

RapidRide K Line Community Engagement Summary Report



Planning Phase | Final Concept: Winter 2025 (January 16 – February 13)



RAPIDRIDE



Updated 04/07/25

Contents

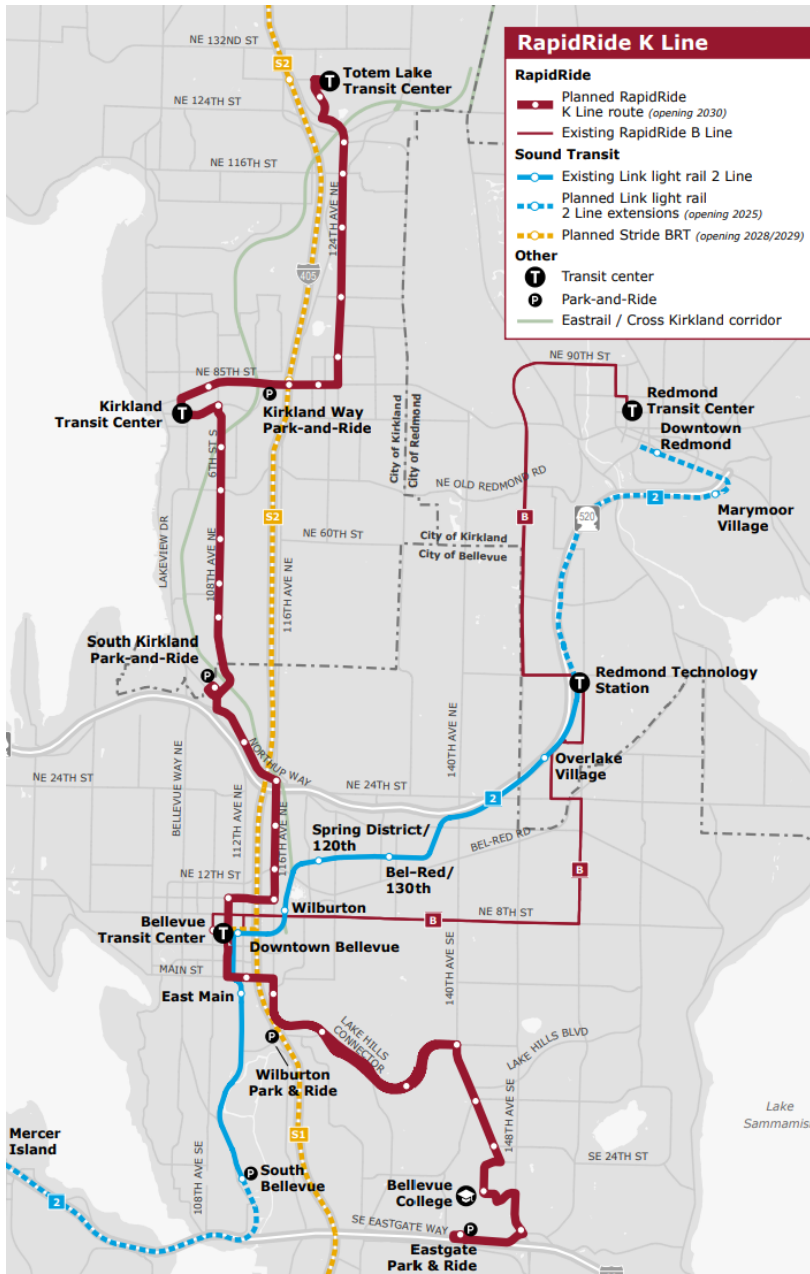
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1. Introduction and project overview

Metro is working to bring new RapidRide service to east King County, to provide better, more reliable bus service to communities in Kirkland and Bellevue.

By 2030, Metro plans to launch the RapidRide K Line, which will serve the fast-growing communities between the Totem Lake Transit Center, downtown Kirkland and Bellevue, and the Eastgate Park & Ride. This 16-mile route connects riders to routes 225, 239, 245, 250, 255, 271, the RapidRide B Line, Sound Transit's future I-405 Bus Rapid Transit, and Link light rail.



This report summarizes Metro's work in engaging eastside communities to finalize the conceptual design phase for RapidRide K Line.

Figure 1. RapidRide K Line Project Vision

COMMUNITY ENGAGEMENT GOALS AND TIMELINE

Metro is committed to conducting engagement throughout the project's life cycle, with community input playing a crucial role in the needs assessment and planning phase. Metro has identified key community engagement goals for each phase. Below are the overall goals that have set the tone for this work.

- Select route options that reflect the needs of the community.
- Conduct and document an intentional, inclusive, and equitable community engagement process.
- Ensure community partners are aware of the RapidRide K Line and understand how RapidRide will impact and benefit their communities.
- Establish and grow positive relationships between Metro and community organizations, businesses, and community members in Kirkland and Bellevue.

Figure 2 shows the project timeline from early planning to the anticipated start of service.

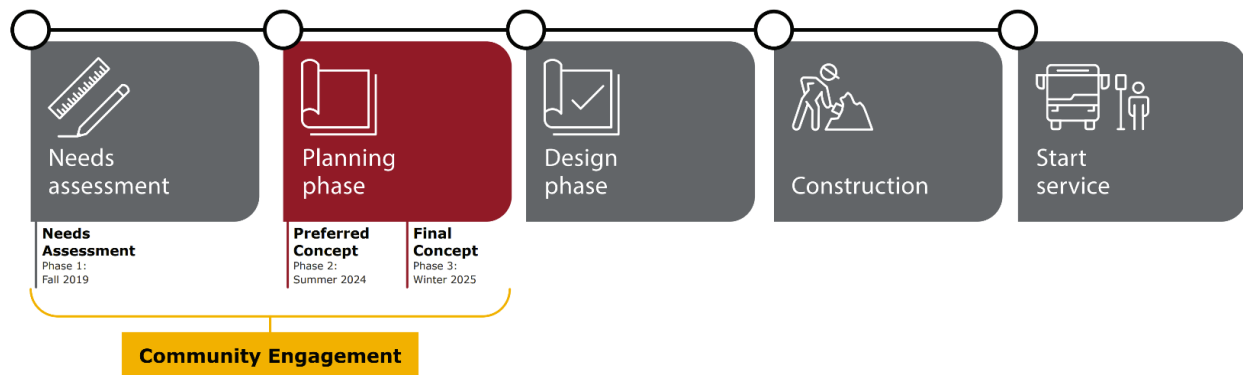


Figure 2. Project timeline

Metro used the following goals to help shape the engagement efforts:

- Reporting back to key partners and community members who participated in prior phases of engagement to share a complete vision for RapidRide K Line.
- Gathering community input on the refined project vision, known as the Locally Preferred Alternative (LPA), including changes to make the bus faster and more reliable and easier to access.
- Confirming the project meets community needs and priorities.

2. Community engagement approach

Metro began engaging community members during the needs assessment phase and conducted two more rounds of community engagement during the planning phase for RapidRide K Line. In this most recent engagement effort, Metro spent time connecting with communities, raising awareness about the project, and listening to community feedback.

From January 16 through February 13, 2025, Metro gathered community input on a complete vision for the RapidRide K Line. Specific areas of conversation included:

- **Route and bus shelter facilities** - Sharing the proposed RapidRide K Line route and station locations.
- **Access to transit** - Gathering input to inform projects to make it easier for people who walk, roll, and bike to get to the station.
- **Speed and reliability** - Gathering input on potential roadway improvements to make the bus faster and more reliable.

Community input will help Metro complete the RapidRide K Line planning phase and recommend the LPA for King County Council to adopt.

Metro developed a multilingual website to share project information and encourage community members to have a say. The website included:

- A project overview describing how people can use RapidRide K Line to get where they need to go
- Information about how to get involved and a summary of what we've heard so far
- Visuals, including a project timeline, maps, and graphics
- Frequently asked questions
- Resource library featuring community engagement and project reports, and informational letters sent to neighbors potentially impacted by the project.

Metro collected feedback through an online survey and more than 30 engagement activities, both in-person and virtual.

GETTING THE WORD OUT

A month leading up to the launch of the engagement phase, Metro focused on getting the word out using the following outreach methods:

Postcards



Postcards delivered to addresses 1/2 a mile on both sides of the proposed RapidRide K Line route.

Communications to property owners



Letters sent to property owners raising awareness about the project, including potential impacts and contact information for both the RapidRide team and the right-of-way contact.

Briefing invitations



Email invitations sent to community contacts list, sharing news of the upcoming engagement phase and offering in-person or virtual project briefings.

Social media and blog



Information posted to King County Metro channels: *Metro Matters* blog, X, Facebook, Instagram, and Condado de King Facebook.

Transit alerts



Transit alerts via text messages sent to riders of Route 225, 245, 250, 255, 271, 239, and the RapidRide B Line.

Email updates



Email updates sent to people who subscribed to updates on the RapidRide K Line webpage.

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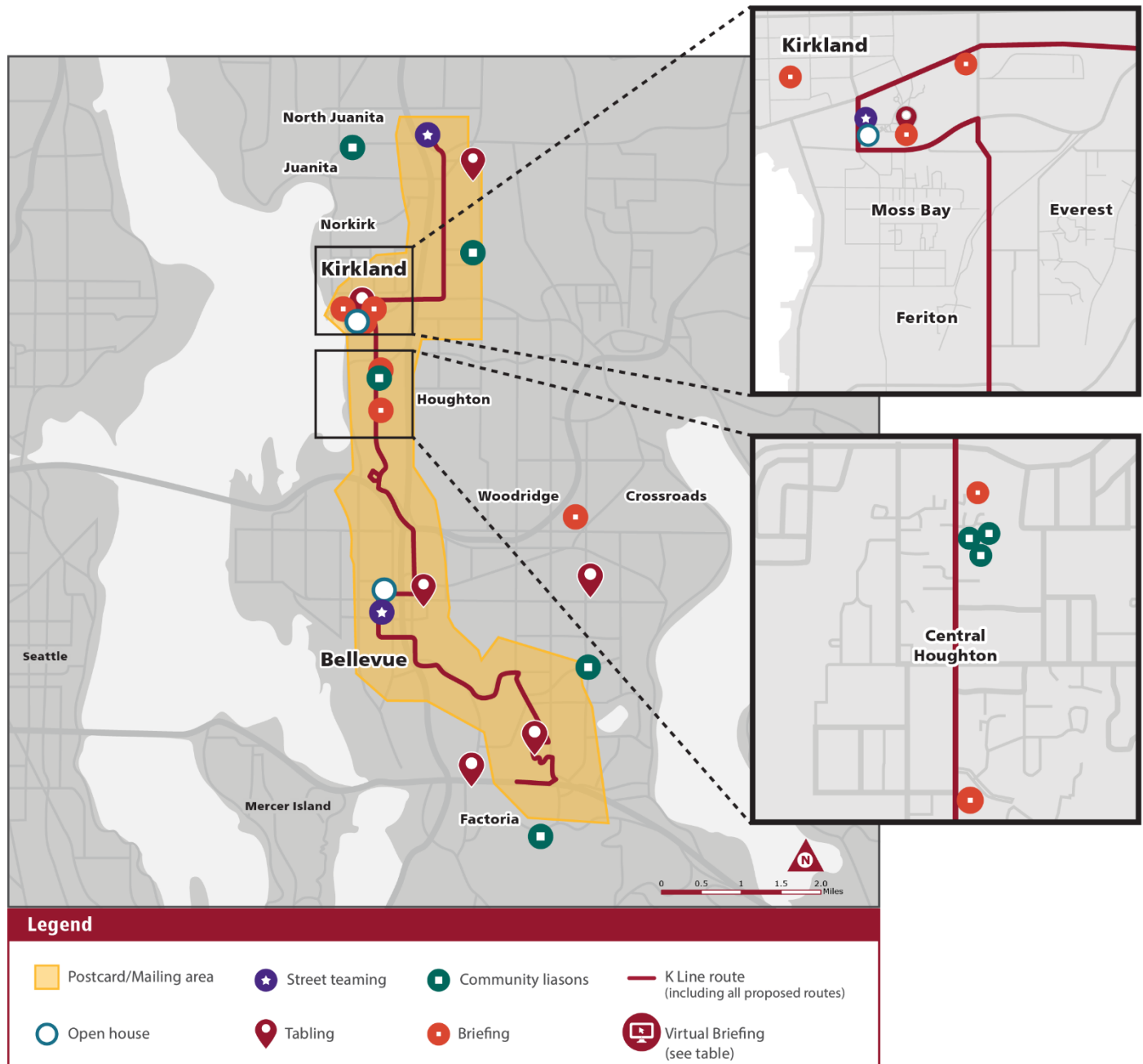
During the engagement phase, Metro engaged with community members in the following ways:

	Action	Quantity	Duration	Description
	Online survey	1	4 weeks	Online survey developed to gather feedback on the LPA and confirm the project meets community needs and priorities.
	Open House (in-person)	2	1.5 hour each	Open space with display boards featuring the project map and other visuals. Project team members were available to answer questions.
	Open House (virtual)	2	1 hour each	Webinars hosted by the RapidRide and Community Engagement Leads featuring a presentation and question-and-answer session.
	Briefing	15	1 hour each	In-person and virtual presentations at the request of neighborhood associations, business communities, property owners, and community-based organizations provided by the RapidRide and Community Engagement Leads, followed by question-and-answer sessions.
	Virtual office hours	4	30 minutes each	Virtual weekly drop-in sessions to answer questions about the RapidRide K Line.
	Tabling	6	2 hours each	Tabling events hosted by the project team near the RapidRide K Line route. Staff shared project information and encouraged community members to take the survey.
	Street teaming	3	2 hours each	Intercept-style outreach hosted by the project team at transit centers along the route. Staff spent time talking to riders and passersby during peak times of the day.
	Flyering by Community Liaisons	1	4 hours	Community Liaisons dropped off informational flyers to community-based organizations within the project area to help spread the word about the survey.
	Email	27	4 weeks	The project team monitored and responded to email questions about the RapidRide K Line.

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More details about each method of outreach can be found in later sections of the report.

Figure 3 is a map showing where Metro engaged with the community:



Location	Type of Engagement
 Houghton Neighborhood Association	Briefing
 Kirkland Transportation Commission	Briefing
 Everest Neighborhood Association	Briefing
 Moss Bay Neighborhood Association	Briefing
 Kirkland Senior Council	Briefing
 Eastside Urbanism	Briefing
 Wright Runstad & Company (Spring District), Deloitte, and Meta	Briefing (virtual)
 Juanita Neighborhood Association	Briefing (virtual)
 Eastside Easy Rider Collaborative/Hopelink	Briefing (virtual)
 Norkirk Neighborhood Association	Briefing (virtual)
 Amazon	Briefing (virtual)
 Bellevue Chamber of Commerce	Briefing (virtual)
 Kirkland Business Community	Briefing (virtual)
 Bellevue Downtown Association Focus Group - Employers	Briefing (virtual)
 Bellevue Downtown Association Focus Group – Property Owners	Briefing (virtual)
 Chinese Informational Services Center	Community Liaison
 Greater Seattle Chinese SDA Church	Community Liaison
 Igreja Adventista Brasileira de Seattle	Community Liaison
 Kingdom Hall of Jehovah’s Witnesses	Community Liaison
 Kirkland Seventh-Day Adventist Church	Community Liaison
 South Bellevue Community Center	Community Liaison
 North Kirkland Community Center	Community Liaison
 Totem Lake Transit Center	Street Teaming
 Kirkland Transit Center	Street Teaming
 Bellevue Transit Center	Street Teaming
 Lake Washington Institute of Technology	Tabling
 Uwajimaya (Bellevue)	Tabling
 Bellevue College	Tabling
 Bellevue Mini City Hall	Tabling
 Peter Kirk Community Center	Tabling
 QFC (Factoria)	Tabling

3. Findings

The Findings section shares what we learned during the Phase 3 engagement period, including feedback from the survey, briefings, open houses, tabling and street teaming, community liaisons, and email, and social media comments. Major themes that emerged consistently across outreach methods are summarized in the graphic below, while findings from each outreach method are discussed separately in the subsections that follow.

Key themes

Community Priorities:

More transit service: Across all engagement activities, community members support more public transit even in places where support for RapidRide K Line varied.

Prioritize fast, reliable public transit: Nearly two-thirds (64%) of survey respondents agree that fast and reliable transit should have priority over low-occupancy vehicles.

Access to Transit:

No major concerns: Close to half (44%) of survey respondents agree that the project includes enough access improvement efforts; only 18% disagree.

Requested access improvements: Survey comments identify sidewalks, intersections, and bike infrastructure as top access needs.

Community members attending in-person outreach events expressed support for access to transit designs that **improve access for transit riders with disabilities.**



Speed and Reliability:

Survey respondents gave **mixed responses** on transit priority improvements.

- In survey comments, **some supported transit priority improvements**, particularly around transit centers and congested intersections, while **others had concerns** that the planned route or bus priority infrastructure would be costly or disruptive to traffic flow and neighborhoods.
- **Support for transit priority improvements varied by neighborhood** engagement; at some engagements, we heard strong support, while at others, we heard concerns about priority treatments and their future impacts.

