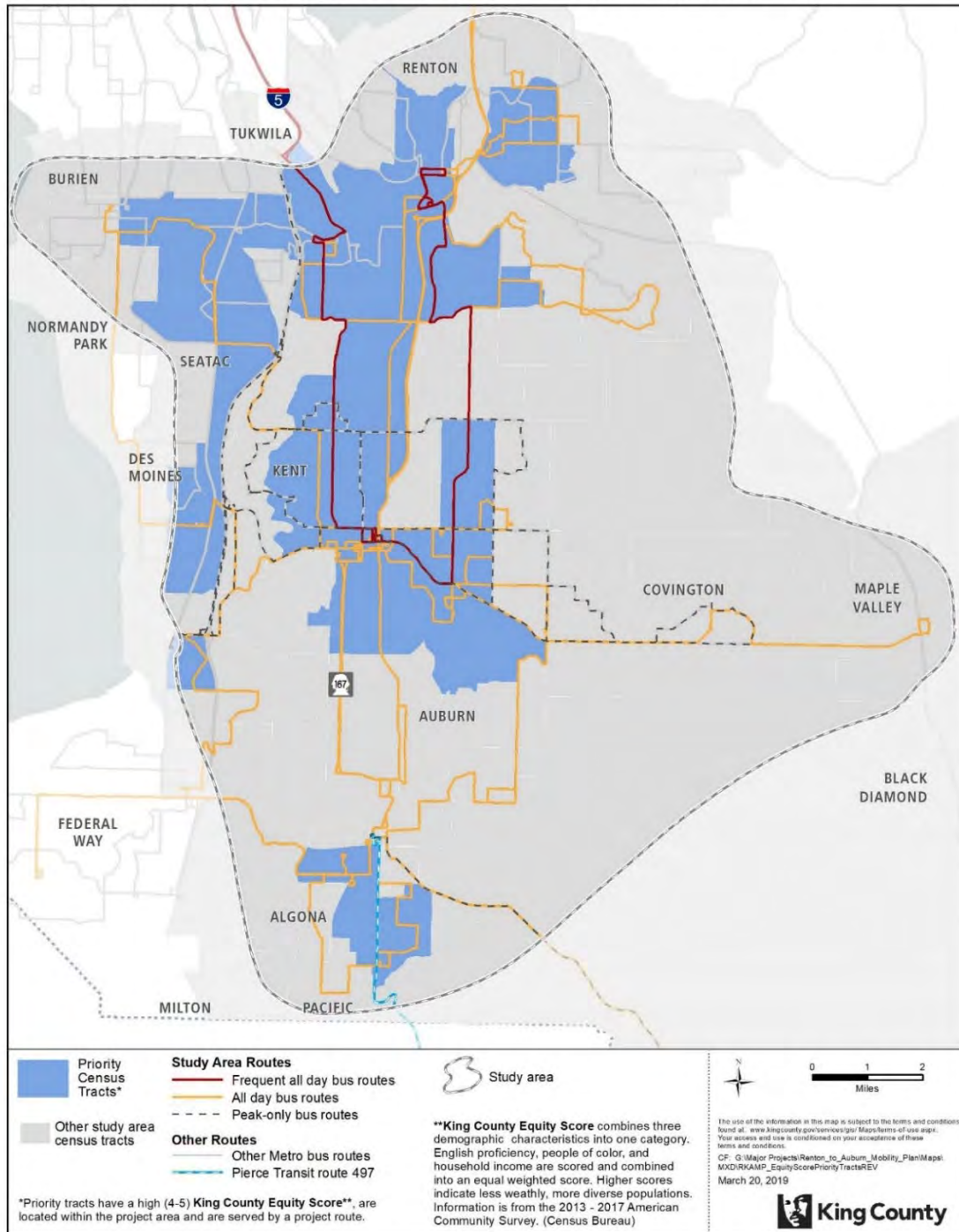


Figure 3: Renton-Kent-Auburn Area Mobility Plan Priority Tracts

Transit Access & Mobility

Access to Jobs & Community Assets

Equity Goal #1: Improve access to family wage jobs for priority tracts with high concentrations people of color, low-income, and limited-English proficiency populations.

Objective: For priority tracts, increase the number of jobs, including family wage jobs (>\$3,333 per month), accessible by transit in less than 60 minutes during peak and off-peak.

Equity Goal #2: Increase access to community assets for priority tracts with high concentrations of people of color, low-income, and limited-English proficiency populations.

Objective: For priority tracts, increase the number of community assets accessible by transit in less than 60 minutes during the peak and off peak.

Methodology

1. Identify project area priority tracts, with a King County Equity Score of 4 or 5. Rank the priority tracts according to percent people of color.
2. Determine a set of origin points for the evaluation, one for each priority census tract in the project area. Origin points are based on the centroid of the highest population block group within each priority census tract.
3. Create a baseline 60-minute peak (7:00am – 8:00am) and off-peak (12:30pm – 1:30pm) weekday travelshed using GIS and R for each tract.
4. Determine the quantity of family-wage jobs per person by priority tract within the baseline travelsheds.
5. Determine the quantity community assets per person by priority tract within the baseline travelsheds.

Baseline Analysis

The existing level of access to community assets and family-wage jobs (monthly income >\$3,300) is documented in Figure 5 and Figure 6. The priority tracts are identified based on their rank (1 – 31) according to percent people of color. Priority tract 1 has the highest percentage of people of color. Figure 4 shows the location of community assets within the study area boundaries. Figure 5 shows the access to community assets during the peak and off-peak periods for priority tracts. Figure 6 shows access to family wage jobs during the same time periods.

Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Community Assets

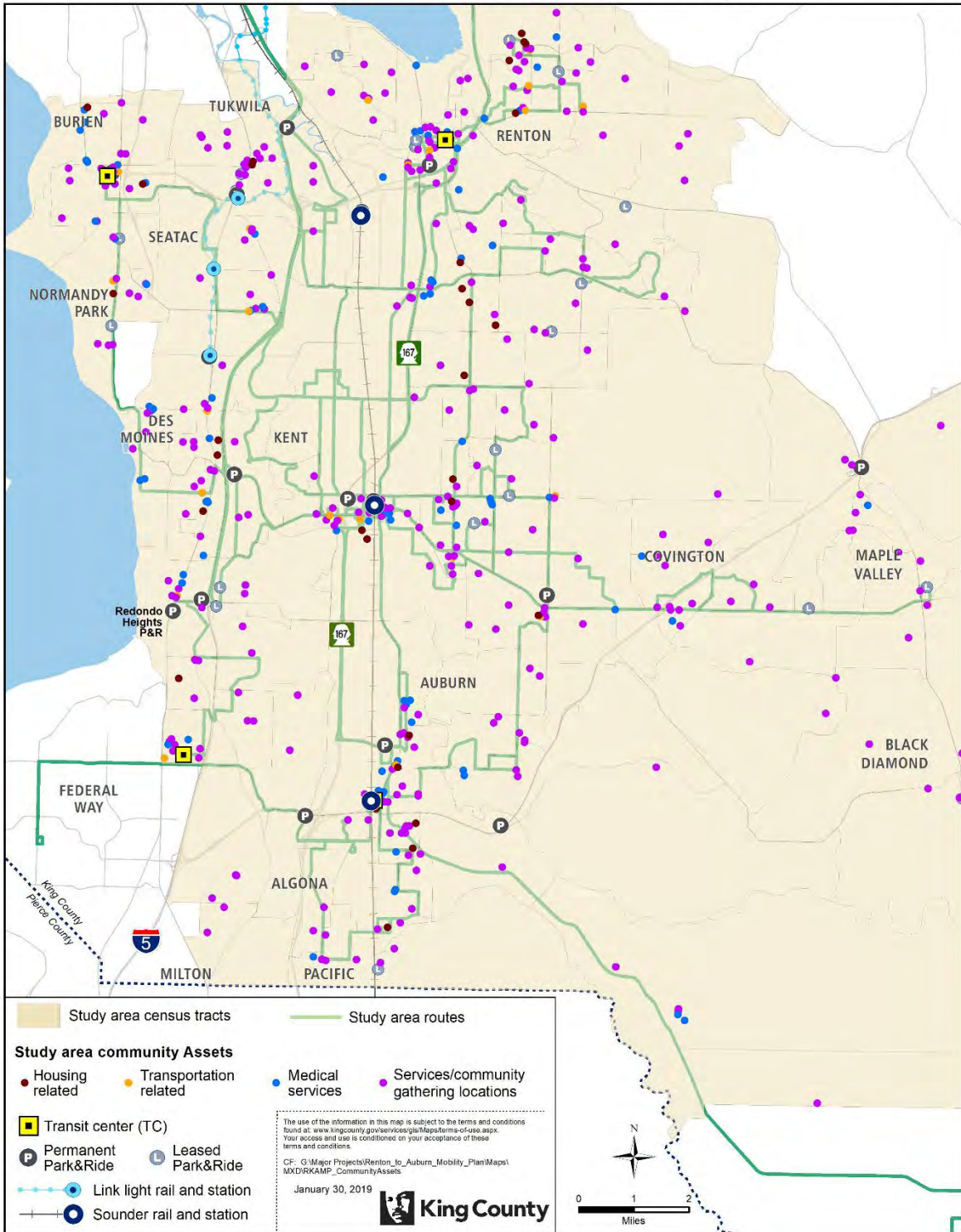


Figure 4 Map of Community Assets in the Renton-Kent-Auburn Mobility Project Study Area

**RENTON-KENT-AUBURN AREA MOBILITY PLAN EQUITY IMPACT REVIEW:
Priority Census Tracts: Access to Community Assets**

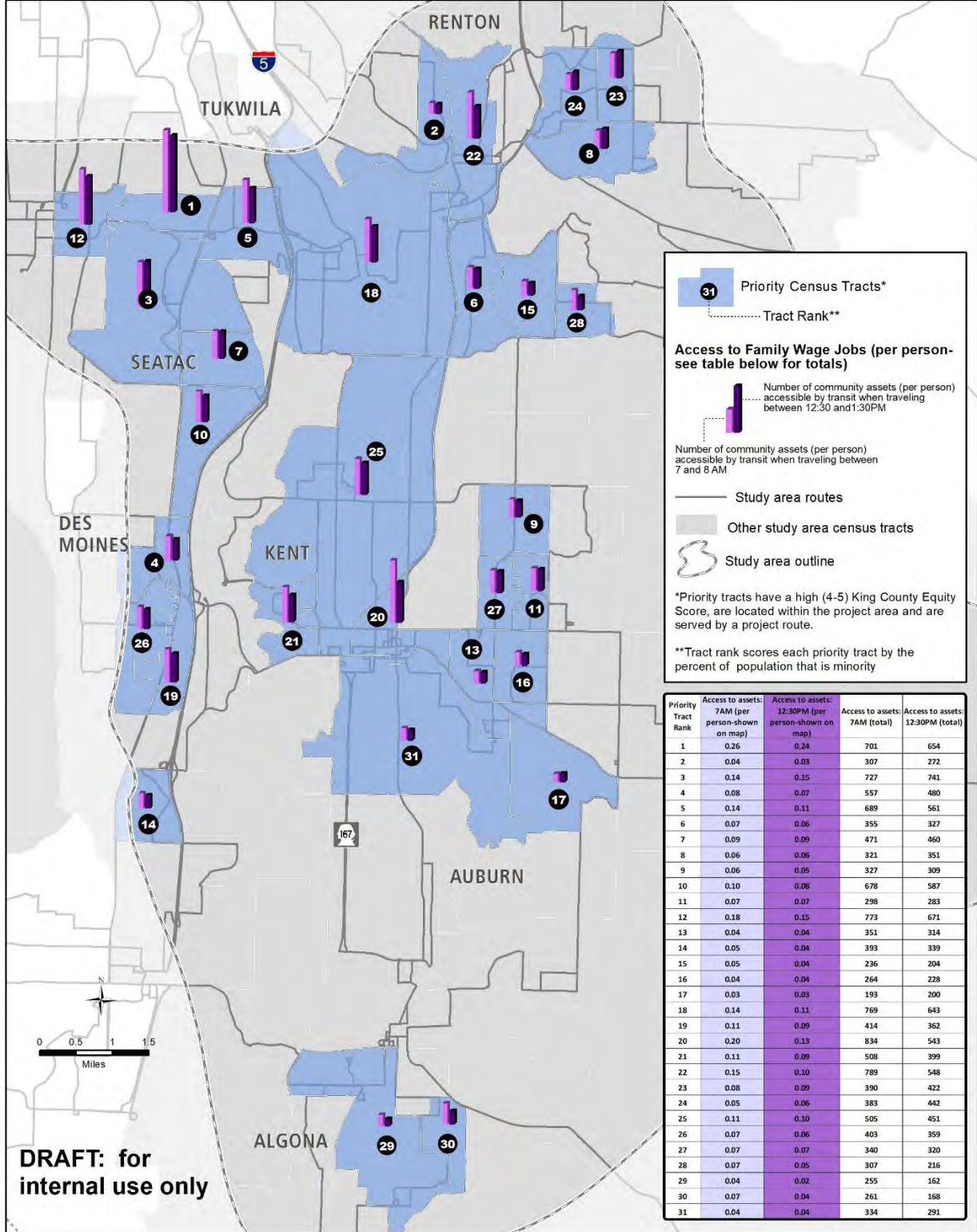


Figure 5: Priority tract access to community assets (peak and off-peak)

**RENTON-KENT-AUBURN AREA MOBILITY PLAN EQUITY IMPACT REVIEW:
Priority Census Tracts: Access to Family Wage Jobs**

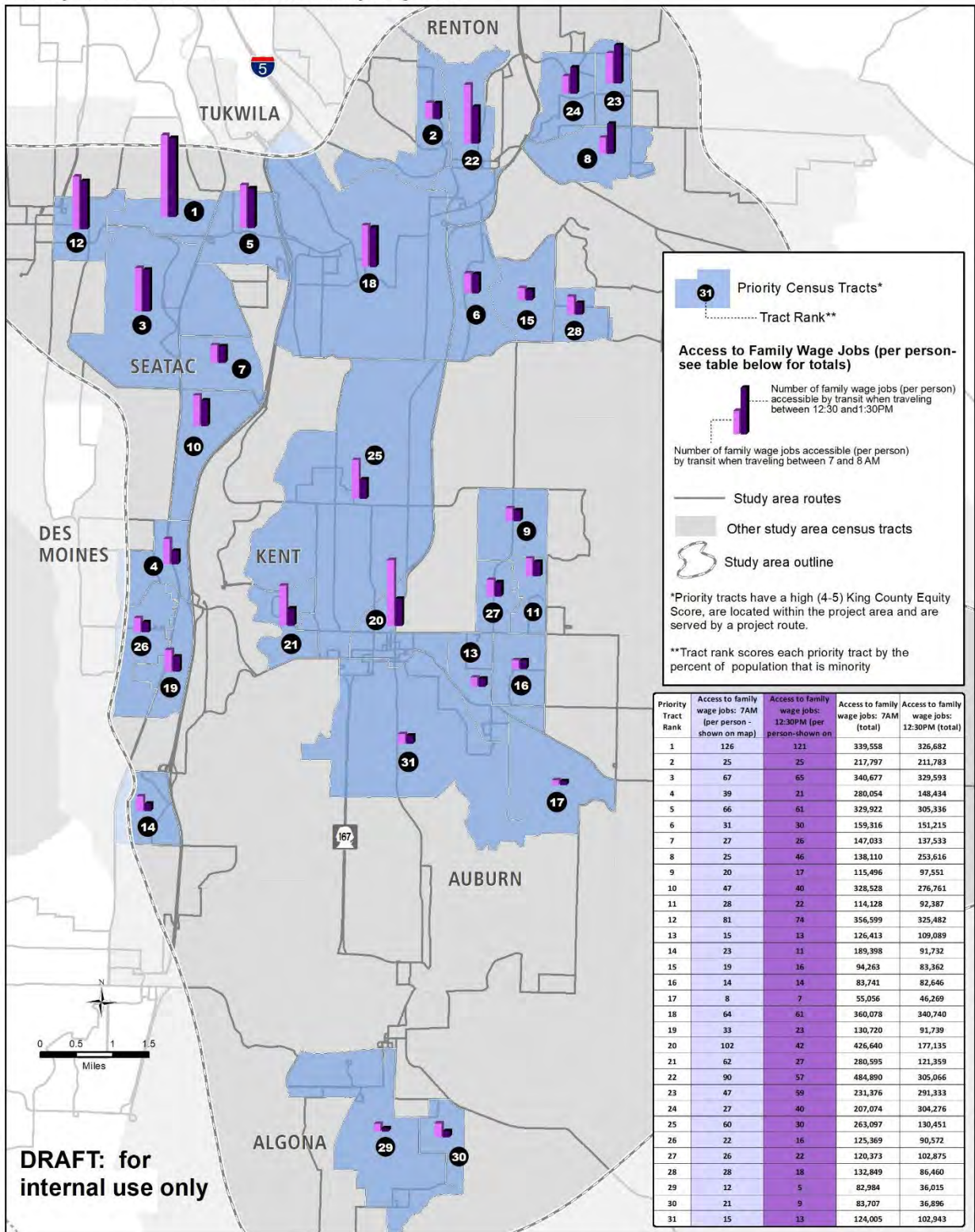


Figure 6 Baseline network access to family wage jobs

Access to Frequent Transit

Equity Goal #3: Increase walk access to frequent transit for priority areas with high concentrations of people of color, low-income, and limited-English proficiency populations

Objective: Increase number of households within ¼ mile walking distance of a stop served by frequent transit trips (15 minute or greater, all day service) in communities with higher proportions of people of color, low-income, and limited English proficiency populations.

Methodology

1. Identify project area priority tracts, with a King County Equity Score of 4 or 5. Rank the priority tracts according to percent people of color.
2. Determine the number of households within a ¼ mile of an existing transit stop with peak service by census tract.
3. Determine the number of households within a ¼ mile of an existing transit stop with frequent service, by King County Equity Score.
4. Document the number of households in priority tracts within ¼ mile of an existing transit stop with frequent service.

All project tracts

For the tracts within the project area, there are 103,279 household units within ¼ mile of any transit service and 23,941 household units within ¼ mile of frequent transit service. This means that 44% of household units have access to transit in the study area and 10% of households are within a ¼ mile of frequent transit. Figure 7 shows the distribution of household units and their transit access levels by King County Equity Score. No households in the 24 tracts with King County Equity Scores of 1 or 2 were within walking distance of frequent transit.

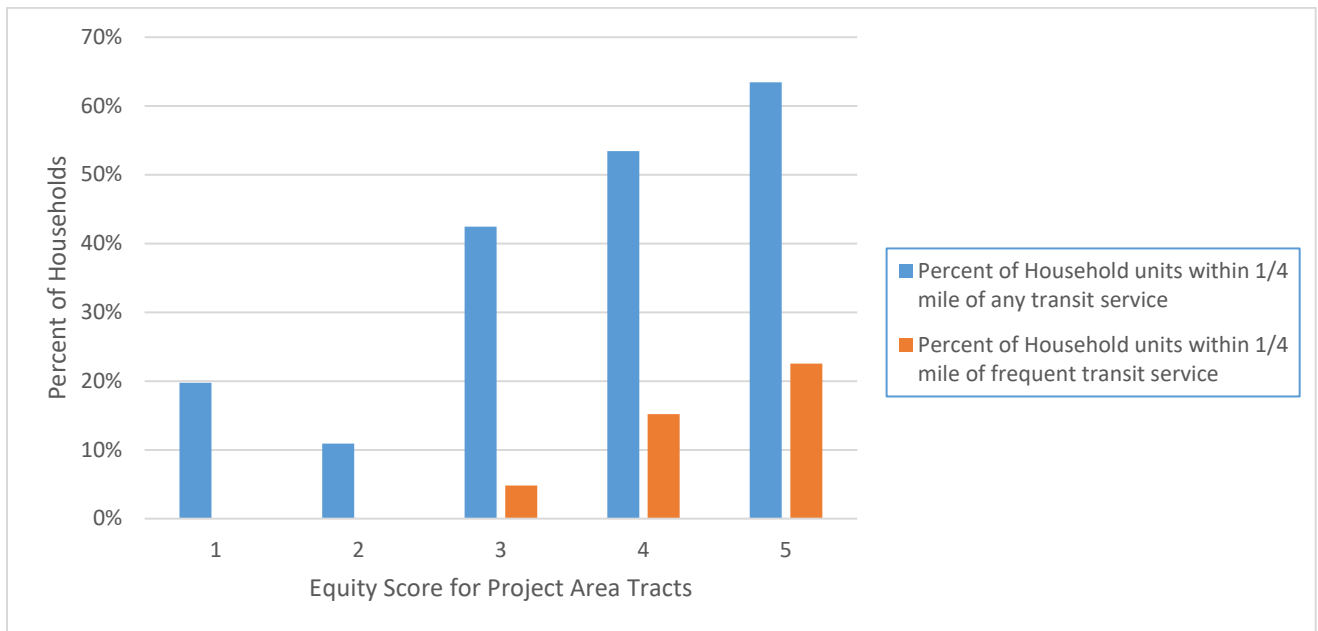


Figure 7: Percent of households within ¼ mile of transit in all tracts of project area, by King County Equity Score

Priority Tracts

For the project's 31 priority tracts, there are 49,405 household units within ¼ mile of any transit service and 15,987 household units within ¼ mile of frequent transit service. The distribution of access to frequent transit service in priority tracts is shown in Figure 9 and Figure 10.

**RENTON-KENT-AUBURN AREA MOBILITY PLAN EQUITY IMPACT REVIEW:
Priority Census Tracts: Access to Frequent Transit Service**

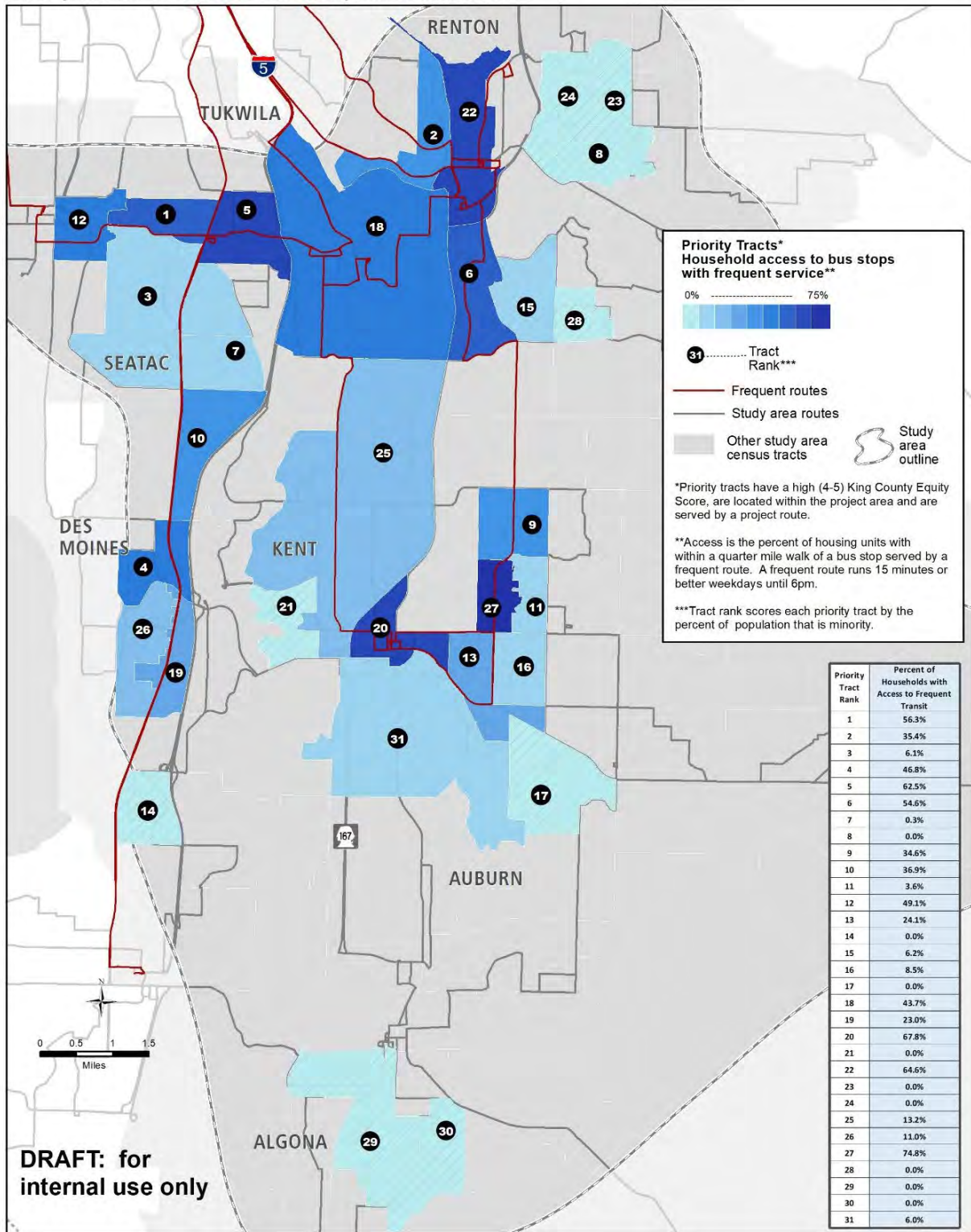


Figure 8: Access to frequent transit service by priority tract

Priority Ranking	Percent People of Color	Household Units in Tract	Household units within ¼ mile of transit service		Household units within ¼ mile of frequent transit service	
			Total	Percent of total Hus	Total	Percent of total HUs
1	72.7%	838	489	58.4%	472	56.3%
2	70.0%	3,194	2,205	69.0%	1,132	35.4%
3	67.2%	1,862	844	45.3%	113	6.1%
4	67.1%	2,873	2,143	74.6%	1,344	46.8%
5	66.2%	2,070	1,529	73.9%	1,294	62.5%
6	64.1%	1,961	1,254	63.9%	1,071	54.6%
7	63.7%	1,995	741	37.1%	5	0.3%
8	62.1%	1,696	1,025	60.4%	0	0.0%
9	61.8%	1,971	1,214	61.6%	681	34.6%
10	58.6%	2,454	1,104	45.0%	905	36.9%
11	55.9%	1,391	1,238	89.0%	50	3.6%
12	55.8%	1,628	1,621	99.6%	799	49.1%
13	55.8%	3,320	3,033	91.4%	801	24.1%
14	55.5%	3,267	1,734	53.1%	0	0.0%
15	55.4%	2,229	1,232	55.3%	138	6.2%
16	54.9%	4,432	4,197	94.7%	377	8.5%
17	53.2%	2,279	1,039	45.6%	0	0.0%
18	52.5%	2,999	2,092	69.8%	1,310	43.7%
19	52.2%	1,170	269	23.0%	269	23.0%
20	50.4%	1,732	1,229	71.0%	1,174	67.8%
21	49.8%	2,341	1,908	81.5%	0	0.0%
22	49.4%	3,143	2,365	75.2%	2,031	64.6%
23	48.8%	2,084	2,007	96.3%	0	0.0%
24	47.8%	3,257	3,007	92.3%	0	0.0%
25	47.8%	1,685	1,681	99.8%	223	13.2%
26	47.5%	2,263	1,071	47.3%	249	11.0%
27	47.0%	1,834	1,492	81.4%	1,372	74.8%
28	45.6%	1,947	1,194	61.3%	0	0.0%

29	38.9%	1,473	1,404	95.3%	0	0.0%
30	33.0%	1,597	1,047	65.6%	0	0.0%
31	32.6%	2,964	1,997	67.4%	177	6.0%
Average for other study area tracts		2,048	665	32%	98	4%
Baseline Conditions		69,949	49,405		15,987	

Figure 9: Access to frequent transit in priority tracts

Displacement Risk

Using the Puget Sound Regional Council's Displacement Risk Tool, the project team identified tracts within the RKAAMP project area that have higher displacement risk. Concentrated displacement risk is shown in Figure 11. The project team found that the Displacement Risk Index correlates with the priority tract measurement we used. Figure 11 shows that all priority tracts have a high or moderate risk of displacement. Because King County Metro does not have an adopted policy on addressing displacement through transit equity, the Displacement Risk Index was not used to inform decision making.

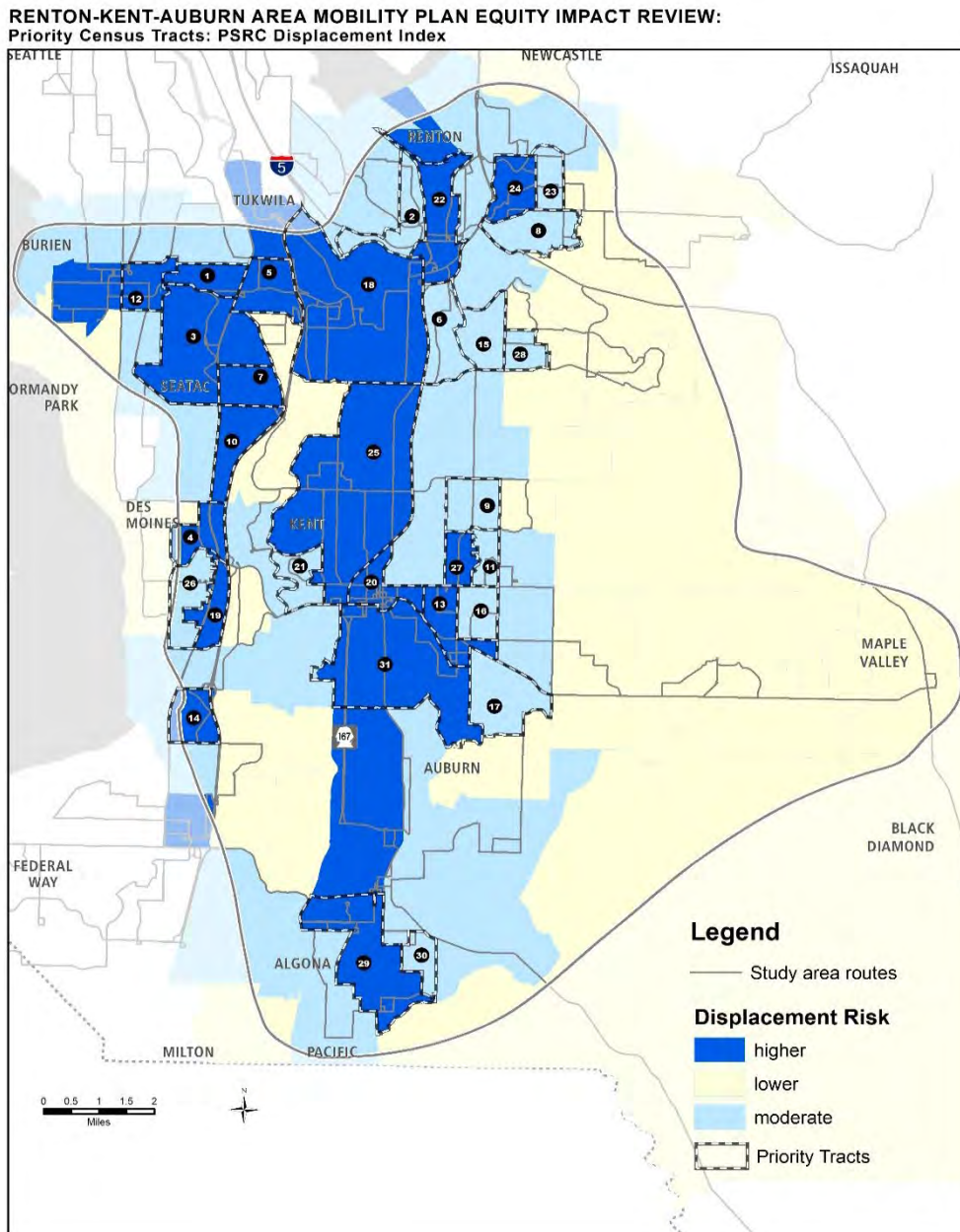


Figure 10 Puget Sound Regional Council displacement risk index

Data Viewer Web App

The analysis team built an interactive internal tool for data visualization. It allows planners to review important data like transit travel sheds, the transit route network, the locations of community assets, and origin-destination trip patterns for regional travel. This web app was designed to help planners visualize the Renton-Kent-Auburn area and was used as an interactive map in network redesign workshops. The tool emphasizes equity data and will be refined and used in future equity impact review processes. Figure 12 shows the type of data a planner might visualize using the tool.