In-person attendees and survey respondents (61%) agreed that **routes with fewer transfers** would most encourage them to take transit more frequently. **More frequent service** was also a top concern for both groups (55% of survey respondents).

Community members attending in-person events also shared questions about bus timing during peak hours, impacts to traffic, and bus lane designs.

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Routing and Station Locations:

Community members offered several comments on the planned K Line route and stops, both in-person and in the survey. Top Themes included:

- 1 **Routing along 108th:** Many expressed concern about RapidRide K Line on 108th St. Some cited limited time savings at a high cost or suggested Lake Washington Blvd. or I-405 would be faster and less disruptive to the neighborhood.
- 2 **Prioritizing transit centers and park & rides:** Some commenters emphasized that transit centers and park & rides should be prioritized as station locations, with transit priority infrastructure in and around them.

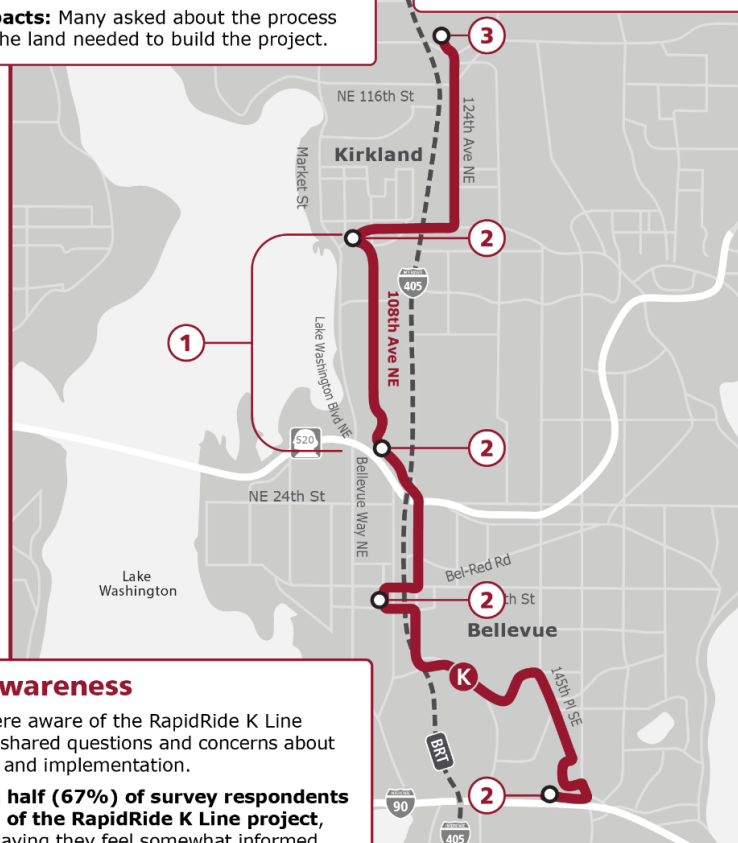
Property impacts: Many asked about the process for acquiring the land needed to build the project.

Service Coverage and Connections:

Existing Routes: Many community members shared questions and concerns about how RapidRide K Line may impact or interact with existing routes, particularly Route 255.

Expand service area: Many community members expressed wanting RapidRide K Line to reach nearby Lake Washington Institute of Technology, or to extend further to areas like Kingsgate, Bothell, Juanita, or Factoria. Many also requested more service to the University of Washington and downtown Seattle.

Direct access to Seattle: Some also shared their desire for the RapidRide K Line to provide access to downtown Seattle or SeaTac airport.



Project Awareness

While most were aware of the RapidRide K Line project, many shared questions and concerns about project details and implementation.

- **More than half (67%) of survey respondents had heard of the RapidRide K Line project**, with 20% saying they feel somewhat informed and 7% saying they feel well-informed.
- **Community members across all forms of outreach shared questions and concerns about the project**, including projected ridership, funding, timeline, and general questions about Metro local and RapidRide service.

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Figure 4. Key themes

SURVEY

What we did

In the summer of 2024, Metro conducted an online survey (Phase 2) to better understand the experiences and priorities of communities in the area and to gather community input on proposed station locations, access improvements, and speed and reliability improvements. This feedback helped develop and refine the project vision and the LPA.

In winter 2024-2025, Metro developed another online survey (Phase 3) to gather feedback on the LPA and confirm the project meets community needs and priorities. The survey ran from January 16 through February 13, 2025, and was available in English, Korean, Japanese, Simplified and Traditional Chinese, Russian, Spanish, and Vietnamese.

The Phase 3 survey used the same questions as Phase 2 to collect background information about participant demographics, route connections, travel patterns, and community priorities. The access to transit and speed and reliability questions were more open-ended, presenting potential improvements and asking for feedback rather than asking detailed questions about experiences and barriers. (See Appendix B: Survey Instrument for the full survey questions.)

How to read the survey results

Key takeaways from the survey are summarized in text. Results from quantitative survey questions are shown in charts:

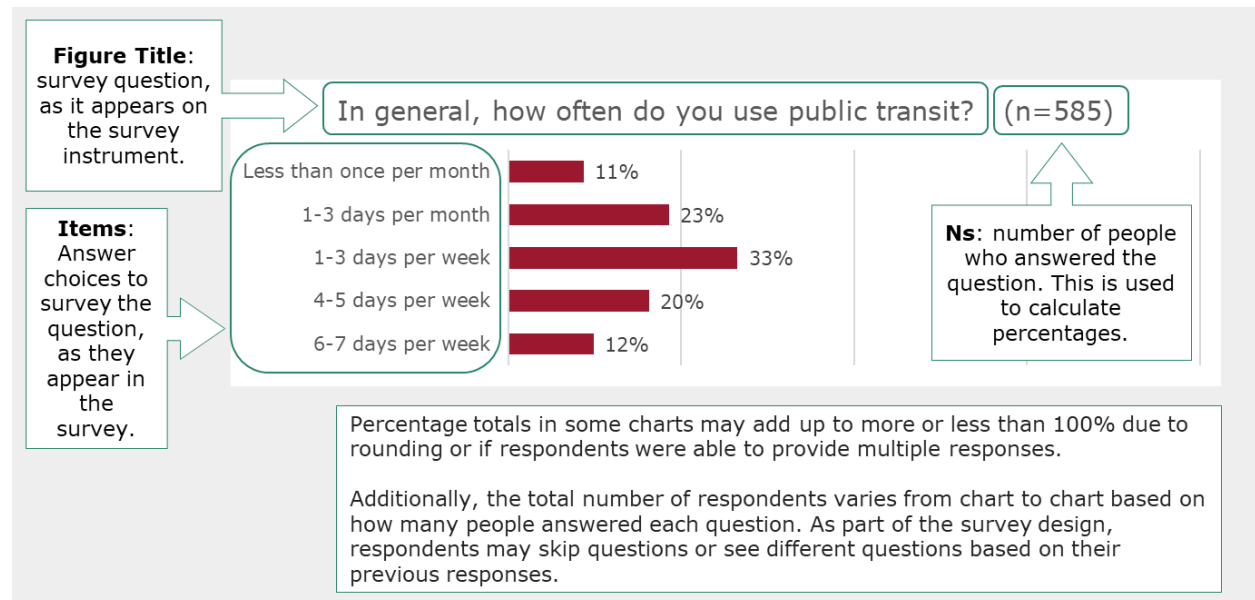


Figure 5. How to read survey results

Key themes from the four open-ended survey questions are summarized in text. 419 respondents answered at least one open-ended question, for a total of 774 substantive responses (not including "NA," "none," or similar). Some respondents directly answered each question in the corresponding textbox, while others shared all their feedback in a single textbox. The project team reviewed all comments and sorted them into themes, which are reported in the corresponding sections below. All open-ended responses are listed in Appendix D: Open-Ended Survey Comments.

Who we heard from

The Phase 3 survey received slightly more responses than in Phase 2, with 1,094 valid survey responses (compared to 1,003 in Phase 2). Metro heard from respondents throughout the region, as shown in Figure 6.

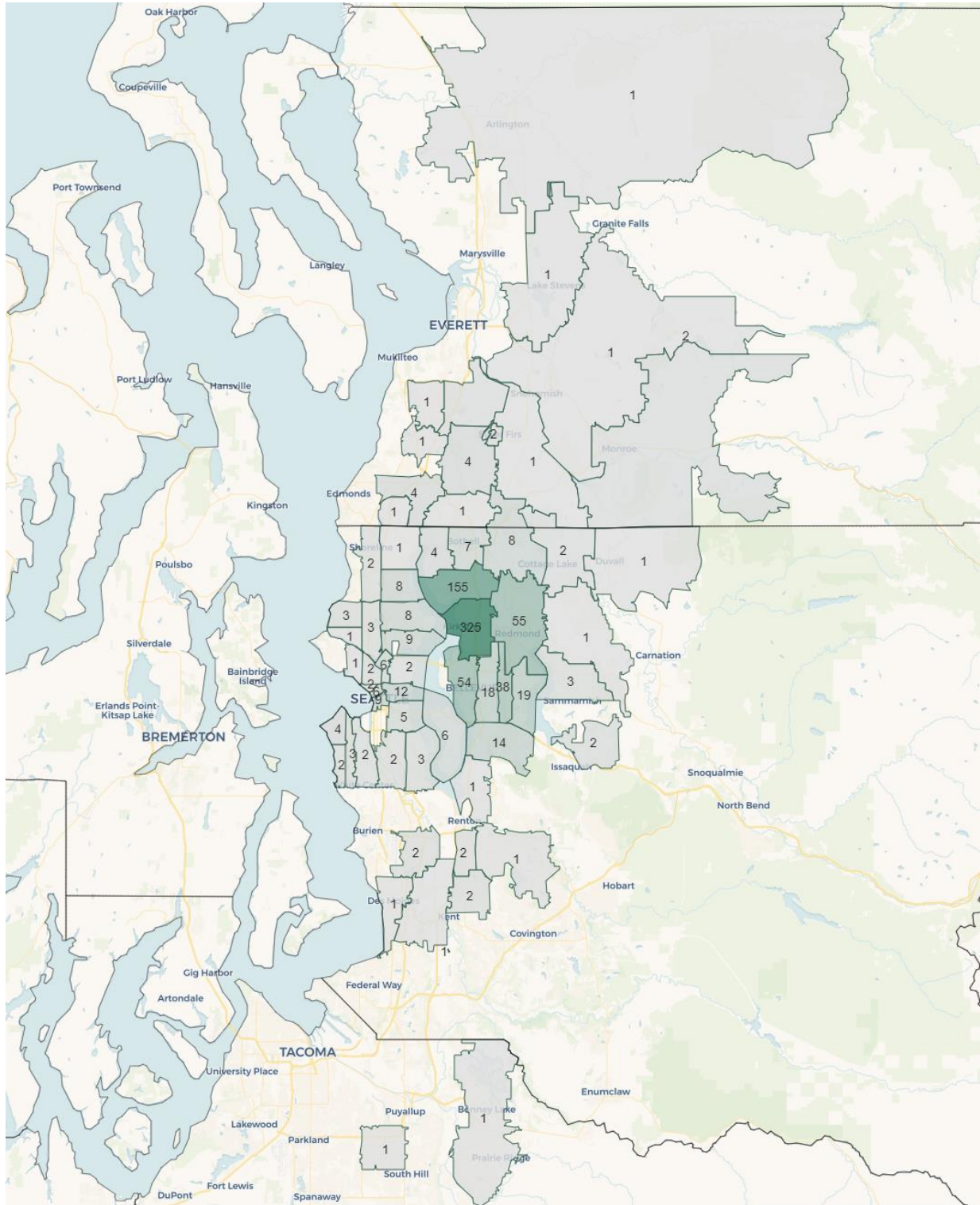


Figure 6. Map of responses

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Metro compared survey respondent data to data from the U.S. Census Bureau (the 2019-2023 American Community Survey and the 2020 Census) to understand how the response sample compared to the population of the region roughly surrounding the outreach event locations, mailing area, and planned RapidRide K Line route. We defined this region using the following zip codes: 98004, 98005, 98006, 98007, 98008, 98033, 98034, and 98052.

Metro used several outreach strategies to ensure this survey reached a representative sample of the local community and are pleased to report a response that very closely matches the demographics of the area.

The racial and ethnic distribution of survey respondents is remarkably representative of the population, with less than 1% difference between the percentage of white survey respondents and the population percentage (see Figure 11). The distribution of household incomes among survey respondents is also closely representative, though slightly skewed in the upper brackets, with 12% more respondents reporting household incomes between \$75,000 and \$150,000 and 12% fewer reporting incomes above \$150,000 (see Figure 13). As shown in Figure 10, we successfully recruited participants from a wide range of ages, with results that closely match the age distribution of the population (within 3% of the population in all categories).

Note: when the survey first opened, the question "How do you identify your race and/or ethnicity?" was missing an option to select "White". This was corrected on January 31st. Respondents who used the write-in box to describe their race as white were manually recoded as "White" during the data cleaning process.

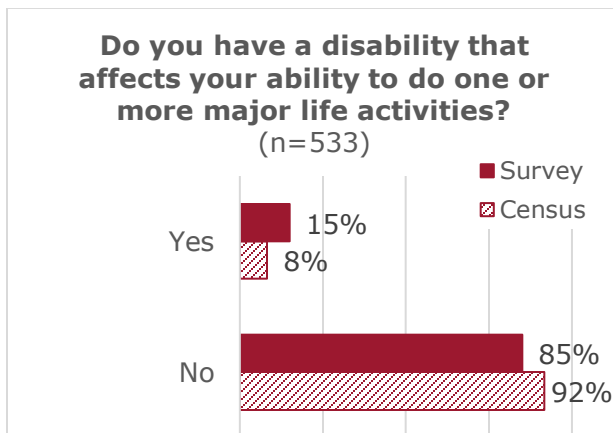


Figure 7. Disability status

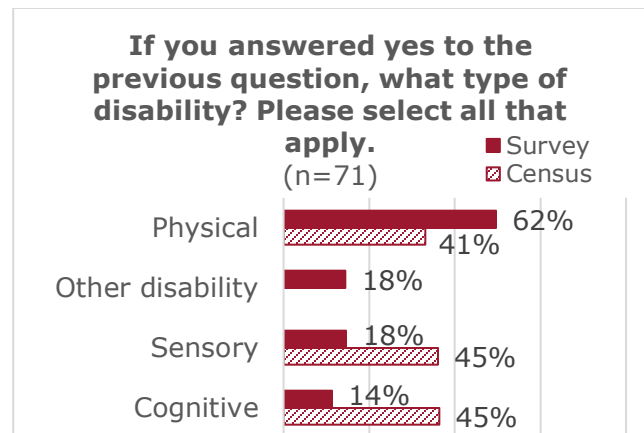


Figure 8. Disability type

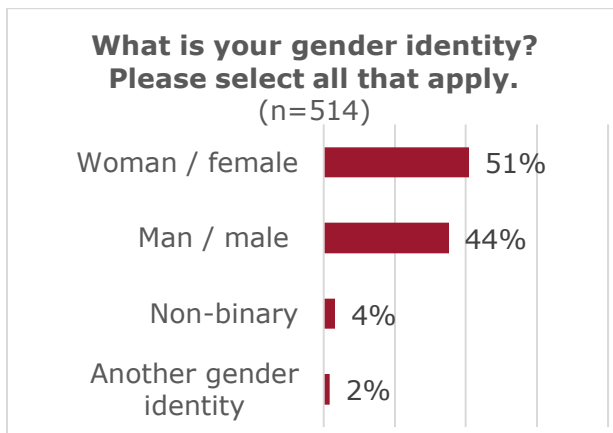


Figure 9. Gender identity

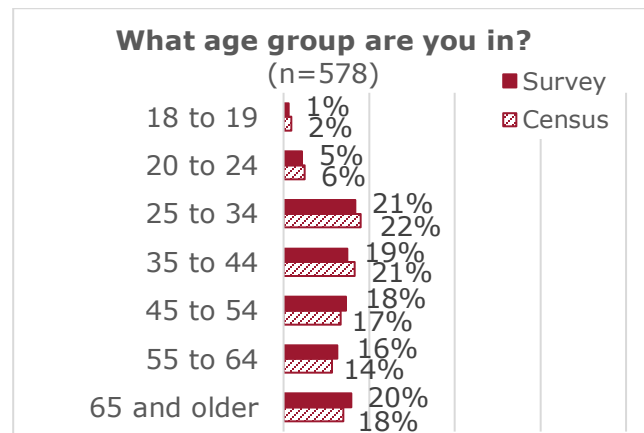


Figure 10. Age

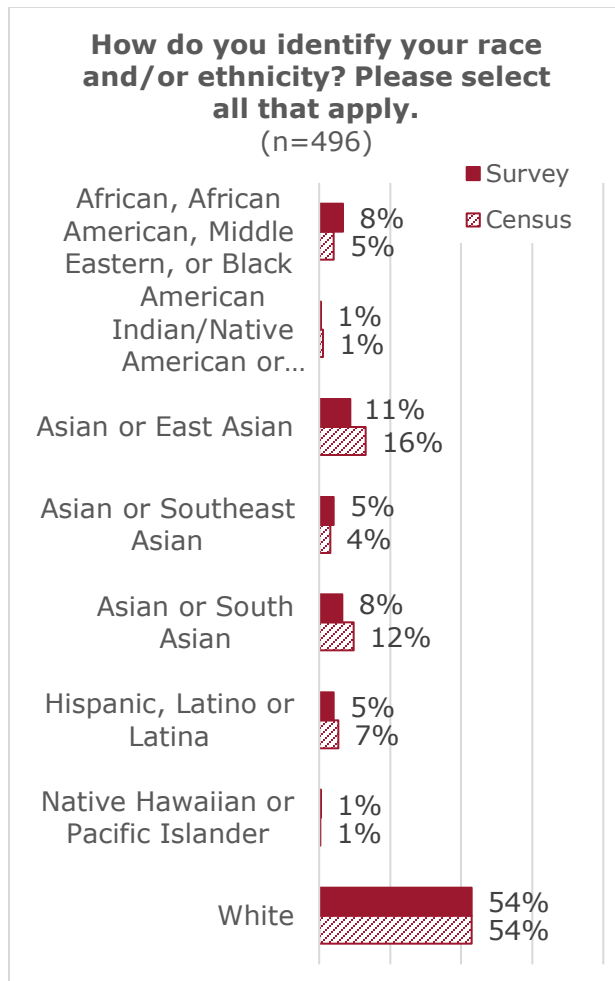


Figure 11. Race and ethnicity

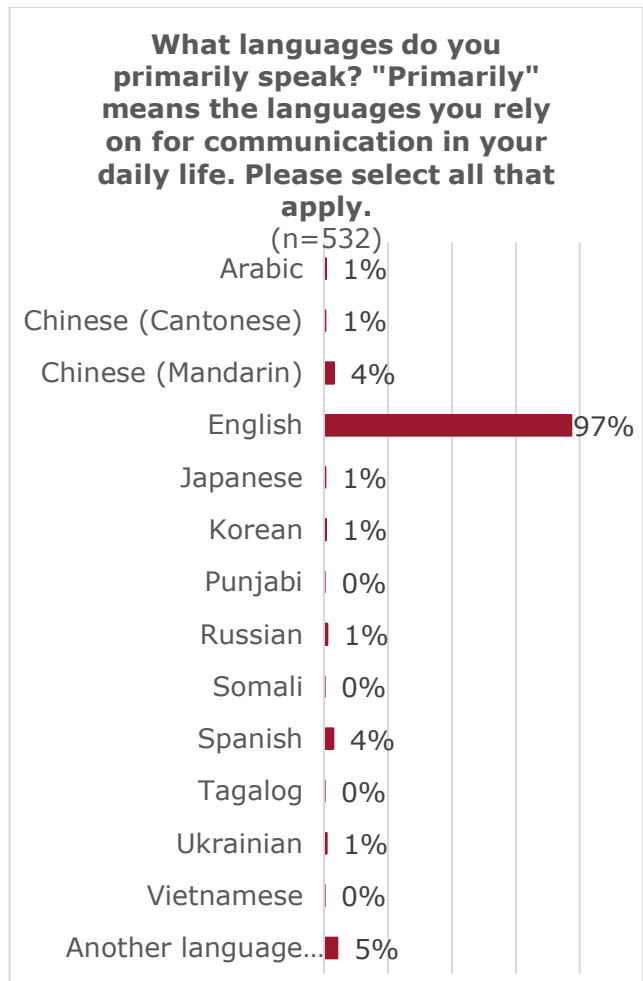


Figure 12. Language

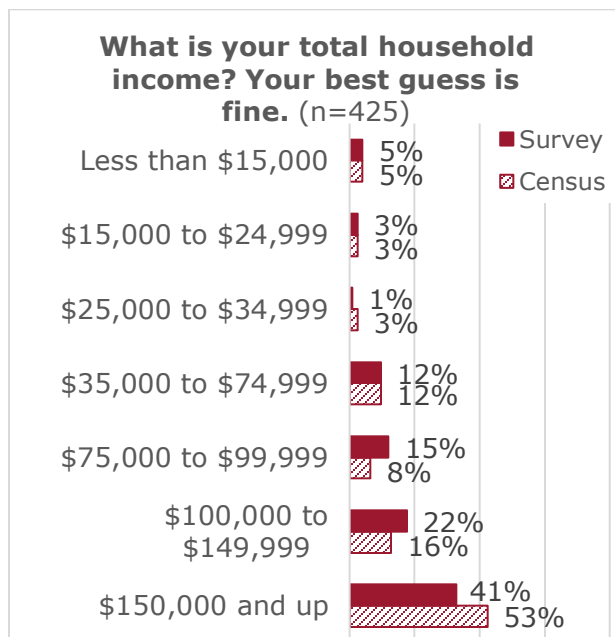


Figure 13. Household income

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What we heard

This section summarizes key findings from the online survey, then walks through detailed results from each survey question. While the survey was an important component of community engagement during this phase, we received valuable feedback through other outreach methods as well. These survey results are not intended to be taken in isolation.

At a glance

Project awareness



More than half (67%) of survey respondents had heard of the RapidRide K Line project, with 20% saying they feel somewhat informed and 7% saying they feel well-informed. This awareness increased somewhat since Phase 2, when only 53% had heard of the project.

Travel patterns



Most respondents (76%) drive a personal vehicle or motorcycle, followed by public transit (60%) and walk/roll (38%).

Among respondents who use public transit, **most (61%) ride transit less than once per week**, while 19% ride four or more days a week. This is a reversal from Phase 2, when 65% of transit users said they rode at least once per week.

Community priorities



Most respondents (75%) rated fast and reliable public transit as most important among the goals listed. Many (45%) also said easy and safe to walk, roll, or bike.

Speed and reliability improvements would encourage many respondents to ride **more frequently**, including:

- Routes with fewer transfers (61%)
- More frequent service (55%)
- Improvements to speed (50%)
- Improvements to reliability (45%)

Improvements to amenities and access to transit were **less likely** to motivate transit use.

Access to transit



Many (44%) agree that **Metro identified enough access to transit projects**. Only 18% disagree with this statement.

In comments, many respondents hoped Metro would prioritize access points at park & rides and transit centers, and improve sidewalks, bike lanes, and trails around stops to improve connectivity.

Speed and reliability



Nearly two-thirds (64%) agree that **fast, reliable buses should have priority over low-occupancy vehicles**. Respondents are split over whether Metro planned the right amount of these improvements; 34% agree, 28% disagree, and 38% are neutral.

Many commenters thought Transit Centers and congested intersections should be focus areas for general congestion improvements or bus-specific priority efforts.

Routing and service coverage



In the comments, routing and service coverage were major themes. Many commenters want RapidRide K Line to reach Lake Washington Institute of Technology or to extend further to areas like Kingsgate, Bothell, Juanita, or Factoria; many also want increased service to UW and downtown Seattle. Others expressed concerns that the planned route or bus priority infrastructure will be too costly or disruptive to traffic flow and neighborhoods.

Detailed findings

Project awareness

Project awareness increased slightly since Phase 2, however, many respondents were still not familiar with the RapidRide K Line project. Nearly half (43%) said this was the first time they had heard of it, and 30% said they had heard of it before but did not know much about it. About a quarter (27%) felt informed about the project, with 20% somewhat informed and 7% well-informed.

In Phase 2, 47% of respondents said this was the first time they had heard of it, 33% said they had heard of it but didn't know much about it, 13% said they felt somewhat informed, and 7% felt well-informed. Overall, we saw a 7% increase in the number of respondents who said they feel somewhat informed, while the number who said they had heard of it but didn't know much decreased by 3% and the number who said this was the first they'd heard of it decreased by 4%.

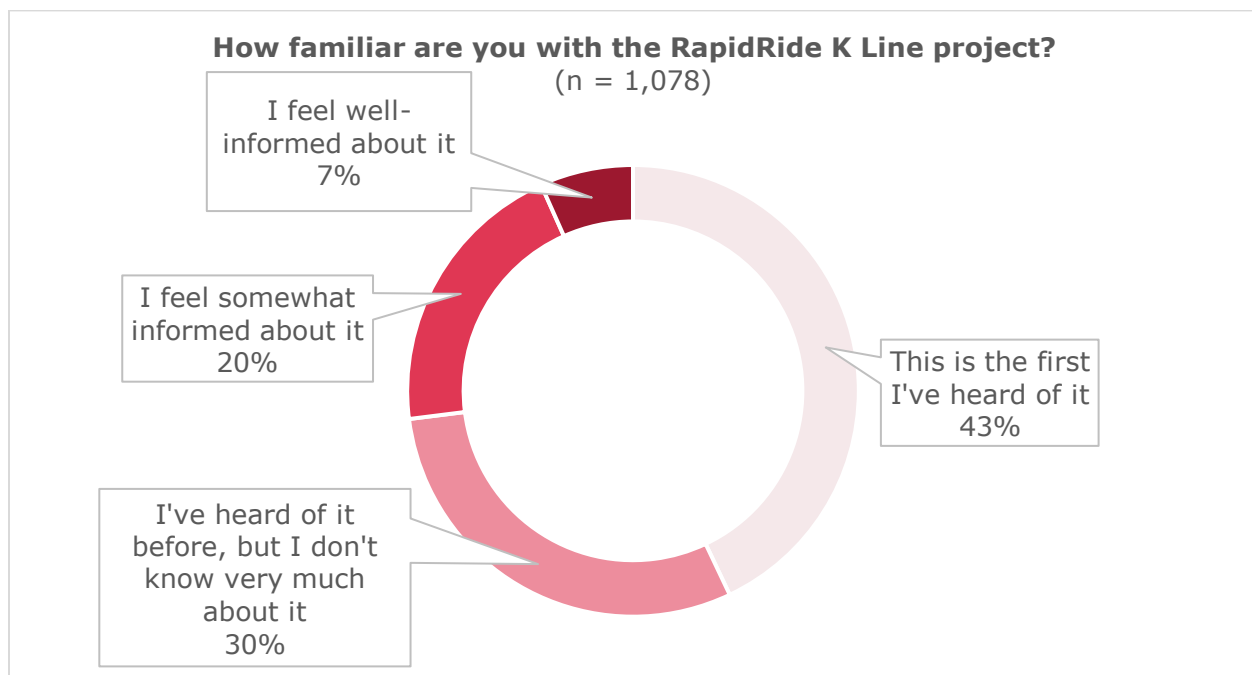


Figure 14. Familiarity

Route sections

The survey provided a map of the proposed RapidRide K Line route and asked respondents to select where they live, work, go to school, own a business or property, or regularly travel to or from. While the survey did not show the route divided into sections, the sections were displayed on the project website.

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Downtown Bellevue (72%) was the most frequently selected area, followed by Downtown Kirkland (70%) and Totem Lake (67%). Some respondents also selected 124th Ave NE / NE 85th St (50%), 108th Ave NE (49%), Northup Way/116th Ave NE (36%), Bellevue, College/Eastgate (23%), and Lake Hills Connector/145th Pl SE (18%).

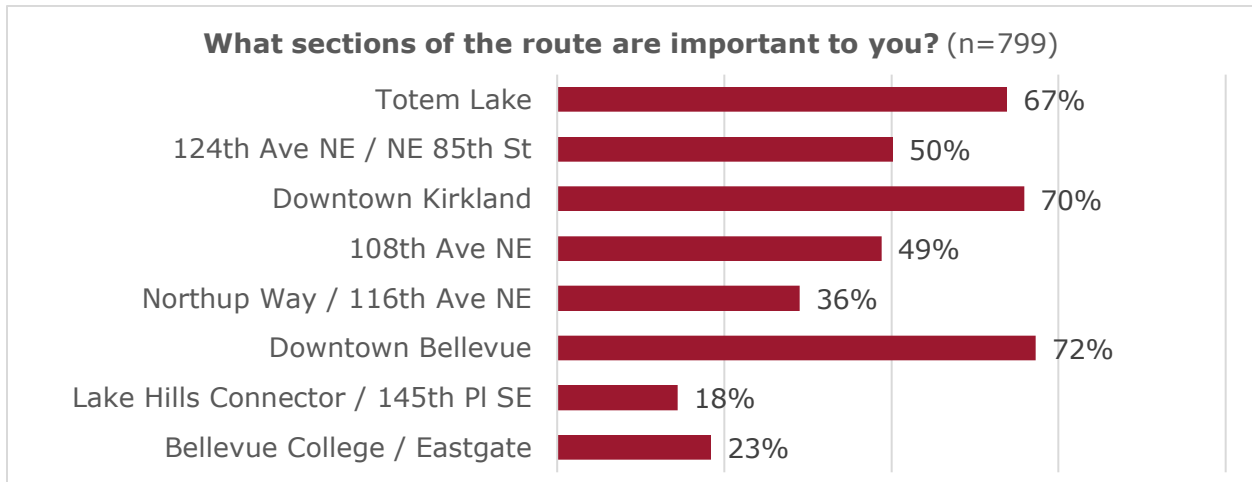


Figure 15. Route sections

Note: the survey did not include an option to select "None of the above", and the survey platform is unable to distinguish between respondents who skipped the question entirely and respondents who simply didn't select any of the options, so the following percentages are calculated from the total number of respondents who selected at least one connection to at least one route section.

In most sections of the route, running errands and visiting places for fun are the top two ways respondents connected to the route. Among respondents who selected 108th Ave NE, most (54%) said they live in the area.

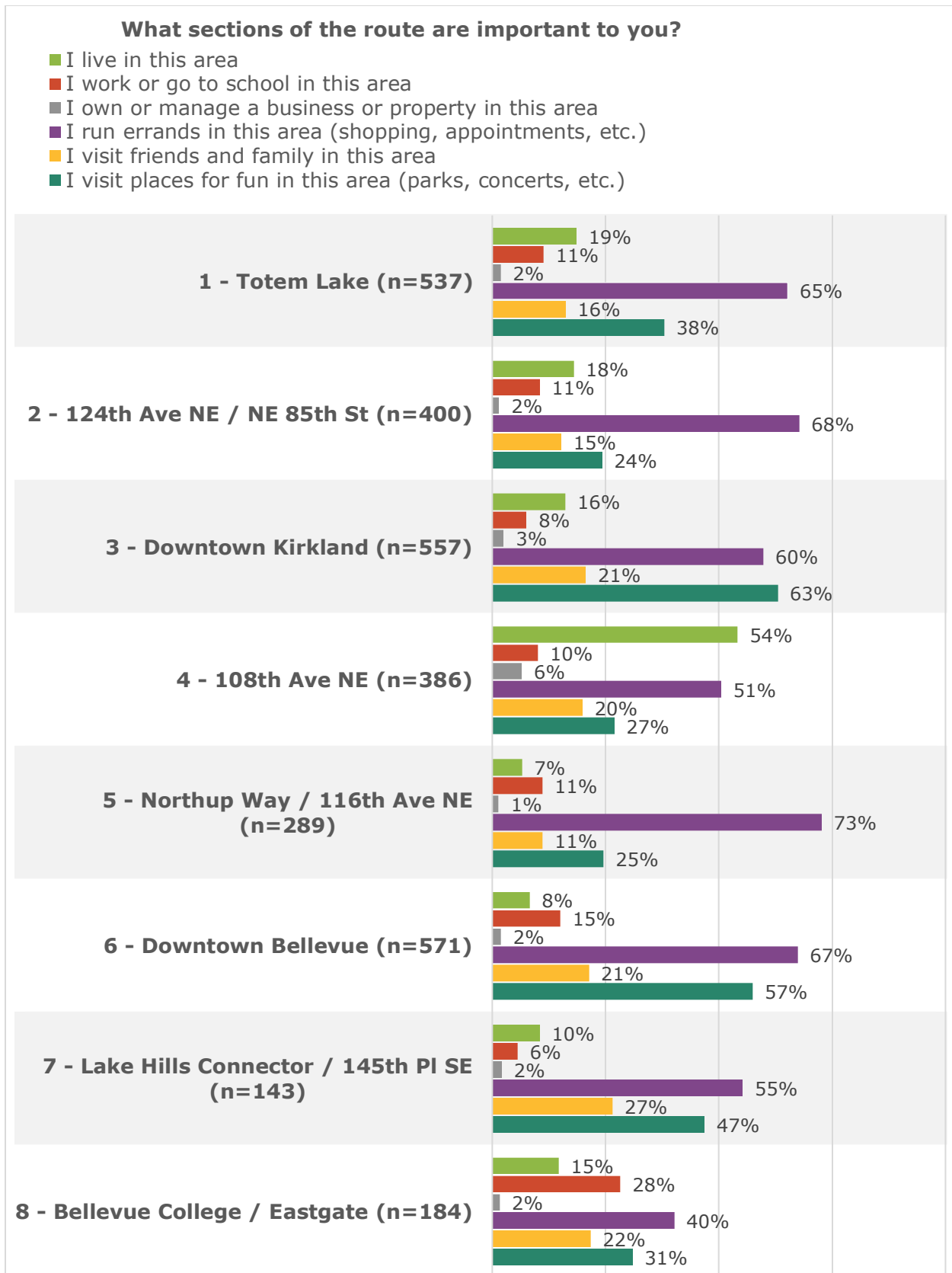


Figure 16. Connection to route

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Travel patterns

Driving a personal vehicle or motorcycle is the most used transportation mode among survey respondents (76%), followed by public transit (60%). Over a third (38%) of respondents walk or roll. Among those who selected “other”, the most common write-in response was Lime.