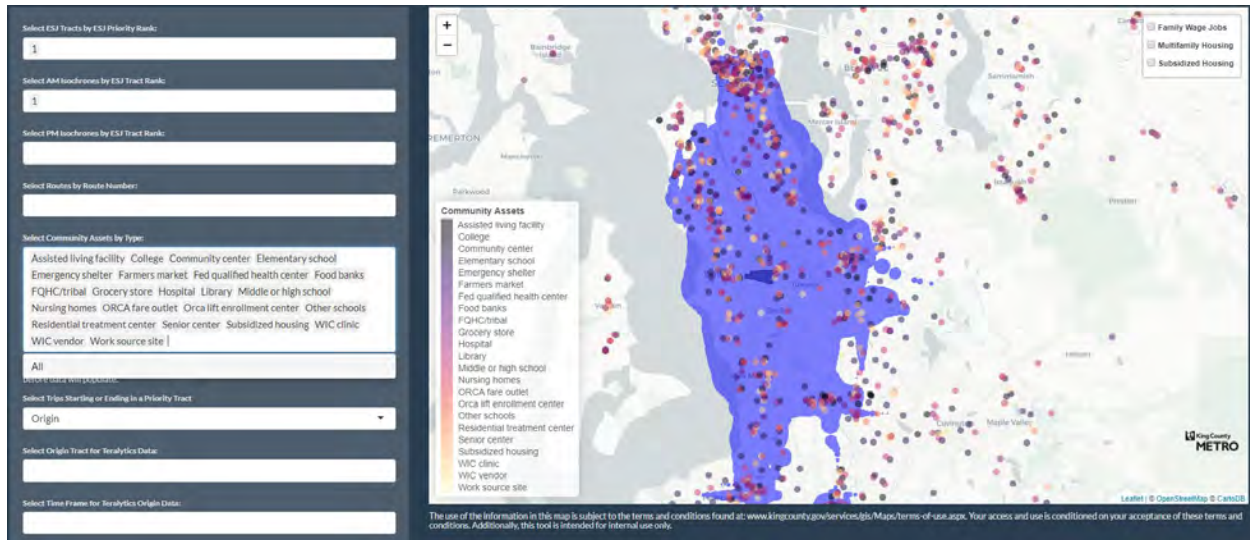


Figure 11 Example of internally developed project web tool

III. Phase II: Concepts for Change

Analysis

The goal of the Phase II equity analysis was to evaluate iterations of sub-area network changes as they were developed by the planning team. This equity analysis needed to be quick and responsive in order to accomplish this objective. The baseline accessibility analysis used in Phase I took approximately a week to complete, so the planning team opted to use an alternate approach for the Phase II analysis to reduce analysis time and allow for the evaluation of different alternatives.

Remix Accessibility Analysis

Remix is a transit-specific software program that allows planners to create proposed transit networks that include routing, frequency and span compare them to the existing transit network. The Remix analysis quantified the number of family wage jobs and community assets a traveler could reach in an hour by using Remix's transit shed tool (referred to as "Jane"). This tool places a "person" on the map and then visualizes her possible travel options through multiple possible travel sheds. For this analysis, the origin points for the accessibility analysis were the centers of the densest block group within each priority tract. shows an example of Remix's Jane tool.

Planners designed multiple network alternatives based on community input and available data. Access to family wage jobs and community assets was measured at 31 origin points within the project area for each network alternative. Weekday accessibility was measured by assessing how many family-wage jobs and community assets a traveler could reach within 60 minutes from each of the 31 origin points during AM Peak, Midday, and Evening service hours; 7:30 AM, 1:00 PM, and 9:30 PM, respectively. Projected route frequencies were used to calculate projected travel sheds at these three times. For each proposed network alternative, accessibility to family-wage jobs and community assets was calculated for each of the priority tracts, and these scores were compared to baseline accessibility scores for each tract that were calculated at each of the three time periods listed above. The change in the number of family wage jobs and community assets accessible in each network is an indicator of whether the new network will better serve the needs of the community in each priority tract.

A major shortcoming of this methodology is that each proposed change to a subarea network was evaluated in isolation; there was no method to evaluate the effects on the network of a combination of sub-area changes. In other words, it is possible that a combination of sub-area changes might have had better results than any single sub-area change, but this analysis was not capable of measuring all permutations of network changes possible. That analysis would have generated 36 sets of results and would have required months of work by the planning team.

Additionally, the results for this analysis also contradicted the findings of most of the other Phase II work. Service that was designed specifically to bring more access to family-wage jobs received counterintuitive job accessibility scores with this accessibility analysis methodology. This could possibly be due to Remix's travel methodology for their accessibility tool, which lacks the internal precision of the Phase I accessibility analysis methodology. An example of the Remix Jane tool and the data sources we used for this analysis can be found in Attachment A: Maps and Charts Supporting Quantitative Equity Impact Analysis Report.

IV. Phase III: Final Network Concept

Proposed Network Concept

The proposed network is displayed in Figure 13 below. A full discussion of route-by-route changes can be found in the Equity Impact Review and Concept Development Report.

Renton, Kent, Auburn Area Mobility Project: Planned Service

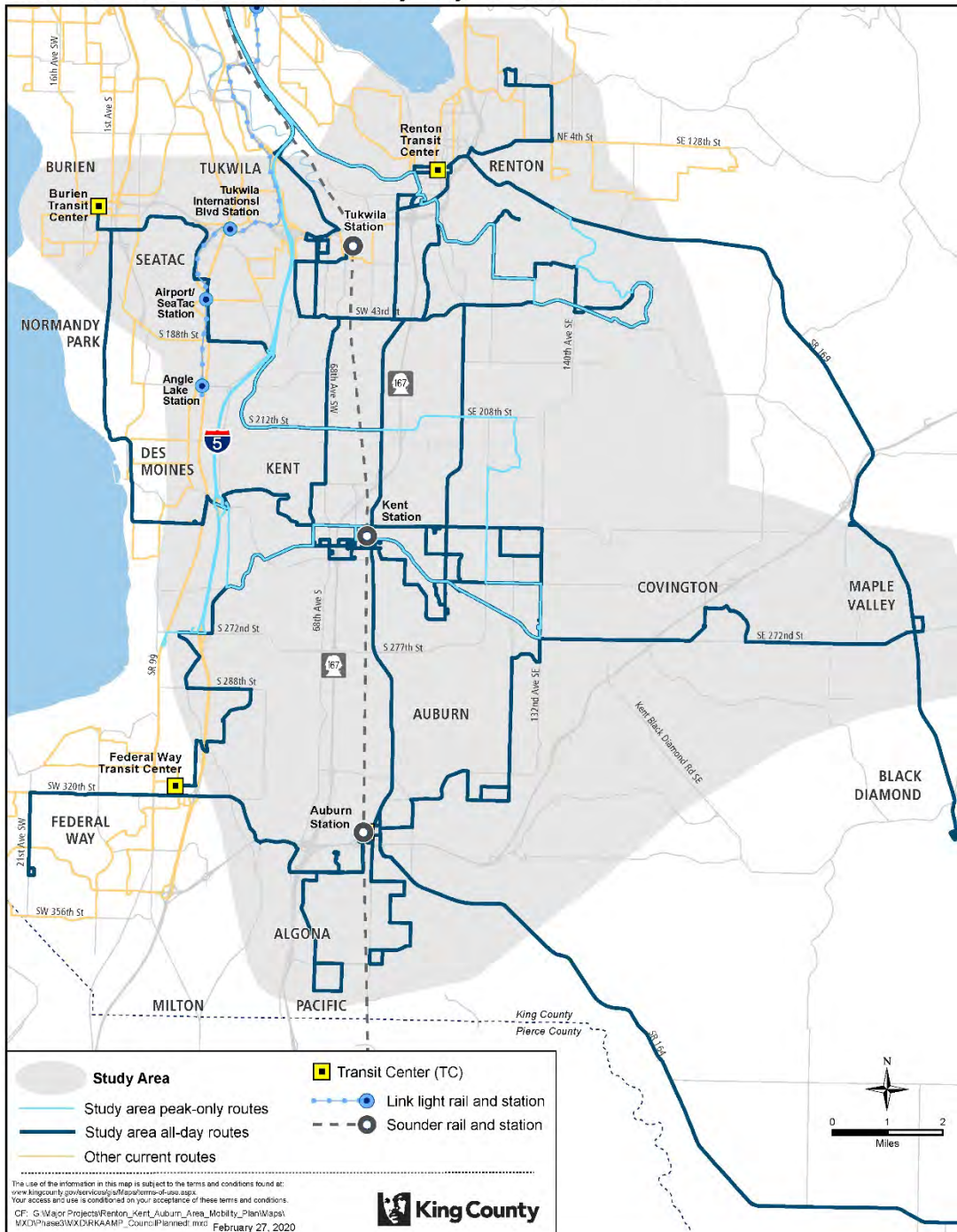


Figure 12 Proposed Transit Network

Analysis

Based on the methodological challenges presented in Phase II, the planning team tried new approaches to measuring the impact of the proposed network on priority areas. The accessibility analysis measured how many jobs or community assets someone starting in a priority tract could reach via transit in the morning peak period and midday period, but missed key network changes. For example, the methodology did not fully capture the benefits of increased frequency. An increase in frequency allows people to get to key destinations in less time, even if it does not increase the number of destinations accessible via transit. These concerns and others led to the development of two additional analyses to better capture impacts of transit service network changes on priority areas. These additional analyses were designed based on the key themes and responses that emerged through community engagement:

1. Support for faster, more frequent bus service.
2. Interest in more bus service throughout the day, into the evening, and on weekends.
3. Provide a range of transit options including RapidRide service and more flexible options that meet the needs of the communities served.
4. Serve community amenities and services such as shopping centers, transit centers, medical centers, schools, and residential areas.
5. Continue to lead with equity and prioritize serving communities who have been historically underserved.

This section will present the findings of three analyses:

- 1) Change in the number of trips by tract**
- 2) Percentage of households within a tract in walking distance of a bus stop with one or more routes that are projected to have an increase in trips**
- 3) Change in accessibility of jobs and community assets**

Change in the number of trips per tract

This analysis counts the number of trips that stop at one or more bus stops in each study area tract within a defined window of time. For this analysis, planners chose four time periods:

- AM Peak (7 AM - 8 AM)
- Mid-Day (12:30 PM – 1:30 PM)
- Evening (9 PM – 10 PM)
- Weekend (All day, Saturday and Sunday)

By analyzing four periods and counting the number of trips in all study area tracts, planners are able to easily see the relative change in the number of trips per tract and determine if priority tracts receive more or less service relative to other study area tracts. This analysis also serves as baseline for the project's Title VI analysis. Maps showing the result of this analysis are available in Attachment A.

Findings

Across all time periods, the majority of priority tracts either gained transit trips or saw no net change to service levels. Service gains in priority tracts were concentrated in the morning and afternoon and in the weekend service network. Midday service additions focus on connecting Kent Station and Auburn Station and on increasing frequency on DART Routes 906 and 917. These additions will likely benefit priority tracts and provide connectivity to destinations outside of equity priority areas, however these

routes also serve areas that are not priority tracts. Areas with noticeable changes in coverage include parts of the Kent Industrial Valley. Coverage in the Kent Industrial Valley increases in the evening and peak periods, but decreases slightly on weekends. Late night coverage is most noticeably diminished in the SeaTac/Des Moines area, but most other priority tracts will benefit from increased levels of late night transit in South King County. There is no identified service change that accounts for this difference between the proposed network and the baseline network. This indicates that there may be an unidentified issue with the draft network schedule that this analysis was based on. Planners have indicated that the new Route 161 is expected to provide the same level of service to this area as Route 180 did previously. The decreases in the Kent Industrial Valley and the SeaTac/Des Moines area are due to minor shifts in trip times due to pathway changes. In the analysis, this is shown as a decrease in trips.

One key finding of this analysis is that the priority tracts identified as having minimal access to frequent transit in the baseline analysis will all receive more transit trips per week. These tracts are highlighted in Figure 14 . A breakdown of trip adds for morning, midday, evening and weekend service can be found in Attachment A. Figure 15 provides an overview of how the proposed changes to the network will affect priority tracts and other tracts in the study area. Figure 30 in Attachment A also provides a qualitative review of the proposed service changes by priority tract, to complement this analysis.

Priority Tract ID	Change in Number of Trips per Week	Percent Change in Number of Trips per Week
1	0	0%
2	-15	-1%
3	109	4%
4	165	8%
5	0	0%
6	331	26%
7	52	5%
8	541	76%
9	70	9%
10	113	10%
11	-170	-34%
12	158	6%
13	187	12%
14	40	4%
15	256	49%
16	-150	-17%
17	362	153%
18	846	25%
19	15	1%
20	319	7%

21	438	54%
22	627	10%
23	487	38%
24	172	16%
25	230	8%
26	85	8%
27	-127	-11%
28	505	186%
29	93	7%
30	19	4%
31	144	11%

Figure 13 Change in Number of Trips per Priority Tract per Week

	Time Period	Number of Tracts Gaining Trips	Number of Tracts Losing Trips	Number of Tracts with No Change in Trips	Percent of Tracts Gaining Trips	Percent of Tracts Losing Trips	Percent of Tracts with No Change
Other Tracts	AM Peak	44	8	22	59%	11%	30%
	Evening	39	5	30	53%	7%	41%
	Midday	27	10	37	36%	14%	50%
	Weekend	53	4	17	72%	5%	23%
Priority Tracts	AM Peak	21	5	5	68%	16%	16%
	Evening	13	7	11	42%	23%	35%
	Midday	10	7	14	32%	23%	45%
	Weekend	16	3	12	52%	10%	39%

Figure 14 Changes in the number of trips per tract by time period

Percentage of households with access to increased transit service

Planners also wanted to understand if new trips on routes were accessible to people living in priority areas. To answer this question, the analysis team calculated the percentage of households in each tract that are located within a quarter-mile walking distance of a stop served by a route with increased frequency. To provide a more detailed look, the analysis team completed this analysis for four time periods:

- AM Peak (7 AM - 8 AM)
- Mid-Day (12:30 PM – 1:30 PM)
- Evening (9 PM – 10 PM)
- Weekend (All day, Saturday and Sunday)

Methodology

Planners identified routes with an increased level of service in each time period. Analysts used the identified routes to select the stops with increased transit service. Quarter mile network walksheds were generated around each stop. Then, the King County Assessor's parcel layer was used to identify the number of households within the network buffer for each stop. The number of households within all walksheds was summarized by tract. Finally, analysts compared the number of households in a tract within walking distance of a stop served by a route with increased frequency to the total number of households in each tract.

Findings

Kent, Auburn, Renton and Normandy Park all have tracts where a significant number of households are within a quarter mile walk of transit service with increased frequency (see Figures 22-25 in Attachment A). Only Routes 160, 906 and 917 have increased frequency in the midday period, so midday increases in transit access are limited to areas in Renton, Kent, Auburn and Algona-Pacific. However, the system redesign proposal includes flexible services concepts that are likely to operate in the midday period. These services would increase access for people who live in areas not served by Routes 160, 906 and 917. Planned increases in evening service most noticeably benefit people living in Kent, Renton, Algona-Pacific, Des Moines and Covington.

Accessibility analysis

To be consistent with the baseline report, the analysis team also completed an accessibility analysis which determined how many family wage jobs (monthly wages > \$3,333) and community assets a traveler could reach within 60 minutes during the morning peak commute time (7 AM – 8 AM) and the midday period (12:30 PM – 1:30 PM). Because of the relative computational complexity of this analysis, the analysis was only completed for the two time periods considered in the baseline report for this project. Due to computing limitations and time constraints, the accessibility analysis was only completed for the 31 priority tracts.

Methodology

The Phase III methodology is the second half of a pre/post analysis. Results of the Phase III accessibility analysis were compared to the baseline results obtained in Phase I. Planners designed a proposed network based on community input and available data. A series of Python, ArcGIS, and R processes were used to determine how far someone could travel in a 60-minute window if they began the trip at the center of the densest block group of each priority tract, allowing for up to two transfers (3 bus rides). This process generated a shapefile of the geographic extent of the areas the traveler could reach. Then, planners counted the number of family wage jobs and community assets within the extent of the travel shed. Finally, planners compared the results of the baseline analysis to the results for the proposed network to determine if each priority tract gained or lost access to jobs and community assets in the morning and midday periods.

Ideally, the analysis would have included all study area tracts so that changes in accessibility for priority tracts would be contextualized by changes in accessibility for the entire study area. However, due to the computational complexity of the analysis, this analysis was only done for priority tracts.

It should also be noted that each job and asset is only counted once; for the purposes of this analysis, a job that can be reached in a five-minute bus ride is treated the same as one that can be reached in an

hour. Increases in frequency may change or extend the areas someone can access via transit by creating more opportunities to transfer, but in areas that already have good coverage and connections, changes to the network may not result in clear or dramatic change in the number of jobs or community assets that riders can reach.

An initial review of the accessibility maps (included in Attachment A) showed results that did not fully capture the impact of the proposed changes made in the proposed network. The proposed network focuses on increasing frequency and span, not on providing direct connections to distant places. For example, the proposed network deletes Route 952, which provided a one-seat ride to Boeing's Everett campus and adds increased frequency throughout the day on local routes. After completing the analysis and reviewing the maps, planners realized that the removal of inefficient and under-utilized long-distance routes obscured the positive aspects of the proposed network. The maps did not inform decision-making because they do not show an accurate picture of the proposed network.

Qualitative Evaluation of Impacts

Metro will continue to refine these types of before and after analyses. In the meantime, planners have provided a qualitative evaluation of how each priority tract's identified transit access needs will or will not be addressed by the recommended service changes. In Attachment A, Figure 30 provides a table summarizing the findings from this project's Phase I: Baseline Analysis for each priority tract. This table also includes a column that acknowledges service gaps and transit access needs identified in Phase I and the proposed service changes and improvements by priority tract.

V. Lessons Learned and Next Steps

With this project, the Metro team designed an equity impact review for a network redesign, and there were many opportunities to learn and update methodologies as the project progressed. This section will briefly describe some of the lessons learned and will outline next steps for future equity impact reviews.

Accessibility Analysis

One of the main findings of this report is that measuring the quality of a transit restructure by the number of new places a person can access can hide important aspects of the transit experience. Because the goal of this network restructure was to increase frequency and span of service, the raw number of places that people could reach did not noticeably increase. However, this analysis could not answer the question: “Are the places you can reach on transit right now the places you want to go?” For that, planners relied on survey data, engagement with community-based organizations and the input of the Mobility Board. To be truly useful, the accessibility analysis needs to work in conjunction with qualitative input so that the transit network serves the right destinations.

Additionally, the computational complexity of the analysis dictated that the analysis team could only perform the analysis for priority tracts. This meant that the analysis lacked context; the planning team could not determine if the level of change in a priority tract was more or less than the level of change in access in a non-priority tract. This is a major analytical limitation. Knowing the change in access in non-priority tracts would allow planners to clearly determine if the network preserved accessibility in priority tracts to the same or greater extent that the network preserves accessibility in non-priority tracts. If this type of analysis is pursued in the future, it should include the entire study area, not just priority areas.

Mobility Board Feedback

Throughout the planning process, the Mobility Board made it apparent that transit needs to work well at all times of the day and throughout the week. A peak-only commuter network will not solve equity issues. To respond to that request, the analysis team added evening and weekend time periods to the analysis. Using four time periods (morning peak, midday, evening, and weekend) may become a standard operating procedure for future equity impact reviews.

The Mobility Board also questioned the focus on family wage jobs. They pointed out that poverty is an equity factor in the King County Equity Score Index and that most people who are experiencing poverty do not currently have a job with a monthly salary of more than \$3,333. While transit service can be a key to economic mobility and providing connections to high wage jobs is important, people who are currently experiencing poverty need connections to all jobs. The Mobility Board encouraged Metro to actively consider connections to low wage jobs as an equity factor.

Implementing the Mobility Framework

At the same time that the planning team was developing a network restructure proposal, other teams at Metro were developing the Mobility Framework. This new policy document was developed in close collaboration with a group of community stakeholders who helped Metro develop a new standard for what areas should be considered priority areas. The new Mobility Framework “Areas of Need” dataset includes people living at or below 200% of the federal poverty line or significant populations of people of color, individuals living with a disability, limited English-speaking households intersecting with areas with low access to midday or evening transit service. It calculates a composite score based on

population density at the block group level. This methodology differs significantly from the methods used in this project. The King County Equity Scores used in this project do not incorporate population living with a disability or areas with low access to midday or evening transit service. The King County Equity Scores also are calculated at the tract-level of analysis; the Mobility Framework block-group level of analysis provides a more detailed scale of demographic analysis.

Going forward, the equity impact review process should use the block groups identified as areas of need as the basis for analysis. While this process has not been fully developed, the analysis team believes that using block groups will allow for greater precision and accuracy in equity analyses.

Including non-fixed route services

Although the proposed service network for the Renton-Kent-Auburn area includes proposals for several non-fixed route services, the equity analysis does not account for their benefit to communities. This is mostly due to methodological challenges, as these services do not have defined stops or trips in the manner that the rest of the transit network does. These differences in service design make it difficult to integrate these services into data-driven equity analyses. This is an area where more work is needed to develop methodologies for measuring equity impact for non-fixed route services.

Integration of qualitative and quantitative data

Throughout this equity impact review, planners attempted to use both quantitative and qualitative approaches to gathering information. The team conducted extensive outreach and worked with a Mobility Board to gather detailed feedback from the community. In parallel, the analysis team used demographic and transit data to attempt to determine system-wide impacts to priority areas. While both approaches are necessary, it is often difficult to align quantitative and qualitative data to tell a single unified story. More work is needed to align these data sources to create a better, more thorough approach to the equity impact review.

Attachment A:

Maps and Charts Supporting Quantitative Equity Impact Analysis Report

Priority Ranking	Percent People of Color	Total Population	Assets		7 AM Jobs		12:30 PM Jobs	
			7 AM	12:30 PM	Total	Family Wage	Total	Family Wage
1	72.7%	838	701	654	547,684	339,558	523,273	326,682
2	70.0%	3,194	307	272	335,404	217,797	322,537	211,783
3	67.2%	1,862	727	741	551,762	340,677	537,667	329,593
4	67.1%	2,873	557	480	459,339	280,054	267,911	148,434
5	66.2%	2,070	689	561	532,314	329,922	483,123	305,336
6	64.1%	1,961	355	327	276,956	159,316	260,933	151,215
7	63.7%	1,995	471	460	263,359	147,033	246,319	137,533
8	62.1%	1,696	321	351	240,533	138,110	392,874	253,616
9	61.8%	1,971	327	309	212,133	115,496	181,193	97,551
10	58.6%	2,454	678	587	534,894	328,528	456,635	276,761
11	55.9%	1,391	298	283	211,867	114,128	171,600	92,387
12	55.8%	1,628	773	671	581,750	356,599	524,296	325,482
13	55.8%	3,320	351	314	230,892	126,413	204,459	109,089
14	55.5%	3,267	393	339	331,498	189,398	185,504	91,732
15	55.4%	2,229	236	204	172,863	94,263	149,115	83,362
16	54.9%	4,432	264	228	166,463	83,741	149,316	82,646
17	53.2%	2,279	193	200	111,712	55,056	93,683	46,269
18	52.5%	2,999	769	643	583,732	360,078	540,442	340,740
19	52.2%	1,170	414	362	237,928	130,720	178,158	91,739
20	50.4%	1,732	834	543	689,076	426,640	317,362	177,135
21	49.8%	2,341	508	399	459,984	280,595	231,522	121,359
22	49.4%	3,143	789	548	754,169	484,890	501,600	305,066
23	48.8%	2,084	390	422	370,757	231,376	455,736	291,333
24	47.8%	3,257	383	442	333,996	207,074	480,781	304,276
25	47.8%	1,685	505	451	431,263	263,097	250,740	130,451
26	47.5%	2,263	403	359	234,678	125,369	177,142	90,572
27	47.0%	1,834	340	320	221,376	120,373	192,197	102,875
28	45.6%	1,947	307	216	234,271	132,849	157,920	86,460
29	38.9%	1,473	255	162	162,901	82,984	72,442	36,015
30	33.0%	1,597	261	168	164,510	83,707	74,499	36,896

31	32.6%	2,964	334	291	228,261	124,005	190,841	102,943
Average for other study area tracts		5,493	282	231	212,123	126,0415	90,835	156,212
Baseline Conditions		175,254	14,133	12,307	10,868,325	6,469,846	8,971,820	5,287,331

Figure 15: Transit Access to Jobs & Community Assets in Priority Tracts

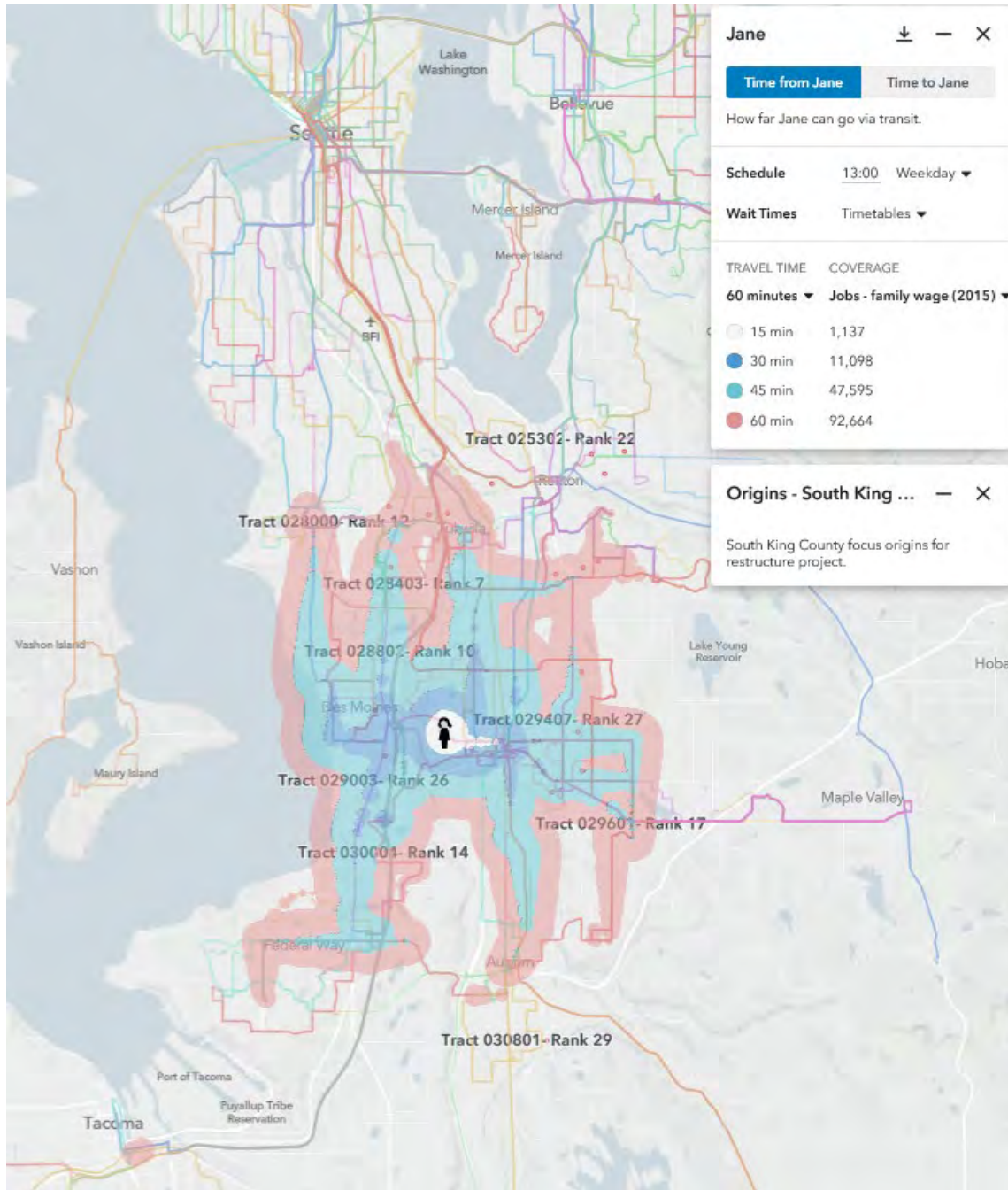


Figure 16 Image capture of Remix's accessibility analysis tool

**Renton-Kent-Auburn Area Mobility Plan: Change in Transit Trips by Census Tract
AM Peak (7 AM - 8 AM)**

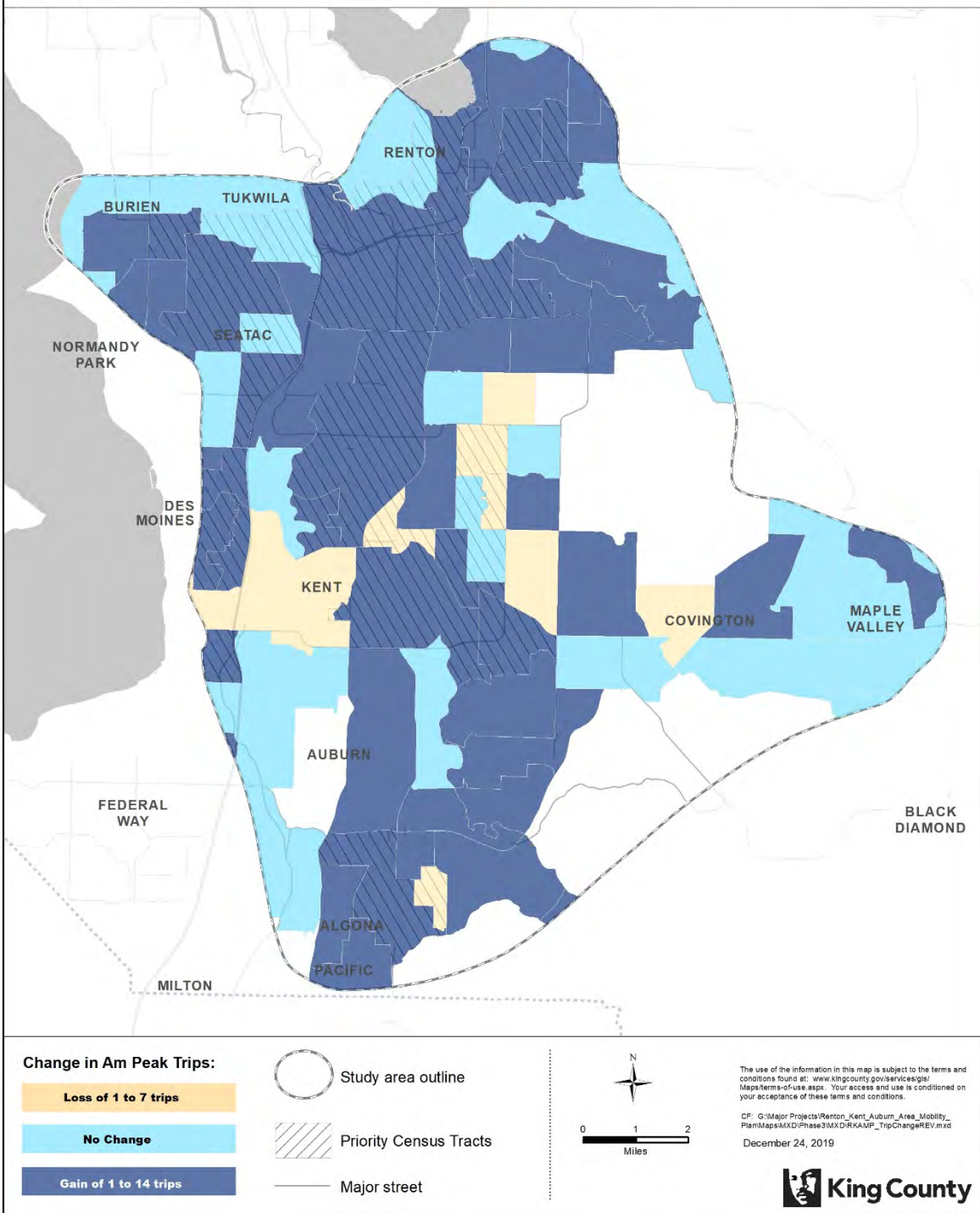


Figure 17 Change in Transit Trips by Census Tract (AM Peak)

**Renton-Kent-Auburn Area Mobility Plan: Change in Transit Trips by Census Tract
Mid-Day (12:30 PM - 1:30 PM)**

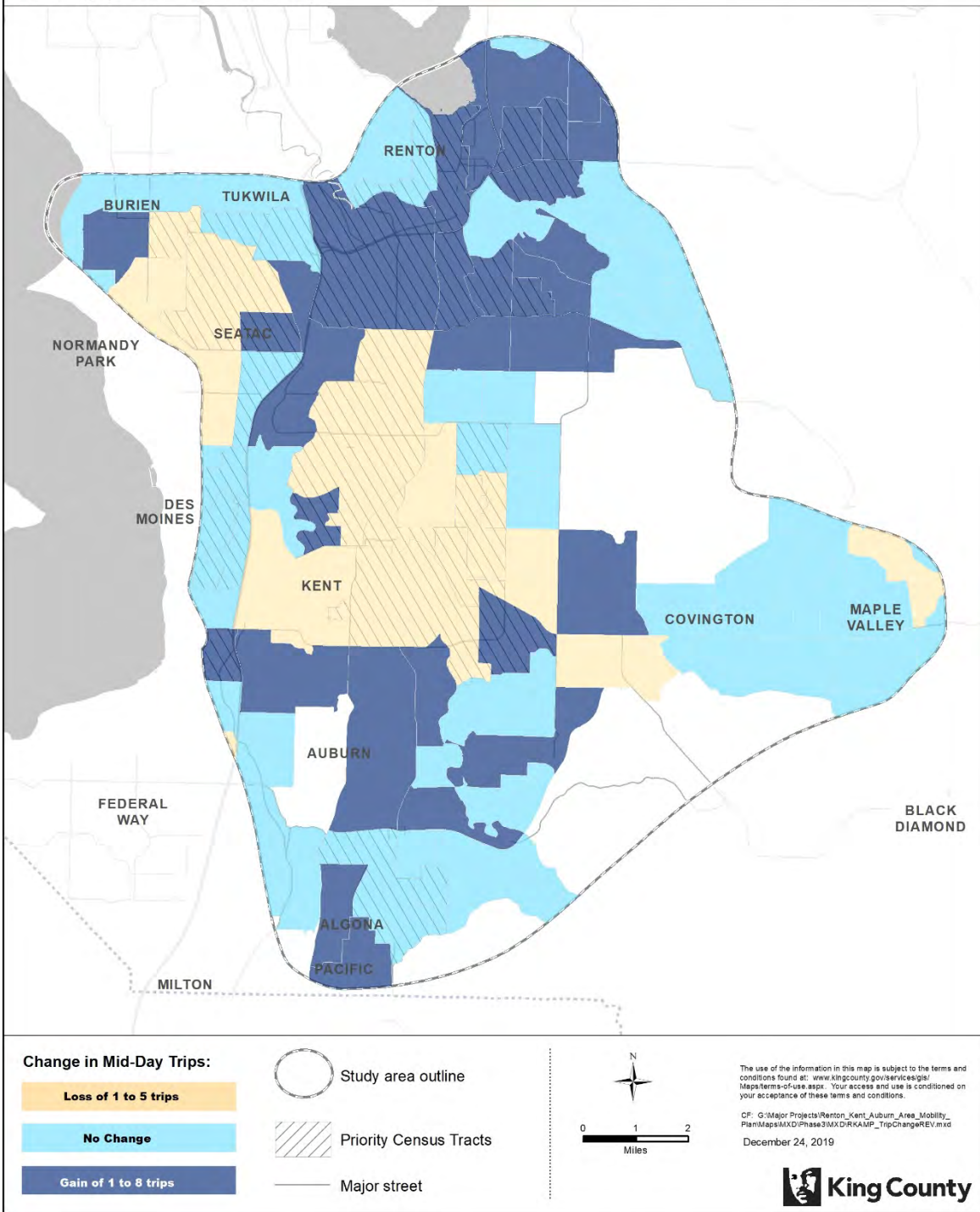


Figure 18 Change in Transit Trips by Census Tract (Midday)