In Phase 2, we similarly found that driving a personal vehicle or motorcycle was the most used transportation mode (72%), followed by public transit (68%). However, the proportion of respondents who selected walk or roll has decreased since Phase 2, when nearly half (47%) of respondents selected walk or roll.

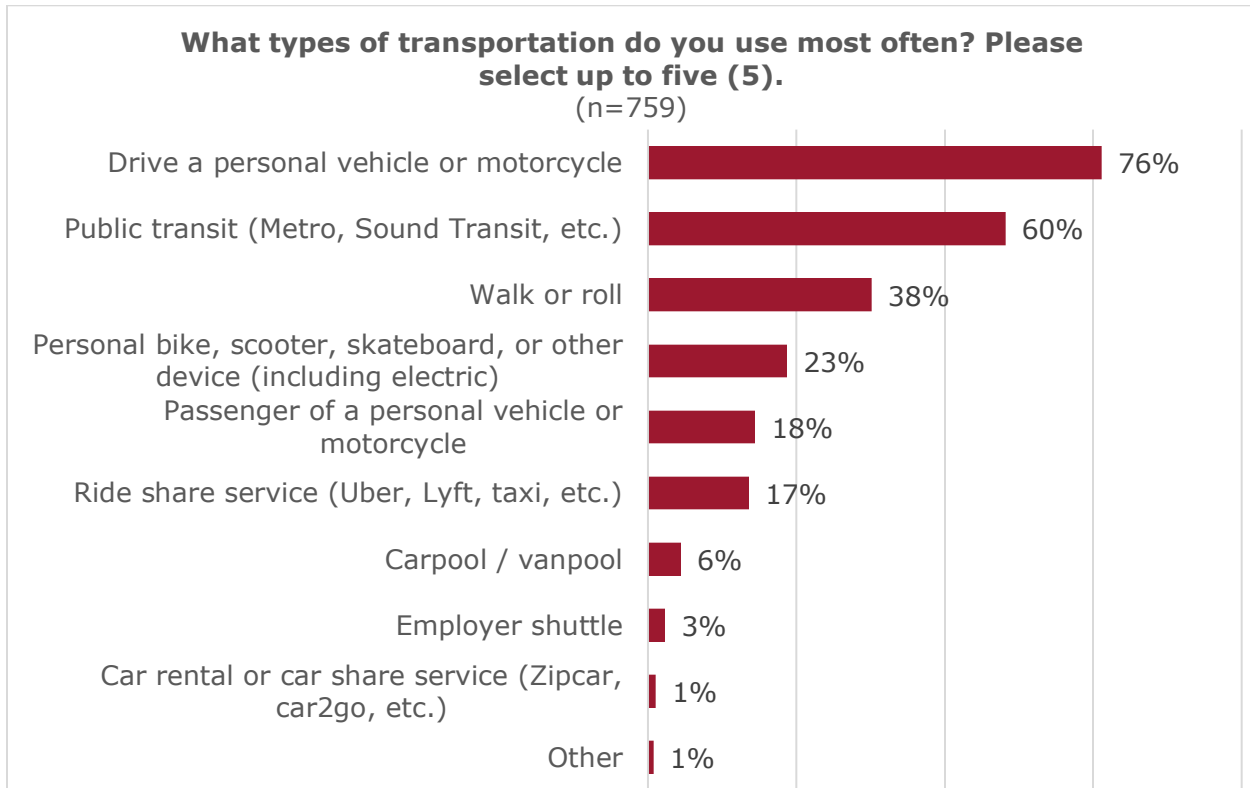


Figure 17. Transportation types

Among those who use public transit, most report doing so infrequently – about 61% ride transit less than once a week, with 20% riding 1-3 days per month and 41% riding less than once per month. About 39% use public transit at least once per week, with 20% riding 1-3 days per week, 11% riding 4-5 days per week, and 8% riding 6-7 days per week.

These findings represent a change from Phase 2, where 65% said they ride at least once per week and only 11% said they ride less than once per month.

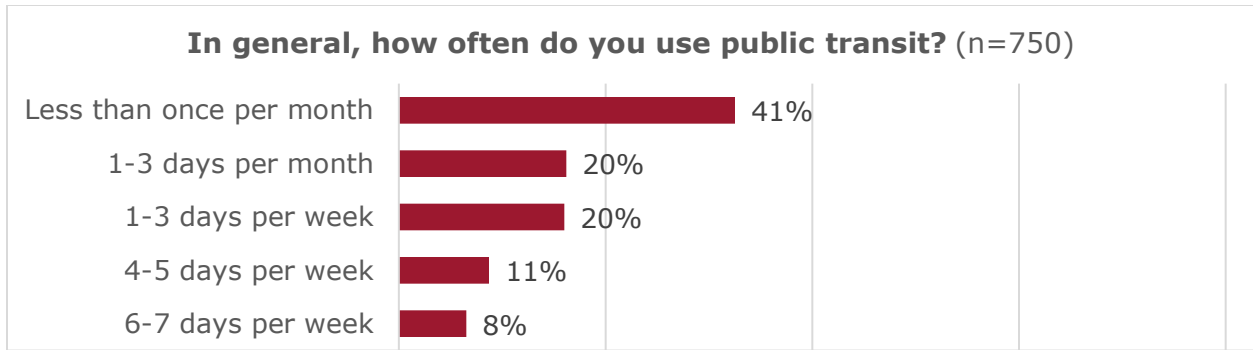


Figure 18. Public transit use

Survey respondents who use public transit report riding at all times of the day and days of the week. More respondents report riding on weekend days during midday hours (51%) and weekdays during evening peak hours (49%), morning peak hours (46%), and midday hours (40%). Less popular days and times include weekend evening peak hours (28%) and weekend morning peak hours (20%).

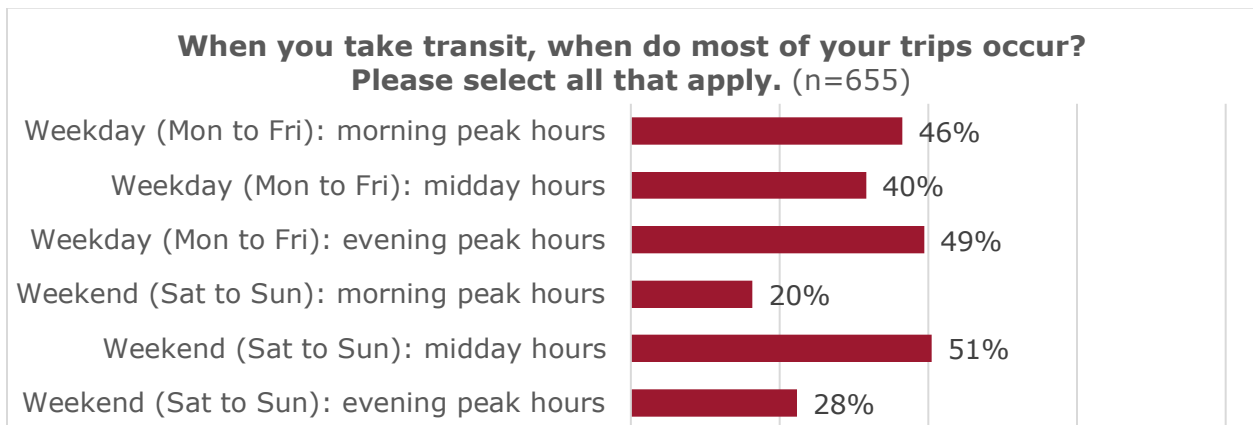


Figure 19. Transit times

Community priorities

When asked what improvements, if any, would motivate them to ride public transit more frequently, fewer bus transfers (60%) and more frequent service (55%) were the most selected options. Many also said improvements to speed (50%) and reliability (45%) would encourage them to ride public transit more frequently.

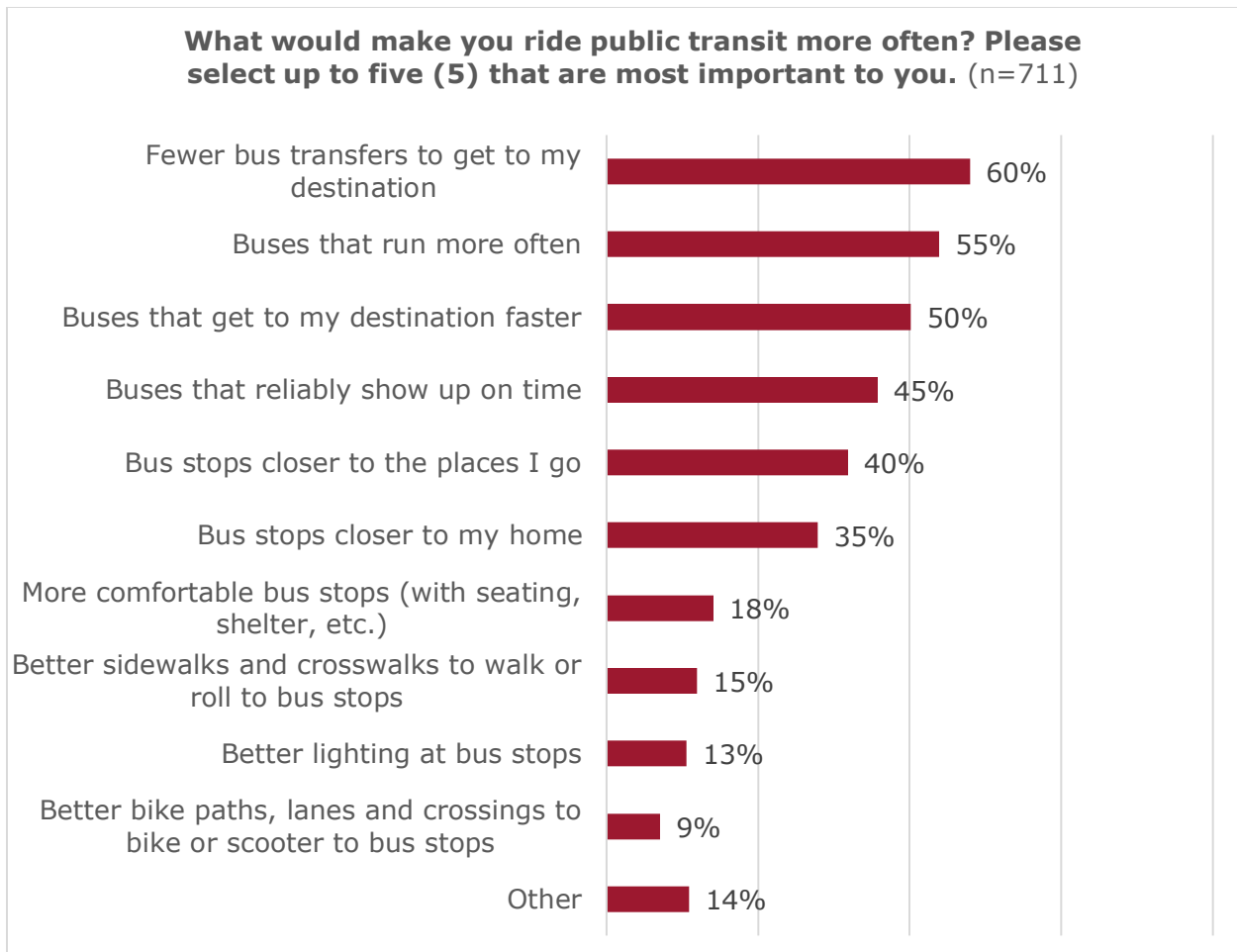


Figure 20. Improvements to increase ridership

Note: there was no option to select "None of the above", so many respondents used the "Other" write-in to indicate that they would not ride public transit. Among those who selected "Other", the most common topics were none of the above (will not ride public transit), improvements to safety, late night or early morning coverage, comfort and cleanliness of buses, and improved access to transit.

When asked to rank goals from least to most important, 75% of respondents ranked "fast and reliable public transit" as most important, with only 7% ranking it as least important. Nearly half (45%) ranked "easy and safe to walk, roll, or bike" as most important.

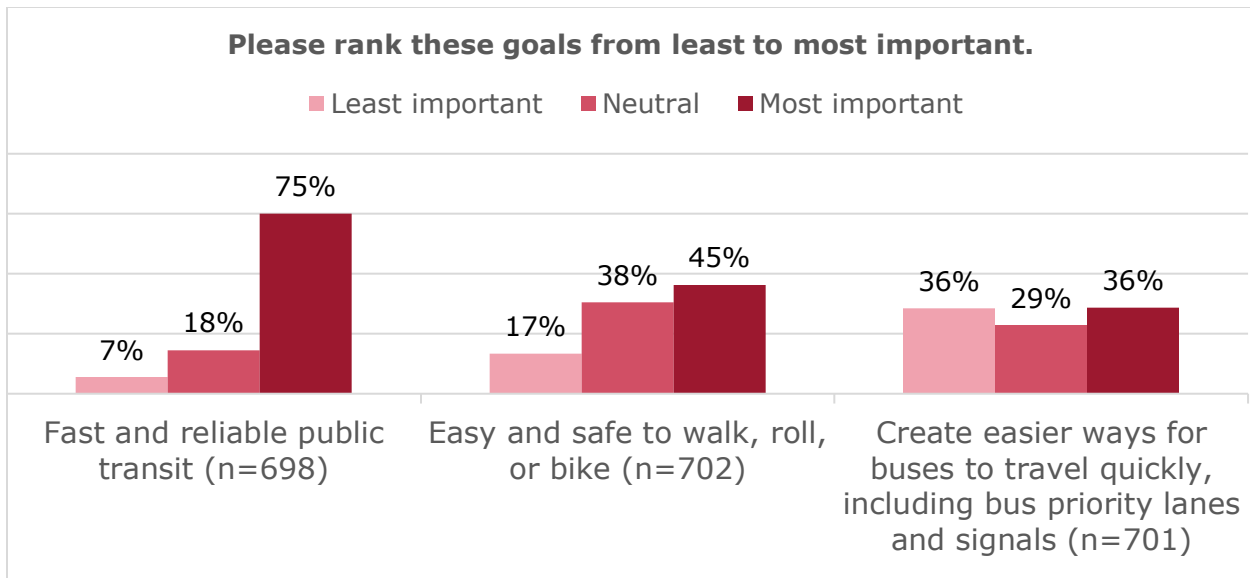


Figure 21. Goal rankings

Note: It is possible that the final goal, "create easier ways for buses to travel quickly, including bus priority lanes and signals", describes an implementation of the first goal, "fast and reliable public transit", which may skew direct comparison of the rankings between goals. Additionally, respondents were not given an option to prioritize low-occupancy private vehicles.

Access to transit

Many respondents (44%) agree that the project has identified enough access to transit projects, with only 18% disagreeing.

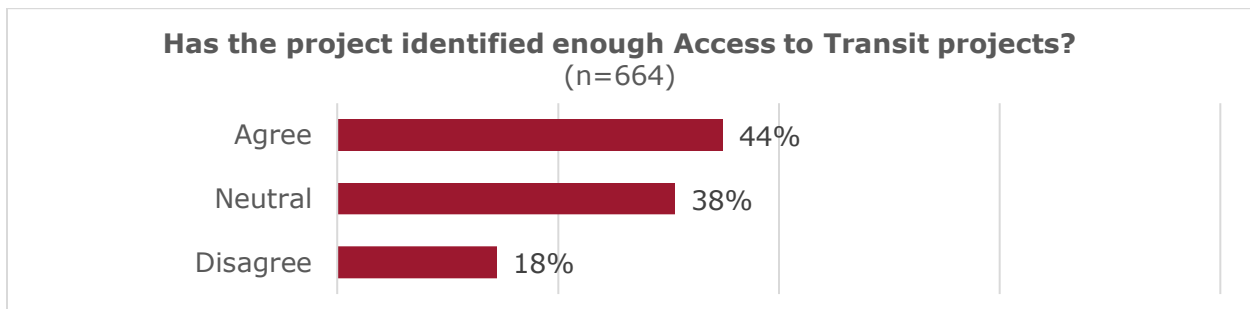


Figure 22. Amount of access projects

"Are there additional areas along the K line route where the project team should invest in Access to Transit projects?"

Of the 316 respondents who answered this open-ended question, over half described specific locations on or near RapidRide K Line where they would like to see improved access to transit. The most frequently discussed locations were the Lake Washington Institute of Technology, Kingsgate, the Cross Kirkland Corridor, Totem Lake Village, Juanita, and Bothell, as well as along 124th Avenue Northeast, 108th Avenue Northeast, Northeast 85th Street, and Bellevue Way Northeast.