Renton-Kent-Auburn Area Mobility Plan: Change in Transit Trips by Census Tract Evening (9 PM - 10 PM)

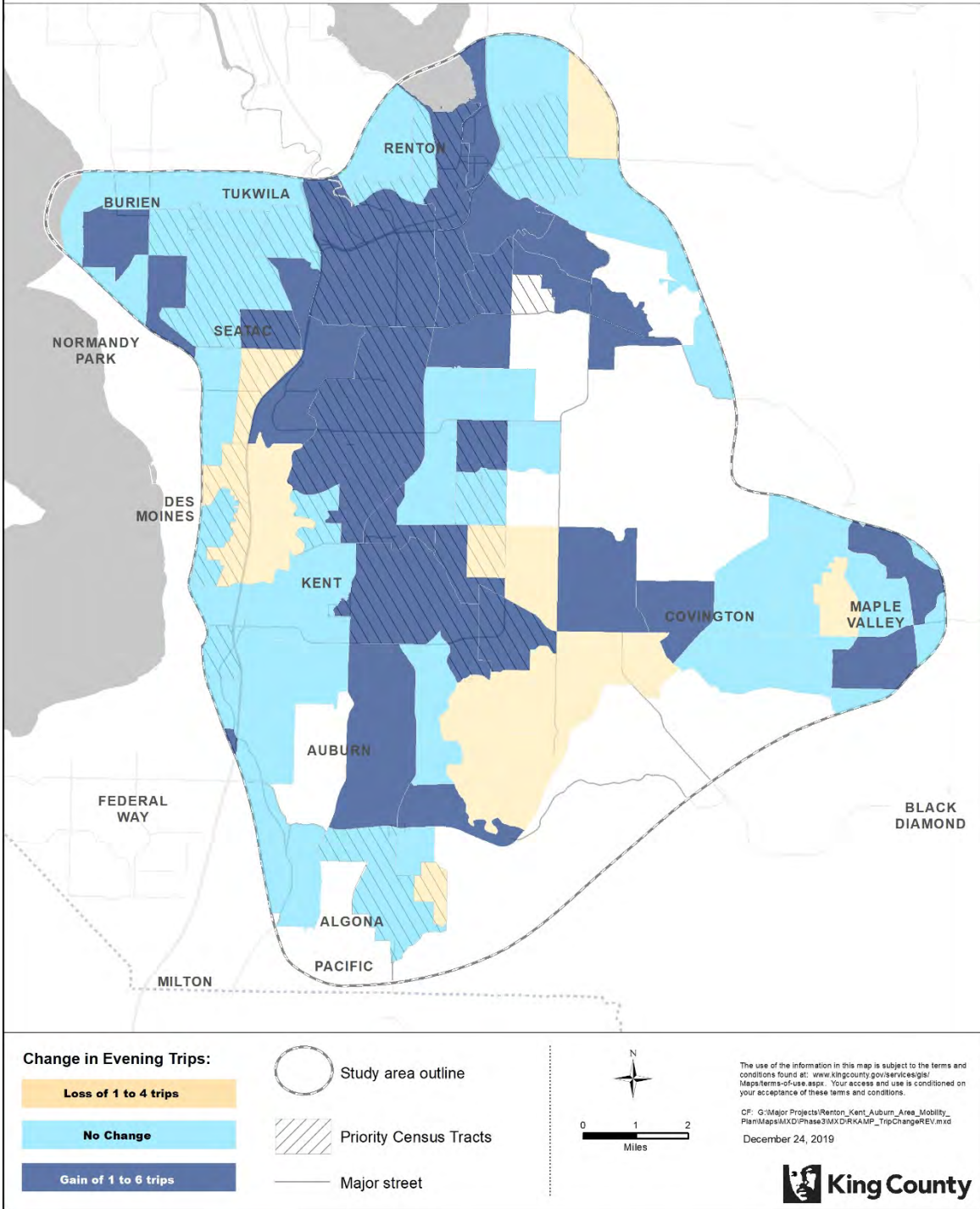


Figure 19 Change in Transit Trips by Census Tract (Evening)

Renton-Kent-Auburn Area Mobility Plan: Change in Transit Trips by Census Tract Weekend (All-Day)

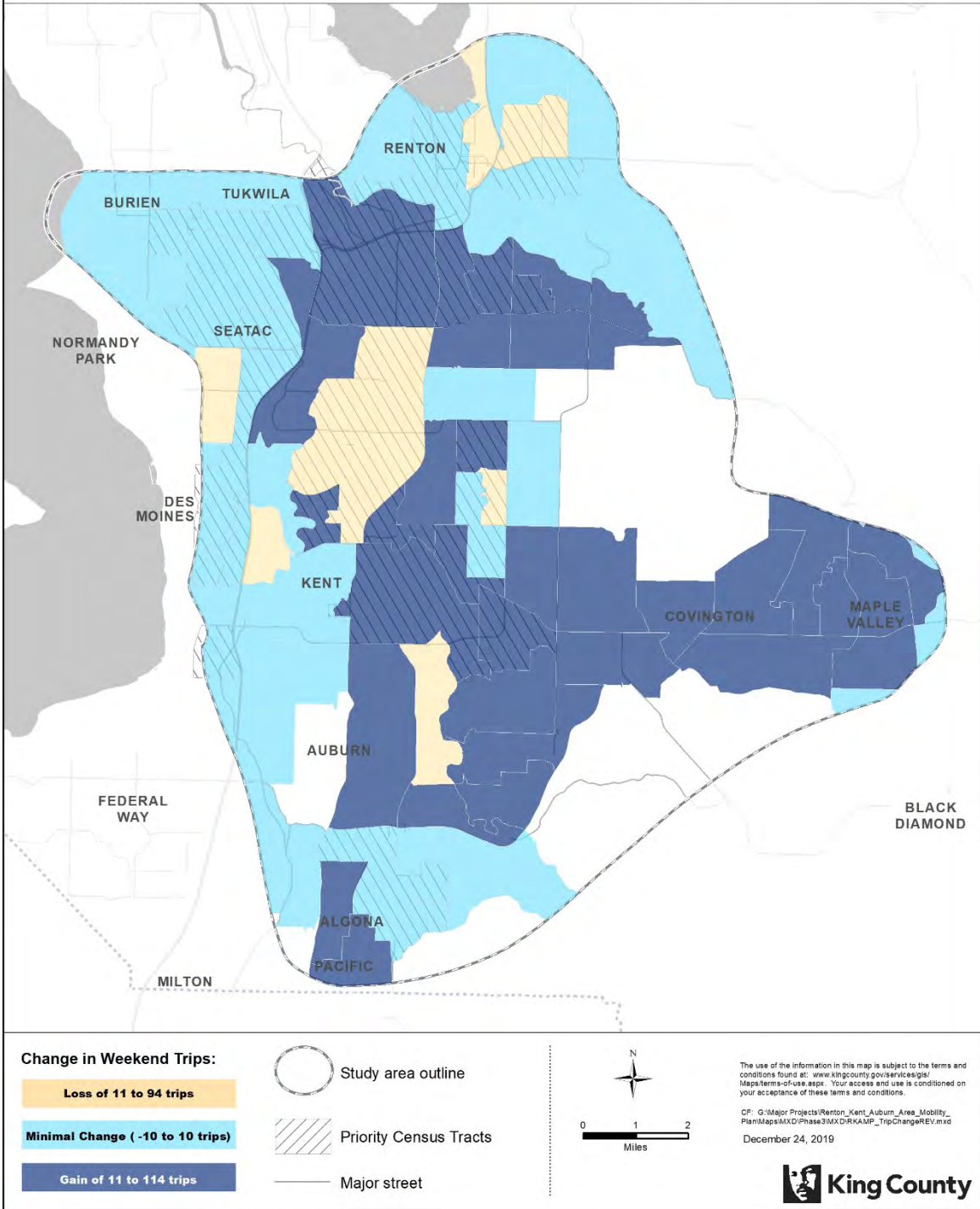


Figure 20 Change in Transit Trips by Census Tract (Weekend)

**Renton-Kent-Auburn Area Mobility Plan:
Households Gaining Access to Increased Transit Frequency: AM: (7 AM - 8 AM)**

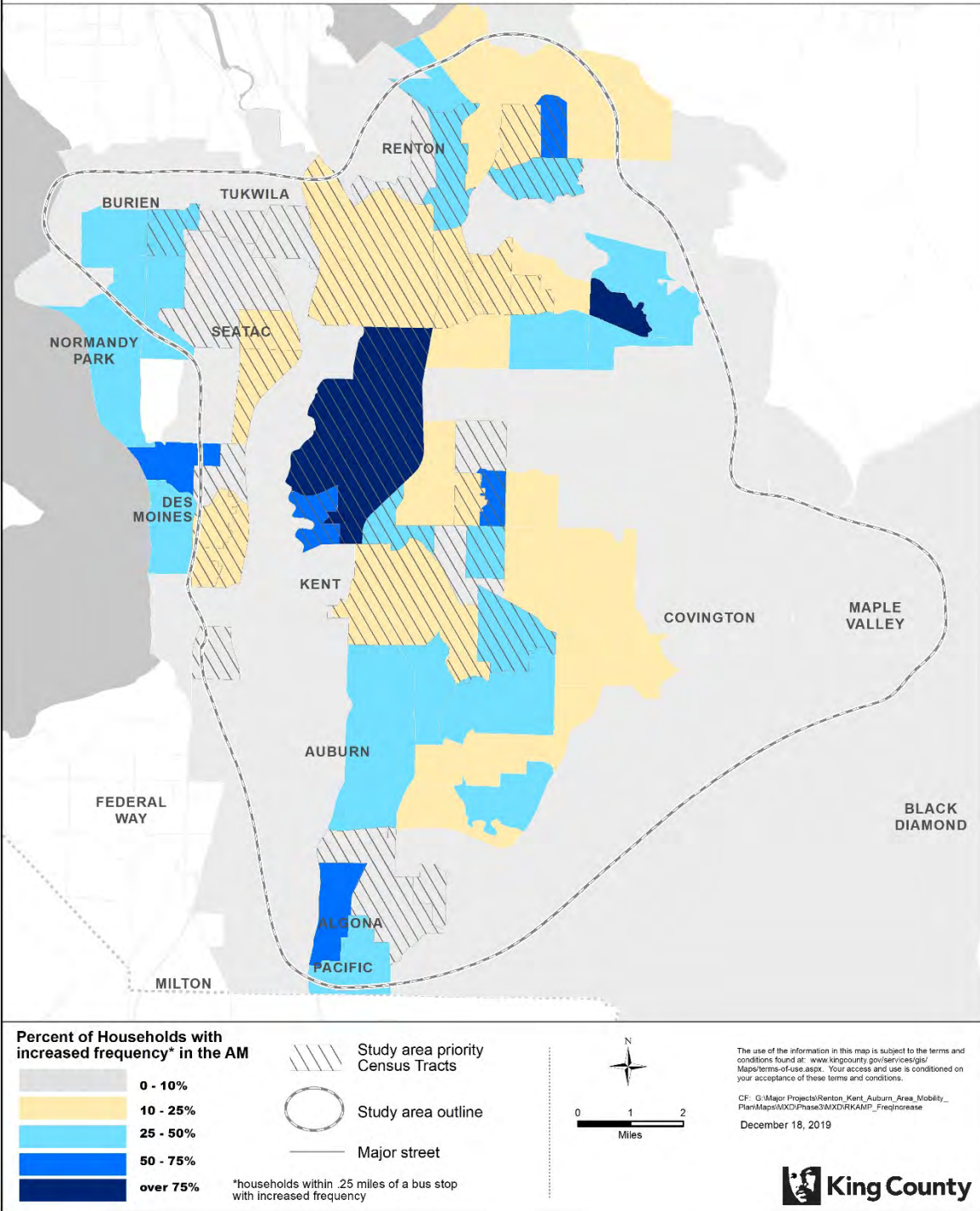


Figure 21 Households Gaining Access to Increased Transit Frequency (AM)

**Renton-Kent-Auburn Area Mobility Plan:
Households Gaining Access to Increased Transit Frequency: Mid Day: (12:30 PM - 1:30 PM)**

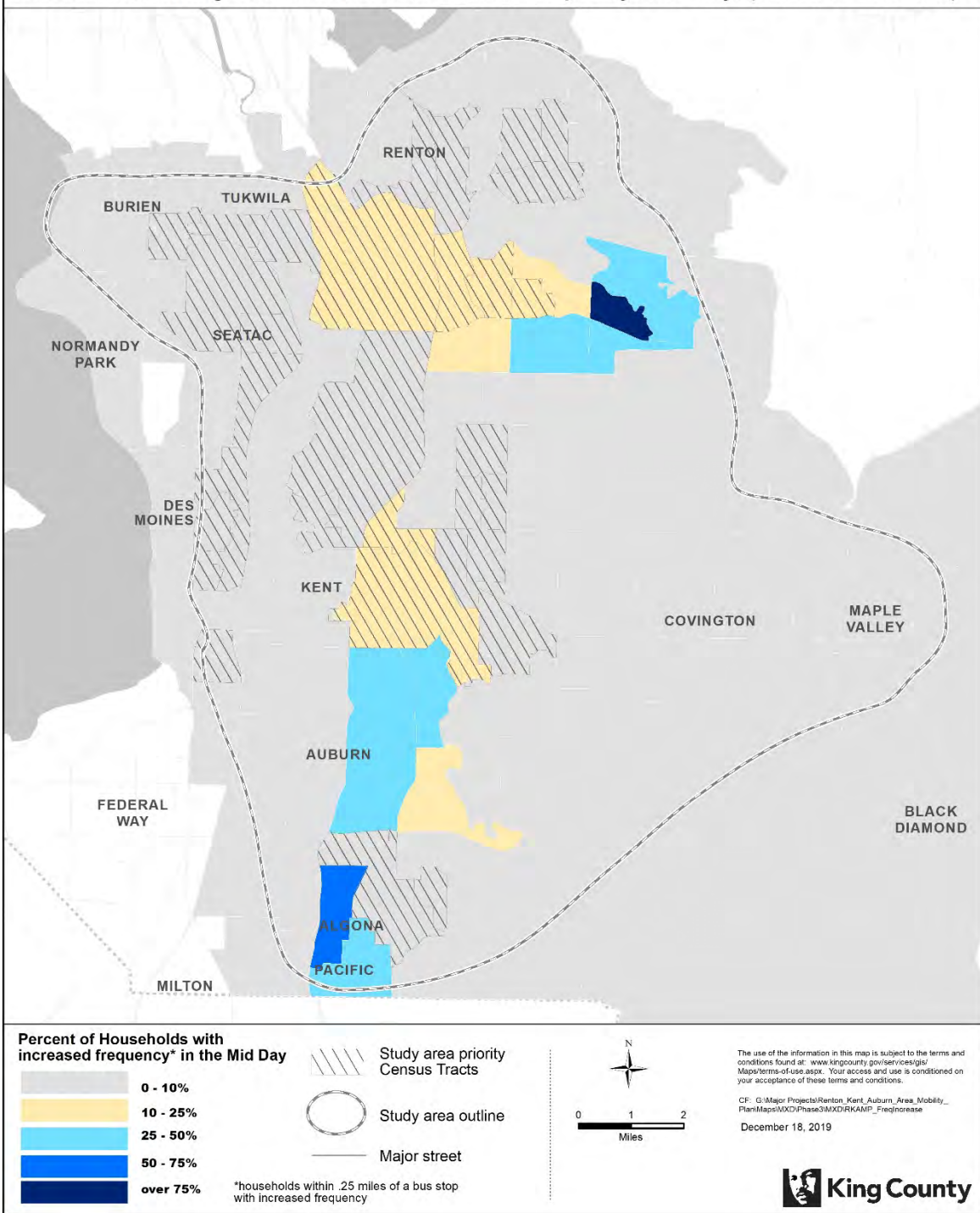


Figure 22 Households Gaining Access to Increased Transit Frequency (Midday)

**Renton-Kent-Auburn Area Mobility Plan:
Households Gaining Access to Increased Transit Frequency: Evening: (9 PM - 10 PM)**

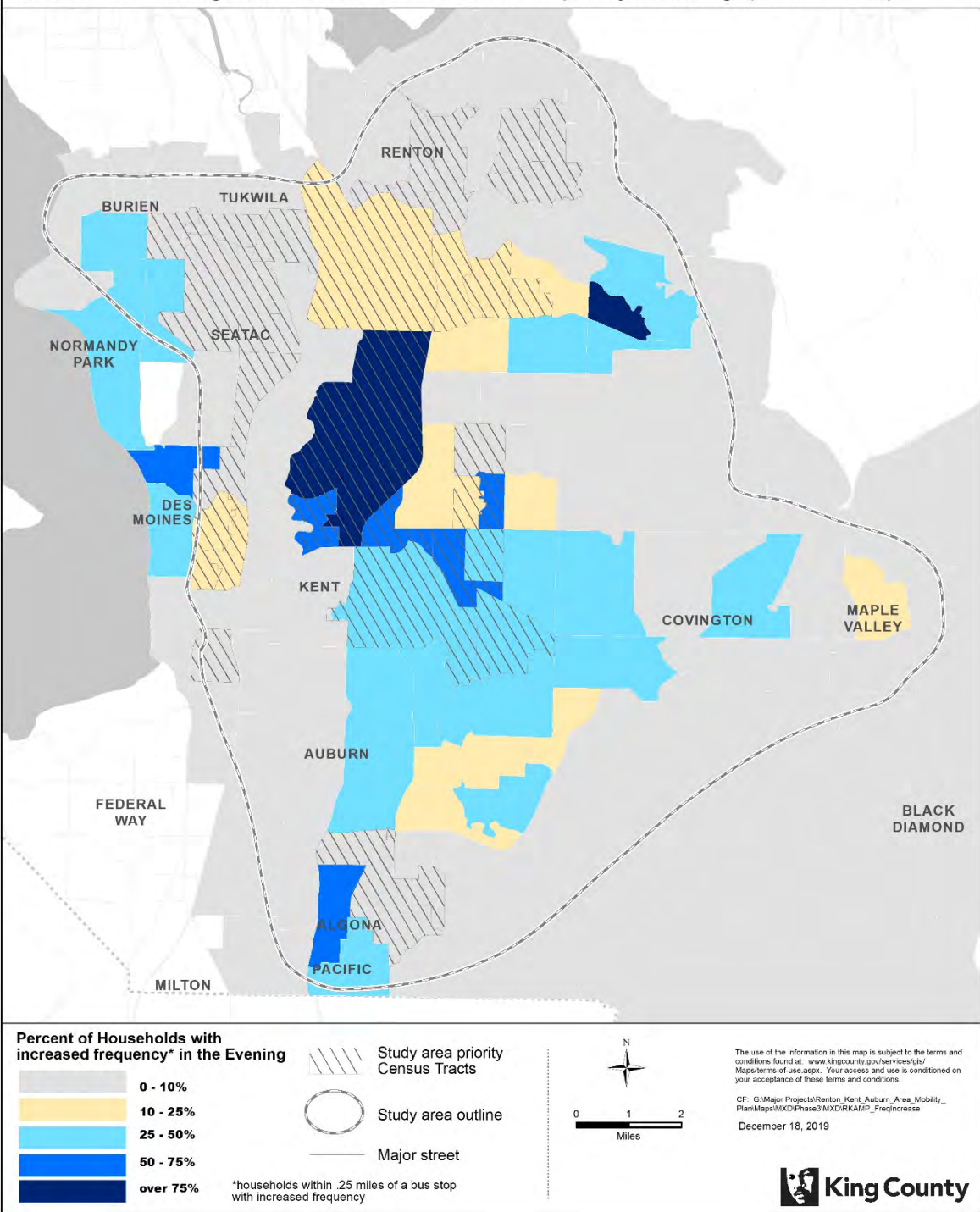
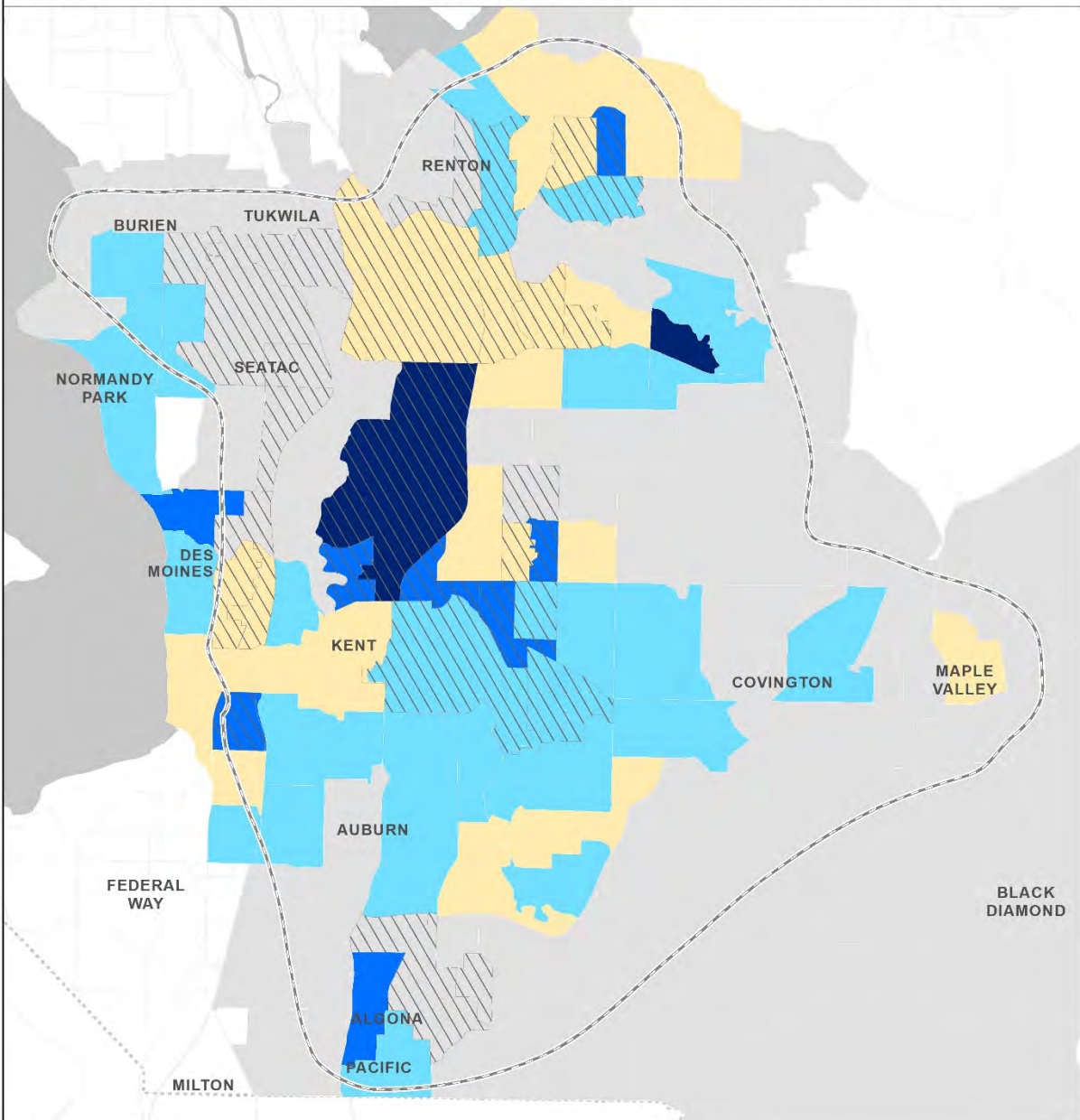


Figure 23 Households Gaining Access to Increased Transit Frequency (Evening)

**Renton-Kent-Auburn Area Mobility Plan:
Households Gaining Access to Increased Transit Frequency: Weekend: (All Times)**

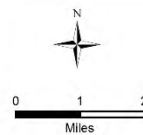


Percent of Households with increased frequency* on Weekends



- Study area priority Census Tracts
- Study area outline
- Major street

*households within .25 miles of a bus stop with increased frequency



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December 18, 2019



Figure 24 Households Gaining Access to Increased Transit Frequency (Weekends)

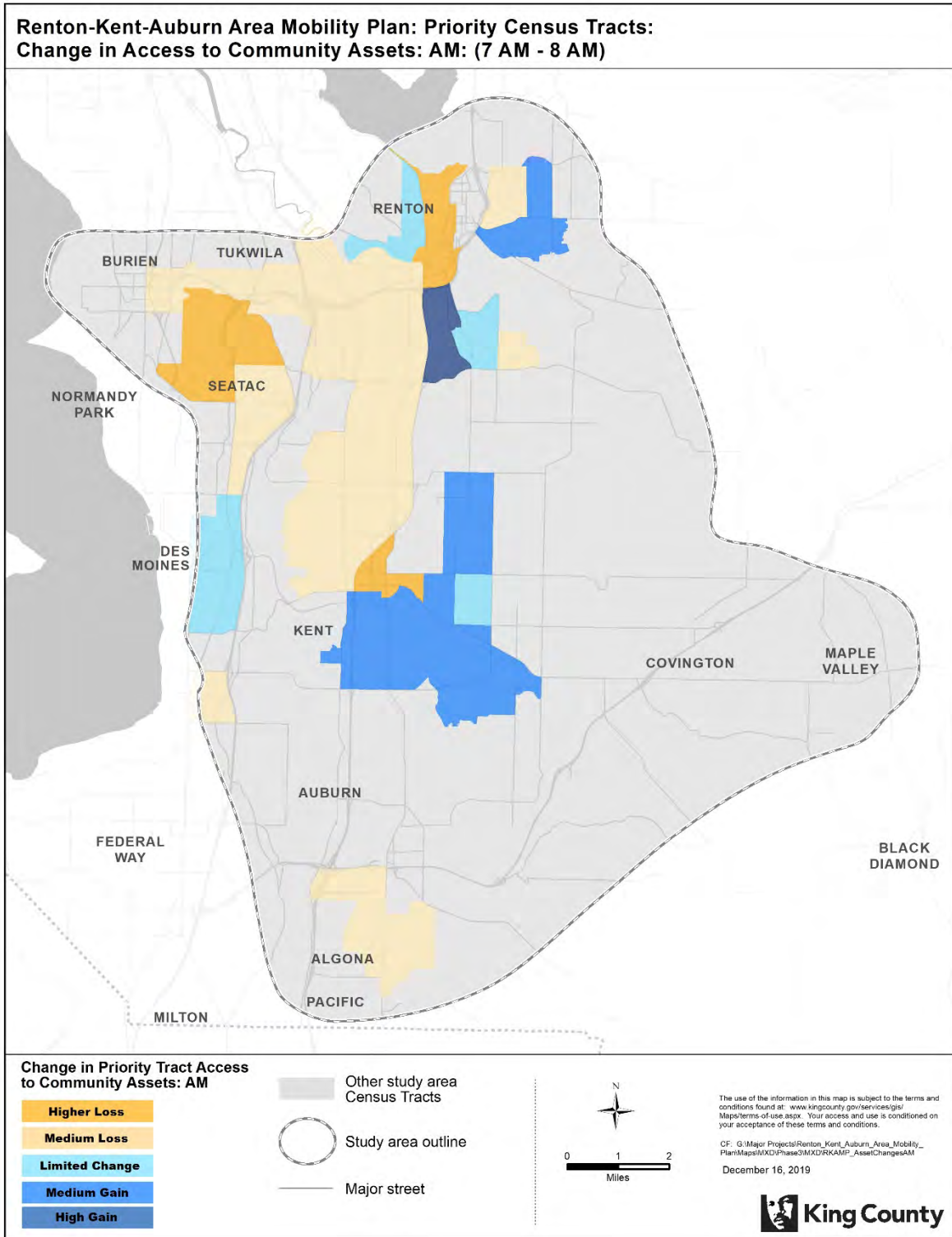


Figure 25 Change in Access to Community Assets in the Morning Peak

**Renton-Kent-Auburn Area Mobility Plan: Priority Census Tracts:
Change in Access to Family Wage Jobs: AM: (7 AM - 8 AM)**

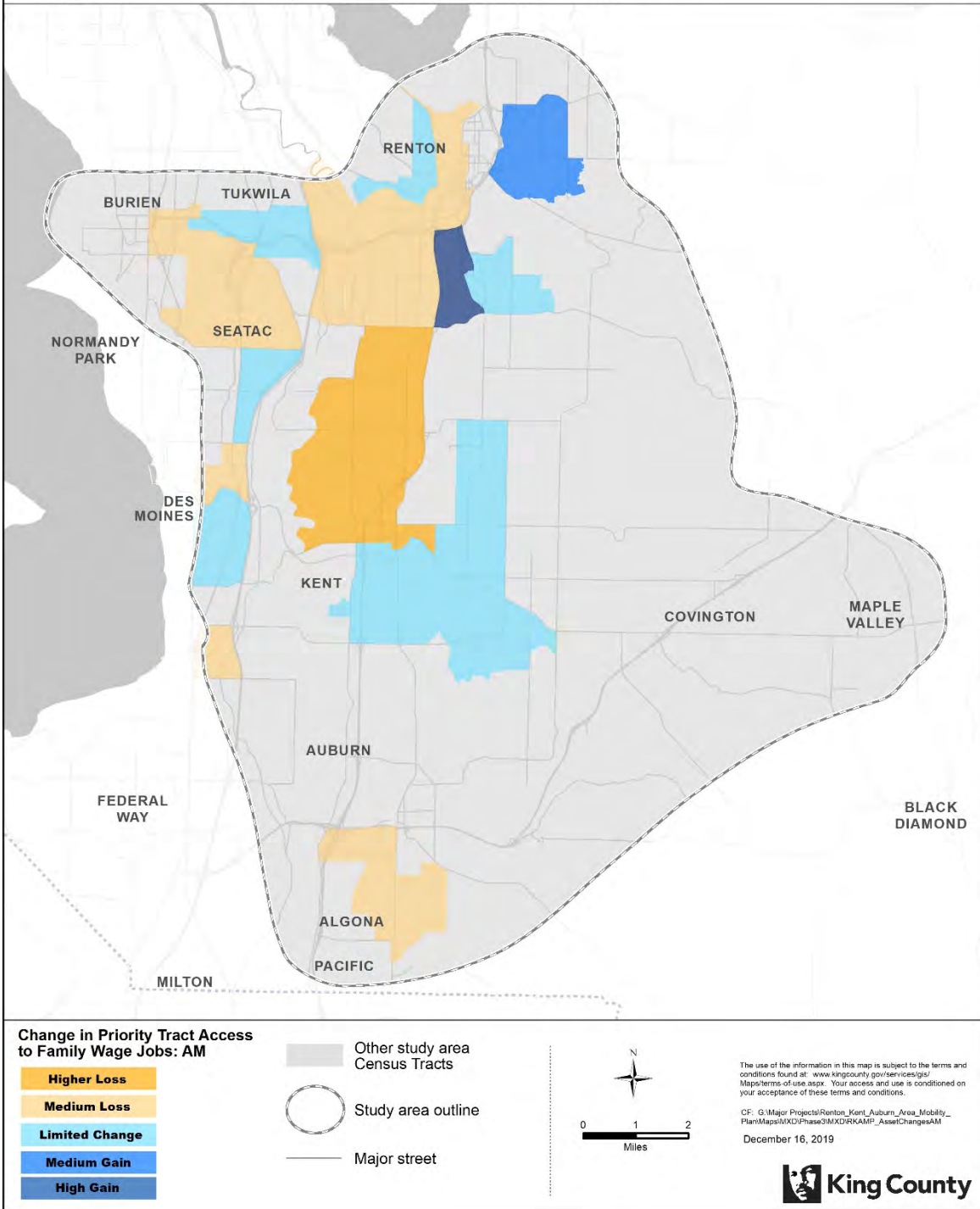


Figure 26 Change in Access to Jobs in the Morning Peak

**Renton-Kent-Auburn Area Mobility Plan: Priority Census Tracts:
Change in Access to Community Assets: Noon (12 PM - 1 PM)**

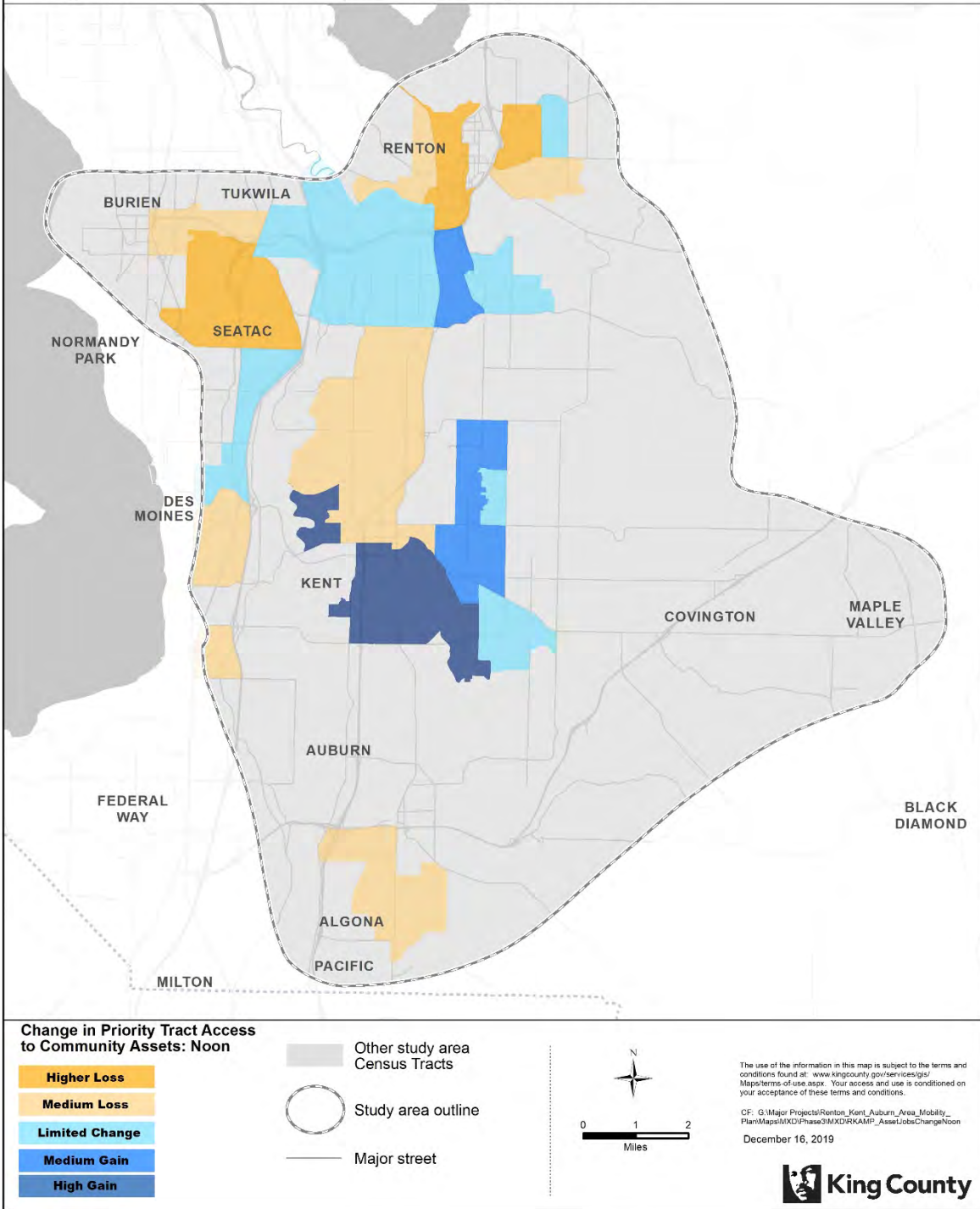


Figure 27 Change in Access to Community Assets in the Midday

**Renton-Kent-Auburn Area Mobility Plan: Priority Census Tracts:
Change in Access to Family Wage Jobs: Noon (12 PM - 1 PM)**

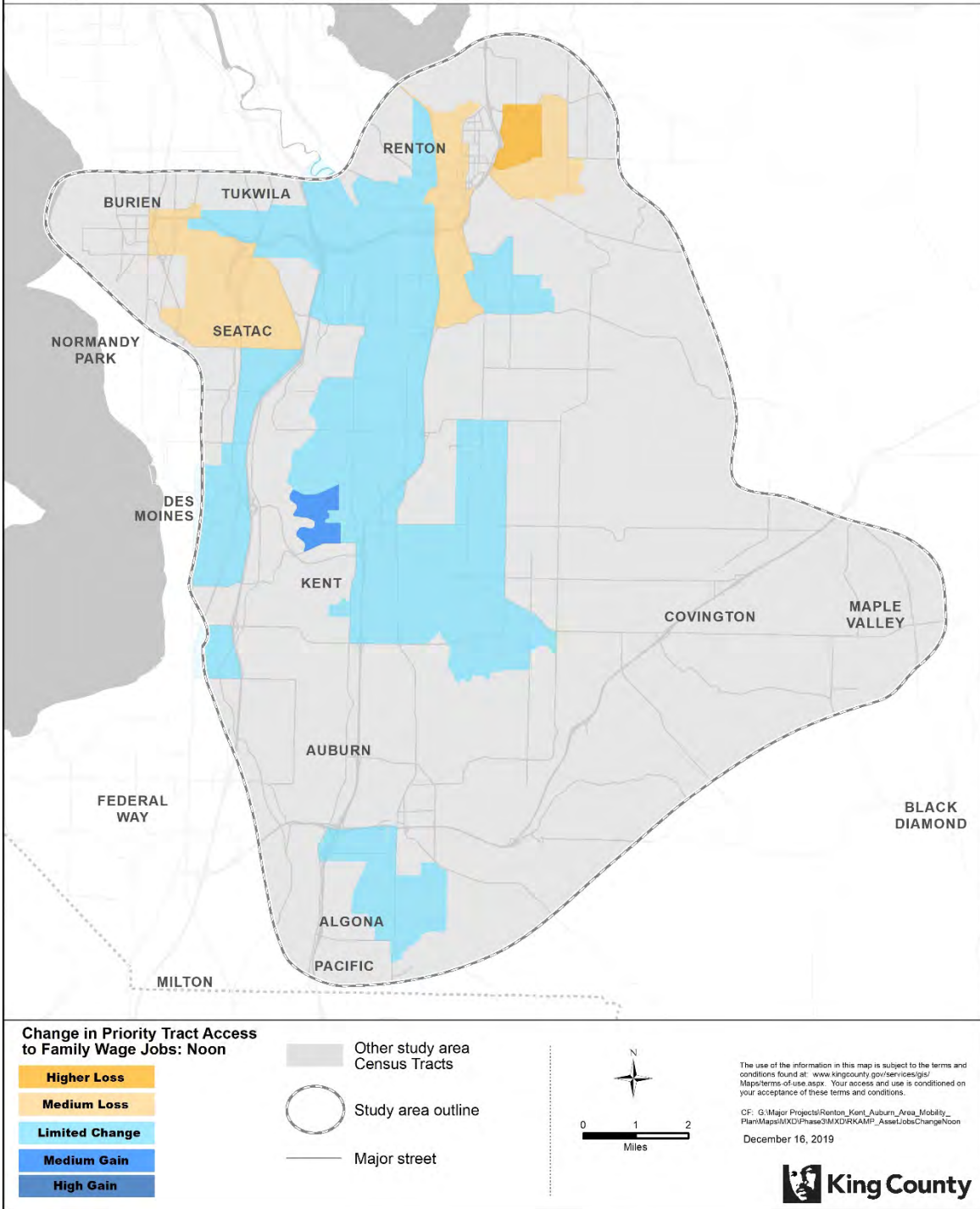


Figure 28 Change in Access to Jobs in the Midday

Priority Tract Rank	Change in Number of Trips per Week	Change in Number of Trips In AM Peak	Change in Number of Trips In Midday	Change in Number of Trips In Evening	Change in Number of Trips on Weekends	Percent Change in Number of Trips per Week	Percent Change in Number of Trips In AM Peak	Percent Change in Number of Trips In Midday	Percent Change in Number of Trips In Evening	Percent Change in Number of Trips on Weekends
1	0	0	0	0	0	0%	0%	0%	0%	0%
2	-15	0	0	0	0	-1%	0%	0%	0%	0%
3	109	2	-1	0	-1	4%	6%	-4%	0%	0%
4	165	3	0	-1	5	8%	13%	0%	-7%	1%
5	0	0	0	0	0	0%	0%	0%	0%	0%
6	331	4	1	5	26	26%	24%	7%	71%	14%
7	52	0	1	1	-3	5%	0%	11%	11%	-1%
8	541	12	7	0	-9	76%	150%	140%	0%	-4%
9	70	-1	0	1	15	9%	-11%	0%	25%	12%
10	113	1	0	-1	-2	10%	9%	0%	-11%	-1%
11	-170	-2	-3	0	-20	-34%	-40%	-50%	0%	-26%
12	158	1	-1	0	3	6%	3%	-5%	0%	1%
13	187	1	-5	1	97	12%	6%	-25%	10%	41%
14	40	2	1	0	0	4%	14%	13%	0%	0%
15	256	2	1	4	11	49%	25%	20%	200%	18%
16	-150	0	-2	-1	-5	-17%	0%	-20%	-20%	-4%
17	362	3	2	1	92	153%	150%	100%	33%	341%
18	846	13	7	6	86	25%	25%	18%	29%	12%
19	15	2	0	-2	5	1%	13%	0%	-14%	1%
20	319	-1	-5	1	114	7%	-2%	-10%	4%	15%
21	438	6	4	0	93	54%	55%	67%	0%	69%
22	627	11	6	4	-3	10%	14%	10%	11%	0%
23	487	14	8	0	-18	38%	88%	73%	0%	-6%
24	172	7	2	0	-18	16%	54%	22%	0%	-7%

Priority Tract Rank	Change in Number of Trips per Week	Change in Number of Trips In AM Peak	Change in Number of Trips In Midday	Change in Number of Trips In Evening	Change in Number of Trips on Weekends	Percent Change in Number of Trips per Week	Percent Change in Number of Trips In AM Peak	Percent Change in Number of Trips In Midday	Percent Change in Number of Trips In Evening	Percent Change in Number of Trips on Weekends
25	230	3	-1	1	-25	8%	8%	-4%	7%	-5%
26	85	3	0	0	5	8%	23%	0%	0%	3%
27	-127	0	-2	0	-2	-11%	0%	-15%	0%	-1%
28	505	5	4	6	50	186%	125%	200%	6 new trips	238%
29	93	2	0	0	-2	7%	13%	0%	0%	-1%
30	19	-1	0	-1	-6	4%	-20%	0%	-20%	-4%
31	144	1	-1	1	14	11%	8%	-6%	14%	6%

Figure 29 Change in Transit Trips per Tract by Time Period

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
1	2,693	339,558	326,682	701	654	58.4%	56.3%	Tract 1 is located in SeaTac at the periphery of the project area. The tract is currently served by a frequent transit route and as such access to family wage jobs and community assets are both relatively high and consistent throughout the day. The households in the tract have moderate access to transit service, but almost all of those households with transit access have access to frequent transit. This tract will see its service maintained on the new Route 161, which will replace service on the Route 180 in this area and will provide a new connection to Covington and Maple Valley or SeaTac and the Kent Industrial Valley.
2	8,590	217,797	211,783	307	272	69.0%	35.4%	Tract 2 is located in western Renton. The tract has both relatively high and consistent access to both family wage jobs and community assets throughout the day. The households in this tract have a high access to transit service generally, though only about half of those households have access to frequent transit. Much of

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
								the transit in this tract will be unchanged, but it will see a minor reduction in peak-hour trips on Route 102.
3	5,090	340,677	329,593	727	741	45.3%	6.1%	Tract 3 is located in western SeaTac and largely comprises of SeaTac airport. With its proximity to the airport it has a high access to both family-wage jobs and community assets throughout the day. The households in this tract have limited access to the frequent transit network as they are located almost entirely in the SW corner of the tract not covered by the airport. This tract will see its service maintained on the new Route 161, which will replace service on the Route 180 in this area and will provide a new connection to Covington and Maple Valley or SeaTac and the Kent Industrial Valley.

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
4	7,163	280,054	148,434	557	480	74.6%	46.8%	Tract 4 is located in Des Moines at the periphery of the project area and has high access to family wage jobs and community assets during the peak periods, with less access during the off-peak periods. The households in this area have moderate access to transit service. Tract 4 will have significantly more off-peak service with Route 165, which will replace Route 166 in this area. Route 165 will also provide a new connection to the Kent East Hill and Green River College.
5	5,005	329,922	305,336	689	561	73.9%	62.5%	Tract 5 is located in in central Tukwila. The area has high access to family wage jobs and community assets both during and outside the peak period. Households in this tract have both high access to transit generally and to frequent transit. There are no changes to service proposed in this tract.

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
6	5,086	159,316	151,215	355	327	63.9%	54.6%	Tract 6 is located in south Renton. The tract is currently served by a frequent route, so access to family wage jobs and community assets is moderate but fairly consistent throughout the day. The households in this area have high access to transit service generally and frequent transit. This tract will have service maintained with new Route 160, which will replace Route 169 in this area. Route 160 will provide a new one-seat connection to Auburn. The tract will have significantly more service on Route 906 with increased frequency throughout the weekdays, new evening, night, and Sunday service and a new connection to Sounder service in the peak periods.
7	5,362	147,033	137,533	471	460	37.1%	0.3%	Tract 7 is located in eastern SeaTac. With its proximity to the airport it has a consistent, but moderate, access to both family-wage jobs and community assets throughout the day. The households have high access to both transit generally, and frequent transit. This tract will see its

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
								service maintained on the new Route 161, which will replace service on the Route 180 in this area and will provide a new connection to Covington and Maple Valley or SeaTac and the Kent Industrial Valley.
8	5,457	138,110	253,616	321	351	60.4%	0.0%	Tract 8 is located in eastern Renton. This analysis shows consistent access to community assets throughout the day and a higher access to family wage jobs during the off peak. However, the difference in job access numbers are more likely due to the arrival time of an infrequent bus route interfering with the analysis and not an actual difference in job access. Access to transit generally is high in this tract, but no households in this tract have access to frequent transit currently. This tract will see the deletion of a low-performing midday-only route, Route 908, and substantial investment in frequent peak service on Route 105, which serves a similar area. A flexible service to meet

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
								additional mobility needs is also proposed to serve this tract.
9	5,746	115,496	97,551	327	309	61.6%	34.6%	Tract 9 is located in northeast Kent. The tract is currently served by a frequent route, so access to family wage jobs and community assets is fairly consistent throughout the day. The households in this area have moderate access to transit service. This tract will have service maintained with new Route 160, which will replace Route 169 in this area and will provide new one-seat ride connections to Renton and Auburn.

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
10	6,954	328,528	276,761	678	587	45.0%	36.9%	Tract 10 is located on the periphery of the project area in southern SeaTac. The tract is currently served by frequent transit and has high and consistent access to family wage jobs and community assets throughout the day. Household access to transit service generally is moderate, but most of that access is to frequent transit. There are no changes to service proposed in this tract.
11	4,109	114,128	92,387	298	283	89.0%	3.6%	Tract 11 is located in northeast Kent. The street network makes access to nearby frequent transit difficult, and access to family wage jobs and community assets is fairly low. The households in this area have high access to transit, but low access to frequent transit. This tract will have significantly more service, including new Sunday service with Route 165. Route 165 will also provide a new connection to the Kent West Hill and Burien. Tract 11 will also have more service with Route 914, which will double in frequency.

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
12	4,398	356,599	325,482	773	671	99.6%	49.1%	Tract 12 is located in SeaTac and Burien at the periphery of the project area. The tract is currently served by a frequent transit route and as such access to family wage jobs and community assets is both relatively high and consistent throughout the day. The households in the tract have almost universal access to transit service generally, and a high percentage of households with transit access have access to frequent transit. This tract will see its service maintained on the new Route 161, which will replace service on the Route 180 in this area and will provide a new connection to Covington and Maple Valley or SeaTac and the Kent Industrial Valley.
13	8,546	126,413	109,089	351	314	91.4%	24.1%	Tract 13 is located on the Kent East Hill and has moderately high access to family wage jobs and community assets. The households in this area have high access to transit, but low access to frequent transit. This tract will have significantly more all-week service with Routes 165 and 914.

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
								Route 165 will provide a new connection to the Kent West Hill and Burien. The tract will also be served by new Route 160, which replaces Route 169 in this area and will provide new connections to Renton and Auburn. Route 168 will provide new connections to SeaTac and the Kent Industrial Valley.
14	8,302	189,398	91,732	393	339	53.1%	0.0%	Tract 14 is located in southwest Kent at the periphery of the project area. Commuter routes provide moderately high access to family wage jobs during peak periods, but access to family wage jobs and community assets is fairly low in the off-peak periods. The households in this area have moderate access to transit and no access to frequent transit. No changes are proposed in this area.

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
15	5,084	94,263	83,362	236	204	55.3%	6.2%	Tract 15 is located in the Benson Hill area of southern Renton. It currently has low-moderate access to family-wage jobs and community assets throughout the day. Household access to transit generally is moderate, but only a low percentage of households have access to frequent transit. The tract will see significant service improvements. The Route 148 will be reoriented to serve this tract all-day and the tract will have significantly more service on Route 906 with increased frequency throughout the weekdays, new evening, night, and Sunday service, and a new connection to Sounder service in the peak periods. A flexible service to meet additional transportation needs is also proposed to serve this tract.

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
16	5,970	83,741	82,646	264	228	94.7%	8.5%	Tract 16 is located on the Kent East Hill and has moderate access to family wage jobs and community assets. The households in this area have very high access to transit, but low access to frequent transit. Tract 16 will have significantly more significantly more Saturday service with new Route 165. Route 165 will provide a new connection to the Kent West Hill and Burien. The tract will also be served by new Route 160, which replaces Route 169 in this area and will provide new one-seat ride connections to Renton and Auburn.
17	6,914	55,056	46,269	193	200	45.6%	0.0%	Tract 17 is located on the Kent East Hill. Due to the street network, this tract has low access to family wage jobs and community assets. The households in this area have moderately low access to transit and no access to frequent transit. This tract will have significantly more Saturday service and new Sunday service with Route 168 and new Route 165, which will replace Route 164 in this area. Route 165 will also

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
								provide a new connection to the Kent West Hill and Burien, while Route 168 will provide a new connection to SeaTac and the Kent Industrial Valley.
18	5,608	360,078	340,740	769	643	69.8%	43.7%	Tract 18 is located in in Tukwila. The area has high access family wage jobs and community assets both during and outside the peak period. Households in this tract have both high access to transit generally and to frequent transit. The tract will have significantly more service on Route 906 with increased frequency throughout the weekdays, new evening, night, and Sunday service.
19	3,938	130,720	91,739	414	362	23.0%	23.0%	Tract 19 is located on the Kent West Hill and has moderately low access to family wage jobs and community assets. The households in this area have low access to transit. This tract will have more peak period and Saturday service with new Route 165,

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
								which will replace Route 166 in this area.
20	4,198	426,640	177,135	834	543	71.0%	67.8%	Tract 20 is located in central Kent and has very high access to family wage jobs and community assets. The households in this area have high access to transit and very high access to frequent transit relative to the tracts in the rest of the area. This tract will have significantly more all-week service with Routes 168, 181, and new Route 165, which will replace Routes 164 and 166 in this area. The tract will also be served by new Route 160, which replaces Route 169 in this area. These changes will increase access to Burien, Kent West Hill, Kent East Hill, Green River College, the Lakes Community, Covington, Maple Valley, SeaTac, and the Kent Industrial Valley.

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
21	4,549	280,595	121,359	508	399	81.5%	0.0%	Tract 21 is located on the Kent West Hill and has moderately high access to family wage jobs and moderate access to community assets. The households in this area have high access to transit, but no access to frequent transit. This tract will have significantly more service with new Route 165, which will replace peak-only Route 913 in this area. Route 165 will also provide a new connection to the Kent East Hill and Green River College.
22	5,360	484,890	305,066	789	548	75.2%	64.6%	Tract 22 is located in central Renton. The tract is served by several frequent services and as a result has a high access to community assets and family-wage job, although there is higher access in the peak periods. Household access to transit is generally high, and a large majority of households with transit access are served by frequent transit. This tract will see service changes in the creation of Route 160, which replaces route 169 at a similar service level, the deletion of the low-performing

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
								and infrequent route 908, and substantial investments in the frequency of Route 105 during the peak periods. The new Route 160 will also provide riders with a new one-seat connection to Auburn.
23	4,957	231,376	291,333	390	422	96.3%	0.0%	Tract 23 is located in eastern Renton. This analysis shows a higher access to family wage jobs and community assets during the off peak. However, the difference in job and community asset access numbers are more likely due to the arrival time of an infrequent bus route interfering with the analysis and not an actual difference in job access. Access to transit generally is high in this tract, but no households in this tract have access to frequent transit currently. This tract will see the deletion of a low-performing, midday-only route, Route 908, and substantial

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
								investment in frequent peak service on Route 105, which serves a similar area. A flexible service to meet additional mobility needs is also proposed to serve this tract.
24	7,592	207,074	304,276	383	442	92.3%	0.0%	Tract 24 is located in eastern Renton. This analysis shows a higher access to family wage jobs and community assets during the off peak. However, the difference in job and community asset access numbers are more likely due to the arrival time of an infrequent bus route interfering with the analysis and not an actual difference in job access. Access to transit generally is high in this tract, but no households in this tract have access to frequent transit currently. This tract will see the deletion of a low-performing, midday-only route, Route 908, and substantial

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
								investment in frequent peak service on Route 105, which serves a similar area. A flexible service to meet additional mobility needs is also proposed to serve this tract.
25	4,396	263,097	130,451	505	451	99.8%	13.2%	Tract 25 is located in central Kent and has moderate access to family wage jobs and community assets. The households in this area have very high access to transit, but very low access to frequent transit. This tract will have significantly more all-day service with new Routes 161 and 165, and will have new connections to Covington and Maple Valley. Route 913, which serves this tract, is low performing and operates limited trips and will be discontinued to allocate operating resources elsewhere.

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
26	5,700	125,369	90,572	403	359	47.3%	11.0%	Tract 26 is located in Des Moines at the periphery of the project area and has moderately low access to family wage jobs and community assets. The households in this area have low access to transit and very low access to frequent transit. This tract will have significantly more peak period and Saturday service with Route 165, which will replace Route 166 in this area. Route 165 will also provide a new connection to the Kent East Hill and Green River College.
27	4,697	120,373	102,875	340	320	81.4%	74.8%	Tract 27 is located on Kent East Hill and has moderately low access to family wage jobs and community assets. The households in this area have high access to transit and very high access to frequent transit relative to the tracts in the rest of the area. Tract 27 will have significantly more weekday and Saturday service and new Sunday service with new Route 165, which will replace Route 166 in this area and provide a new connection to the Kent West Hill and Burien. The tract will also be served

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
								by new Route 160, which replaces Route 169 in this area and will provide new one-seat ride connections to Renton and Auburn.
28	4,719	132,849	86,460	307	216	61.3%	0.0%	Tract 28 is located in southern Renton. It currently has low-moderate access to family-wage jobs and community assets with lower access during the off-peak period. Household access to transit generally is moderate, but no households have access to frequent transit. The tract will see significant changes to service. Route 148 will be reoriented to serve this tract all-day and the tract will have significantly more service on Route 906 with increased frequency throughout the weekdays, new evening, night, and Sunday service and a new connection to Sounder service in the peak periods. A flexible service to meet additional mobility

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract

Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
								needs is also proposed to serve this tract.
29	7,126	82,984	36,015	255	162	95.3%	0.0%	Tract 29 is located at the southern edge of King County and due to long travel times, has limited access to jobs and community assets throughout the region. However, the households in this tract have a very high level of access to transit. Tract 29 will have service maintained with new Route 184, which will replace Route 180 in this area. Route 917 will no longer serve a low performing stop in this tract.

Figure 30: Qualitative Analysis of Baseline Conditions and Proposed Service Changes by Priority Tract								
Priority Tract ID	Total Population	Family-Wage Job Access (AM)	Family-Wage Job Access (Midday)	Community Asset Access (AM)	Community Asset Access (Midday)	Percent of Households with Transit Access	Percent of Households with Frequent Transit Access	Proposed Changes
30	3,894	83,707	36,896	261	168	65.6%	0.0%	Tract 30 is located at the southern edge of King County and due to long travel times, has limited access to jobs and community assets throughout the region. The households in this tract have moderate access to transit service. This tract will have significantly more weekday service on Route 917 and new Sunday service on this route. This service will replace Route 910 in Tract 30.
31	8,051	124,005	102,943	334	291	67.4%	6.0%	Tract 31 is located in central Kent and has moderate access to family wage jobs and community assets throughout the region. The households in this tract have moderate access to transit and very low access to frequent transit. This tract will have more midday service with new Route 160, which will replace Routes 169 and 180 in this tract and will provide new one-seat ride connections to Renton and Auburn.

Figure 30 Planner analysis of network changes by priority tract

MEMORANDUM

Date: Tuesday, August 27, 2019
 To: Chris O’Claire
 From: Bill Bryant, Natalie Westberg, Greg McKnight
 CC: Hannah McIntosh, Katie Chalmers, Jeremy Fichter, Alex Kiheri
Subject: RapidRide I Line – Corridor Concept Update Memo

This memorandum summarizes the Renton-Kent-Auburn Area Mobility Plan (Area Mobility Plan) process to recommend a corridor concept for the RapidRide I Line. This summarizes the preliminary service planning work to determine the major destinations and assets the corridor should serve as well as setting the terminal locations. While the corridor was identified in previous planning documents, this serves to further vet the expected routing and needs moving into the planning and design phases of the RapidRide I Line development. The specific roadways the RapidRide I Line will use will be determined through the Corridor Planning & Upgrade Report process.

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Background

METRO CONNECTS is King County Metro’s long-range vision for bringing more and better transit service to King County. The METRO CONNECTS Development Program (MCDP) created a Regional Project Schedule to outline the major service and capital projects and programs needed to move towards this vision. The Area Mobility Plan will be the second project to be implemented from the Regional Project Schedule. The Area Mobility Plan will address changing mobility needs in the area and be

informed by the vision laid out in METRO CONNECTS, in addition to Metro’s Service Guidelines and community and stakeholder input.

In addition, METRO CONNECTS identified Corridor 1033, serving Renton, Kent, and Auburn, as a future RapidRide corridor in addition to other structural changes to complement new RapidRide service in this corridor. Corridor 1033 was selected for funding and advancement by King County in 2023 as the RapidRide I Line. Network changes will be considered as part of the Area Mobility Plan, and implemented in 2020.

Methodology

The Area Mobility Plan includes detailed analysis of existing conditions within the project area. This is documented in the Existing Conditions Report, which included existing conditions of mobility services, transit facilities, project area demographics, and major destinations. The report includes details of existing route productivity & performance as well as how existing service meets service guidelines for prioritization in investment.

The Area Mobility Plan evaluated potential I Line corridor concepts and terminus locations. The table below details the criteria used to evaluate each corridor.

Performance Criteria

Criteria	Description
Estimated Travel Time	Estimated travel time based on existing data and segment length
Service Hours	An estimate of service hour needs relative to the baseline pathway.
Destinations served	What destinations within Renton does this pathway serve? What community assets does each pathway connect?
Existing Ridership	Boardings/alightings for existing routes along the alignment.
Population/Employment	What type of land use does this alignment serve?
Equity and Social Justice (ESJ): Equity Priority Areas?	Does this alignment prioritize investment in areas with more community assets and higher concentrations of low-income, limited-English speaking and non-white populations?
Network	Would this alignment have positive/negative impacts to other fixed routes in the area? Duplicate or complement other services? Provide opportunity to update other routes?

In addition to technical analysis, the Area Mobility Plan phase one process included community engagement activities and coordination with local jurisdictions. Feedback from these activities were incorporated into the decision process:

- 18 Community Based Organization Interviews
- 8 Tabling Events in the community
- Outreach at bus stops
- An online survey with 840 respondent
- Mobility Board
- Technical workshops with Renton, Kent, Auburn, & SeaTac
- Presentation to city council and transportation advisory boards in the project area

The project team used the evaluation criteria, qualitative input from community and agency engagement as well as the guiding principles of the Metro Service Guidelines to evaluate corridor concepts. In addition, this process considered the constraints of the council approved budget and CIP to fund capital and service needs throughout the project area.

Corridor Concept

The METRO CONNECTS corridor 1033 represents the baseline assumption for the RapidRide I Line pathway. The corridor travels from the Renton Transit Center to the Auburn Transit Center via the Kent Transit Center. The recommended terminal points and pathways align with the pathway shown in METRO CONNECTS throughout a majority of the corridor, however three specific segments of the corridor were assessed in this analysis to verify if the METRO CONNECTS pathway and terminal points should be changed moving into planning and design of the RapidRide line. These three segments are areas where the proposed METRO CONNECTS routing does not align with the corridor's existing route pathway. This section includes discussion on three aspects of the corridor:

- Northern Terminus in Renton
- Pathway between Kent Transit Center and the Kent East Hill
- Service on Auburn Way or D Street in Auburn

The METRO CONNECTS vision for the corridor will be used as the corridor concept at all other locations.

Renton Terminus

The METRO CONNECTS vision identified the current Renton Transit Center as the northern terminal location of the RapidRide corridor. Service Planning considered alternatives for the pathways between 108th/Carr Road and the South Renton Transit Center, South Renton Transit Center and Renton Transit Center, and extensions of the RapidRide I Line to both the Renton Landing and the Renton Highlands. This analysis affirmed the technical merit of the existing Route 169 pathway through the City of Renton and is documented in the *Northern Terminus Alternatives Analysis Memo*, January 2019. Figure 1 shows the three considered pathway extensions.

Figure 1 Northern Terminus Extension Pathways

SECTION C: I-Line Routing Options (Kent - Renton)



TECHNICAL ANALYSIS

The project team, with input from the City of Renton, considered eight pathways through three separate segments. A technical analysis of the identified segments was completed to determine the merit of each pathway through the City of Renton. This work is documented in the *Northern Terminus Alternatives Analysis Memo*, January 2019. This technical evaluation further supported use of the existing Route

169 pathway as a corridor concept. Phase I outreach showed a single alignment through Renton with the opportunity to comment on mobility needs in the area.

There are three segment options in the *Northern Terminus Alternatives Analysis Memo* that extend past Renton Transit Center. Two pathway options extend to the Renton Landing area. These pathways both have similar operating needs at 8,000 to 9,000 annual service hours, respectively. The Renton Landing extension options provide greater access to jobs and in particular, Boeing. The third pathway option extends to the Renton Highlands and Renton Technical College. An extension to the Renton Highlands was also considered, which would cost about 11,500 annual service hours. This pathway provides move access to households and Renton Technical College, which is a designated Regional Activity Center. The Renton Highlands extension also serves significantly more community assets and is a designated equity priority area, with a higher concentration of people of color, low-income people, and limited English-speaking populations than the King County average.

This analysis also considered existing service network options. Metro's [*Service Guidelines*](#) mandate that service does not duplicate coverage and compete for the same riders. The Renton Highlands pathway is served by Route 105, which operates every 30 minutes on weekdays and Saturdays and every 60 minutes on Sundays. Metro's [*2018 System Evaluation*](#) identified a Service Growth investment need of 6,400 service hours in this route. The Renton Landing extensions are served today by the RapidRide F Line, which operates every 10-15 minutes on weekdays and every 15 minutes on Saturdays and Sundays. Metro's [*2018 System Evaluation*](#) did not identify a need for a Service Growth investment in this route.

Metro did not advance a concept for an extension in Phase I based in technical merits. This evaluation showed a significant increase in operating costs for both of these options, risk of duplicating services, and the lack of a demonstrated technical need to connect destinations in the Renton Highlands or Renton Landing destinations to the RapidRide I Line corridor via a one-seat ride. This decision aligns with Metro's [*Service Guidelines*](#), which call for designing network connections, reasonable route length to avoid reliability issues and encourage network connections, and avoiding service duplication. Instead, Service Planning looked to Phase I community and agency engagement feedback on needs and destinations in the City of Renton to inform whether to pursue an extension of the northern terminus.

COMMUNITY & AGENCY ENGAGEMENT

Phase I focused on understanding needs and priorities across the project area and within the City of Renton. There were about 132 Route 169 and 180 riders who participated in the Needs Assessment survey. About seven respondents referred to travel needs in the Renton Landing and eight referred to travel needs in the Renton

Highlands. These respondents did not report on specific barriers to accessing these destinations.

The City of Renton has expressed their preference for extending the RapidRide I Line corridor route to the Renton Landing due to ongoing and planned development.

In the Mobility Board workshop, board members identified transit needs and connections in the Renton area, and then prioritized those needs. The Renton Landing was identified as a destination in the Renton area, but was not prioritized for service investment. The Renton Highlands was identified multiple times as a priority investment area, including, “more frequent service and better transit access to the Highlands,” “fill in service gaps, especially in the Highlands and Benson Hill,” and “need for better east-west connections.”

In 18 interviews with community organizations in the Renton-Kent-Auburn area, the need for better access to destinations in Fairwood, Skyway, Benson Hill, and the Renton Highlands were raised, but not the need for an improved connection to the Renton Landing.

RECOMMENDATION

Service Planning recommends that, in the City of Renton, the RapidRide I Line corridor route travel along the existing Route 169 pathway and terminate at Renton Transit Center.

The technical analysis is the *Northern Terminus Alternatives Analysis Memo*, findings from Phase I outreach, and the Mobility Board’s review of needs and priorities do not show a need to connect the Renton Landing or Renton Highlands to the RapidRide I Line corridor. This would pose a significant increase in operating cost, risk duplication of services, and pull resources from elsewhere in the Renton, Kent, Auburn area that are currently underserved.