Nearly a third of responses described the type of access improvement they would like to see, including:

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- **Sidewalk improvements:** Several commenters highlighted missing, uneven, or inadequate sidewalks in areas along the proposed K Line Route. Many of these comments focus on areas around transit or connecting transit to other popular locations. Noted areas include:
 - Along 124th Avenue Northeast
 - Along 148th Avenue Southeast and Southeast Eastgate Way
 - Along Northeast 120th Street between 124th Avenue Northeast and 132nd Avenue Northeast
 - Over the freeway on Northeast Fourth Street and Northeast Eighth Street in Bellevue
 - At Sixth Street and Kirkland Avenue
 - Along the Lake Hills Connector south of Southeast Eighth Street
- **Intersection improvements:** Several comments also called for improvements to pedestrian safety at intersections, particularly those that might have higher foot traffic to access the RapidRide K Line. Some noted intersections include:
 - 124th Ave. N.E. and N.E. 124th St.
 - N.E. 68th St. and 108th Ave. N.E.
 - 120th Ave. N.E. at N.E. 112th St.
- **More bike lane or improvements:** Commenters identified several areas where Metro could add or improve bike infrastructure to increase transit access. These areas include:
 - From the Cross Kirkland Connector to RapidRide K Line stations on Sixth Street South
 - Along Seventh Avenue / Northeast 87th Street in Kirkland
 - In Bellevue, especially running east to west and in the downtown area
 - Totem Village
 - Along roads leading to major stations like Totem Lake, South Kirkland P&R, and Bellevue Transportation Center
 - At intersections and especially 405 interchanges

The survey outlined a list of reasons to support more rapid bus service, and asked respondents which they agreed with the most. Many (59%) selected "To make transit the best choice for the most people, by ensuring reliable service," followed by "To provide more access for people with limited transportation choices (21%)."

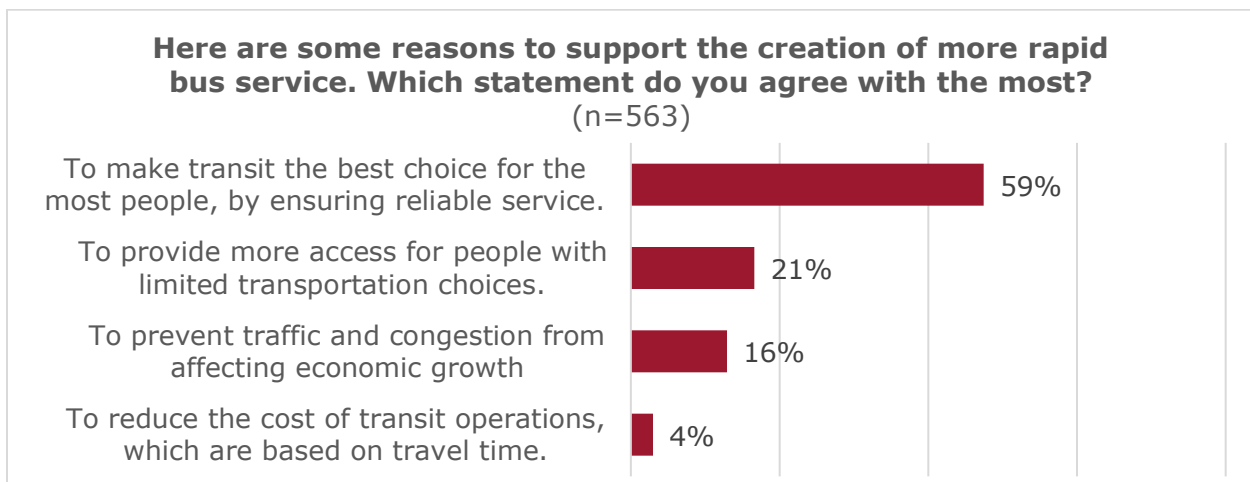


Figure 23. Reasons to support transit

Note: Some respondents noted that this question did not include an option to indicate lack of support for more rapid bus service.

RAPIDRIDE

Nearly two-thirds (64%) of respondents agree that rapid bus routes that provide fast, reliable service to a high number of riders should have priority on the road over single-rider or low-occupancy private cars. Those who disagree are more often from the route section around 108th Avenue Northeast; while only 19% of survey respondents said they live near 108th, they make up 68% of those who disagree with the above statement.

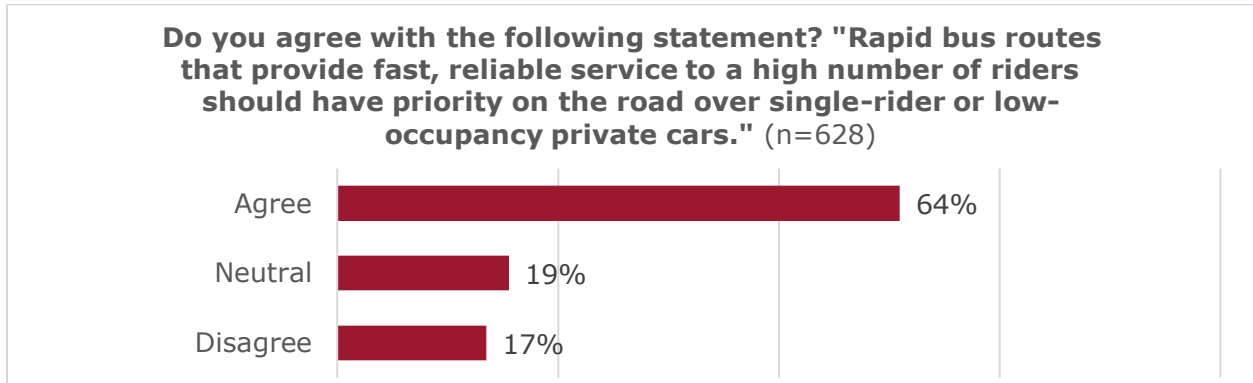


Figure 24. Prioritizing transit

Respondents are split over whether Metro has planned the right amount of speed and reliability improvements, with 34% agreeing, 28% disagreeing, and 38% remaining neutral.

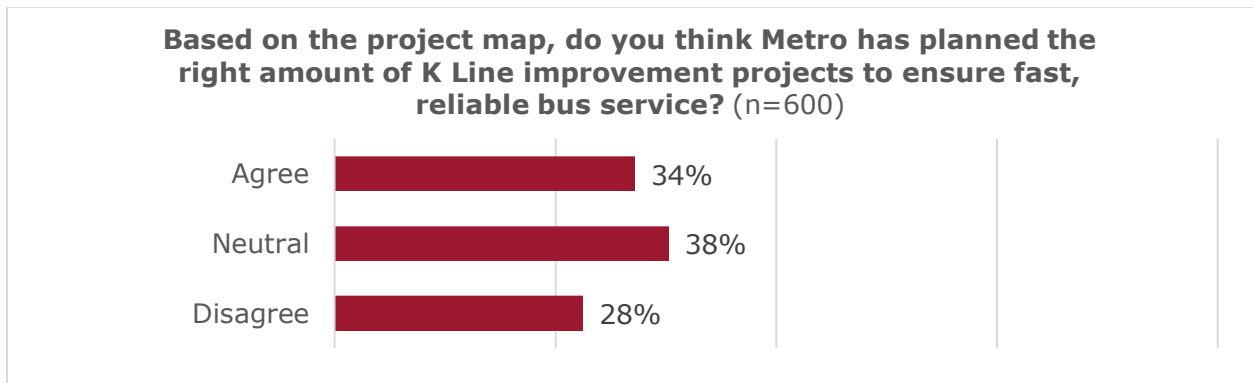


Figure 25. Amount of speed and reliability projects

Where along the K Line route should the project team make improvements to make the K Line more reliable? For example, do you experience delays in any other areas?

Survey respondents shared 230 comments in response to this open-ended question. While not all comments responded directly to this question, those that did cited several main reliability concerns across locations:

- **Bus priority:** Several commenters mentioned bus lanes, signal priority, and similar improvements as a means of ensuring high-speed transit along the route. Commenters especially noted Downtown Bellevue and getting in and out of Transit Centers as areas where bus priority treatments could significantly improve travel times.
- **Station/route considerations:** Some commenters noted that avoiding school zones (where speed limits are reduced for all traffic), not placing stations near intersections (where signal timing can compound station times), and utilizing BAT lanes on major roads rather than neighborhood streets would all help to improve transit times.

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- **General traffic flow and improvements:** Several commenters noted locations along the proposed route where traffic bottlenecks, intersection issues, or other congestion problems occur. Top locations include along 68th Street (which commenters felt especially contributes to congestion at the intersection of 108th Ave. N.E. & N.E. 68th St.), along 85th Street Northeast, and around highway interchanges.

Routing and service coverage

Respondents used various comment boxes to provide general feedback on the currently planned K-Line route. Many of these comments noted specific locations (such as Park and Rides or Lake Washington Institute of Technology) that respondents wanted the RapidRide K Line to serve, locations where respondents thought RapidRide K Line should take a different route (such as along 108th), or other areas in the region where respondents wanted more transit service in general.

- **Park & Ride access:** Several commenters thought that Park & Rides should be prioritized as station locations. These included Issaquah Highlands P&R, Kingsgate P&R, S Kirkland Way P&R, and Brickyard P&R.
- **Concerns about 108th:** Many commenters voiced concerns about routing RapidRide K Line down 108th Avenue Northeast, citing limited time savings at a high cost. Several of these commenters suggested that using Lake Washington Boulevard or I-405 would be faster and less disruptive.
- **Extending to Northeast 132nd Street/Lake Washington Institute of Technology:** Many commenters expressed a strong desire for the northern end of the route to continue past Northeast 124th Street to 132nd to improve transit access to Lake Washington Institute of Technology.
- **Extending elsewhere:** Several commenters named other cities or locations nearby to the proposed route that they would like RapidRide K Line to serve or be connected to. These included Bothell, Finn Hill, Factoria, Juanita, Kingsgate, Issaquah, and Redmond.
- **Direct access to Seattle:** Many commenters expressed concerns about their general ability to access Seattle via public transit. Many expressed that transit time to Seattle had increased since the discontinuation of the 255 bus and they did not think that RapidRide K Line would make a significant difference to solve that problem.

Additional qualitative feedback

Survey respondents provided more than 150 additional general comments at the end of the survey. While many of these comments revisited themes from above – opportunities to improve access or reliability, or desired changes to routes or stations – more than 100 offered additional insights. Themes included:

- **General project support or opposition:** Some commenters offered a general sentiment of support, thanks, or excitement for the project, while slightly more noted opposition or objection to the project overall. While some of these cited specific reasons (like cost/return on investment, time savings, or local impacts), many simply expressed general positive or negative sentiments.
- **Project timeline:** Several commenters expressed surprise or disappointment that the project would take until 2030 to complete, believing this was a long time to implement a new bus route. Some also had concerns that area needs and dynamics could shift before the project is completed, including noting that the City of Kirkland is expected to release an updated Transportation Plan during this interim period.

- **Frequency, connectivity, and off-peak service:** Many commenters discussed topics relating to the function and schedule of the future route, wanting to make sure it would provide frequent service throughout the day and be timed to shorten connections to other transit lines.

Community engagement

The survey also included a standard set of questions about experiences with the community engagement process. Overall, respondents were satisfied with their experience, with 60% agreeing that the notice, advertisement, or invitation to learn more and participate was clear and welcoming, 62% agreeing that they had enough time to provide meaningful feedback from the time they were notified, and 61% agreeing that, regardless of how they feel about the outcome, they can see how public feedback can shape the decision-making in this project.

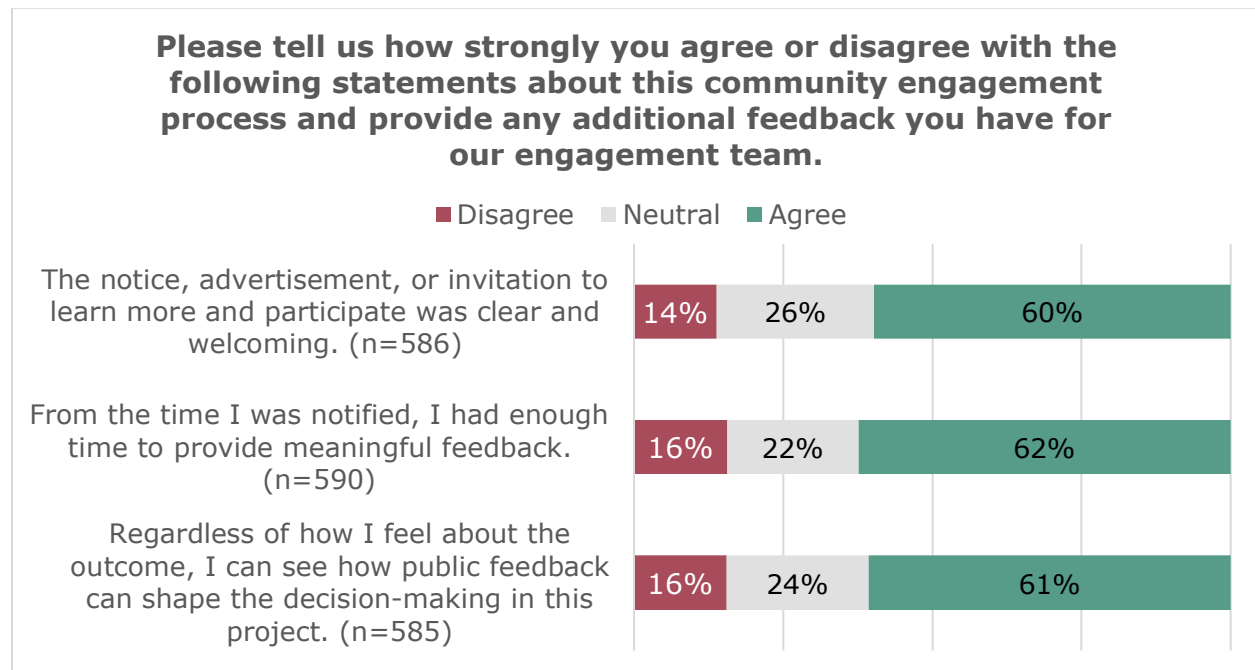


Figure 26. Community engagement feedback

When asked how they heard about the project, respondents described a variety of outreach methods. The most common was mailer / letter, selected by 35% of respondents. Many respondents selected friends or family (16%), Facebook (15%), news media or neighborhood blog (14%), or an organization they're involved with (14%).

Among respondents who selected "other", common write-ins included neighborhood associations, word of mouth, emails from City Council members or other government officials, and Bluesky.

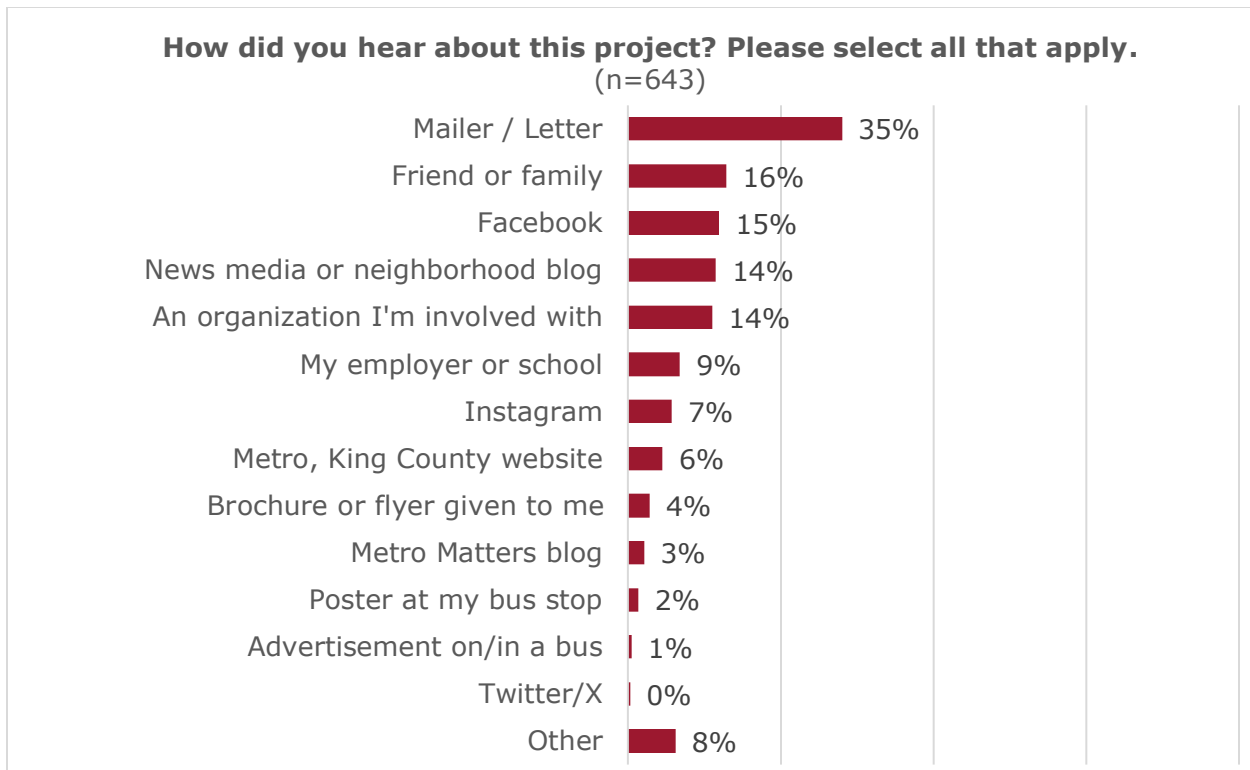


Figure 27. Recruitment methods

About 120 respondents offered a comment on engagement and their survey experience. Themes within these comments included:

- **Outreach and communication:** Many commenters noted that they found out about this project or survey through a local group (e.g., several cited the Houghton Neighborhood Association), word of mouth, or another source. Some of these commenters felt disappointed they had not received direct communication from an official source, or thought they would have missed the notice had it not been for this group.
- **Impact and decision-making:** Several commenters had questions about how their input would be used and whether it could actually shape decisions. Some respondents felt that critical decisions about RapidRide K Line or related transit coverage had already been settled prior to seeking public engagement or input, while others were simply unclear on how their feedback would be used.
- **Survey and outreach material design:** Some commenters did not feel like the survey or related materials were adequate to solicit feedback. Some respondents felt the survey was oriented towards project "positives" and did not offer space for critical feedback or objections. Some other commenters noted having trouble navigating project information or finding specific details on the project pages or maps, and felt they could not fully evaluate the project as a result.