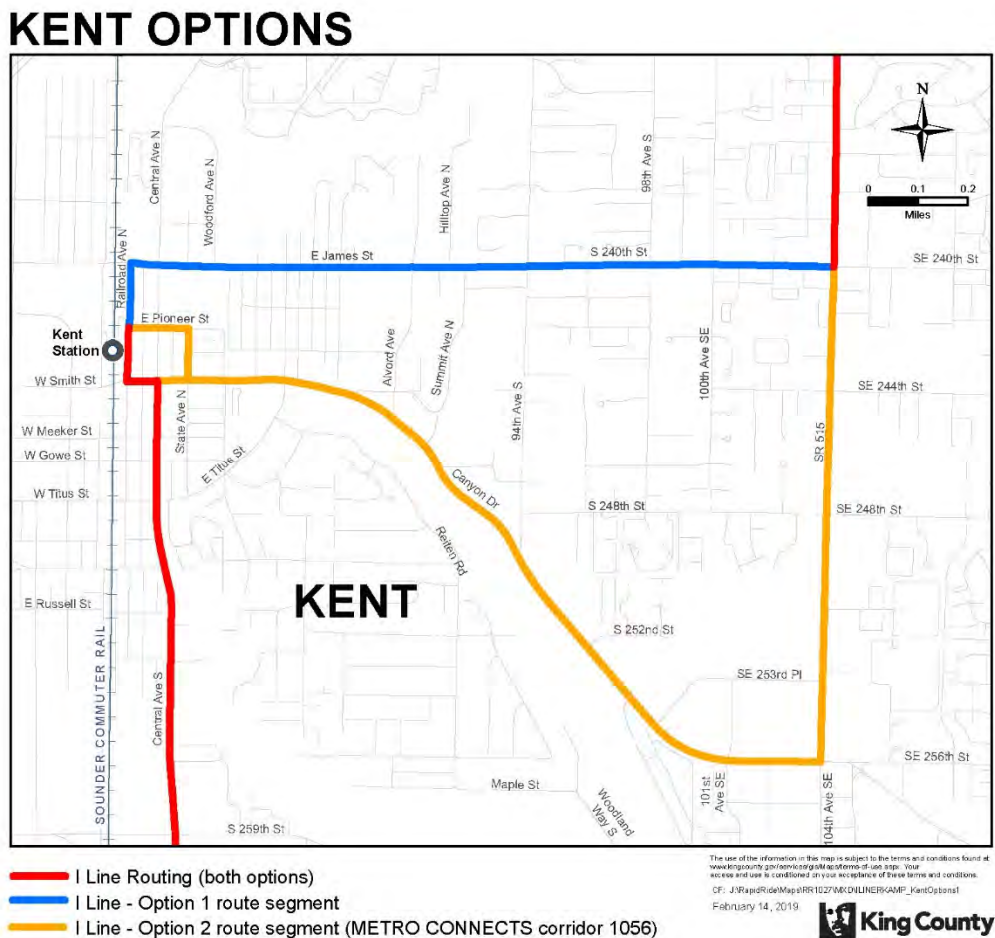
The connection from downtown Renton to the Renton Landing is already served by the frequent RapidRide F Line. The connection from downtown Renton to the Renton Highlands will be a priority for service improvements through the Renton-Kent-Auburn Area Mobility Plan. This existing network, and continuous investment through Metro’s Service Guidelines, will allow for access to the RapidRide I Line corridor for riders in both the Renton Highlands and the Landing through a high-quality transfer.

This decision is consistent with King County’s Equity & Social Justice Strategic Plan, which prioritizes investment in areas with more community assets and higher concentrations of low-income, limited-English speaking, and non-white populations.

Kent East Hill Pathway

The METRO CONNECTS vision identified James Street as the pathway between the Kent Transit Center and the East Hill neighborhood of Kent. The vision showed two RapidRide corridors accessing the East Hill using independent pathways. This second corridor, METRO CONNECTS corridor 1056, is not currently expected for delivery in the same time period as the RapidRide I Line, therefore it was prudent to determine which pathway should be prioritized for this earlier investment in RapidRide. The two pathway alternatives are shown in Figure 2.

Figure 2 Kent Pathways Map



TECHNICAL ANALYSIS

In the City of Kent, the RapidRide I Line corridor route will replace the Route 169 and the segment of the Route 180 that runs south of Kent Station. The alignment for RapidRide Corridor 1033 in METRO CONNECTS deviates from the existing pathway on Canyon Drive and travels on E James Street between Kent Station and 104th Ave SE.

The Canyon Drive pathway carries 19% of the Route 169's total boardings. The Canyon Drive pathway requires a longer travel time than James Street, but serves an existing high ridership segment of Route 169 and provides access to significantly more community assets, households, and employers.

The James Street pathway has current all-day service on Route 164 and peak-only service on Route 158. This was the identified pathway for Corridor 1033 in METRO CONNECTS. While James provides a more direct pathway, with a shorter travel time and a lower operating cost, it bypasses key community assets and destinations.

A technical matrix comparing these two alternative pathways is included in Figure 3.

Figure 3 Kent Alternatives Matrix

Alignment		James St	Canyon
Travel Time & Service Cost			
Estimated Travel Time (minutes)	Peak	8	13
	Off-Peak	7	12
	Night	6	10
Service Hour Cost (Over Baseline)		0	6,000
Ridership			
Existing Daily Ridership along alignment (on Area Mobility Plan routes)		290	1,030
Equity & Social Justice			
% People of Color		55%	56%
% Below 200% Poverty		40%	39%
% Limited English Speaking		19%	20%
Destinations			
Community Assets		27	36
Households		2,095	6,418
Employees		4,628	6,408
Community Input			
Phase I Survey		68 survey respondents preferred James over Canyon	72 survey respondents preferred Canyon over James
Mobility Board Recommendation		A few Mobility Board members preferred the James pathway for its operational advantages and lower travel times.	A majority of Mobility Board members supported the Canyon option due to the access it provides to key community destinations and better coverage of the Kent East Hill.

COMMUNITY & AGENCY ENGAGEMENT

Due to the discrepancy between the existing Route 169 pathway and the METRO CONNECTS alignment, this project included pathway alternatives for the RapidRide

I Line on Canyon Drive and E James Street in the project's Phase I survey and outreach.

The City of Kent has indicated strong support for an alignment on Canyon Drive due to access to community assets, lower grades for weather event operations, and plans for future transit-oriented development on the Kent East Hill.

The Canyon Drive pathway received slightly more support than James Street in the project's Phase I survey. However, it was recommended by the Mobility Board as the preferred RapidRide I Line pathway. The Mobility Board prioritized serving key destinations on the Kent East Hill and believed that outweighed the benefits of a faster trip.

In 18 interviews with community organizations in the Renton-Kent-Auburn area, the need for better access to destinations on the Kent East Hill was referenced in multiple interviews.

RECOMMENDATION

In the City of Kent, Service Planning recommends that the RapidRide I Line corridor route travels on Canyon Drive. The Canyon pathway serves a dense, high ridership corridor with housing, employment, and community assets.

The James Street pathway prioritizes speed and directness, but it cuts off access to critical destinations and ridership.

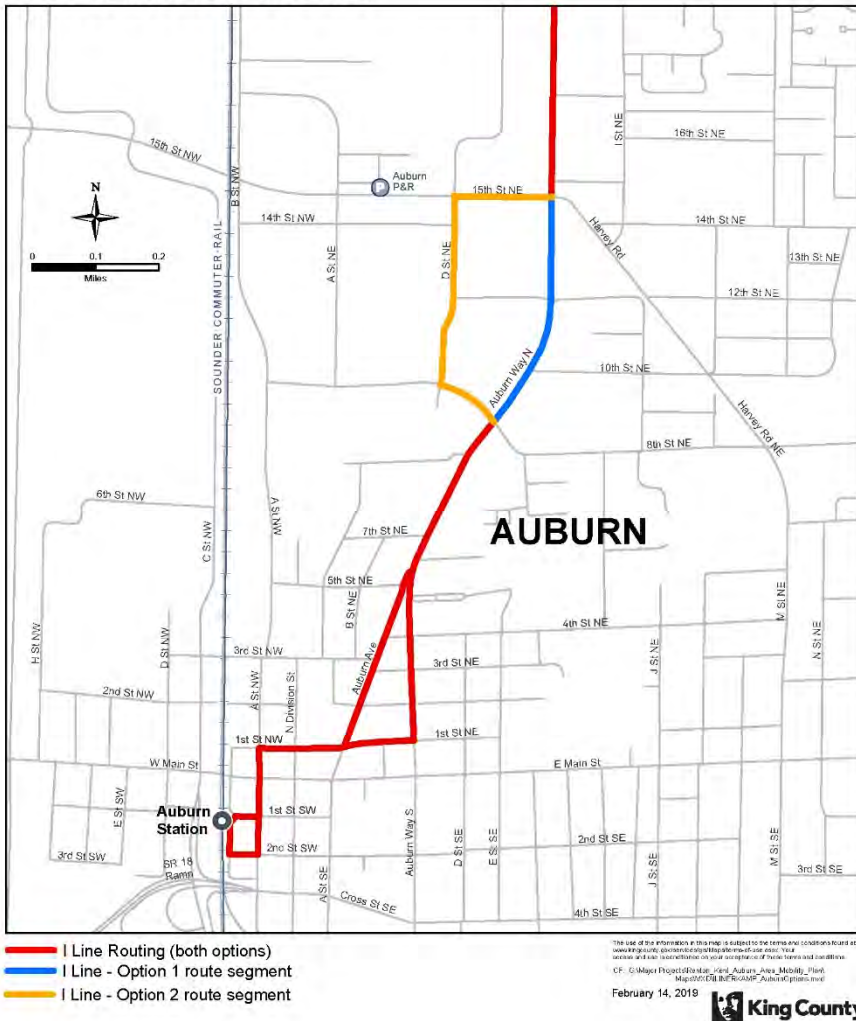
Furthermore, investing in this pathway provides more coverage and better access to frequent, high capacity transit for residents of an area with a higher concentration of people of color, low-income people, and limited English-speaking populations than the King County average.

Auburn Way & D Street

The METRO CONNECTS vision identified Auburn Way as the pathway from Kent to the Auburn Ave intersection. This vision diverged from the existing Route 180 pathway along D Street between 9th Street NE and 15th Street NE. Both pathways were considered for the RapidRide I Line corridor route (Figure 4).

Figure 4 Auburn Pathways Map

AUBURN OPTIONS



TECHNICAL ANALYSIS

The existing Route 180 travels on D Street between 9th Street and 15th Street and about 7% of total Route 180 boardings occur on this segment. The pathway

proposed in METRO CONNECTS continues on Auburn Way and does not deviate to serve the D Street corridor. The estimated travel time for the Auburn Way pathway is 2 minutes and the estimated travel time for the D Street pathway is 4 minutes.

Service Planning evaluated the variation in travel time, service hour cost, destinations, and populations served. The walksheds for the D Street and Auburn Way pathways overlap and provide access to many of the same destinations and serve similar populations. The D Street pathway provides slightly more access to all evaluated destinations, including community assets, jobs, and households.

The primary distinction between these two pathways is the travel time difference and service hour cost. The service hour cost to serve D Street is 1,000 annual service hours. The two pathways are relatively close to one another, meaning that destinations on D Street are accessible from possible Auburn Way stops, and vice versa. The majority of boardings on the D Street pathway occur at the stops closest to Auburn Way.

A technical matrix comparing these two alternative pathways is included in Figure 5.

Figure 5 Auburn Alternatives Matrix

Alignment		Auburn Way N	D Street NE
Travel Time & Service Cost			
Estimated Travel Time (minutes)	Peak	2	4
	Off-Peak	2	4
	Night	2	4
Service Hour Cost (Over Baseline)		0	1,000
Ridership			
Existing Daily Ridership along alignment (along Area Mobility Plan routes)		0	300
Equity & Social Justice			
% People of Color		40%	40%
% Below 200% Poverty		39%	39%
% Limited English Speaking		8%	8%
Destinations			
Community Assets		15	13
Households		1,665	1,475
Employees		4,801	4,491
Community Input			
Phase I Survey		91 survey respondents preferred Auburn Way over D Street	16 survey respondents preferred D Street over Auburn Way
Mobility Board Recommendation		The Mobility Board unanimously supported RapidRide service on Auburn Way over D Street	

COMMUNITY & AGENCY ENGAGEMENT

Due to the discrepancy between the existing Route 180 pathway and the METRO CONNECTS alignment, this project included alignment alternatives on Auburn Ave and Auburn Way in the project's Phase I survey and outreach.

The City of Auburn has shown an understanding of the benefits and trade-offs with both pathways. They have support the Auburn Way pathway for speed and reliability benefits, but recognize the growing commercial area around D Street and further west on A Street. The City has expressed interest in additional service investment in this area of Auburn.

In the project's Phase I survey, 91 respondents preferred the Auburn Way pathway and 16 respondents preferred the D Street pathway. The Mobility Board supported of the Auburn Way alignment. They commented that this was an area where the RapidRide I Line should prioritize speed and directness of service and that the access distance to key destinations on the D Street pathway from Auburn Way was reasonable.

RECOMMENDATION

In the City of Auburn, Service Planning recommends that the RapidRide I Line corridor route travels of Auburn Way. This pathway still provides access to many destinations on D Street.

The Renton-Kent-Auburn Area Mobility Plan process will continue to explore options to serve the D Street corridor and destinations further west. In Auburn, the Mobility Board prioritized needs such as "service south of Auburn Station, especially to Algona/Pacific" and "establish a network of service not centralized on Auburn Station." These needs will feed into concept alternatives that look at new connections to the D Street corridor from elsewhere in Auburn.

Conclusion

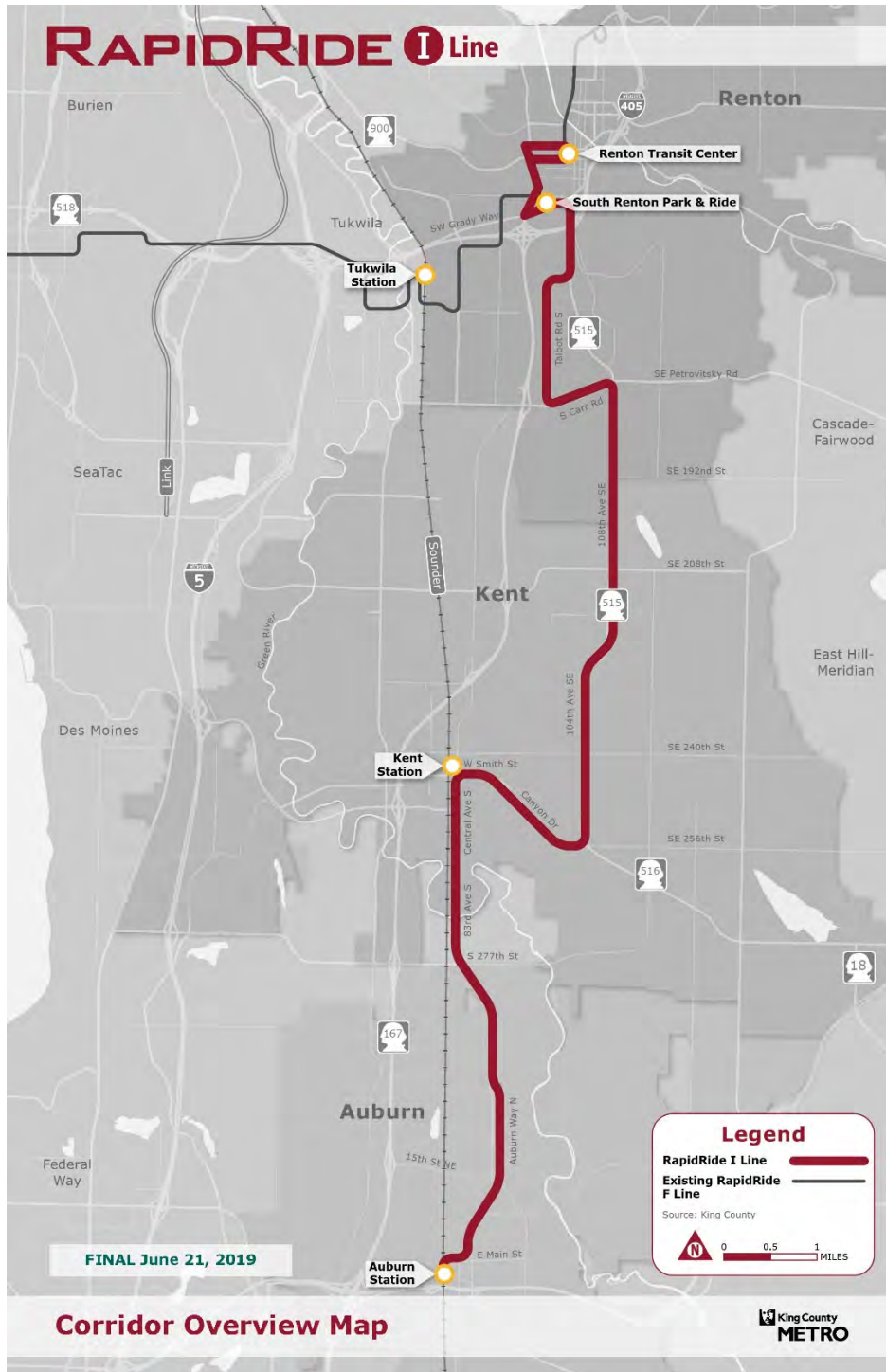
Based on this analysis and discussion, Service Planning recommends that the RapidRide I Line corridor route travel from Renton Transit Center to Kent Station to Auburn Station and follow the identified METRO CONNECTS pathway except in the City of Kent, where the route should operate on Canyon Drive to maintain access to destination on the Kent East Hill (Figure 6). This is a high ridership area with a significant concentration of people of color, low-income people, and people with limited-English speaking, and plans for transit-oriented growth. This memo includes consideration of alternative Renton Terminus locations and pathways through the City of Auburn. These pathways were discounted because they are either inconsistent with Metro's Service Guidelines or the purpose and need of RapidRide service.

Community engagement was conducted to explicitly inform the evaluation of alternative pathways through the City of Auburn and City of Kent and supports this recommendation. Community feedback on mobility needs in the City of Renton did not demonstrate a need to extend the RapidRide I Line to serve either the Renton Landing or Renton Highlands.

The operating cost estimate for the I Line is based on the Corridor 1033 METRO CONNECTS pathway. The proposed I Line corridor route in this document requires an additional 6,000 service hours, due to the additional travel time needed to serve Canyon Drive and an extended segment of 104th Ave SE. The Area Mobility Plan process will create a single route in this identified corridor in 2020 to prepare for I Line implementation. Through the I Line planning process, the alignment may be further refined due to speed and reliability needs but would not change the destinations served as recommended in this document.

RapidRide service in the corridor will begin in 2023. If additional service hours are needed to provide a RapidRide level of service or accommodate alignment refinement, those service hours will be identified and implemented through the RapidRide I Line service change process.

Figure 6 I Line Corridor Concept



RENTON-KENT-AUBURN AREA MOBILITY PLAN

The reconfiguration of Route 180 to combine with Route 169 and provide a one-seat ride between Renton Transit Center and Auburn Station will require new fixed-route service on the existing Route 180 segments from Kent Station to Burien Transit Center and Auburn Station to White River Junction. To plan for this change, Metro has integrated concepts to maintain transit service on the entire Route 180 pathway into the Renton-Kent-Auburn Area Mobility Plan.

FUTURE PLANNING: I-405 BUS RAPID TRANSIT

Sound Transit's I-405 Bus Rapid Transit (BRT) project will bring BRT to the City of Renton in 2024. This project will invest in the construction of a major transit station, park & ride, and transfer facility at the existing South Renton Park & Ride. The proposed South Renton Transit Center will offer new connection points and Metro will restructure transit service to respond to network changes in Renton and along the I-405 BRT corridor. This planning process will begin in 2022, with 2024 implementation to align with I-405 BRT service opening. The scope of this study may include revisions to the RapidRide I Line and other network changes to Metro services.

The City of Renton is also considering a plan to close and redevelop the existing Renton Transit Center. In the event of a transit center closure, Metro would relocate service to other transit facilities in Renton. Early concept development and planning for the South Renton Transit Center has included capacity needs for relocated service and layover from the Renton Transit Center. These assumptions include RapidRide I Line service and layover needs.

Attachment A: RapidRide I – Northern Terminus Technical Memorandum

1/28/19

TO: Greg McKnight, I Line Project Manager

FM: Dave VanderZee, RKAAMP Project Manager - Service Planning

RE: I Line Northern Terminus Preliminary Alternatives Analysis

Introduction

Metro conducted a preliminary evaluation of several alternatives for potential routing alignments through the city of Renton for the proposed I Line. This memo documents the various alignments considered, along with the methodology and criteria used to evaluate each option to arrive at options that could be further advanced for consideration by the public and other stakeholders, including jurisdiction partners.

Background

As part of the planning process for the RapidRide I Line, Metro evaluated several routing alternatives for the pathways through the city of Renton in order to screen out alternatives that would not be technically feasible or support project goals.

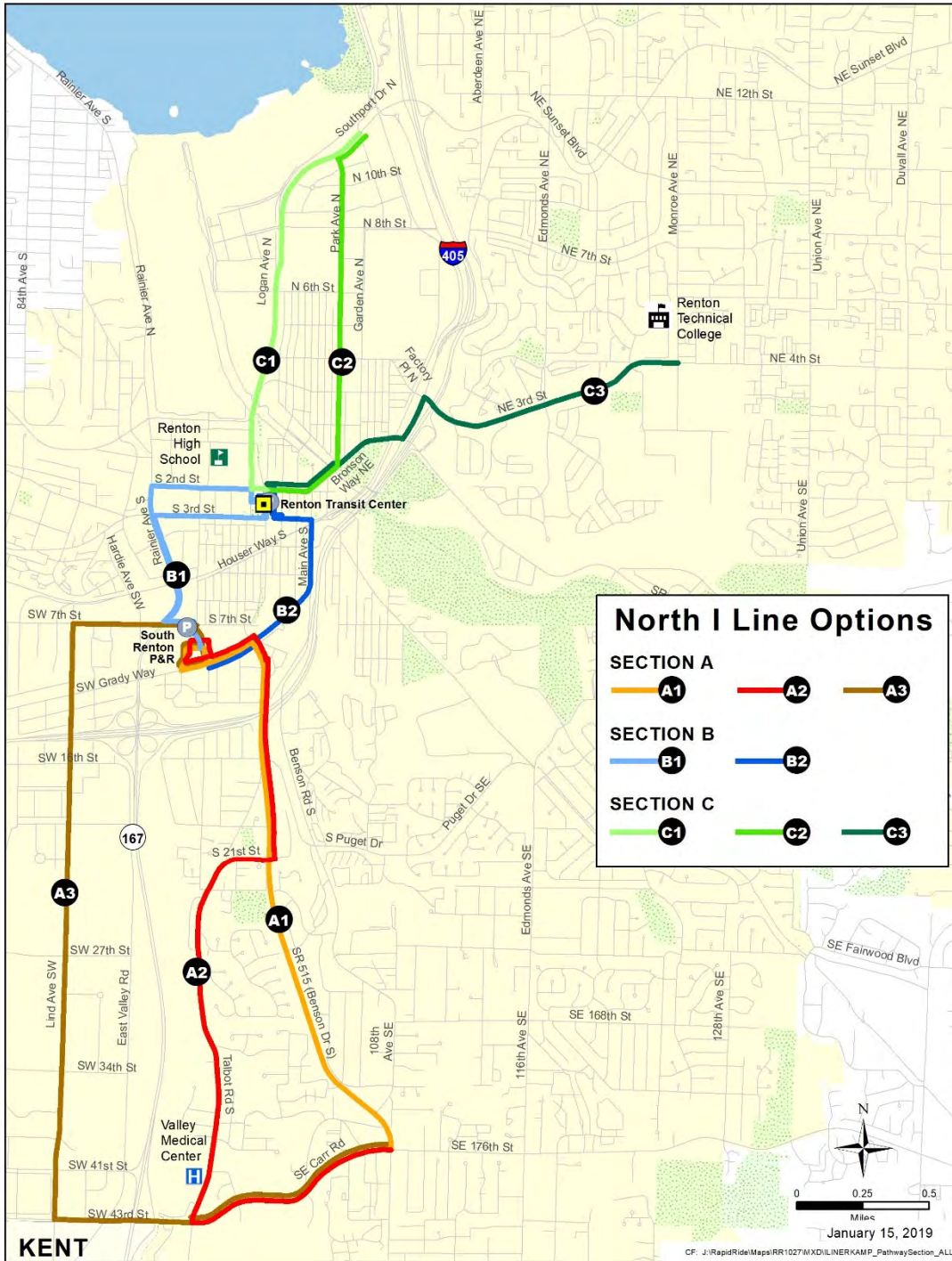
The results of the initial screening will be used in addition to public needs assessment to advance select alternatives to a further technical analysis, preliminary design and cost estimation. The analysis focused on alternative pathways north of SE 176th St/SE Carr Rd/S 43rd St in Renton to several alternative terminals in Renton.

Methodology

A total of 8 different pathways through three separate segments were considered:

- Segment A – 108 Ave SE/SE 176th St to South Renton Park-n-Ride
- Segment B – South Renton Park-n-Ride to Renton Transit Center
- Segment C – Renton Transit Center to Renton Landing/Renton Technical College

Segment A2 and B1 are considered the baseline as these segments represent pathways of the METRO CONNECTS corridor to the Renton Transit Center. Segment C is considered an extension beyond the baseline terminal.



Several criteria were used to evaluate each pathway including criteria that considered population and employment served, equity measures, impacts to other transit service and service cost, capital needs, and other factors such as political feasibility and compatibility with METRO CONNECTS.

The table below details the criteria used to evaluate each pathway. Additional detail can be found in the appendix.

Criteria	Description
Estimated Travel Time	Estimated travel time based on existing data and segment length
Service Hours	An estimate of service hour needs relative to the baseline pathway.
Speed & Reliability Capital Needs	Potential queue jumps, bus lanes or stop improvements that provide bus priority
# of TSP intersections	How many intersections would TSP be required at?
Stop Pairs	How many stop pairs would this pathway require?
Destinations served	What destinations within Renton does this pathway serve? What community assets does each pathway connect?
Existing Ridership	Boardings/Alightings for existing routes along the alignment.
Population/Employment	What type of land use does this alignment serve?
Equity and Social Justice (ESJ)	Does this alignment serve higher proportions of riders identified through an ESJ lens?
Network	Would this alignment have positive/negative impacts to other fixed routes in the area? Duplicate or complement other services? Provide opportunity to update other routes?
Future Opportunities	Does this alignment serve potential redevelopment that could impact routing, facilities, layover, or ridership?

Segment A – 108 Ave SE/SE 176th St to South Renton Park-n-Ride

Segment A includes three options, A1 via Benson Rd, A2 via Talbot Rd S, and A3 via Lind Ave SW. A1 is a pathway not currently served by transit service, while A2 follows Route 169, and A3 follows portions of Route 153.

Alignment A1 would provide service along a new transit pathway on Benson Rd S. However, A1 would not provide service to Valley Medical Center, a key community asset. While some speed benefits are provided by A1, given the lack of service to Valley Medical Center, other network changes would increase operating cost to maintain connectivity with other service.

Currently A2 aligns with METRO CONNECTS, maintains service to Valley Medical Center, a designated regional activity center, and does not require additional network changes or operational cost beyond the baseline outlined in METRO CONNECTS. A2 also has the highest current ridership along the segment.

A3 is currently served by Route 153, provides service to a large number of jobs, and maintains service to Valley Medical Center. However, without revisions to Route 153, would leave Talbot Rd S unserved by transit. A3 also includes crossing SR 167 through heavy congestion, which would necessitate additional speed and reliability improvements that may not be feasible.

SECTION A: I-Line Routing Options (Kent - Renton)



Segment B – South Renton Park-n-Ride to Renton Transit Center

Segment B includes two options, B1 via Rainier Ave S, and B2 via S Grady Way. B1 is a pathway currently served by several Metro routes, including the RapidRide F Line and Route 169, while B2 follows a pathway served by a separate set of Metro routes, including Route 101.

The heaviest ridership in Segment B is along alternative B1, which is also the highest ridership segment evaluated in the analysis. Segment B2 does face some potential delays at Houser Way N due to congestion at I-405 ramps. Additionally, B1 serves a greater number of jobs, households, and community assets.

The two alternatives in Segment B terminate at the Renton Transit Center. METRO CONNECTS originally identified the Renton Transit Center as the proposed terminal for the I Line.

SECTION B: I-Line Routing Options (Kent - Renton)



Segment C – Renton Transit Center to Renton Landing/Renton Technical College

Segment C includes three options, C1 via Logan Ave N to Renton Landing, C2 via Park Ave N to Renton Landing, and C3 via NE 3rd St to Renton Technical College. C1 is the pathway currently served by the RapidRide F Line, while C2 follows a pathway served by several Metro routes, including Routes 167, 240 and 342, and C3 follows portions of Route 105.

Options C1 and C2 both would serve the Renton Landing area. C2 could require the use of a private roadway at the proposed northern terminal, and could encroach on railroad right of way. All three segment C options require significant operating investment to extend the route beyond the Renton Transit Center. C1 and C2 have similar operating needs at 7,880 and 9,085 annual service hours respectively. While C3 requires 11,386 annual service hours to operate beyond the Renton Transit Center.

C1 follows the existing RapidRide F Line pathway and could utilize the same transit improvements implemented for the F Line.

C1 and C2 provide greater access to jobs, especially given the proximity of Boeing. However, C3 provides more household access and provides a connection to Renton Technical College, which is a designated Regional Activity Center and is included in a larger set of community assets served by C3.

Given the high operating costs and capital needs of these pathways, the potential need to reorient other existing service, and lack of rider input regarding travel patterns and destinations, Metro recommends evaluating Segment C in greater detail after public and stakeholder feedback is received from Phase 1 of outreach, and prior to advancing concepts in Phase 2 of outreach.

SECTION C: I-Line Routing Options (Kent - Renton)



Conclusion & Future Considerations

Metro plans to present Segments A2 and B1 in Phase 1 of outreach as part of the joint I Line/Renton-Kent-Auburn Area Mobility Plan. Showing an alternative terminating at the Renton Transit Center is consistent with METRO CONNECTS, aligns with the current routing of the route 169, and allows the flexibility to consider options best suited to identified mobility needs and in the context of other possible network changes. Additionally, an alternative to terminate at the South Renton Park-n-Ride may not be available until 2024, with the implementation of Sound Transit's I-405 BRT and relocating transit center activities to this new location.

Public and stakeholder input from Phase 1 will be used to evaluate pathways through Renton. Those options would then undergo more robust analysis with a potential extension beyond the Renton Transit Center to be represented in future phases of I Line/RKAAMP outreach.

RAPIDRIDE

		Segment A 108 Av SE/SE 176 St to S Renton TC			Segment B S Renton TC to Renton TC		Segment C Renton TC to The Landing/Renton Tech		
Option		A1	A2	A3	B1	B2	C1	C2	C3
Alignment		Benson Rd S	Talbot Rd S	Lind Av SW	Rainier Av S	Main Av S	Logan Av N	Park Av N	Renton Tech
Service Cost & Network Impact									
Estimated Travel Time	Peak	8	15	20	11	9	9	10	14
	Off-Peak	7	13	18	10	9	8	8	12
	Night	6	11	16	9	7	7	8	11
RR Service Hour Cost of Option vs. Baseline		-6,205	0	6,205	0	0	7,990	9,085	14,195
Network Impacts without other changes		-- No service on Talbot Rd S -- No connection between Valley Med Ctr to Renton or Kent	None	-- No service on Talbot Rd S	None	None	-- Redundant with F Line	-- Redundant with Route 240 -- Partially redundant with F Line	-- Redundant with Route 105
Ridership									
Existing Ridership along alignment (only routes in project)		478	948	976	1,976	225	787	292	479
Passenger Time Delay vs. Baseline (minutes)		-6,600	0	5,430	0	-1,456	0	0	0
Capital Improvements (Speed & Reliability and Transit Access)									
Signalized Intersections / TSP		7	10	15	9 but existing	14	10 but existing	12	12
Stop Pairs		5	6	7	4	2	4	3	4
Speed & Reliability Notes		-- Potential Queue Jump on Talbot SB approaching I-405 -- Transit Lanes on Grady	-- Potential Queue Jump on Talbot SB approaching I-405 -- Transit Lanes on Grady -- Transit lanes on Carr Road	-- At grade rail crossings (2) on Lind Ave -- Heavy congestion crossing SR 167 -- Transit lanes on Carr Road	-- Share F line path/transit facilities	-- Congestion at Houser -- Transit lanes on Grady potentially need to extend farther north	-- Share F line path/transit facilities	-- Potential transit facilities with roadway diet -- Need to coordinate rail/private roadway issues	-- Heavy congestion at SR 169/Houser as well as Sunset/Houser
Equity & Social Justice									
% People of Color		52.9%	54.9%	61.3%	57.4%	54.6%	43.2%	50.4%	51.3%
% Below 200% Poverty		27.1%	31.0%	35.2%	32.6%	35.4%	26.1%	31.2%	28.6%
% Limited English Proficiency		13.8%	14.2%	14.4%	14.4%	14.2%	13.7%	16.1%	16.4%
Destinations									
Regional Activity Centers		None	Valley Medical Center	Valley Medical Center	None	None	None	None	Renton Technical College
Community Assets		14	19	23	23	15	8	9	13
Subsidized housing buildings		3	2	2	0	0	0	0	1
Subsidized housing units		117	87	87	0	0	0	0	28
Medical services		2	7	5	5	3	1	2	4
General social amenities (school, libraries, grocery stores, etc.)		4	5	8	9	7	5	6	6
Targeted social amenities (emergency shelter, WIC vendor)		4	5	6	7	4	2	1	1
ORCA card vendor		1	1	1	1	1	0	0	0
ORCA LIFT vendor		0	0	1	1	0	0	0	1
Households		4,882	6,006	4,417	3,379	2,162	3,070	3,846	5,122
Jobs		6,458	7,764	19,551	7,694	4,822	17,332	19,383	4,612
Lowest-wage jobs (\$1,250 per month or less)		1,409	1,577	2,465	1,937	1,137	857	1,452	1,074
Low-wage jobs (greater than \$3,333 per month)		2,224	2,710	6,496	3,088	1,475	1,267	2,193	1,565
Family-wage jobs (greater than \$3,333 per month)		2,825	3,477	10,590	2,669	2,210	15,208	15,738	1,973

RAPIDRIDE



Renton-Kent-Auburn Area Mobility Plan

EXISTING CONDITIONS REPORT

FEBRUARY 2019

Existing Conditions Report

Renton-Kent-Auburn Mobility Project

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Project Background

Renton-Kent-Auburn Area Mobility Plan

The Renton-Kent-Auburn Area Mobility Plan will focus on mobility services in Auburn, Covington, Kent, Renton, and SeaTac and will deliver an updated mobility network to be implemented in September 2020. As an underlying design spine, the project will modify existing Routes 169 and 180 to create a new frequent route between Auburn, Kent, and Renton. This route will be upgraded to the RapidRide I Line in 2023.