BRIEFINGS

What we did

King County Metro hosted 15 briefings virtually and in-person to share information about RapidRide K Line final conceptual design plans and gather community input on the LPA, including speed and reliability and access to transit improvements. Metro's RapidRide and Community Engagement Leads gave 15–20-minute PowerPoint presentations to neighborhood associations, business communities, property owners, and community-based organizations. Metro hosted a question-and-answer session following each presentation.

Summary of briefings

RapidRide K Line project team members engaged about 230 people at 15 virtual and in-person briefings between January 15 and February 13. The following table lists all outreach events:

Event	Date	Location	Attendees
Houghton Neighborhood Association	Jan. 15	Kirkland	56
Kirkland Transportation Commission	Jan. 22	Kirkland	16
Wright Runstad & Company (Spring District), Deloitte, and Meta	Jan. 23	Virtual	4
Juanita Neighborhood Association	Jan. 27	Virtual	17
Eastside Easy Rider Collaborative/Hopelink	Jan. 28	Virtual	18
Everest Neighborhood Association	Jan. 28	Kirkland	13
Norkirk Neighborhood Association	Feb. 5	Virtual	15
Amazon	Feb. 6	Virtual	6
Bellevue Chamber of Commerce	Feb. 6	Virtual	16
Kirkland Business Community	Feb. 10	Virtual	5
Moss Bay Neighborhood Association	Feb. 10	Kirkland	12
Kirkland Senior Council	Feb. 11	Kirkland	24
Bellevue Downtown Association Focus Group – Employers	Feb. 12	Virtual	8
Bellevue Downtown Association Focus Group – Property Owners	Feb. 12	Virtual	15
Eastside Urbanism	Feb. 13	Redmond	12

RAPIDRIDE



RAPIDRIDE

RapidRide K Line Community Briefing

Phase 3 Engagement | January 16 – February 13

Ryan Whitney, RapidRide Line Lead – K Line

Lluvia Ellison-Morales, Senior Community Engagement Planner



What we heard

Below is a summary of commonly asked questions and comments we heard at virtual and in-person briefings, arranged by topic.

Project awareness

- Questions about the project timeline.
- Questions about how recent federal executive orders may affect the project.
- Questions about how changes (such as traffic patterns) since 2019 have impacted the project.
- Interest in how RapidRide K Line connects to other infrastructure projects highlighted in the presentation.
- Questions about how RapidRide K Line may impact properties along the route.
- Interest in overall ridership projections for RapidRide K Line.

Community priorities

- Concern about the future of bike lanes, including compatibility with RapidRide K Line route improvements.
- Interest in protected bike lanes, especially between Central and Kirkland Way.
- Concern about the impact of BAT lanes on the safety of cyclists, specifically on 108th street.
- Support for prioritizing access to transit improvements including removing parking spaces or prioritizing parking for people with disabilities.
- Interest in security and safety features at RapidRide stations, including cameras.

Access to transit

- Questions about platform height and average dwell time at the stations.
- Questions about what transit investment areas already exist.

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- Interest in improving pedestrian and bike infrastructure along the route.

Speed and reliability

- Questions about RapidRide K Line service hours and bus frequency.
- Questions about signal improvements and queue jumps.
- Questions about bus lane location and distribution.
- Questions and concerns about BAT lane location, schedule, and approval process.
- Questions and concerns about travel times of the full route, between key destinations, and during specific hours.

Routing and station locations

- Questions about the decision process of finalizing the route and bus station locations.
- Concerns about the final route and interest in the route changing to pass through Lake Washington Institute of Technology.

Service coverage

- Questions about how RapidRide K Line will connect to Sound Transit 2 Line, Stride BRT, and other Metro buses.
- Many questions and concerns about RapidRide K Line impact to the existing Route 255 service, with many expressing their support to keep the route unchanged.
- Many questions and concerns about how RapidRide K Line route will impact other existing transit service in the area.
- Desire to use the K Line (and associated route restructures) to improve service frequency near local high schools.

Community engagement

- Questions about Metro's prior community engagement efforts.
- Questions about Metro's future community engagement efforts, with some interest in an additional outreach phase and a hotline.

Funding

- Questions about RapidRide K Line budget and funding sources.
- Concerns about the reliability of federal government funding for RapidRide K Line.

Additional input

- Enthusiasm for increased transit options in the areas along the route.
- Concerns about overall ridership decline.
- Questions about RapidRide K Line construction impacts and traffic disruptions.
- Questions about how King County Metro will incorporate lessons learned from other RapidRide lines.
- Concern about the growing vehicle and population density on the roads.

OPEN HOUSE

What we did

King County Metro hosted in-person and virtual open houses to share information about RapidRide K Line final conceptual design plans. The RapidRide K Line project team members engaged about 73 people across all four open houses between January 16 and February 13, 2025.

In-person open house

In-person open houses featured an open space with display boards featuring the project map and other visuals. Community members entered and exited the room on their own time, and project team members were available to answer questions.

RapidRide K Line project team members engaged about 65 people at two in-person open houses between January 16 and February 13, 2025. The following table lists all open house events and in-language engagement:

Event	Date	Location	Attendees
Bellevue Library	Jan. 23	Bellevue	24
Kirkland Library	Feb. 8	Kirkland	41

Bellevue Library

Project staff hosted the first open house on January 23, from 3:30-5 p.m. at the Bellevue Library. The project team displayed boards featuring the project map as community members entered and exited the room. During the event, the project team provided updates and information about RapidRide K Line. They encouraged attendees to ask questions, provide comments, and take the online survey to share their input. About 24 people attended the open house, with community members engaging with project staff inside and outside of the room.

Community members expressed interest in the RapidRide K Line, including curiosity about how RapidRide fits within the overall transit network, timing between buses, and wayfinding and signage at specific stations. Some community members shared concerns about changes to Route 255, lack of sidewalks on 108th street, roadway changes, and impacts to private properties. Most community members engaged in English, with at least one visitor who spoke Chinese.

Kirkland Library

Project staff hosted the second open house on February 8, from 1:30-3 p.m. at the Kirkland Library. The project team displayed a presentation on a projector as community members entered and exited the room. During the event, the project team provided information



RAPIDRIDE

about the RapidRide K Line. They encouraged attendees to ask questions, provide comments, and take the online survey to share their input. About 42 people attended the open house, with a majority staying for the entire event to engage with the project team and each other. Community members expressed interest in the RapidRide K Line, with some sharing concerns about the project timing, impacts on property, changes to Route 255, and impacts to parking along the route. The project team distributed about 30 English project flyers.

Online open house

Metro hosted two virtual open house style meetings. Metro's engagement lead and project lead gave a RapidRide K Line presentation that explained the project history, provided an overview of RapidRide K Line, summarized past engagement, and described how Metro will continue to engage the community. Metro also shared next steps, explaining how Metro will use community feedback to finalize the LPA. Following the presentation, Metro facilitated a Q&A session. Both meetings provided interpreters for community members who speak Chinese, Spanish and Portuguese.

RapidRide K Line project team members engaged 8 people at two online open houses between January 16 and February 13, 2025. The following table lists all open house events and in-language engagement:

Event	Date	Location	Attendees	Language Engagement
Online Open House 1	Jan. 18	Virtual	1	English, Chinese (Mandarin), Portuguese, Spanish
Online Open House 2	Jan. 28	Virtual	7	English, Chinese (Mandarin), Portuguese, Spanish

Online open house 1 & 2

Project staff hosted online open house 1 on January 18, from 11 a.m.–12 p.m. and online open house 2 on January 28, from 6:30–7:30 p.m. on a Zoom webinar. During the event, the project team provided updates and project information about the RapidRide K Line. They encouraged attendees to ask questions, provide comments, and take the online survey to share their input. One person attended online open house 1, potentially due to the webinar being scheduled around the same time as a federal holiday and long weekend and at the start of the outreach period. Although attendance was low, this meeting provided insight into different strategies for the next open house. Seven people attended Online open house 2, scheduled in the evening on a weekday compared to online open house 1. After the presentation, attendees had questions specific to their neighborhood and how the RapidRide K Line may affect their daily routine. Community members' questions and comments were heard and recorded, and their questions were answered.

What we heard

Below is a summary of commonly asked questions and comments we heard at in-person and virtual open houses, arranged by topic.

RAPIDRIDE

Project awareness

- Questions about project timeline.
- Questions about projected ridership.
- Questions about the difference between RapidRide and other bus service in the area.
- Questions about how RapidRide K Line accommodates people with disabilities.

Speed and reliability

- Questions about RapidRide K Line bus schedule and frequency.
- Questions about bus travel time between key destinations.
- Questions about how Metro determines signal priority improvements.

Routing and station locations

- Concerns that the project will eliminate parking lots, specifically on 108th Ave NE.

Service coverage

- Concerns about RapidRide K Line's impact on Route 255.
- Concerns about RapidRide K Line changing existing Metro bus routes.

Funding

- Questions and some concern about project cost.

Additional input

- Concern about the length of the project timeline.



TABLING AND STREET TEAM OUTREACH

What we did

King County Metro hosted informational tables and conducted outreach at community locations in Bellevue and Kirkland in January and February 2025. Metro staff focused on engaging community members where they are—at grocery stores, libraries, community centers, and bus stops, and transit centers. Event attendees had the opportunity to connect with project team members, share questions or comments, learn about the survey, and sign-up to receive project email updates. Project team members:

- Shared information about the RapidRide K Line and KC Metro operations and answered questions.
- Encouraged community members to take the survey to provide input on final conceptual design plans.
- Provided ways to find more information and stay engaged on project updates.

Metro shared project materials including English and in-language fact sheets containing information on the new RapidRide K Line route, upcoming engagement events, a link to the survey, and a project timeline. Metro provided flyers and informational brochures in English, Japanese, Korean, Portuguese, Russian, Spanish, Simplified Chinese, Traditional Chinese, and Vietnamese.

A display board featured the RapidRide K Line route map and proposed station locations. Staff highlighted the benefits of RapidRide K Line, route and stations, and the project timeline. Additional resources detailing speed and reliability and access to transit improvements were available for community members interested in more details. Staff encouraged attendees to sign up for project email updates.



Tabling events

RapidRide K Line project team members engaged almost 275 people at six tabling events between January 15 and February 13, 2025. The following table lists all outreach events and in-language materials distributed:

Event	Date	City	Visitors	Language Engagement
Lake Washington Institute of Technology	Jan. 22	Kirkland	85	English, Chinese (Mandarin), Spanish, Vietnamese
Uwajimaya	Jan. 24	Bellevue	78	English, Chinese (Mandarin)
Bellevue College	Jan. 29	Bellevue	40	English, Ukrainian
Bellevue Mini City Hall	Jan. 30	Bellevue	26	English, Chinese, Spanish, Russian
Peter Kirk Community Center	Feb. 3	Kirkland	33	English, Chinese (Mandarin), Chinese (Cantonese), Spanish, Korean
QFC Factoria	Feb. 7	Bellevue	13	English



Lake Washington Institute of Technology

Project staff hosted a table at Lake Washington Institute of Technology on January 22, from 10 a.m.–12:30 p.m. Staff set up a table between two entry points outside the student dining hall in an area with high foot traffic. Community members engaged primarily in English, with two people engaging in Mandarin Chinese. Community members were primarily commuter students interested in how the RapidRide K Line connects to other lines, such as the Sound Transit 2 Line. A majority of community members expressed interest and excitement about the RapidRide K Line.

Uwajimaya

Project staff tabled at Uwajimaya in Bellevue on January 24, from 1–3 p.m. Staff set up a table outside the entrance of the store and engaged with those walking into the store. Community members were drawn to the display board where they were able to locate Uwajimaya and where they live or travel. Most community members engaged in English, with a few who scanned the QR code to access the project website in more languages. Some community members supported RapidRide K Line because of the ease of getting to Seattle and connecting to the Sound Transit 2 Line. Most community members were curious about the project and excited to hear about project progress.

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Bellevue College

Project staff hosted a table at Bellevue College on January 29, from 9–11 a.m. Staff set up a table inside, near the busy cafeteria and student union area. Students and college staff were drawn to and interacted with the display board by locating the college, and where they live and work. Almost all community members expressed excitement and interest in the RapidRide K Line in Bellevue and connections to other nearby areas.



Bellevue Mini City Hall

Project staff hosted a table at Bellevue Mini City Hall on January 30, from 12–2 p.m. Community members primarily spoke English, with a few speaking Chinese and Spanish. Community members scanned an in-language QR code which led them to the translated project web page. Community members were interested in how the RapidRide K Line helps connect to the Sound Transit 2 Line.

Peter Kirk Community Center

Project staff hosted a table near the entrance of Peter Kirk Community Center on February 3, from 10 a.m.–12 p.m. Many community members did not use public transportation themselves but knew of family and friends who did, which drew interest in the RapidRide K Line project. Community members shared their desire for improved accessibility for those using wheelchairs who would ride public transportation. Most community members were unfamiliar with the RapidRide K Line, with some expressing curiosity and interest while others shared concerns about the impact of construction in neighborhoods, specifically along 108th Street.



QFC (Factoria)

Project hosted a table at QFC in Factoria on February 7, from 2–4 p.m. Staff set up the table near the store entrance. Community members were drawn to the map display board and people stopped by either before or after going to the store. People expressed a need for transit connections between Factoria, RapidRide K Line, and other transit routes. Most community members were enthusiastic about having more public transportation options in their neighborhoods.

RAPIDRIDE

Street team events

RapidRide K Line project team members engaged about 66 people at three street team events between January 15 and February 13, 2025. Staff conducted street team events in an intercept-style method, approaching people at transit centers. The following table lists all outreach events and in-language materials distributed:

Event	Date	City	Visitors	Language Engagement
Kirkland Transit Center	Jan. 31	Kirkland	11	English
Totem Lake Transit Center	Jan. 31	Kirkland	22	English
Bellevue Transit Center	Feb. 11	Bellevue	33	English, Russian

Kirkland Transit Center

Project staff conducted street team outreach at the Kirkland Transit Center on January 31, from 9–10:30 a.m. Those who expressed opinions were eager for RapidRide to come to the Kirkland Transit Center but were disappointed service won't begin until 2030. Community members shared excitement that the K Line would connect to other public transit routes including the Sound Transit 2 Line. Many of the community members took giveaways and project information sheets.

Totem Lake Transit Center

Project staff conducted street team outreach at Totem Lake Transit Center on January 31 from 11 a.m.–12:30 p.m. Project staff observed that community members who were waiting for a bus were more likely to engage. Some community members shared concern that the RapidRide K Line will not serve the Juanita neighborhood and high school. They were encouraged to take the survey to provide their opinion, and many scanned the QR code. Some community members exiting the bus could not stop for long but were interested in the project and took a project flyer. Most community members expressed enthusiasm for another bus route, and people at this location were very interested in providing feedback directly to project staff.



Bellevue Transit Center

Project staff conducted street team outreach at Bellevue Transit Center on February 11, from 3–4:30 p.m. We spoke with RapidRide B Line riders and bus operators who were very familiar with RapidRide and expressed excitement about the expansion. Bus operators provided feedback about the RapidRide route and shared ideas about opportunities to engage operators. Some community members were drawn to the map display board and oriented themselves to the route, and many took giveaways and project flyers.

RAPIDRIDE

What we heard

Below is a summary of commonly asked questions and comments we heard at in-person outreach events, arranged by topic.

Project awareness

- Questions about the project timeline.
- Concerns about the RapidRide K Line experiencing further delays.
- Questions about how RapidRide differs from other transit services in the area.
- Questions about the benefits of RapidRide service.

Speed and reliability

- Questions about what bus lanes would look like.
- Questions about bus frequency and trip length.
- Questions about RapidRide K Line hours of operation.
- Questions about RapidRide K Line impacts on traffic.

Routing and station locations

- Questions about what stations would look like.
- Concern about the route length.
- Concern about the route overlapping with other transit services.
- Concerns that RapidRide K Line would not benefit high school and college students in the area.

Service coverage

- Questions about how RapidRide K Line will connect with the Sound Transit 2 Line, with Stride BRT, and with other existing transit lines.
- Questions about how the K Line will connect to other cities in the area, specifically Redmond, Issaquah, and Seattle.
- Concerns about RapidRide K Line impacts to Route 255, specifically around losing coverage to the University District in Seattle.

Community engagement

- Questions about how to stay up to date about future project updates.
- Interest in increased public education about Metro's transportation services.
- Concern that the feedback gathered during Phase 3 would not make a substantive impact on project decisions.

Additional input

- Questions about RapidRide K Line fare.
- Questions about project funding.
- Excitement about the project and appreciation for increased transit options in the area.
- Concerns about security at station locations, specifically during evening hours of operation.

COMMUNITY LIAISON

What we did

Metro reintroduced the RapidRide K Line to community partners within the project area, focusing efforts on looping back with community-based organizations and places of worship to provide multilingual fact sheets that share information about the project and survey.

Metro's Community Liaison Program is a team of staff with lived experience and expertise in navigating and communicating with historically underrepresented communities (including low-income residents, linguistically diverse residents, communities of color, people with disabilities, and immigrants and refugees). The program, which aligns with Metro's Strategic Plan Engagement goals, aims to build trust and familiarity through culturally specific and equitable interactions. Launched in fall 2023, the program works to build community relationships and conducts outreach both in-person and online.

Community liaisons shared flyers on February 10, 2025, and connected with contacts at the following locations:

Location	City
Chinese information service center	Bellevue
Greater Seattle Chinese SDA church	Kirkland
Igreja Adventista Brasileira de Seattle	Kirkland
Kingdom Hall of Jehovah's Witnesses	Kirkland
Kirkland Seventh-Day Adventist Church	Kirkland
South Bellevue Community Center	Bellevue
North Kirkland Community Center	Kirkland

RAPIDRIDE

EMAIL AND SOCIAL MEDIA COMMENTS

What we did

Metro received 14 emails in the RapidRide project inbox during this phase of engagement.

The team received additional emails post engagement phase between the dates of Feb 17-March 13. Emails provided more depth into various views that formed strong sentiment in support of or opposition to the RapidRide K Line. Metro also monitored social media comments on posts related to the RapidRide K Line.

What we heard

Below is a summary of commonly asked questions and comments Metro saw in emails and social media comments, arranged by topic.

Project awareness

- Comments about the length of time until service launches.

Access to transit

- Concern about traffic congestion and road closures, specifically on 108th Ave NE.
- Concern about property acquisition along the route.

Speed and reliability

- Support for bus lanes, positive environmental impacts, and increased use of public transportation.

Routing and station locations

- Interest in the route serving the students at Lake Washington Institute of Technology.
- Concern about lack of knowledge about RapidRide station locations.
- Requests for RapidRide service to reach Sammamish, Redmond, and Renton Highlands.

Service coverage

- Concerns about impacts to Route 255.

Community engagement

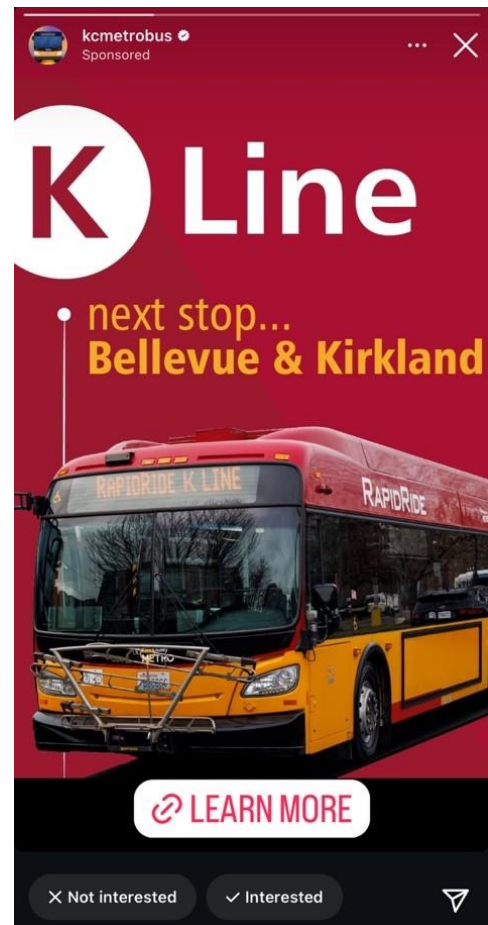
- Interest in the survey's ability to show comments in real time.

Funding

- Question about federal changes may impact RapidRide K Line funding.

Additional input

- Gratitude for making transit easy to use.
- Concerns that Metro buses do not have significant bus ridership.



4. Learning from community

Outreach to the community began a month prior to the launch of phase 3 engagement. The team reached out to the various community contacts and shared upcoming details of the engagement dates, including encouraging the opportunity to set up in-person or virtual briefing sessions with the project team. While briefings were provided in the phase 2 engagement phase, the team saw a significant increase of interest by larger interest groups wanting to understand the full breadth of the project in this recent phase. One attributable element to this higher engagement may be that the project was top of mind for many, given recent engagement had taken place just six months earlier, another may be that the timeline of the project advancing caused more community to feel the need to become involved and share their thoughts as the project vision was becoming finalized. A final element is recognizing the importance of word-of-mouth. With every group that reached out to the RapidRide email account asking for information and/or requesting briefings, the engagement team made sure to update the community contacts list for future reference.

Metro recognizes the importance of collaborative discussions with community and is thankful for the time provided to give feedback. Despite weather conditions being colder than during phase 2, community members provided a positive turnout and used the various outreach activities to ask questions and/or share their thoughts.

Metro will continue to use community input to refine future engagement, making outreach more accessible, inclusive, and effective. Through proactive planning and collaboration, Metro will keep conducting inclusive and effective community engagement by strengthening partnerships, expanding multilingual outreach, and refining engagement strategies.

5. Appendices

APPENDIX A: NOTIFICATION MATERIALS

Fact sheet

This fact sheet was distributed digitally and in-person to the community at outreach events or other digital platforms. Translated fact sheets were available at certain locations.

Winter 2025

English

Help us plan for the RapidRide K Line

Kirkland–Bellevue planned for 2030

RapidRide K Line

Planned RapidRide K Line route (opening 2030)

Existing RapidRide B Line

Sound Transit

Existing Link light rail 2 Line

Planned Link light rail 2 Line extensions (opening 2025)

Planned Stride BRT (opening 2028/2029)

Other

Transit center

Park-and-Ride

Eastrail / Cross Kirkland corridor

What is the RapidRide K Line?

Metro is working to bring new RapidRide service to east King County, to provide better, more reliable bus service to communities in Kirkland and Bellevue.

By 2030, Metro plans to bring the RapidRide K Line to the fast-growing communities between the Totem Lake Transit Center, downtown Kirkland and Bellevue, and the Eastgate Park & Ride. This 16-mile route connects riders to routes 225, 239, 245, 250, 255, 271, the RapidRide B Line, Sound Transit's future I-405 Bus Rapid Transit and Link light rail.

Tell us what you think

Scan the QR code to take our K Line survey by Feb 13.

Tell us what you think of proposed bus stations.

Give us your opinion on transit improvement projects, like additional sidewalks, crosswalks and special bus lanes and traffic lights.

K

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RAPIDRIDE



Visit our website and get involved

- **Take a survey.** Weigh in on early plans for the RapidRide K line.
- **Join a virtual meeting.** Call, listen and ask questions in a virtual space alongside other community members.
- **Connect with Metro in your community.** We're hosting informational sessions in your area. Stop by to ask questions and share your feedback.
- **Sign up for updates.** Through email or text, stay tuned as the project progresses.
- **Contact Metro.** Call or email our team with questions or comments.

We look forward to hearing from you!

¿Tiene preguntas? Envíe un correo electrónico a RapidRide Community Engagement: rapidride@kingcounty.gov o llame al: 206-263-9768.

有疑问? 请联系RapidRide社区参与团队 rapidride@kingcounty.gov 或致电 206-263-9768.

有疑問? 請聯繫RapidRide社區參與團隊 rapidride@kingcounty.gov 或致電 206-263-9768.

ご質問がある場合は RapidRideコミュニティ・エンゲージメントまでご連絡ください。メールアドレス: rapidride@kingcounty.gov または電話番号: 206-263-9768。

질문이 있습니까? RapidRide 커뮤니티 인게이지먼트 팀(rapidride@kingcounty.gov 또는 206-263-9768)에 문의하세요.

Возникли вопросы? Свяжитесь с отделом по работе с населением РэпидРайд (RapidRide) по электронной почте: rapidride@kingcounty.gov или по номеру: 206-263-9768.

Quý vị có thắc mắc? Vui lòng liên lạc Bộ phận kết nối cộng đồng của RapidRide: rapidride@kingcounty.gov hoặc 206-263-9768.

Project timeline

2019–2020

Planning: Needs and priorities

In this first phase of engagement, Metro connects with community members, community-based organizations, businesses and agency partners to plan the RapidRide K Line route.

2023–2024

Planning: Early design

Metro resumes planning phase activities and further engages community members in two more phases.

- Gather input on early design plans (Community Engagement Phase 2)
- Report back to share how community input shaped designs (Community Engagement Phase 3)
- Present the Locally Preferred Alternative (LPA) to King County Council for adoption
- Begin National Environmental Policy Act (NEPA) process December 2024

2025–2027 | WE ARE HERE

Preliminary and final design

- Further design of concepts and improvements identified in the Locally Preferred Alternative
- Begin coordination with property owners of impacted areas (if applicable)
- Submit FTA Small Starts Grant application
- Final design of project improvements and construction ready plans
- NEPA approval January to July 2026

2028–2029

Construction and route training

- Construct new stations and other capital improvements such as sidewalks, bike lanes, improved crossings and transit priority treatments (BAT Lanes and bus signal upgrades)
- Operator training for K Line operation
- Community engagement of construction-related activities and service restructure

2030

Service launch

RapidRide K Line start of service

Contact Metro

RapidRide Community Engagement

☎ 206-263-9768 📧 rapidride@kingcounty.gov

🌐 kingcounty.gov/rapidride/k

Fact sheets were available in English, Simplified Chinese, Traditional Chinese, Japanese, Korean, and Portuguese, Spanish, and Vietnamese.

RAPIDRIDE

Postcard mailer

This postcard was sent out to community members to inform them of the RapidRide K Line survey. In-language fact sheets were also distributed through the outreach period.





RAPIDRIDE

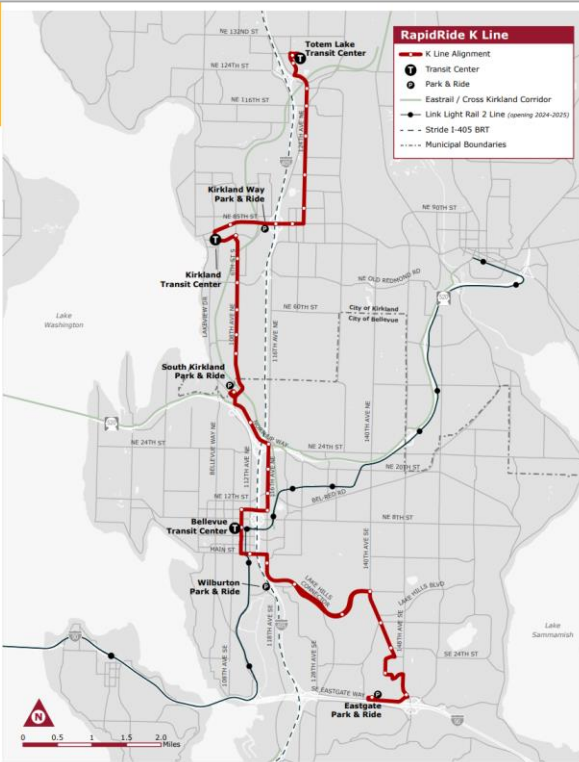
Coming to Kirkland and Bellevue

Learn how community feedback is helping shape the vision of the new RapidRide route. Take Metro's K line survey by **Thursday, February 13.**

Learn more by visiting kingcounty.gov/rapidride/k.



Questions? Contact RapidRide Community Engagement at rapidride@kingcounty.gov or 206-263-9768.



¿Tiene preguntas? Envíe un correo electrónico a RapidRide Community Engagement: rapidride@kingcounty.gov o llame al: 206-263-9768.

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有疑問? 請聯繫RapidRide社區參與團隊 rapidride@kingcounty.gov 或致電 206-263-9768.

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KSC-TR-0415
201 S Jackson St
Seattle, WA 98104-3856

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RAPIDRIDE

ROW letter

Right-of-Way letters were sent to the following groups of property owners: those identified last summer, those who will no longer be impacted and those who will be impacted due to route changes.



Moving forward together

Capital Division | Transit Real Estate & Environmental

January 3, 2025

Dear Neighbor:

Following feedback received from the community during this past summer's outreach, Metro has made updates to the RapidRide K line route. Beginning **January 16 through February 13**, Metro will be sharing updates on the project, including how community feedback played a key role in project development and the new recommended routing. Additionally, our team will be seeking input on two components of the project's improvement areas: speed and reliability as well as access to transit.

We are writing to inform you that Metro's early design plans for RapidRide K Line show this new bus service may have some impacts on nearby properties or businesses. We invite you to learn more about this project by visiting our website — kingcounty.gov/rapidride/k — and sharing your thoughts via the online survey. If you have any questions and wish to connect, please find our contact information below. We are committed to engaging our neighbors at every stage of the RapidRide project.

About RapidRide K Line

Metro is working to bring new RapidRide service to the Eastside, to provide better, more reliable bus service to communities in Kirkland and Bellevue. By 2030, Metro plans to bring RapidRide K Line to the fast-growing communities between Totem Lake Transit Center, downtown Kirkland, downtown Bellevue and the Eastgate Park-and-Ride.

Sincerely,

King County Metro
RapidRide Community Engagement

For project related questions, please reach out to King County Metro at rapidride@kingcounty.gov or 206-263-9768

For property related questions, please reach out to LaBonde Land, Inc. at jen@labondeland.com or 206-623-1633

RAPIDRIDE



Moving forward together

Capital Division | Transit Real Estate & Environmental

January 3, 2025

Dear Neighbor:

Following feedback received from the community during this past summer's outreach, Metro has made updates to the RapidRide K line route. Beginning **January 16 through February 13**, Metro will be sharing updates on the project, including how community feedback played a key role in project development and the new recommended routing. Additionally, our team will be seeking input on two components of the project's improvement areas: speed and reliability as well as access to transit.

We are writing to inform you that the new recommended RapidRide K Line route will no longer impact your property. As neighbors along the route, we hope you will visit our website — kingcounty.gov/rapidride/k — to learn more about the project and share your thoughts via the online survey. If you have any questions and wish to connect, please find our contact information below. We are committed to engaging our neighbors at every stage of the RapidRide project.

About RapidRide K Line

Metro is working to bring new RapidRide service to the Eastside, to provide better, more reliable bus service to communities in Kirkland and Bellevue. By 2030, Metro plans to bring RapidRide K Line to the fast-growing communities between Totem Lake Transit Center, downtown Kirkland, downtown Bellevue and the Eastgate Park-and-Ride.

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RAPIDRIDE



Moving forward together

Capital Division | Transit Real Estate & Environmental

January 3, 2025

Dear Neighbor:

King County Metro is working to bring new RapidRide service to East King County, to provide better, more reliable bus service to communities in Kirkland and Bellevue. By 2030, Metro plans to bring RapidRide K Line to the fast-growing communities between Totem Lake Transit Center in Kirkland, downtown Kirkland and Bellevue, and Eastgate Park & Ride in Bellevue.

We are writing to inform you that following feedback received from the community during this past summer's outreach, Metro has made updates to the RapidRide K line route. These changes to the route may have some impacts on nearby properties or businesses. Beginning **January 16 through February 13**, Metro will be sharing updates on the project, including how community feedback played a key role in project development and the new recommended routing. Additionally, our team will be seeking input on two components of the project's improvement areas: speed and reliability as well as access to transit.

We invite you to learn more about this project by visiting our website — kingcounty.gov/rapidride/k — and sharing your thoughts via the online survey. If you have any questions and wish to connect, please find our contact information below. We are committed to engaging our neighbors at every stage of the RapidRide project.

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RapidRide K Line website

This is a screenshot for the landing page of the RapidRide Line K Line website that was shared with the community via in-language QR codes at outreach events.