Project Goals

Improve mobility and access to community assets for disadvantaged populations

- Employ an equity-focused approach to planning & decision making
- Evaluate project using an Equity Impact Review (EIR)

Increase ridership and performance of the transit system

- Identify capital needs to improve transit speed and reliability
- Improve network connectivity and availability of transit with service investments

Deliver an updated, integrated mobility network

- Adjust existing fixed-route service to respond to current and future mobility needs
- Deploy non-fixed route mobility services to right-size service to address specific needs

Prepare for the implementation of the RapidRide I Line

- Finalize I Line alignment that will inform capital planning and infrastructure needs
- Deliver a fixed-route service that will be improved to RapidRide I Line service

Existing Conditions Report

This report documents the existing conditions of mobility services, transit facilities, project area demographics, and major destinations.

Project Scope

The Renton-Kent-Auburn Area Mobility Project includes the following 26 King County Metro routes and Pierce Transit Route 497.

King County Metro Routes and Service Hours

Route	Spring 2018 Average Weekday Ridership	Annual Ridership	Annual Service Hours
105	2,021	320,996	12,456
148	1,046	172,744	12,630
150	13,996	2,048,592	66,349
153	650	169,000	10,752
157	211	54,860	4,248
158	555	144,300	7,812
159	349	90,740	6,346
164	2,390	482,040	13,764
166	3,931	607,308	27,076
168	3,000	460,512	22,115
169	7,342	1,073,800	43,666
180	10,231	1,468,636	54,412
181	5,011	714,636	32,578
183	1,177	249,444	14,013
186	221	57,460	5,278
190	392	101,920	7,005
192	136	35,360	3,641
906	400	124,800	7,609
908	100	31,200	2,936
910	100	31,200	2,695
913	200	52,000	3,183
914	200	62,400	3,146
915	200	62,400	4,368
916	100	31,200	3,529
917	200	62,400	3,999
952	213	55,380	6,603
TOTAL	54,372	8,765,328	382,209

Figure 1: Project Scope, Metro Routes

Pierce Transit: Route 497

Route	Spring 2018 Average Weekday Ridership	Annual Ridership	Annual Service Hours
497	323	83,980	4,497

Figure 2: Project Scope, Route 497

Renton-Kent-Auburn Mobility Plan Existing Conditions: Current Service

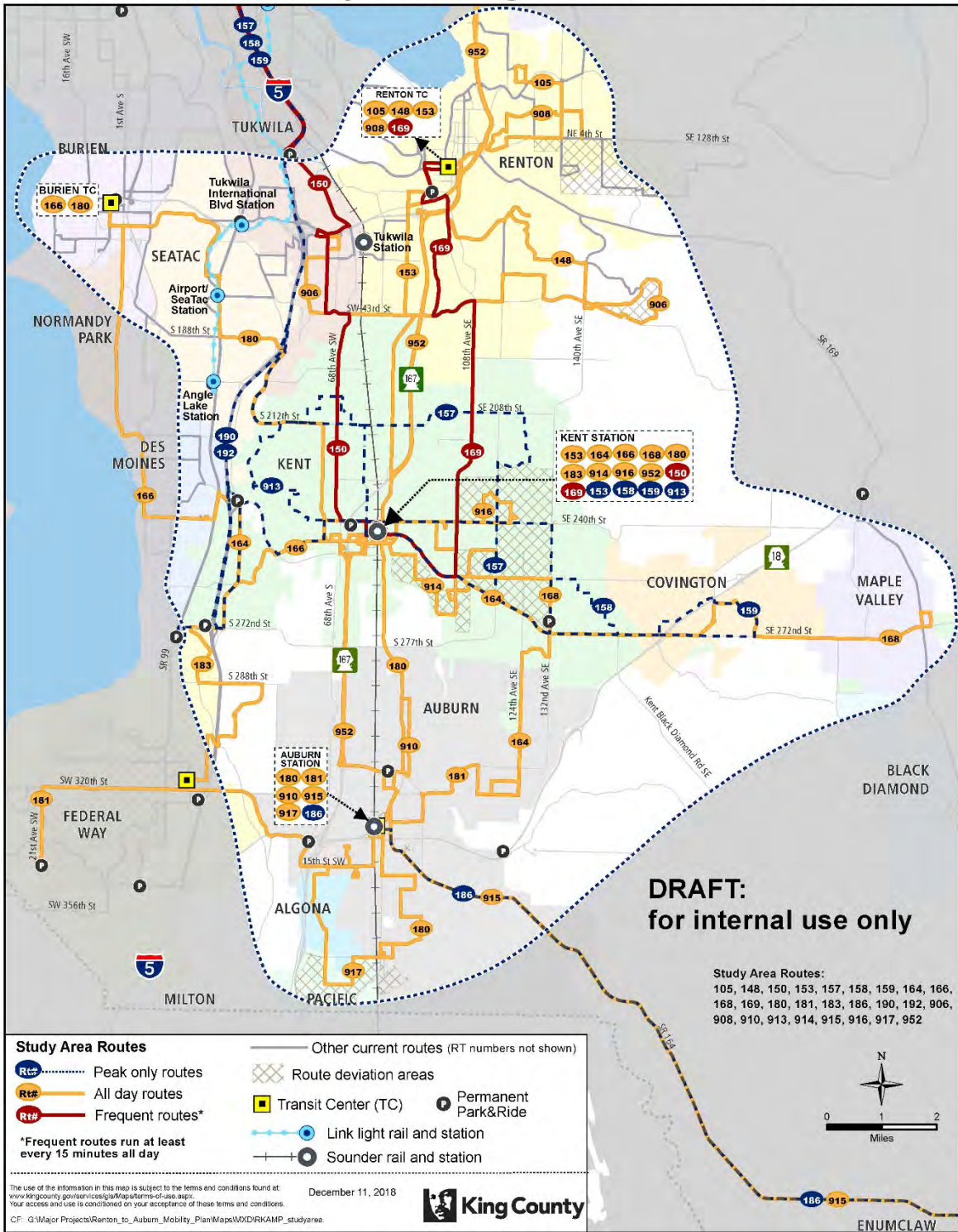


Figure 3: Map of Project Scope, Current Service

Mobility Services

King County Metro

Metro currently provides several levels of fixed-route transit service:

Frequent, All-Day: Frequent all-day service is transit service that is provided for most of the day and is designed to meet a variety of travel needs and trip purposes throughout the day. Frequent all-day service operates throughout the day, with service every 15 minutes or less until 6 pm Monday through Friday. Frequent all-day service also operates on weekends.

All-Day: All-day service is transit service that is provided for most of the day and is designed to meet a variety of travel needs and trip purposes throughout the day. All-day service generally operates at 30- or 60-minute headways.

Peak-Only: Peak-only service is provided during peak periods (5:00 – 9:00 am and 3:00 – 7:00 pm) and provides faster travel times, accommodates very high demand for travel to and from major employment centers, and serves park-and-ride lots in areas of lower population density.

DART: Fixed-route transit service operated in King County under contract that uses smaller transit vehicles with the flexibility to perform a limited number of off-route deviations upon request.

Community Connections: Community Connections is a demonstration program in which Metro works with local governments and community partners to develop innovative and cost-efficient transportation solutions in areas of King County that don't have the infrastructure, density, or land use to support regular, fixed-route bus service. The program aims to develop, test, and evaluate new transportation services that take advantage of innovative ideas, unique partnerships, or emerging technology. To date, Community Connections has developed six new service solutions: Community Ride, Community Shuttle, Community Van, Community Transportation Hub, Real-Time Rideshare and TripPool.

The following table breaks out fixed-route service by service level.

Frequent, All-Day	150, 169
All-Day (Weekday and Weekend)	105, 148, 166, 168, 180, 181
All-Day (Weekday Only or No Sunday)	153, 164, 183
Peak-Only	157, 158, 159, 186, 190, 192, 497, 952
DART	906, 908, 910, 913, 914, 915, 916, 917
Community Connections: Projects in Pilot Phase	Auburn TripPool, Burien Community Shuttle, Des Moines Community Shuttle, Normandy Park Community Ride

Figure 4: Project Routes by Service Type

Existing Metro Service Frequencies

Additional information on weekday, Saturday, and Sunday service frequency is provided in Appendix A.

	Areas Served	Peak Headway	Midday Headway	Weekend Headway	Span of Service
105	Renton Highlands to Renton TC	30 min	30 min	30 – 60 min	All Day
148	Fairwood to Renton TC	30 min	30 min	60 min	All Day
150	Kent Station to Southcenter to Downtown Seattle	15 min	15 min	20 min	All Day, OWL
153	Kent Station to Renton TC	30 min	30 min	N/A	All Day
157	Lake Meridian Park & Ride to Kent Industrial Valley to Downtown Seattle	30 min	N/A	N/A	Peak Only
158	Lake Meridian to Kent Station to Downtown Seattle	30 min	N/A	N/A	Peak Only
159	Covington to Kent Station to Downtown	30 min	N/A	N/A	Peak Only
164	Green River College to Kent Station	30 min	30 min	60 min (Sat. only)	All Day
166	Kent Station to Highline College to Des Moines to Burien TC	30 min	30 min	30 min	All Day
168	Maple Valley to Kent Station	30 min	30 min	60 min	All Day
169	Kent Station to Renton TC	15 min	15 min	30 min	All Day
180	Southeast Auburn to Kent Station to SeaTac	20 – 30 min	20 – 30 min	30 min	All Day, OWL

	Areas Served	Peak Headway	Midday Headway	Weekend Headway	Span of Service
181	Twin Lakes P & R to Auburn Station to Green River College	20 – 30 min	20 – 30 min	30 min	All Day
183	Federal Way, Star Lake, Kent Station	30 min	30 min	60 min (Sat. only)	All Day
186	Enumclaw to Auburn Station	30 min	N/A	N/A	Peak Only
190	Redondo Heights Park & Ride to Star Lake to Downtown Seattle	20 min	N/A	N/A	Peak Only
192	Star Lake to Downtown Seattle	15 - 30 min	N/A	N/A	Peak Only
906	Fairwood to Southcenter	60 min	60 min	60 min (Sat. only)	All Day, no evening
908	Renton Highlands to Renton TC	60 min	60 min	60 min (Sat. only)	All Day, no evening
910	Seattle Outlet Connection to North Auburn DART	60 min	60 min	60 min (Sat. only)	All Day, no evening
913	Kent Station to Riverview (loop)	30 min	N/A	N/A	Peak Only
914	Downtown Kent to East Kent Hill to Lake Meridian Park & Ride	60 min	60 min	60 min (Sat. only)	Midday Only
915	Enumclaw to Auburn Station	60 min	60 min	90 min (Sat. only)	All
916	Downtown Kent to East Kent Hill	60 min	60 min	60 min (Sat. only)	Midday Only
917	White River Junction to Auburn Station DART	60 min	60 min	60 min (Sat. only)	All Day, no evening
952	Auburn to Kenndale to Boeing Everett	30 min	N/A	N/A	Peak only

Figure 5: King County Metro Routes in Project Area

Pierce Transit

Pierce Transit operates service through Pierce County with connections into South King County. Route 497, a Pierce Transit route, is included in this project’s scope due to its role in providing service connections to Auburn and South King County. Today, this route is funded through a partnership between the City of Auburn, Pierce Transit, and King County Metro to provide service from Lakeland Hills to the Auburn Sounder Station. Changes to Route 497 and integration into a revised service network will be considered through this project, in partnership with the City of Auburn and Pierce Transit.

Route	Areas Served	Peak Headway	Midday Headway	Weekend Headway	Span of Service	Weekend?
497	Lakeland Hills – Auburn	30 min	N/A	N/A	Peak Only	No

Figure 6: Route 497 Service

Sound Transit

Sound Transit service will not be considered for changes as part of this project. However, connections to Sound Transit services are a significant consideration in planning for a restructured Renton-Kent-Auburn area service network.

Sound Transit operates two high-capacity rail lines within this project area: Link light rail and the Sounder commuter rail.

Rail Service	Areas Served	Peak Headway	Midday Headway	Weekend Headway	Span of Service	Weekend?
Link	Angle Lake – University of Washington	7 min	7 min	10 min	4 AM – 1 AM	Yes
Sounder	Lakewood - Seattle	20 min	N/A	N/A	Peak Only	No

Figure 7: Sound Transit Rail Service

Sound Transit also provides express bus service that serves urban centers in Snohomish, King, and Pierce Counties, and allows convenient transfers to train service and local buses. Similar to Metro service, Sound Transit Express bus service is provided at different frequencies and durations.

Sound Transit operates the following bus routes in the project area:

Route	Areas Served	Peak Headway	Midday Headway	Weekend Headway	Span of Service	Weekend?
560	Bellevue – SeaTac – West Seattle	30 min	30 min	60 min	5 AM – 10:30 PM	Yes
566	Auburn – Overlake	30 min	60 min	N/A	6 AM – 8 PM	No

567	Kent – Overlake	20 min	N/A	N/A	Peak Only ¹	No
578	Puyallup – Seattle	40 min	40 min	60 min	5 AM – 9 PM	Yes

Figure 8: Sound Transit Express Bus Service

¹ Route 567 offers a few trips on the edge of the peak, in the peak direction.

Community Connections Service

January 2019

Community Connections Projects in Pilot Phase

Auburn

- Project Area: City of Auburn, emphasis on service to Auburn Station
- Service: TripPool. A real-time rideshare commuter option to connect member drivers and riders to transit, without having to commit to a recurring trip. Metro-provided commuter vans make one round trip each work day to a local Park & Ride, where they receive reserved parking. Volunteer drivers pick up and drop off registered riders along the way. TripPool trip requests, pick-up locations, and fares are coordinated by riders and drivers using an app on their smartphones.
 - Two TripPool vans currently in service. The first TripPool entered service June 11, 2018 and the second entered service on August 27, 2018.

Burien

- Project Area: Gregory Heights, Burien Transit Center, and Highline Medical Center.
- Service: Community Shuttle, Route 631.
 - Community Shuttle is a smaller Metro route that includes both a fixed-route section, with regular stops, and flexible-service stops for which riders call ahead to schedule a pick-up or drop-off. Riders pay a regular Metro fare using ORCA, cash, valid paper transfer, or mobile ticket.
 - Service began in June 2015

Des Moines

- Project Area: Des Moines Creek Business Park
- Focus: Employers
- Service: Des Moines Community Shuttle, Route 635.
 - Community Shuttle is a smaller Metro route that includes both a fixed-route section, with regular stops, and flexible-service stops for which riders call ahead to schedule a pick-up or drop-off. Riders pay a regular Metro fare using ORCA, cash, valid paper transfer, or mobile ticket.
 - Connects Angle Lake Station to the Des Moines Marina District, via Des Moines Creek Business Park
 - Began revenue service on January 29, 2018

Normandy Park

- Project Area: City of Normandy Park
- Focus: Serving residential areas.
- Services:

- TripPool (Angle Lake Station)
- Community Ride (M/W/F/Sa midday service covering Normandy Park and portions of Burien, Des Moines, and SeaTac)
 - Began service on Dec. 17th
 - Neighborhood Transportation Hubs

Community Connections Projects in Planning Phase

Des Moines

- Project Area: Des Moines Creek Business Park
- Focus: Employers
- Current Phase: Implementation Planning (Midday Your Way & Flex VanPool)
- Midday Your Way – This service provides midday transportation options for workers who take transit or use VanPools to get to work. Workers can check out Metro vehicles located at work sites during designated time frames.
- Flex VanPool – allows users to request rides in Metro VanPools using a smartphone app without having to commit to a recurring trip. Trip pairs include rides between home neighborhoods and work, home neighborhoods and transit centers, and work and transit centers.

Kent Industrial Valley

- Project Area: Kent Industrial Valley
- Focus: Serving employment centers.
- Current phase: Existing stakeholder working group. Needs assessment survey completed. Due to nature of employment type, paper surveys distributed to employers, translated in multiple languages. Developed set of possible mobility solutions from survey feedback and input from stakeholder group.
- Next steps: Outreach to conclude in February 2019 at which point agreed upon pilot solution concepts move into implementation planning.

Tukwila

- Project Area: Tukwila residential areas
- Focus: Serving residential areas.
- Current Phase: Existing stakeholder working group. Needs assessment survey completed. Supplemental outreach to LEP populations in Tukwila to be conducted through CBOs. Results from this outreach phase will inform solution concept design.
- Next steps: Outreach planned to complete in Q1 2019 which point agreed upon pilot solution concepts move into implementation planning.

Transit Facilities

Figure 9 documents the existing transit centers and park & rides within South King County. Not all listed transit facilities fall within the project area.

Transit Centers and Park & Rides

Facility	City	Capacity	Utilization		Routes
			2018	2017	
Kennydale United Methodist	Renton	50	139%	168%	Metro: 111, 167, 342, 952 Sound Transit: 560
Kent Lot at Kent Station	Kent	119	105%	103%	See Kent Garage
Auburn Garage at Auburn Station	Auburn	520	100%	100%	Metro: 180, 181, 186, DART 910, DART 915, DART 917 Sound Transit: 574 Sunder Commuter Rail: Lakewood-Seattle Pierce Transit: 497
Auburn Surface Lot at Auburn Station	Auburn	113	100%	100%	See Auburn Garage
South Renton	Renton	385	100%	97%	Metro: 101, 102, 148, 153, 167, 169
Tukwila International Blvd Station	Tukwila	600	100%	99%	Metro: RapidRide A Line, RapidRide F Line, 124, 128 Sound Transit: Central Link Light Rail
Federal Way TC	Federal Way	1190	99%	99%	Metro: RapidRide A Line, 179, 181, 182, 183, 187, 193, 197, DART 901, DART 903 Sound Transit: 574, 577, 578 Pierce Transit: 402, 500, 501
Tukwila	Tukwila	267	99%	99%	Metro: 150, 154, 193
Angle Lake Station	SeaTac	1160	98%	96%	Metro: RapidRide A Line, Sound Transit: Central Link Light Rail, Des Moines Community Shuttle
Kent Garage at Kent Station	Kent	877	97%	97%	Metro: 150, 153, 158, 159, 164, 166, 168, 169, 180, 183, 913, DART 914, DART 916, DART 952 Sound Transit: 566, 567 Sunder Commuter Rail: Lakewood-Seattle
Peasley Canyon Rd/ West Valley Highway	Auburn	54	94%	96%	None
Tukwila Station	Tukwila	390	91%	91%	Metro: RapidRide F Line, 154 Sunder Commuter Rail: Lakewood-Seattle

All Saints Lutheran Church	Auburn	75	90%	61%	183, 190, 192, 193, 197
SeaTac Center Garage	SeaTac	62	84%	56%	Metro: RapidRide A Line, RapidRide F Line, 124, 128 Sound Transit: Central Link Light Rail
Renton Park & Ride (Metropolitan Place)	Renton	150	76%	93%	Metro: RapidRide F Line, 101, 105, 106, 107, 143, 148, 153, 167, 169, 240, 342, DART 907, DART 908 Sound Transit: 560, 566
Renton City Municipal Garage	Renton	150	76%	91%	Metro: RapidRide F Line, 101, 105, 106, 107, 143, 148, 153, 167, 169, 240, 342, DART 907, DART 908 Sound Transit: 560, 566
Maple Valley Town Square	Maple Valley	97	74%	80%	Metro: 143, 168, DART 907
New Life Church @ Renton	Renton	25	73%	72%	Metro: 143, DART 907
Auburn Park & Ride	Auburn	244	62%	64%	910, 952, 566
Maple Valley	Maple Valley	122	62%	66%	Metro: 143, DART 907
St Matthew Lutheran Church	Renton	128	59%	62%	Metro: 105, 111
Star Lake	Kent	540	57%	62%	Metro: 183, 190, 192, 193, 197 Sound Transit: 574
Kent/Des Moines	Kent	404	56%	63%	Metro: 158, 159, 166, 192, 193, 197 Sound Transit: 574
Kent Covenant Church	Kent	20	55%	40%	Metro: 158, DART 914, DART 916
Nativity Lutheran Church	Renton	49	53%	69%	Metro: 102, 148, DART 906
Family Life Center-Church of God	Auburn	27	52%	37%	497
Burien Transit Center	Burien	588	52%	55%	Metro: RapidRide F Line, 120, 121, 122, 123, 131, 132, 166, 180, 631 Community Shuttle, Sound Transit 560
Sunset Park	Auburn	10	47%	50%	497
Federal Way/S 320 th St	Federal Way	877	45%	39%	Metro: 177, 178, 193
City View Church	Renton	96	40%	41%	Metro: 101, 102, 107, 143
NW Life Church	Renton	25	39%	24%	N/A - vanpool and carpool only
Cornerstone United Methodist Church	Covington	20	38%	30%	168
Kent/James Street	Kent	713	30%	32%	Metro: 150, 158, 159, 166, 180, DART 913
Fred Meyer	Renton	21	30%	144%	Metro: 101, 102, 107, 143

Church by the Side of the Road	Tukwila	28	24%	25%	Metro: 124, 128
St Luke's Lutheran Church	Federal Way	20	23%	0%	901
Lake Meridian	Kent	172	22%	30%	Metro: 157, 158, 159, 168, DART 914
East Hill Friends Church	Kent	20	20%	40%	Metro: 157
Journey Church	Federal Way	24	15%	21%	Metro: 179, 181, 187, 197
St Columba's Episcopal Church	Kent	15	13%	40%	Metro: 183, 192
Redondo Heights Park & Ride	Federal Way	697	12%	10%	Metro: RapidRide A Line, 190
Sunrise United Methodist Church	Federal Way	25	3%	4%	182
Kent United Methodist Church	Kent	23	1%	4%	Metro: DART 914
Renton Bible Church	Renton	50	1%	2%	Metro: 105, 114

Figure 9: Project Area Transit Centers, Park & Rides

Project Area Shelter Inventory

This map shows the locations of existing shelters within the project area.

Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Shelter Locations

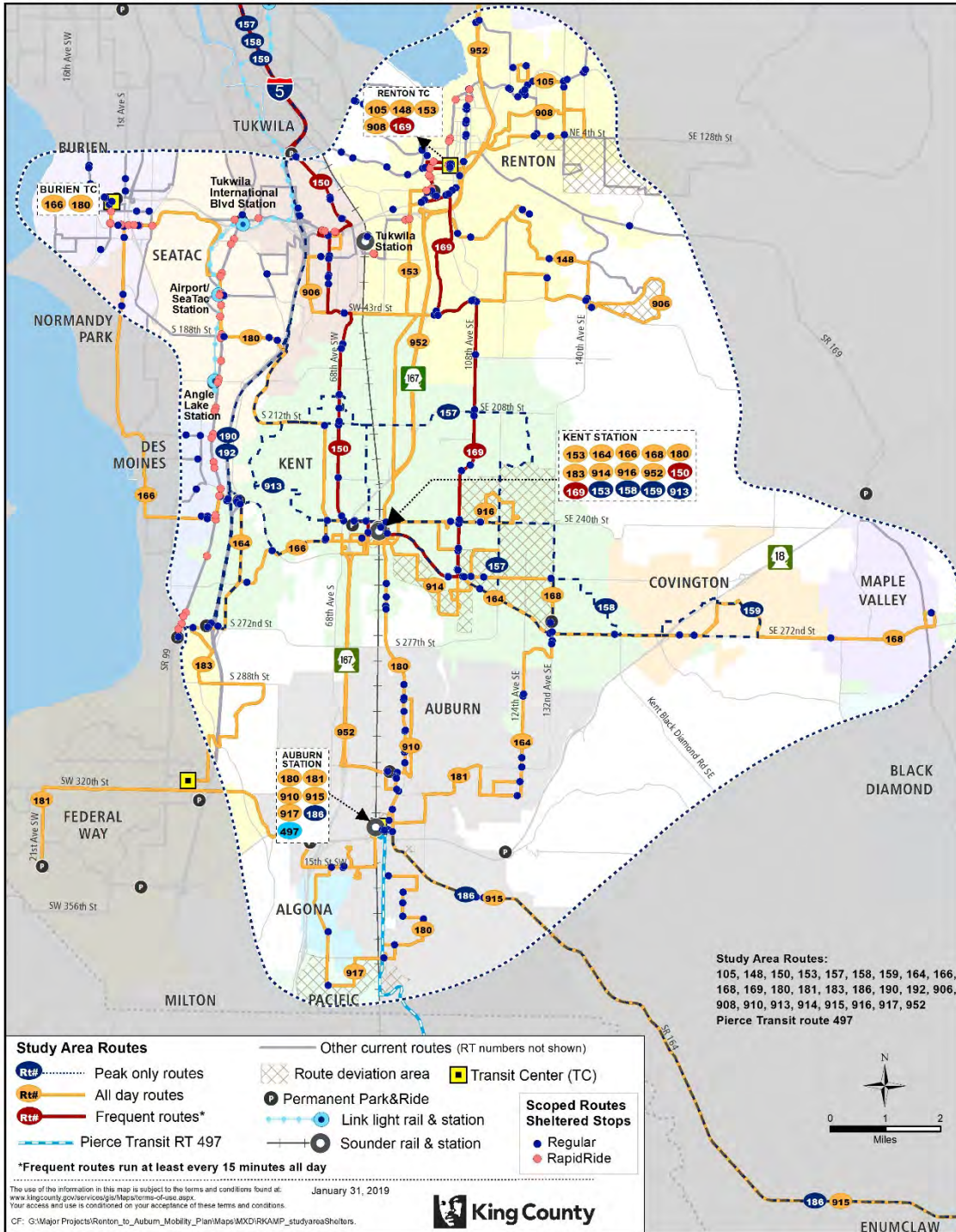


Figure 10: Shelter Locations

Project Area Layover Facilities

Figure 11 and Figure 12 show the locations of layover facilities within the project area.

Route	Layover Location	ID	Layover Location	ID
105	N: Renton Transit Center, Bay 6	45303	S: Harrington Ave NE & NE 16 th St	54842
148	N: SE 177 th St & 140 th Ave SE	60161	N/A	N/A
150	N: Railroad Ave N & W James St	57449	S: Convention Pl & Pike St	1072
	N: Kent Sounder Station Bay 8	57458	Pine St & 8th Ave	1081
153	N: Kent Sounder Station Bay 3	57453	S: Renton Transit Center Bay 7	45305
157				
158	N: 132 nd Ave SE & SE 240 th St	57143	S: 1 st Ave & Eagle St	98184
159	S: 1 st Ave & Eagle St	98184	N/A	N/A
164	W: SE 320 th St & 122 nd Ave SE	59282	E: Kent Sounder Station Bay 1	57451
166	N: Kent Sounder Station, Bay 7	57457	S: Burien Transit Center, Bay 1	52301
168	W: SE 264 th St & 242 nd Ave SE	62079	E: Kent Sounder Station, Bay 1	57451
169	N: Kent Sounder Station, Bay 2	57452	S: Renton Transit Center, Bay 8	46465
180	N: 41 st St SE & A St SE	57600	S: Burien Transit Center, Bay 1	52301
	N: Auburn Transit Center, Bay 1	57773	S: Kent Sounder Station, Bay 4	57454
181	E: Twin Lakes Park & Ride	42576	W: SE 320 th St & 122 nd Ave SE	59282
183	N: Federal Way TC & 23 rd Ave S	99804	S: Kent Sounder Station Bay 9	57459
186	W: Griffin Ave & Roosevelt Ave E	59033	E: Auburn Transit Center, Bay 2	57774
190	N: S 276 th St Bay 1	60747	S: Warren Pl & 1 st Ave	98180
192	N: I-5 & S 272 nd St	47970	N/A	N/A
497	S: Sunset Park & Ride, 69 th St E and Lakeland Hills Way			N/A
906	W: SE177th St & 140 th Ave SE	60161	E: Tukwila Pkwy & Andover Park E	60441
908	S: Duvall Ave NE & NE 4 th St	46671	N: Renton Transit Center, Bay 7	46463
910	S: 37 th St NW & I St NE	58467		
913	E: Riverview Blvd S & S 212 th St	80013	W: Kent Sounder Station, Bay 5	57455
	E: Riverview Blvd S & S 212 th St	80014		
914	E: W Gowe St & 2 nd Ave S	57151		
915	W: Griffin Ave & Roosevelt Ave E	59033	E: Auburn Transit Center, Bay 2	57774
	W: School District Rd & McDougall Ave	99482		
916	W: SE 240 th St & 116 th Ave SE	57448	E: W Gowe St & 2 nd Ave S	57151
917	N: 41 st St SE & A St S	57861	S: Auburn Transit Center, Bay 4	57776
952	N/A			

Figure 11: Layover Locations and Zone IDs, by route

Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Transit Assets

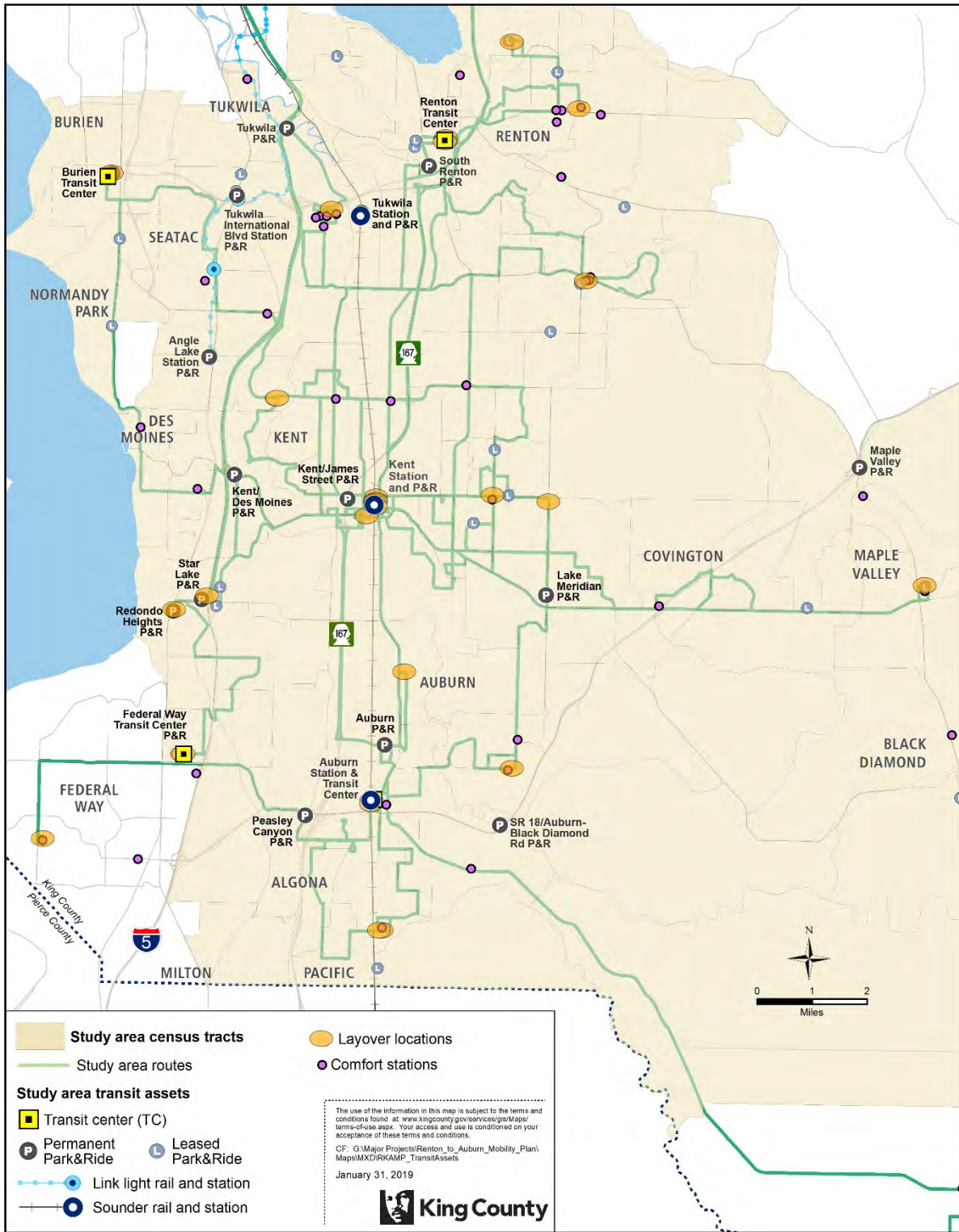


Figure 12: Project Area Layover Facilities

Route Productivity & Performance

The following section provides route provides data on ridership, reliability, and productivity. This data is collected and reported annually in Metro's [System Evaluation Report](#).

Existing Fixed-Route Ridership & Route Performance

Route	Ridership		Reliability	Rides/Platform Hour (Spring 2018)			Passenger Miles/Platform Miles (Spring 2018)		
	Average Weekday Rides		All Day, Percent Late (2017)	Peak	Off-peak	Night	Peak	Off-peak	Night
	Fall 2016	Fall 2017							
105	900	1,000	21%	30.2	27.7	16.4	9.3	8.9	4.8
148	600	600	18%	13.7	13.9	11.3	5.7	6.0	5.1
150	6,900	6,200	13%	36.1	28.5	25.3	20.3	17.5	17.5
153	400	400	13%	17.6	12.0	N/A	6.1	4.7	N/A
157	200	200	32%	12.6	N/A	N/A	9.7	N/A	N/A
158	600	600	29%	18.1	N/A	N/A	13.3	N/A	N/A
159	400	400	25%	14.0	N/A	N/A	10.1	N/A	N/A
164	1,900	1,700	5%	36.6	36	22.8	11.1	13.3	6.9
166	1,900	2,000	10%	22.3	25.2	15.8	7.8	9.1	5.9
168	1,500	1,400	15%	20.2	22.4	17.6	6.5	8.3	4.9
169	2,900	3,200	9%	23.5	25.1	25.1	8.7	10.1	9.1
180	4,600	4,400	14%	30.3	30.8	17.2	10.3	11.6	6.9
181	2,100	2,200	13%	21.0	25.0	16.0	6.6	9.2	4.2

183	700	700	7%	19.9	17.5	9.3	7.5	8.1	N/A
186	200	200	17%	10.7	N/A	N/A	2.9	N/A	N/A
190	400	400	33%	14.2	N/A	N/A	10.2	N/A	N/A
192	200	100	22%	9.5	N/A	N/A	7.4	N/A	N/A
497	264	303	9.9%	18.4	N/A	N/A	3.7	N/A	N/A
906	300	400	N/A	13.3	13.8	N/A	4.3	5.5	N/A
908	100	100	N/A	8	6.5	N/A	2.1	1.9	N/A
910	100	100	N/A	N/A	11.2	N/A	N/A	2.5	N/A
913	200	200	N/A	9.5	N/A	N/A	2.5	N/A	N/A
914	200	200	N/A	N/A	13.9	N/A	N/A	4	N/A
915	200	200	N/A	N/A	19.1	N/A	N/A	6.7	N/A
916	200	100	N/A	N/A	11	N/A	N/A	4.5	N/A
917	200	200	N/A	11.5	7.8	N/A	2.9	2.2	N/A
952 ²	300	200	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Figure 13: Ridership and Route Performance Data

	Over lateness threshold
	Bottom 25%
	Top 25%

² Route 952 is a custom bus route, King County does not collect route productivity and performance data for this bus route. In 2019, Route 952 will become a regular route and will be eligible for this data collection.

Community Connections Ridership & Performance

	Year	Daily boardings	Cost per boarding	Vehicle utilization	Customer satisfaction
Des Moines Community Shuttle 635	2018	75.6	\$16.11	13%	TBD
Burien Community Shuttle 631	2017	82.1	\$6.68	37%	100%
	2018	79.3	\$6.38	36%	100%

Segment Ridership Analysis

Figure 14 shows combined ridership by segment, for all Metro fixed-route service in the project scope. DART ridership data is not collected through Automated Passenger Counters and is not included in this analysis.

Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Segment Ridership

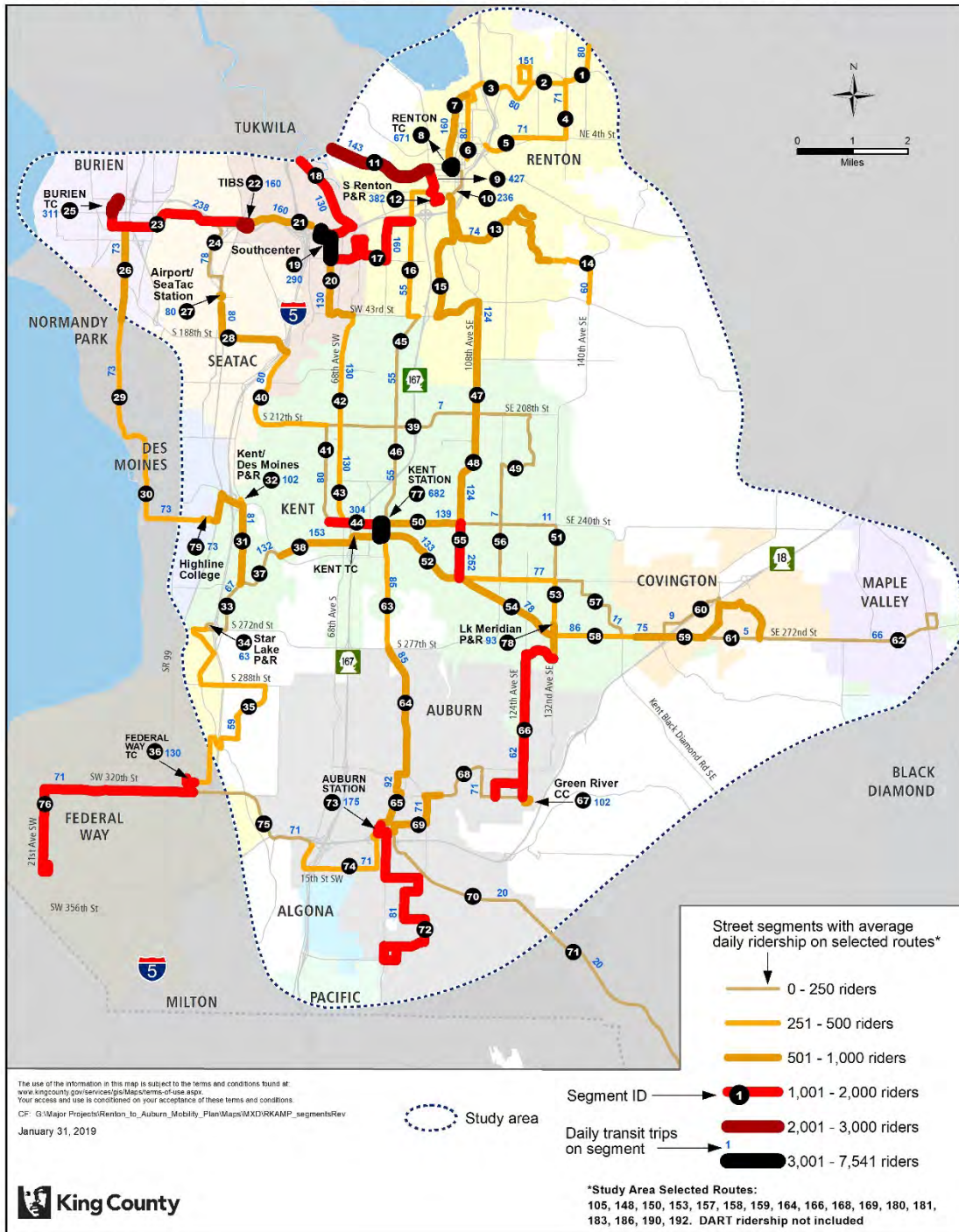


Figure 14: Ridership by Route Segment

Weekend Service Gaps

Despite recent service network investments, the project area still has significant weekend or Sunday service gaps. Many of the routes in the project area provide peak-only service and only eight of the 26 routes have service seven days a week.

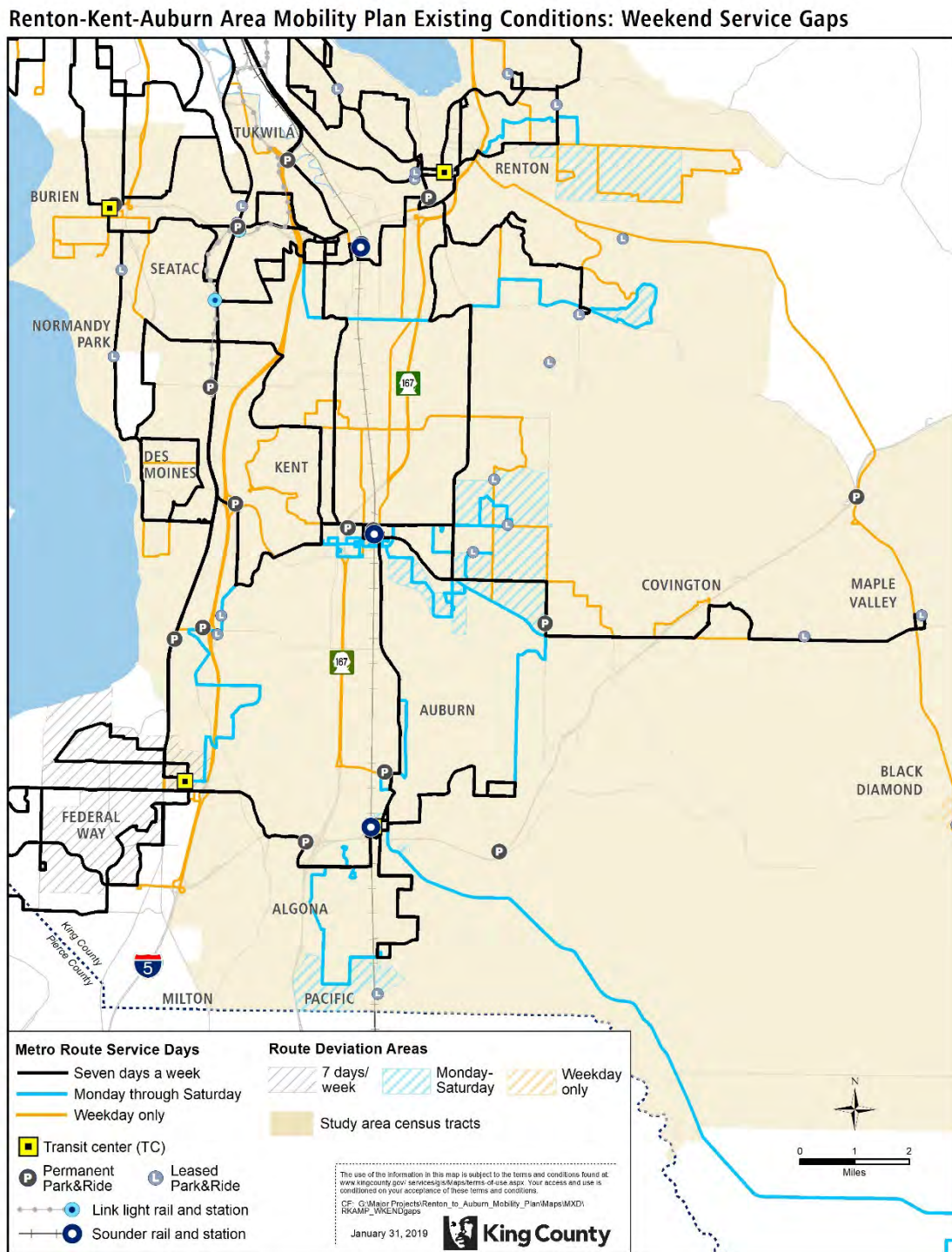


Figure 15: Weekend Service Gaps

Peak Analysis

Peak-only services are routes, including express variants of underlying local routes that operate only during the AM and PM peak periods. Peak-only services augment the all-day network and add value by providing more service, usually in one direction, at times of peak demand. Metro uses the results of the peak analysis when planning service and when we must reduce service. The analysis compares each route that operates only in the peak period to an underlying local alternative, if one exists. Routes are measured in two metrics:

Travel time: Is the peak-only route ≥ 20 percent faster than the local alternative?

Ridership: Does the peak-only route have ≥ 90 percent of the local alternative's ridership during the peak hours?

Route	Alternative Routes	Ridership > 90% of alternative	Travel time > 20% faster than alternative
157	None	Yes	Yes
158	164 + Sounder	Yes	No
159	164 + Sounder	Yes	No
190	574X + Link	Yes	Yes
192	574X + Link	No	Yes
913	None	Yes	Yes

Figure 16: Peak Analysis Table

Routes 105, 148, 150, 153, 164, 166, 168, 169, 180, 181, 183, 186, 906, 908, 910, 914, 915, 916, and 917 provide all-day service and are not eligible for this type of analysis. Route 952 is a custom bus route, King County does not collect data for custom routes.

Recent Investments & METRO CONNECTS Vision

Recent Service Improvements (2017 – 2019)

Over the past two years, Metro has made substantial investments in the project area service network. Significant service hour investments were made to improve frequency and fill in service network gaps on Routes 150, 153, 166, 169, 180, 181 and 183.

Route	Service Change	Change
105	March 2019	Revised routing for a more direct pathway to Renton Technical College
148	March 2017	Investment to improve reliability
150	March 2018	15-minute Sunday frequency
150	September 2017	Reliability and comfort station investment
153	March 2018	30-minute weekday midday frequency
157	March 2017	Add hours to improve reliability
158	March 2017	Add trips to relieve overcrowding
159	March 2017	Add trips to relieve overcrowding
164	March 2017	Add trips to improve reliability
166	September 2017	15-minute weekday peak and midday service
168	March 2017	Add hours to improve reliability
169	September 2017	15-minute weekday peak and midday service
180	March 2018	20-minute northbound AM peak service
180	March 2017	Add hours to improve reliability
181	March 2018	20-minute northbound AM peak service
183	March 2018	30-minute weekday midday and hourly evening service
186	N/A	Evening service extended to connect to evening Sounder trips (2015)
190	March 2017	Reliability and comfort station investment
192	March 2017	Add trips to improve overcrowding
497	March 2018	Two new trips added to meet expanded Sounder service
910	March 2017	Revised routing and DART service area in Enumclaw.
915	March 2017	Extended routing added service (2016)

Figure 17: 2017 - 2019 Service Investments

King County Metro: Service Guidelines

Priority 1, 2, 3 Service Hour Investments

Priority 1: Crowding

Reducing crowding is our highest investment priority. A trip is crowded if:

- its average maximum load exceeds the crowding threshold for its type of bus, or
- its average load exceeds the number of seats for 20 consecutive minutes.

Trips must be consistently crowded for several months to be identified for investment.

Priority 2: Reliability

Reliability is our measure of on-time performance. Metro routinely tracks metrics of on-time performance, early arrivals, and late arrivals of buses at bus stops. To identify routes needing investment, we calculate the percentage of time that buses arrive late. Routes whose buses arrive late more than 20 percent of the time all day, or more than 35 percent of the time during the PM peak period, are identified as candidates for investment.

Priority 3: Service Growth

The Service Guidelines set policies that determine how often buses should come throughout the day on major transit corridors in our existing system (referred to in the Service Guidelines as target service levels). This analysis is based on a combination of land use productivity, social equity factors, and how well each corridor connects centers in our county. The gap between how much service is currently provided and how much service is needed constitutes the investment need to meet current demand.

Route	Priority 1	Priority 2	Priority 3
105	None	250	6,400
148		50	5,200
150		100	6,600
153			16,300
157		300	
158		400	
159		250	
164			5,900
166		50	6,000
168		50	
169		50	
181			2,300
183			4,900
186			1,750
190		400	
192		250	
906			15,100
908			7,400
915			1,750
917			3,100

METRO CONNECTS 2025 Network

METRO CONNECTS is King County Metro Transit's vision for bringing more service, more choices, and one easy-to-use system over the next 25 years. The 2025 and 2040 networks are a long range vision, final decisions on route alignments will require local planning processes, outreach, analysis, and appropriate Council or board approval.

Renton-Kent-Auburn Area Mobility Plan: Metro Connects 2025 Routes

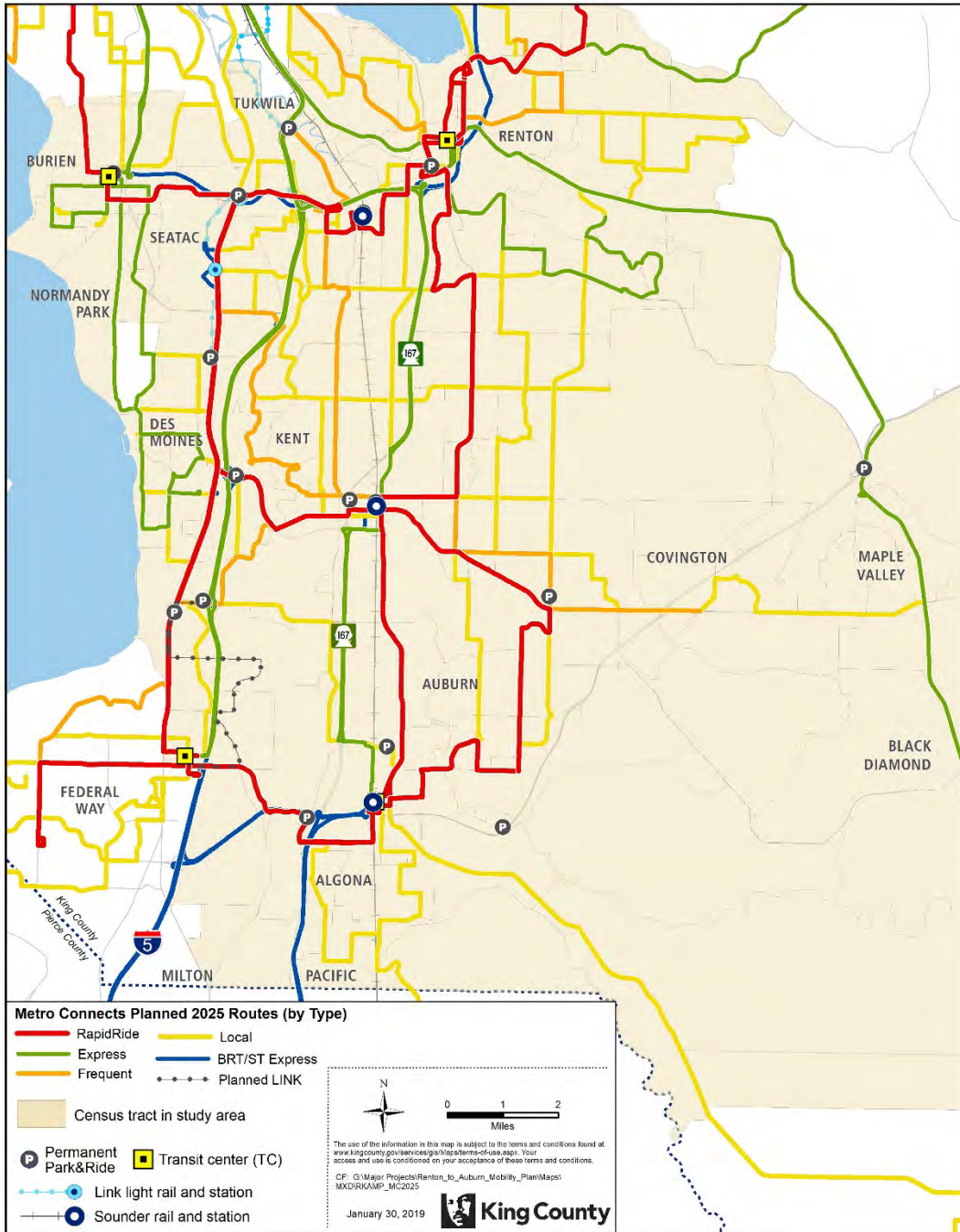


Figure 18: METRO CONNECTS network

Access & Vanpool/Vanshare – Mobility Services

Access Transportation Services

Access provides paratransit services to Auburn, Kent and Renton residents as required by the ADA, mirroring the Metro bus service days and hours of operation. Auburn, Kent and Renton, Access Transportation services are provided Monday through Sunday by Transdev, contracted through King County Metro. In 2018, Access served provided 27,573 trips for 1,097 clients in Auburn, 50,539 trips for 1,205 clients in Kent and 34,531 trips for 809 clients in Renton. Most rides are single pickup and drops, and no scheduled group rides.

In Auburn, the average ridership from Monday through Friday was 11 riders/day with peak rides occurring between 8:00 a.m. and 3:00 p.m. Average ridership on Saturday and Sunday was 4 riders/day with peak rides occurring between 10:00 a.m. and 3:00 p.m.

In Kent, the average ridership from Monday through Friday was 23 riders/day with peak rides occurring between noon and 3:00 p.m. Average ridership on Saturday and Sunday was 8 riders/day with peak rides occurring between 8:00 a.m. and 1:00 p.m.

In Renton, the average ridership from Monday through Friday was 13 riders/day with peak rides occurring between 10:00 am and 3:00 p.m. Average ridership on Saturday and Sunday was 5 riders/day with peak rides occurring between 8:00 a.m. and 12:00 p.m.

For more Rideshare information visit www.kingcounty.gov/accessible.

Vanpool Service

As of December 2018, there were 331 registered vanpools with origins or destinations in the Renton-Kent-Auburn project area. These vanpools are operated by King County Metro, Community Transit, Intercity Transit, Kitsap Transit, and Pierce Transit.

Agency	Registered Vanpool Groups
Community Transit	27
Intercity Transit	11
King County Metro Transit	223
Kitsap Transit	3
Pierce Transit	67
Grand Total	331

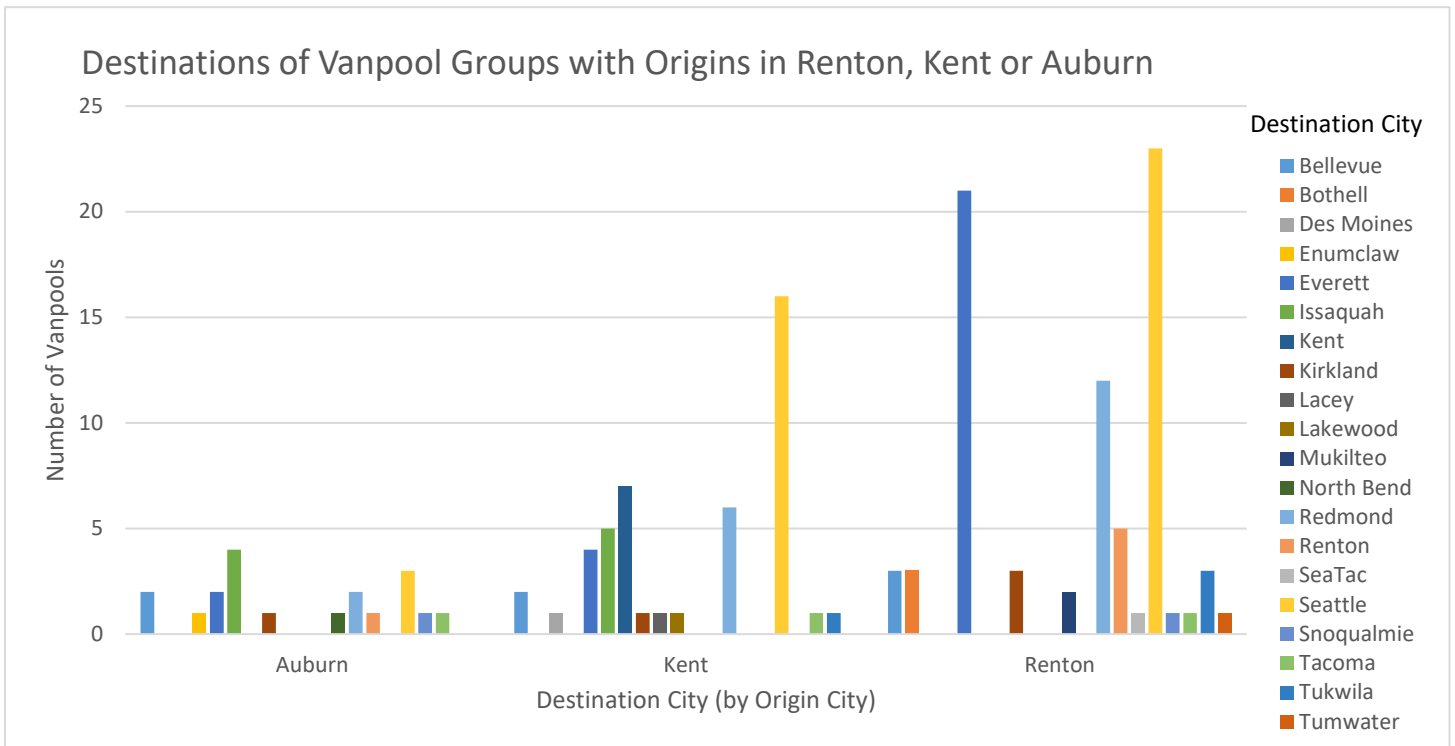
Origin Cities with Five or More Registered Vanpools

Origin City	Registered Vanpool Groups
Renton	79
Kent	46
Puyallup	25
Seattle	25
Auburn	19
Tacoma	18
Tukwila	18

Bonney Lake	10
Gig Harbor	9
Bothell	8
Sumner	8
Everett	6
Lacey	5
Lynnwood	5

Destination Cities with Five or More Registered Vanpools

Destination City	Registered Vanpool Groups
Renton	144
Kent	46
Seattle	42
Everett	27
Redmond	20
Auburn	10
Issaquah	9
Bellevue	7
Kirkland	5



Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Vanpools/Vanshares

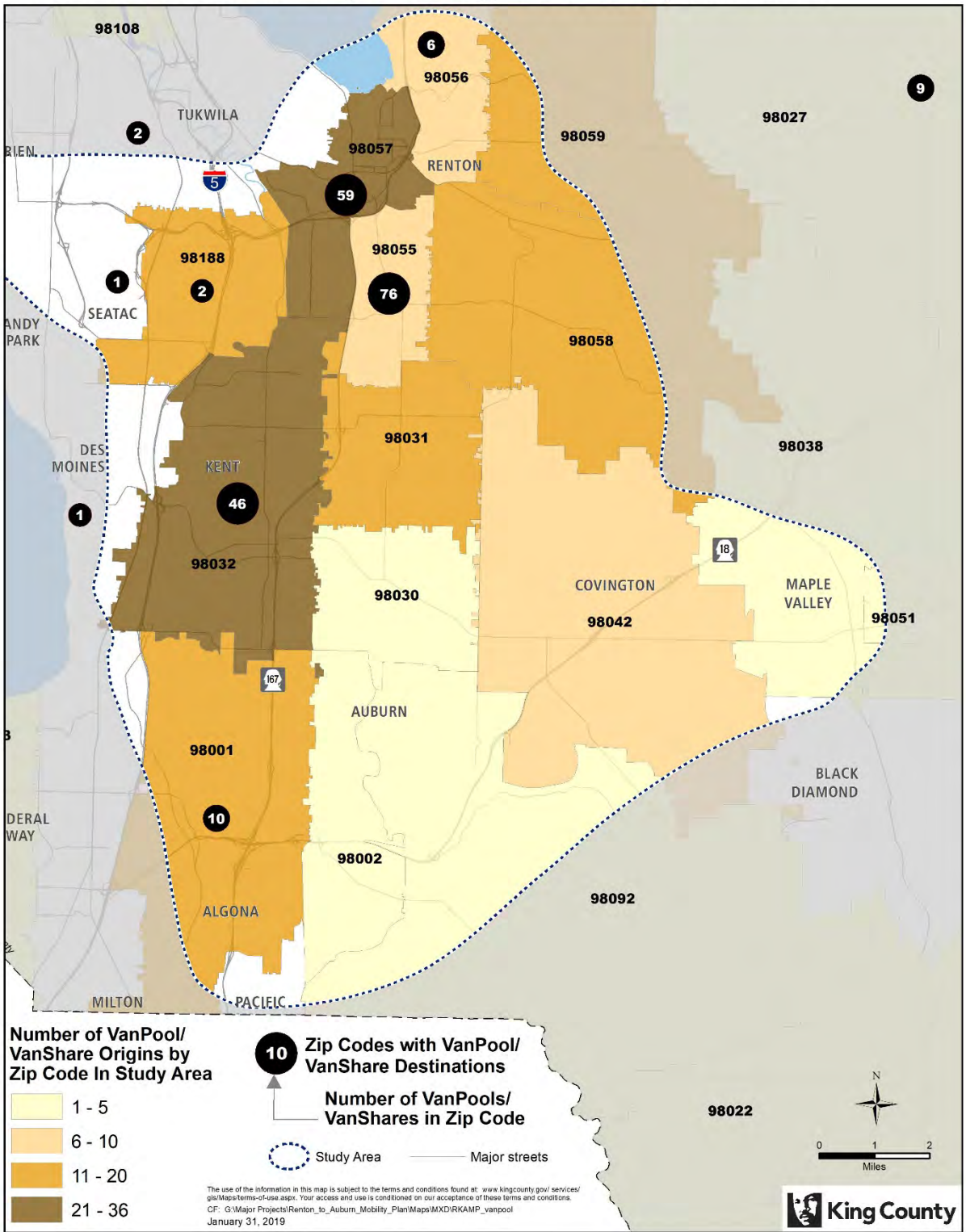


Figure 19: Registered Vanpools in Project Area

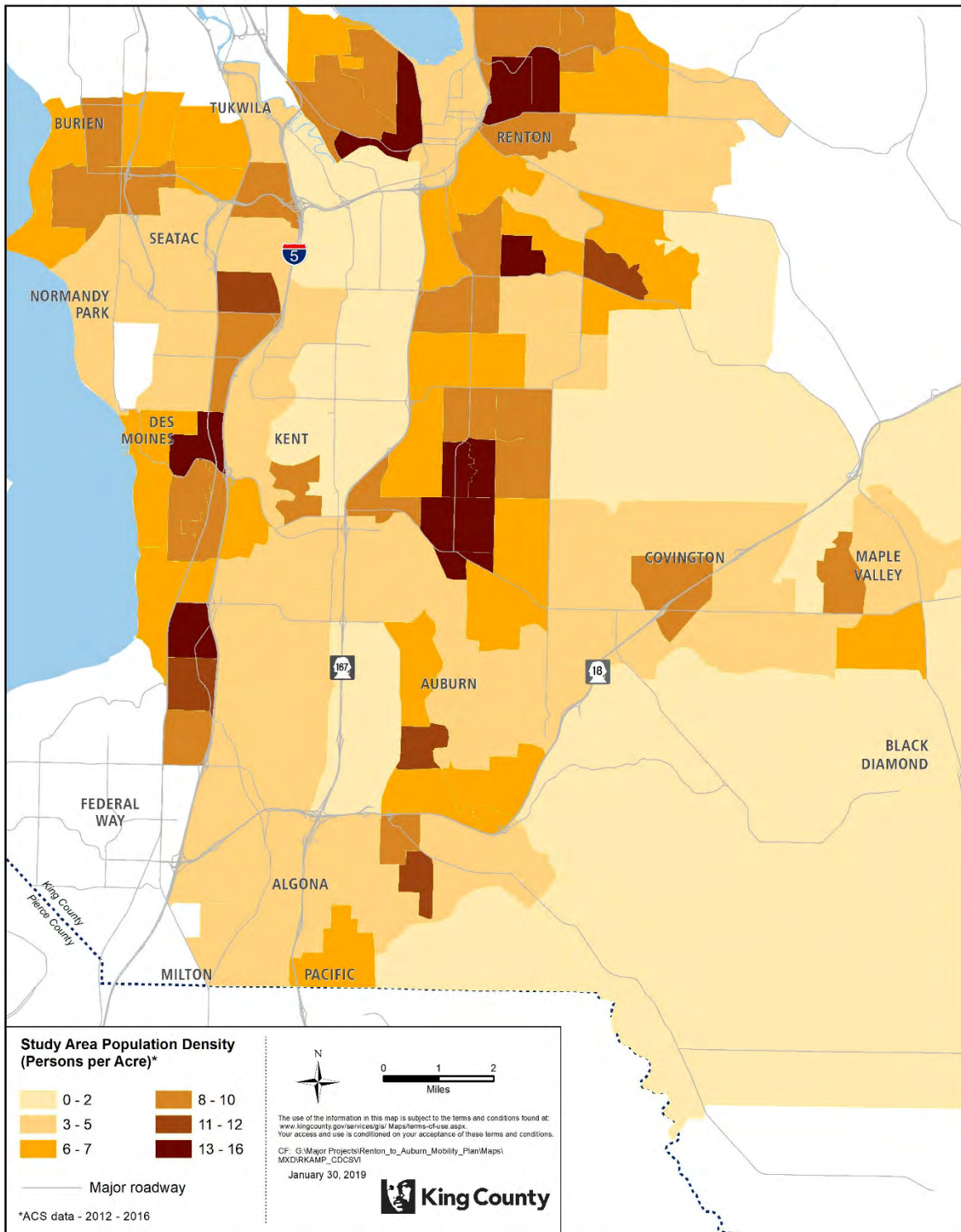
Project Area Inventory

Metro Service Guidelines: Centers in King County

Regional Growth Centers	Manufacturing/ Industrial Centers	Regional Activity Centers
Auburn Burien Federal Way Kent Renton SeaTac Tukwila	Kent North Tukwila	Covington (172 nd Ave SE/SE 272 nd St) Des Moines (Marine View Dr/S 223 rd St) Fairwood (140 th Ave SE/SE Petrovitsky) Maple Valley (Four Corners, Kent-Kangley Rd) Green River Community College Highline Community College Kent East Hill (104 th Ave SE/SE 240 th St) Renton Highlands (NE Sunset Blvd/NE 12 th St) Renton Technical College Tukwila International Boulevard Station Twin Lakes (21 st Ave SW/SW 336 th St) Valley Medical Center

Population & Employment Density

Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Population Density



Major Project Area Employers

2017 Commute Trip Reduction Data

Employer	Address	Total Employees	Percent Drive Alone
Boeing – Renton	801 Park Ave N, Renton	9,750	73%
Boeing – Auburn	700 15 th St SW, Auburn	5,940	89%
SeaTac Airport	17205 International Blvd, SeaTac	4,684	80%
Boeing Development Center/Oxbow	9725 East Marginal Way S, Tukwila	3,976	81%
Boeing – Garden Plaza	500 Park Ave N, Renton	2,725	80%
Amazon: BF14 (Fulfilment Center)	21005 64 th Ave S, Kent	2,596	70%
Valley Medical Center	400 S 43 rd St, Renton	2,351	86%
Group Health: Administration & Operations	12400 E Marginal Way, Tukwila	1,702	68%
Boeing – Kent Space Center	20403 68 th St S, Kent	1,588	85%
Providence Health and Services	1801 Lind Ave SW, Renton	1,500	68%
Boeing – Longacres	15470 S Nelson Pl S, Renton	1,379	79%
Green River Community College	12401 SE 320 th St, Auburn	1,250	87%
Port of Seattle – SeaTac Airport	17800 International Blvd, SeaTac	1,170	79%
US FAA: Northwest Mountain Seattle Consolidated Office Bldg.	1601 Lind Ave SW, Renton	1,147	61%
St. Francis Hospital	34515 9 th Ave S, Federal Way	1,100	92%
REI	6720 S 228 th St, Kent	1,071	63%
Auburn Regional Medical Center	202 N Division St, Auburn	1,025	88%
Boeing – SeaTac Towers	17930 International Blvd, SeaTac	1,016	72%

Figure 20: Major Employers

Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Employment Density

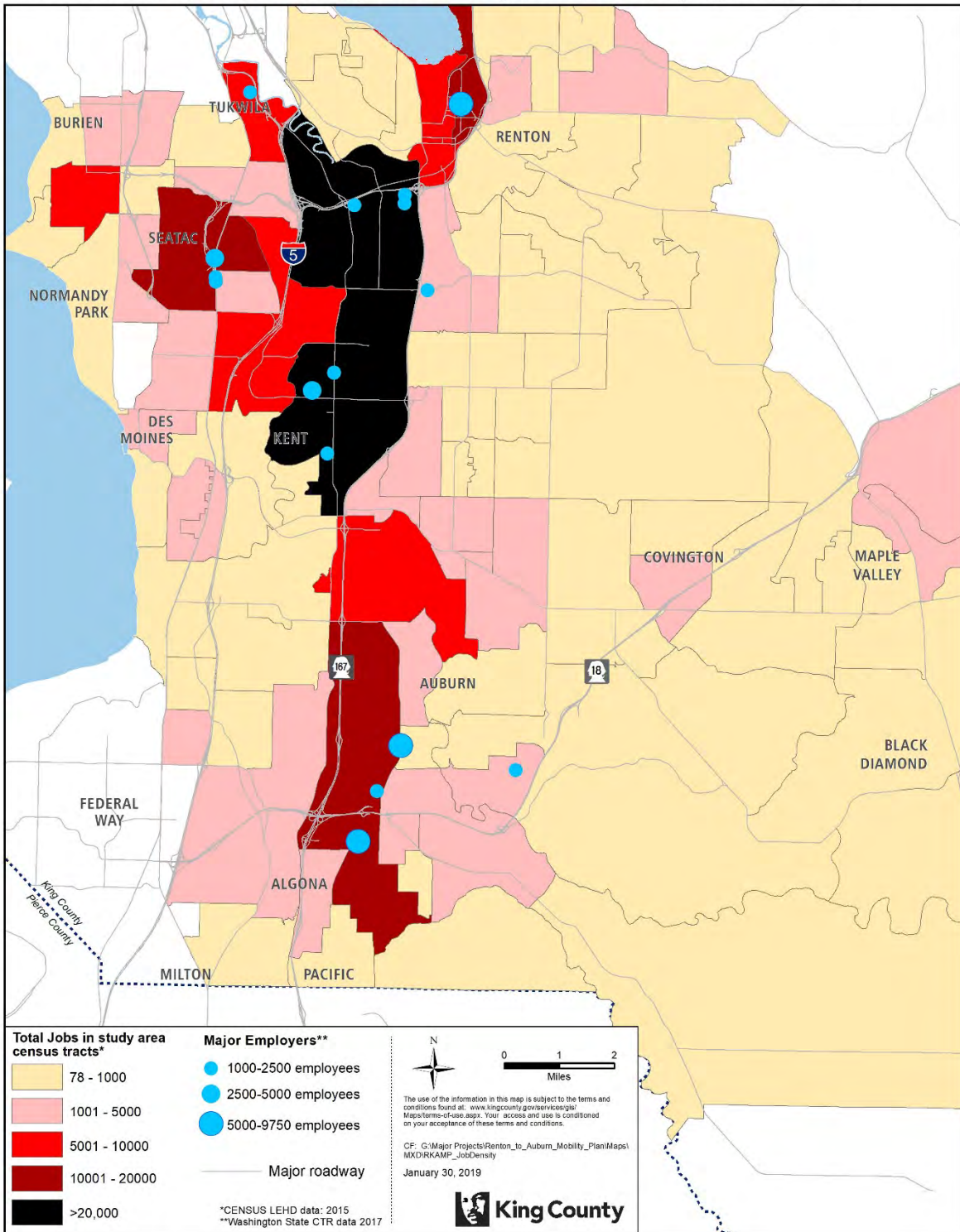


Figure 21: Employment Density Map

Existing Conditions: Equity & Social Justice

Equity Impact Review

In order to implement King County's Equity and Social Justice Strategic Plan, Metro has committed to enhancing mobility and access to transportation for disadvantaged populations in King County. The Renton-Kent-Auburn Mobility Project has been selected as a pilot project to integrate equity into Mobility Project planning, engagement, and decision-making.

The project will incorporate the defined project goals into the planning and decision-making process through ongoing equity reporting and analysis.

Equity Reports

Equity reports will be generated to align with the project's summary of needs, set of alternative concepts, and final service proposal. A baseline equity report will complement the *Existing Conditions Report*, but will not be incorporated into the final document.

This geographic analysis will look at equity and access to mobility and opportunity within the project area.

Data Sources

- Center for Disease Control's Social Vulnerability Index
- American Community Survey 2012- 2016 Dataset
- LEHD 2015 Origin-Destination Employment Statistics
- King County Metro's Community Asset Inventory
- Project Area Census Tract Household Density Centroids

Target Populations

- Populations identified as socially vulnerable in the Center for Disease Control's Social Vulnerability Index
- Populations prioritized in King County's Equity & Social Justice Strategic Plan: people of color, low-income people, and people with limited English proficiency

Key Deliverables

- Baseline Equity Report (February 2019)
- Alternative Service Network Concept Equity Impacts Summary (June 2019)
- Final Service Network Equity Impact Summary & Title VI Compliance Report (December 2019)

Project Area Demographics

Figures 21 - 24 show the primary data sources that will be used in baseline equity reporting and document the identified target populations and community assets throughout the project area.

Social Vulnerability Index

This map shows the Center for Disease Control's Social Vulnerability Index (SVI). The SVI uses 15 U.S. census variables at a tract level to identify and rank communities that are socially vulnerable.

Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Social Vulnerability Index

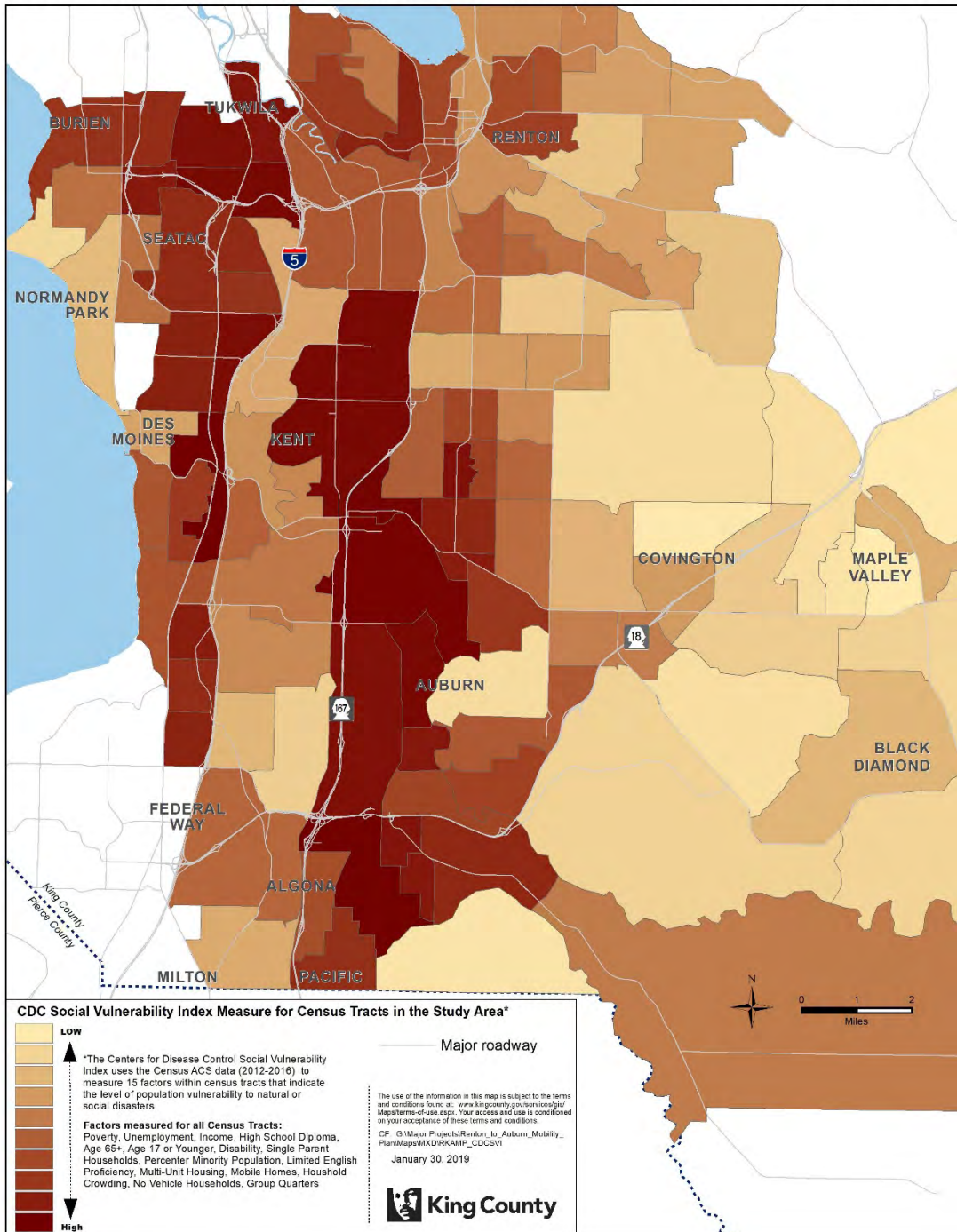


Figure 22: CDC's Social Vulnerability Index

People of Color and Low-Income People

This map shows the distribution of People of Color and Low-Income People across the project area.

Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Low Income and Minority Populations

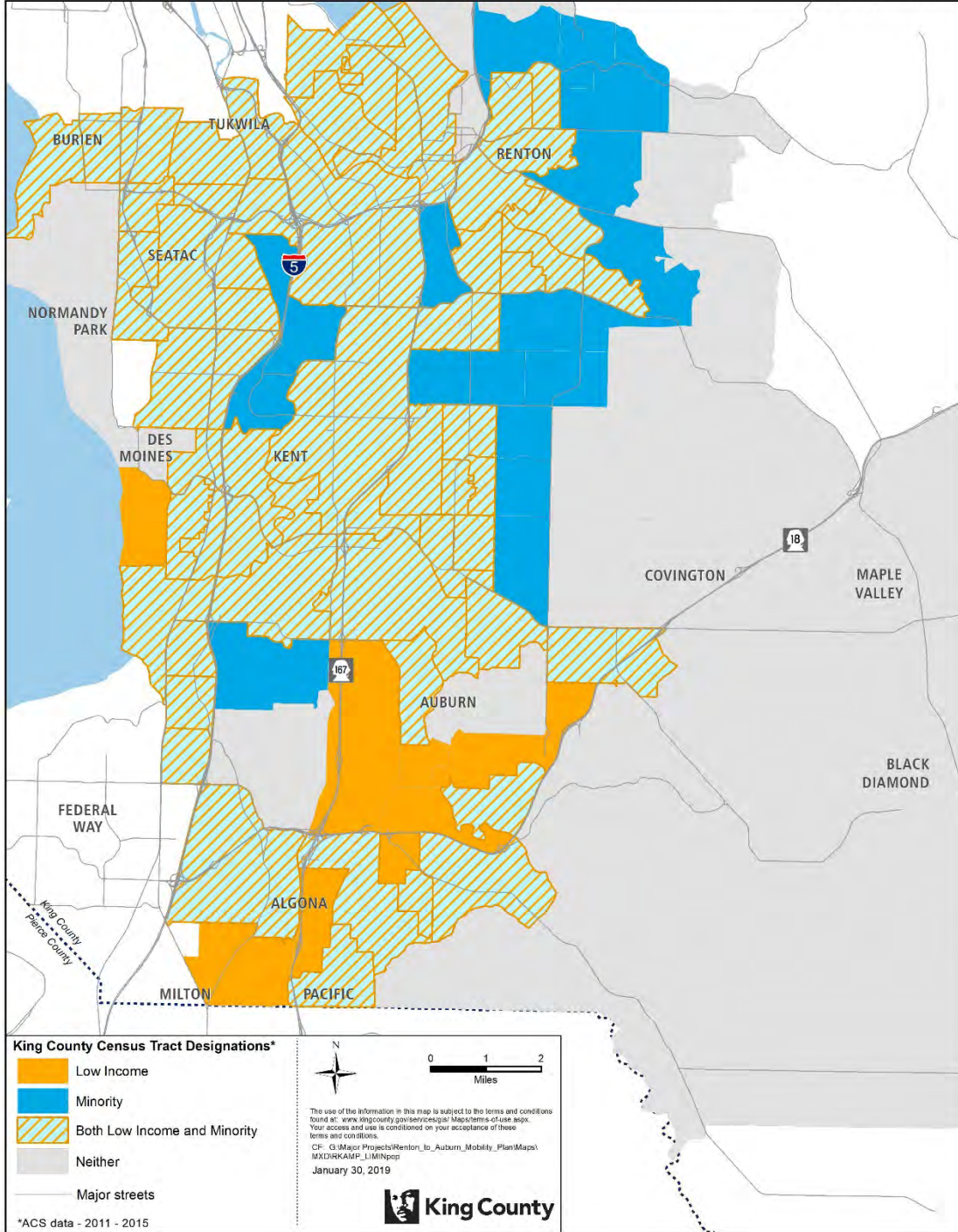


Figure 23: King County: Low Income and Minority Census Tract Designation

Limited English Proficiency

This map shows the distribution of people with limited English proficiency across the project area.

Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Limited English Proficiency

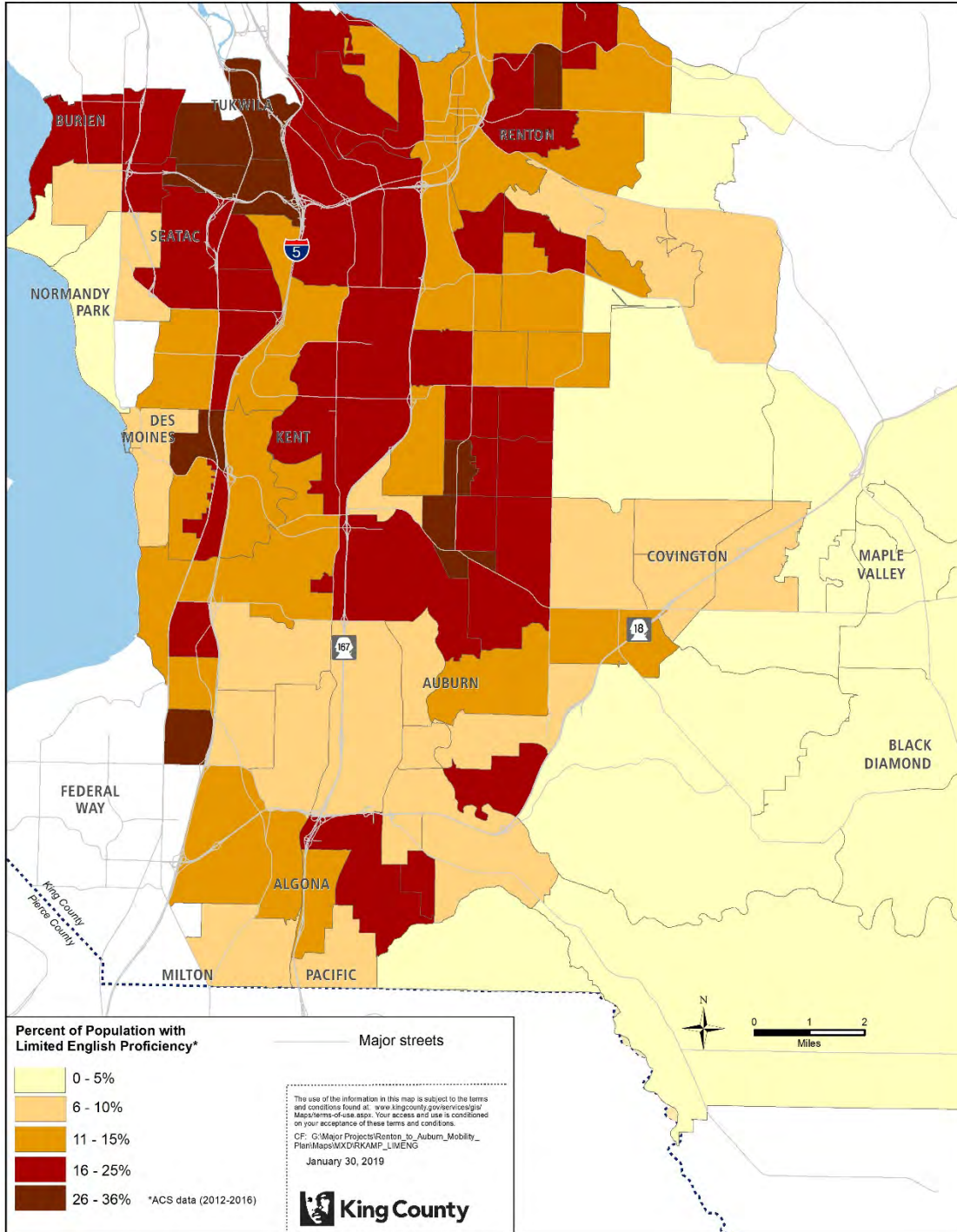


Figure 24: Population with Limited English Proficiency

Project Area Community Assets

King County’s [King County Equity and Social Justice Ordinance](#) (16948) identifies 14 determinants of equity. These determinants are the social, economic, geographic, political and physical conditions in which people in our County live, learn, work and play and are the basis for a fair and just society. Mobility services do not directly affect all 14 determinants of equity. However, mobility services offer an opportunity to improve access to and connectivity between place-based community resources that are linked to these determinants.

Service Planning has developed a Community Asset Inventory that documents community resources that are linked to defined equity determinants. This inventory will be vetted and expanded upon through public input in the Needs Assessment Phase of the project. For visualization purposes, the selected indicators were grouped into three categories according to the type of community asset they provide: housing, medical, and social (general or targeted to a select group). The distribution of these community assets throughout the project area is shown in Figure 26. Appendix B provides data source references and documentation for each of the identified key indicators.

Equity Determinant	Supportive Community Resources
Access to Affordable, Healthy, Local Food	Food banks, WIC vendors, farmers markets
Access to Health and Human Services	Hospitals, nursing homes, residential treatment centers, senior centers, safety net clinics, emergency shelters, WIC clinics
Access to Parks and Natural Resources	<i>Will analyze park and open space access points in corridor planning and stop optimization planning work</i>
Access to Safe and Efficient Public Transportation	<i>Existing transit facilities included in other analysis</i>
Affordable, Safe, Quality Housing	Subsidized housing units
Community and Public Safety	Community centers
Early Childhood Development	Libraries
Economic Development	Recent commercial and residential development (2014 – 2018)
Equitable Law & Justice System	N/A
Equity in County Practices	N/A
Family Wage Jobs and Job Training	Community colleges, technical colleges, universities, worksorce sites
Healthy Built and Natural Environments	N/A
Quality Education	Public schools, libraries
Strong, Vibrant Neighborhoods	Community centers

Figure 25: Community Asset Inventory

Renton-Kent-Auburn Mobility Plan Existing Conditions: Community Assets

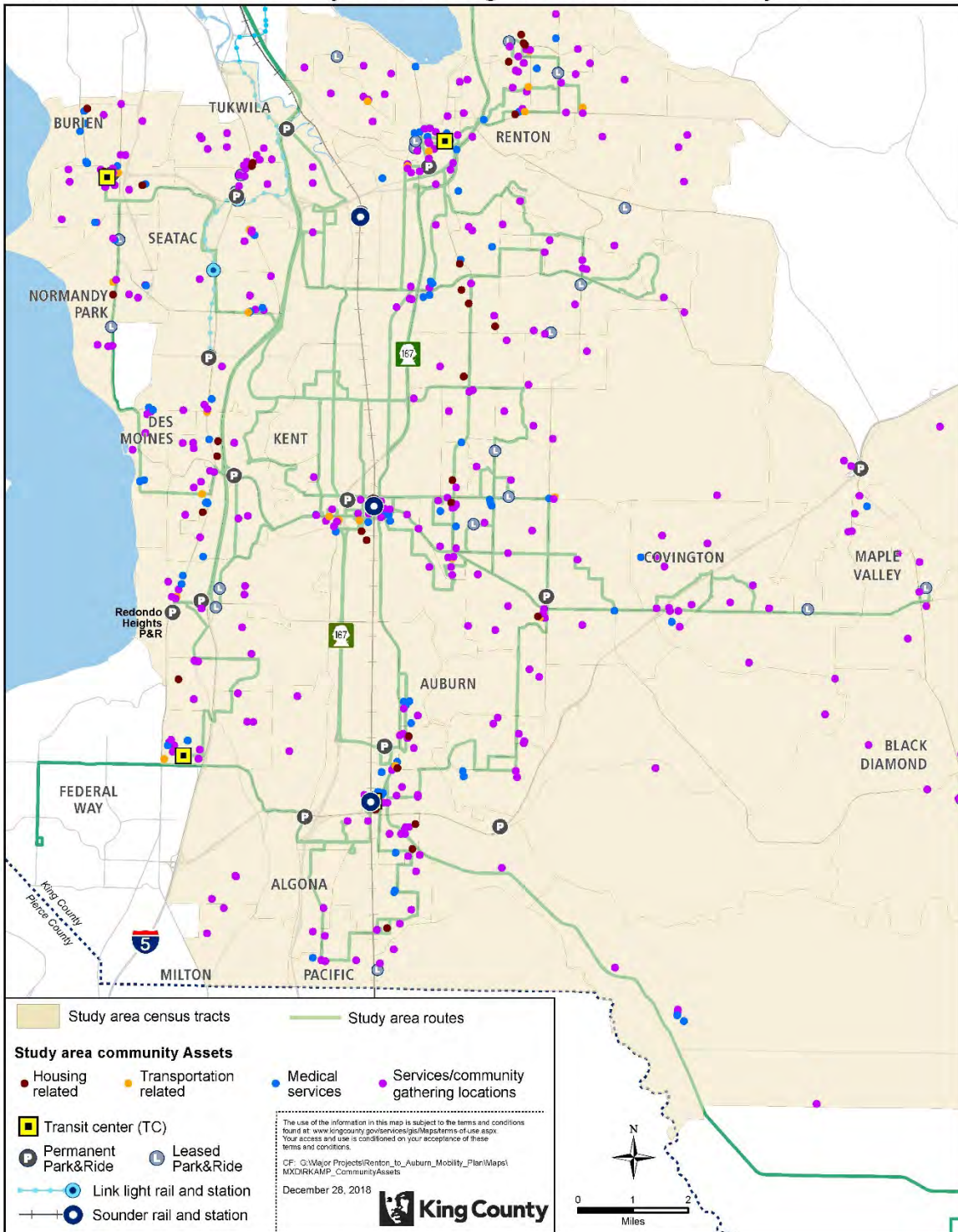


Figure 26: Project Area Community Assets

Appendix A

September 2018, Service Frequency Table

Weekday Frequencies

Route	Routing	Begin	Begin-0900	0900-1500	1500-1900	1900-End	End
105	Renton Highlands - Renton	4:30	30	30	30	30-60	23:50
148	Fairwood - Renton	5:45	30	30	30	60	21:30
150	Kent - Tukwila - Seattle CBD	4:45	12-15	15	15	30-60	1:15
153	Renton - Kent	5:35	30	30	30		19:40
157	Lake Meridian - Seattle CBD	5:15	4 trips		3 trips		17:15
158	Kent East Hill - Seattle CBD	5:00	6 trips		6 trips		17:30
159	Timberlane - Seattle CBD	5:00	5 trips		4 trips		18:00
164	Green River College - Kent	5:45	30	30	30	60	22:45
166	Burien - Kent	4:30	30	30	30	30-60	23:15
168	Maple Valley - Kent	4:30	30	30	30	60	23:00
169	Renton - Kent	4:45	15-30	15	15-30	30-60	23:30
180	SE Auburn - Burien	3:00	15-30	30	15-30	30-60	2:15
181	Green River College - Auburn - Twin Lakes	5:15	15-30	30	15-30	30-60	22:45
183	Federal Way - Kent	5:30	30	30	30	60	21:20
186	Enumclaw - Auburn	4:45	6 (3) trips		6 (5) trips		19:15
190	Redondo Heights - Seattle CBD	5:45	8 trips		7 trips		17:30
192	Star Lake - Seattle CBD	6:00	4 trips		4 trips		17:15
906	Fairwood - Southcenter	6:00	60	60	60		18:25
908	Maplewood - Renton	8:15		60	60		17:45
910	North Auburn - Outlet Collection	8:00		60			16:15
913	North Kent - Kent	5:30	6 trips		8 trips		19:00
914	Kent East Hill - Kent	9:00		60			16:00
915	Enumclaw - Auburn	8:15		60			16:15
916	Kent East Hill - Kent	9:30		60			16:30
917	White River Jct - Auburn	4:45	60	60	60		18:15
952	Star Lake - Seattle CBD	4:15	4 trips		4 trips		16:30

(reverse direction trips)

Trips scheduled to connect with Sounder

497	Lakeland Hills - Auburn	4:45	20-30		20-45		19:00
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Trips scheduled to connect with Sounder

Link	Angle Lake - Seattle CBD - UW	5:00	6-12	10	6	10-15	0:45
Sounder	Lakewood - Seattle CBD	5:15	20-30		20-45		18:30

560	Bellevue - Sea Tac - West Seattle	5:00	30	30	30	60	22:30
566	Auburn - Renton - Overlake	5:00	10-30	60*	10-30		19:45
567	Kent - Bellevue - Overlake	5:30	9 trips		9 trips		17:30
578	Puyallup - Auburn - Seattle CBD	8:30		30		30	22:45

* -- Only operates between Auburn and Renton

Trips scheduled to connect with Sounder

Saturday Frequencies						
Route	Routing	Begin	Begin-0900	0900-1900	1900-End	End
105	Renton Highlands - Renton	6:20	60	30	30-60	23:50
148	Fairwood - Renton	7:45	60	60		20:00
150	Kent - Tukwila - Seattle CBD	5:00	30	15	30-60	1:15
153	Renton - Kent					
157	Lake Meridian - Seattle CBD					
158	Kent East Hill - Seattle CBD					
159	Timberlane - Seattle CBD					
164	Green River College - Kent	7:00	60	60	60	22:00
166	Burien - Kent	6:00	30	30	60	22:15
168	Maple Valley - Kent	5:15	60	60	60	22:15
169	Renton - Kent	6:45	30	30	30-60	23:15
180	SE Auburn - Burien	3:00	30	30	30-60	2:15
181	Green River College - Auburn - Twin Lakes	7:00	30	30	30-60	23:00
183	Federal Way - Kent	8:25		60		18:15
186	Enumclaw - Auburn					
190	Redondo Heights - Seattle CBD					
192	Star Lake - Seattle CBD					
906	Fairwood - Southcenter	8:20		60		18:20
908	Maplewood - Renton	8:45		60		17:15
910	North Auburn - Outlet Collection	8:30		60		16:45

913	North Kent - Kent					
914	Kent East Hill - Kent	9:00		60		16:00
915	Enumclaw - Auburn	10:00		90		18:00
916	Kent East Hill - Kent	9:30		60		16:30
917	White River Jct - Auburn	8:30		60		16:45
952	Star Lake - Seattle CBD					

497	Lakeland Hills - Auburn					
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Link	Angle Lake - Seattle CBD - UW	5:00	10-12	10	10-30	0:45
Sounder	Lakewood - Seattle CBD					

560	Bellevue - Sea Tac - West Seattle	5:15	60	60	60	22:30
566	Auburn - Renton - Overlake					
567	Kent - Bellevue - Overlake					
578	Puyallup - Auburn - Seattle CBD					

Sunday Frequencies						
Route	Routing	Begin	Begin-0900	0900-1900	1900-End	End
105	Renton Highlands - Renton	7:25	60	60	60	23:45
148	Fairwood - Renton	7:45	60	60		19:00
150	Kent - Tukwila - Seattle CBD	5:45	30	15	60	1:15
153	Renton - Kent					
157	Lake Meridian - Seattle CBD					
158	Kent East Hill - Seattle CBD					
159	Timberlane - Seattle CBD					
164	Green River College - Kent					
166	Burien - Kent	7:00	60	60	60	20:45
168	Maple Valley - Kent	7:45	60	60	60	20:45
169	Renton - Kent	7:00	30	30	60	23:15
180	SE Auburn - Burien	3:00	30-60	30	30-60	2:15
181	Green River College - Auburn - Twin Lakes	8:00	30	30		20:00
183	Federal Way - Kent					
186	Enumclaw - Auburn					

190	Redondo Heights - Seattle CBD					
192	Star Lake - Seattle CBD					
906	Fairwood - Southcenter					
908	Maplewood - Renton					
910	North Auburn - Outlet Collection					
913	North Kent - Kent					
914	Kent East Hill - Kent					
915	Enumclaw - Auburn					
916	Kent East Hill - Kent					
917	White River Jct - Auburn					
952	Star Lake - Seattle CBD					

Appendix B

Community Asset Data Sources

HOUSING		MEDICAL		SOCIAL	
Affordable Housing: Category H	CODE	Medical Services: Category M	CODE	General Public Amenities: Category SG	CODE
Subsidized housing units (senior type excluded)	H1	Hospitals	M1	Library	SG1
Subsidized housing units - Senior	H2	Residential Treatment Centers	M2	Elementary School	SG2
		Nursing homes	M3	Middle or High School	SG3
		Safetynet Clinics	M4	Other School	SG4
		Assisted Living Facilities	M5	College	SG5
		WIC Clinics	M6	Senior Center	SG6
				Community Center	SG7
				Farmer's Markets	SG8
				Grocery Stores (not in use - incomplete)	
				Targeted Amenities: Category ST	CODE
				Food Banks	ST1
				Emergency Shelters	ST2
				WIC Vendors	ST3
				Work Source Site	ST4
Housing Data Set:	H1 and H2 - SP Intern, 2017, from Seattle Housing Authority, King County Housing Authority, Renton Housing Authority. <i>there are 2 more data sets we will include - locations of HUD housing and housing accepting vouchers. Data from opfinder.org (July 2018)</i>				
Medical Data Set:	M1 - Hospitals: State DOH, King County GIS data - updated 2017 SP intern				
	M2 - Residential Treatment Centers: State Department of Health dataset, data table geocoded (2018)				
	M3 - Nursing homes: State Department of Health, King County GIS data - updated 2017 SP intern				
	M4 - Safetynet Clinics: State DOH dataset, King County GIS data 2008 - updated 2017 SP intern				
	M5 - Assisted Living Facilities: From WA State Geospatial Data Catalogue, 2018				
	M6 - WIC Clinics: From WA State Geospatial Data Catalogue, 2018				
Social Data Set:	SG1 - Library: KC GIS data - updated 2017 SP intern				
	SG2 - Elementary School: Washington State Geospatial Data Catalogue (2015)				
	SG3 - Middle School: Washington State Geospatial Data Catalogue (2015)				
	SG4 - High School: Washington State Geospatial Data Catalogue (2015)				
	SG5 - College: King County GIS data - updated 2017 SP intern				
	SG6 - Senior Center: 2017, SP intern				
	SG7 - Community Center: 2017, SP intern				
	SG8 - Farmer's Market: KC GIS open data portal 2018				
	ST1 - Food Banks: 2017 SP intern				
	ST2 - Emergency Shelter: KC GIS data				
	ST3 - WIC Vendor: Washington State Geospatial Data Catalogue, 2018				
	ST4 - *Worksource Site s: geocoded data from King County Data Portal (ArcOnline) 2018 from DCHS				
<p><small>*WorkSource Seattle-King County is a partnership of government, education, and community organizations that offers a unique resource for businesses and jobseekers: a "one-stop shop" for career and human resources needs. WorkSource incorporates traditional employment services with new tools and resources, including access to skills training and community services, all under one roof. The WorkSource commitment to customer service results in a friendly and helpful environment for both businesses and individuals. This feature layer displays the locations of, and information about, the WorkSource Center and Affiliate sites, which offer direct access to staff, free workshops, and on-site services, as well as WorkSource Connection sites, which offer online access to WorkSource services.</small></p>					