MAR 12

English Search

METRO / TRAVEL OPTIONS / BUS SERVICE / RAPIDRIDE

RapidRide K Line

LANGUAGE English

RapidRide overview

Find your line +

Growth plan +

Coming to Kirkland and Bellevue

Metro is working to bring new RapidRide service to the Eastside, to provide better, more reliable bus service to communities in Kirkland and Bellevue. By 2030, Metro plans to bring RapidRide K Line to the fast-growing communities between Totem Lake Transit Center, downtown Kirkland, downtown Bellevue and the Eastgate Park-and-Ride.

↓ PROJECT OVERVIEW

↓ COMMUNITY ENGAGEMENT

↓ PROJECT TIMELINE

↓ FAQ

↓ RESOURCES AND BLOG POSTS

↓ SIGN UP FOR UPDATES

Thank you for sharing your input!

The survey for Phase 3 has now closed. We appreciate your valuable feedback and participation in shaping this project.

Project overview

Metro plans to bring RapidRide to more Eastside communities by 2030. The RapidRide K Line will serve a 16-mile north-south corridor between Kirkland and Bellevue as part of Metro Connects, Metro's long-range vision approved by the King County Council in 2017.

Current ridership data

Service predictions



Metro Matters weekend update

This is a screenshot of the Metro Matters blog featuring news of the RapidRide K Line phase 3 of engagement and a link to the survey.

METRO MATTERS

News that connects you

[NEWS](#)[PEOPLE](#)[COMMUNITY](#)[PROJECTS](#)[HAVE A SAY](#)



HAVE A SAY, NEWS

Survey: King County Metro seeks feedback on project vision for future RapidRide K Line



K Line arriving soon in Bellevue & Kirkland

Survey

Date: January 16, 2025
Author: Jeff Switzer, King County Metro

[简体中文 \(Simplified Chinese\)](#) | [繁體中文 \(Traditional Chinese\)](#) | [日本語 \(Japanese\)](#)
[한국어 \(Korean\)](#) | [Русский \(Russian\)](#) | [Español \(Spanish\)](#) | [Tiếng Việt \(Vietnamese\)](#)

King County Metro is working to bring the new RapidRide K Line to the Eastside, delivering better, more reliable bus service to communities in Kirkland and Bellevue. Eastside workers, riders and residents can review the project vision via a new survey through Feb. 13 and learn more at upcoming meetings.

Metro is collecting public feedback on recommended projects to improve bus speed, reliability, pedestrian and bicycle access on the future RapidRide K Line. Online surveys are available in [English](#), [Simplified Chinese](#), [Traditional Chinese](#),

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RSS FEED



City of Bellevue website page

This is a screenshot of the City of Bellevue's website featuring news of the RapidRide K Line phase 3 of engagement.

City of Bellevue, WA | Transportation

RapidRide K Line

[Home](#) » [City Government](#) » [Departments](#) » [Transportation](#) » [Projects](#) » [RapidRide K Line](#)

Projects

[BelRed Improvements](#)
[Capital Projects](#)
[Crossroads Connect](#)
[East Link Light Rail](#)
[Neighborhood Projects](#)
[State Highway Projects in Bellevue](#)
[Transportation Levy Projects](#)
[RapidRide K Line](#)

Project Background

Planned for service in 2030, the [RapidRide K Line](#) will provide fast, reliable and consistent transit service between Totem Lake in Kirkland and the Eastgate Park-and-Ride with stops at key hubs such as Bellevue College and downtown Bellevue.

The K Line will connect riders to other major transit routes in the area, including Sound Transit's Link light rail 2 Line, I-405 Stride bus rapid transit, and the existing RapidRide B Line in Bellevue. By providing a network of frequent transit connections, Eastside passengers will be able to reach more locations in less time.

RapidRide K Line planning began several years ago, and design and outreach were temporarily paused in 2020. This summer, a new round of outreach restarts the process of encouraging community input on the proposed route along an 18-mile north-south corridor between Kirkland and Bellevue. King County Metro seeks to gather input on the project vision for the route alignment and station locations by Fall 2024 to begin applying for federal funding to complete the design and construction for the K Line.

Contact

RapidRide Community Engagement Staff

Telephone
[206-263-9768](tel:206-263-9768)

Email
rapidride@kingcounty.gov

City of Kirkland website page

This is a screenshot of the City of Kirkland's website featuring RapidRide K Line. The webpage evolved during the Phase 3 engagement period, from providing initial high-level information about the project with Frequently Asked Questions (FAQ), contact information, and a direct link to the Metro RapidRide K Line webpage, to videos and next steps on the city's planned work.

RapidRide K Line Project

Smart transit, more options

The RapidRide K Line will be a new, reliable bus route with short wait times that runs often, connecting Kirkland to key destinations like Totem Lake, Downtown Bellevue, and Eastgate. Advanced features like real-time arrival information and paying before you board make for a faster and smoother riding experience than standard busses. This first-class service is set to begin in 2030.

The K Line is for Everyone!



- **Youth** wanting to shop or catch a movie with friends at the Village at Totem Lake or Bellevue Square.
- **Students** attending Bellevue College, Northwest University, or Lake Washington Institute of Technology.
- **Older adults** who want to get to Kirkland's Senior Center for fellowship and programs, or to Evergreen Health or Bellevue for appointments.
- **Airport travelers** who'd rather not drive or hire a ride to/from SeaTac.
- **Healthcare and shop workers** commuting to/from Totem Lake, Overlake, Downtown Kirkland, and Downtown Bellevue.
- And **so many others!**

The City has worked hard to deliver the K Line

For over a decade, City survey data has



Contact Us

[Kim Scrivner](#)
Transportation Planner
[425-587-3871](tel:425-587-3871)

Locally Preferred Alternative

The RapidRide K Line [Locally Preferred Alternative \(LPA\)](#) (PDF, 4MB) is a major milestone in the K Line project development and refers to the adopted preferred alternative that includes the route alignment, passenger facilities and station pairs, access to transit projects, speed and reliability projects and design treatments. The LPA will advance the project elements into further stages of design and environmental review.

Letters of Support

The City Council has reviewed and supported six K Line Record of Support memos that were signed by the City Manager and sent to King County Metro following Council concurrence. These Record of Support memos were for various project elements that were eventually folded into the Locally Preferred Alternative. This was done to increase transparency on the various

King County Library

This is a screenshot of the King County Library System's website featuring news of the RapidRide K Line phase 3 of engagement.

**King County
Library System**

Search the by

[Catalog](#) [Books and More](#) [Online Library](#) [Calendar](#) [Kids and Teens](#)

Events › RapidRide K Line Open House

This event has already occurred.

RapidRide K Line Open House

Saturday, February 8, 2025
1:30PM – 3:00PM
Kirkland

Description

Metro is working to bring new RapidRide service to the Eastside, to provide better, more reliable bus service to communities in Kirkland and Bellevue. By 2030, Metro plans to bring RapidRide K Line to the fast-growing communities between Totem Lake Transit Center, downtown Kirkland, downtown Bellevue and the Eastgate Park-and-Ride.

Come visit the team on February 8 to ask questions and learn more about the project.

Metro is asking for input from January 16 through February 13.

Visit the website for more information:
www.kingcounty.gov/rapidride/k

Suitable for:

Adults (Ages 18 and older)

Type: Meetings and Public Forums

Language: English

[Share](#)
[Permalink](#)

CONTACT INFO

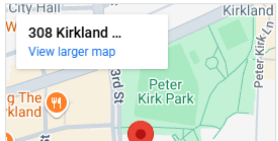
Contact: Andrew
Email: andrewm@kcls.org

Kirkland

Address:
308 Kirkland Avenue
Kirkland WA 98033

Get Directions
Phone: (425) 822-2459

Monday:	10:00AM – 6:00PM
Tuesday:	12:00PM – 8:00PM
Wednesday:	12:00PM – 8:00PM
Thursday:	10:00AM – 6:00PM
Friday:	10:00AM – 6:00PM
Saturday:	11:00AM – 6:00PM
Sunday:	Closed



[Upcoming Events at Kirkland](#) [Upcoming Meetings and Public](#)

The Urbanist article

This is a screenshot of The Urbanist website article featuring news of the RapidRide K Line phase 3 of engagement.

Eastside Transit Transportation

Kirkland, Bellevue Sign Off on Proposed RapidRide K Bus Improvements

By Ryan Packer - March 28, 2025



The local endorsement of a preferred alternative means King County Metro can work toward full design as they hope to secure federal funding, at a time of record uncertainty around federal support for public transit projects. (King County Metro)

Both the Kirkland and Bellevue City Councils have officially given their stamp of approval to preliminary plans for a future [RapidRide K line](#) between Totem Lake and Eastgate. Planned for a 2030 grand opening, King County Metro is currently consolidating support behind a [locally preferred alternative](#) (LPA) in the hopes of getting in the queue for federal funding, even in the face of unprecedented uncertainty about the future of federal support for public transit.

Election

The Urbanist-end housing measure February special Our endorsed car also did well in 20

Recent F

Op-Ed: Bruce Harrell on Housing
March 31, 2025

Sunday Video: Harrell on Road Safety, V
March 30, 2025

Op-Ed: Harrell's Call for Housing and Tree
March 29, 2025

Urbanist Election: Harrell's Call for Alexis Rinck for S
March 29, 2025

Sound Transit Hiring

RAPIDRIDE

Social media posts

This is a collection of posts and ads from Facebook, X (formerly Twitter), and Instagram informing users about the survey for RapidRide K Line.

**King County Metro Transit** 
January 22 · 

Want to share your feedback about the future RapidRide K Line?
Join us at an in-person open house 3:30-5 p.m. on Thursday, Jan. 23, at the Bellevue Library, 1111 110th Ave. N.E.
Take our online survey and find other opportunities for feedback: <https://bit.ly/3WtBqKU>



KINGCOUNTYMETRO.BLOG
Survey: King County Metro seeks feedback on project vision for future RapidRide K Line

 5 3 shares

 Like  Comment  Send  Share

**King County Council**  @KCCouncil · Jan 17

Make your voice heard: Metro's K Line survey.
kingcountymetro.blog/2025/01/16/sur...

RAPIDRIDE

King County Metro @KingCountyMetro · Jan 17

Metro is collecting feedback on projects to improve bus speed, reliability, pedestrian and bicycle access on the future RapidRide K Line in Kirkland & Bellevue.

Online surveys in English, Chinese, Japanese, Korean, Russian, Spanish & Vietnamese.

kingcountymetro.blog/2025/01/16/sur...



City of Bellevue Transportation Department and Kirkland, Washington

1 3 1 1.4K

King County Metro @KingCountyMetro · Jan 22

Want to share your feedback about the future RapidRide K Line?

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Take our online survey and find other opportunities for feedback:



Survey: King County Metro seeks feedback on project vision for future RapidRi...

From kingcountymetro.blog

1 2 3 925

RAPIDRIDE

 kcmetrobus
Sponsored



K Line

next stop...
Bellevue & Kirkland



 **LEARN MORE**

 Not interested

 Interested



APPENDIX B: SURVEY INSTRUMENT

Welcome

Help Metro create the RapidRide K Line

King County Metro is bringing the RapidRide K Line to east King County. Help us design this new bus service!

The K Line route will run between Totem Lake, downtown Kirkland, downtown Bellevue and Eastgate, with a start date of 2030. By taking this survey, you can help Metro create more fast, reliable connections to Link light rail and other local transit options. Based on past community feedback, Metro is recommending a K Line route on 110th Ave NE from Main Street to NE 10th Street through downtown Bellevue.

Have questions? Need help?

Contact us at rapidride@kingcounty.gov

Visit the website: kingcounty.gov/rapidride/k

Stay connected

Tell us how familiar you are with the RapidRide K Line and if you'd like to stay informed or participate in upcoming research.

How familiar are you with the RapidRide K Line project?

- ☐ This is the first I've heard of it
- ☐ I've heard of it before, but I don't know very much about it
- ☐ I feel somewhat informed about it
- ☐ I feel well-informed about it

What is your zip code?

Sign up to receive updates and/or participate in future research.

Information you share here will only be used to contact you for future RapidRide K Line news and questions; it will not be shared with your survey responses.

First Name

Last Name

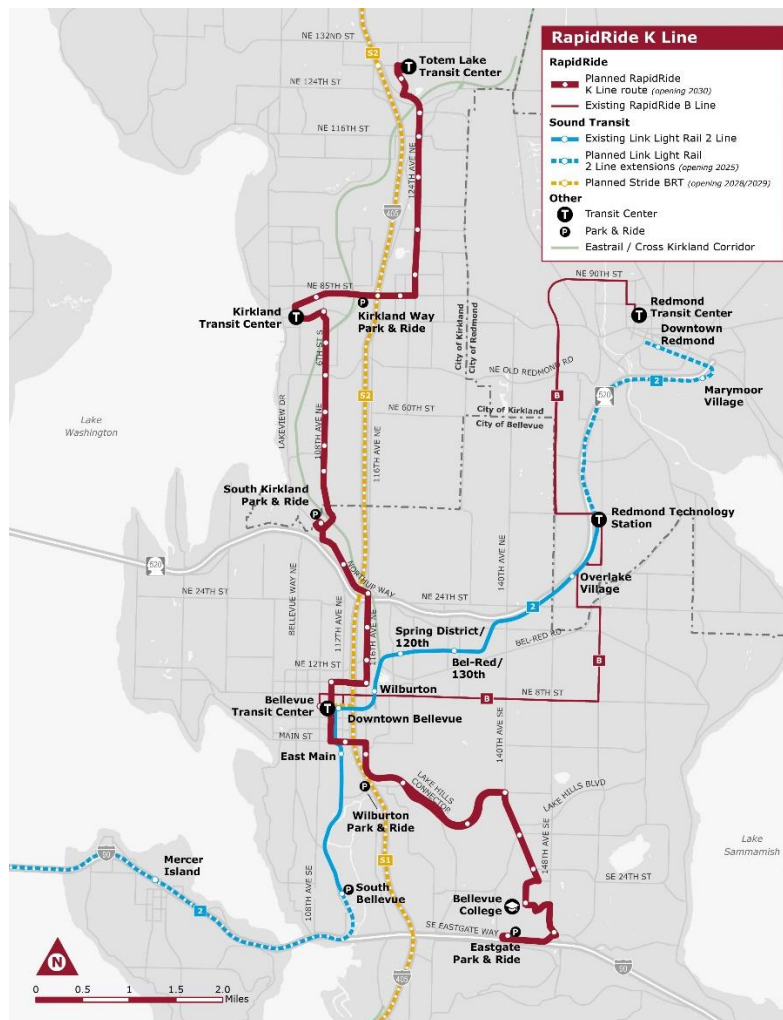
Email

Phone

RAPIDRIDE

Route sections

Use the map to help you identify sections of the K Line route that are important to you.



What sections of the route are important to you?

	I live here	I go to work/school here	I own/manage a business or property	I run errands in the area	I visit friends/family	I visit for fun (parks, etc.)
Totem Lake	☐	☐	☐	☐	☐	☐
124th Ave NE / NE 85th St	☐	☐	☐	☐	☐	☐
Downtown Kirkland	☐	☐	☐	☐	☐	☐
108th Ave NE	☐	☐	☐	☐	☐	☐
Northup Way / 116th Ave NE	☐	☐	☐	☐	☐	☐
Downtown Bellevue	☐	☐	☐	☐	☐	☐
Lake Hills Connector / 145th PI SE	☐	☐	☐	☐	☐	☐

☐☐☐☐☐☐

Travel choices and priorities

We'd like to understand how you usually travel and what matters most to you when it comes to getting around.

What types of transportation do you use most often?

Please select up to five (5).

- ☐ Drive a personal vehicle or motorcycle
 - ☐ Employer shuttle
 - ☐ Passenger of a personal vehicle or motorcycle
 - ☐ Carpool / vanpool
 - ☐ Walk or roll (for example, using a wheelchair or other wheeled mobility assistance device)
 - ☐ Public transit (Metro, Sound Transit, etc.)
 - ☐ Personal bike, scooter, skateboard, or other device (including electric)
 - ☐ Ride share service (Uber, Lyft, taxi, etc.)
 - ☐ Car rental or car share service (Zipcar, car2go, etc.)
 - ☐ Other
-

How often do you use public transit?

- ☐ Less than once per month
- ☐ 1 to 3 days per month
- ☐ 1 to 3 days per week
- ☐ 4 to 5 days per week
- ☐ 6 to 7 days per week

When you take transit, when do most of your trips occur?

Please select all that apply.

- ☐ Weekday (Mon to Fri): morning peak hours
- ☐ Weekday (Mon to Fri): midday hours
- ☐ Weekday (Mon to Fri): evening peak hours
- ☐ Weekend (Sat to Sun): morning peak hours
- ☐ Weekend (Sat to Sun): midday hours
- ☐ Weekend (Sat to Sun): evening peak hours

What would make you ride public transit more often?

Please select up to five (5) that are most important to you.

- ☐ Buses that reliably show up on time
- ☐ Buses that get to my destination faster
- ☐ Bus stops closer to my home
- ☐ Buses that run more often
- ☐ Fewer bus transfers to get to my destination
- ☐ Better sidewalks and crosswalks to walk or roll to bus stops
- ☐ Better bike lanes, paths, and crossings to bike or scooter to bus stops

RAPIDRIDE

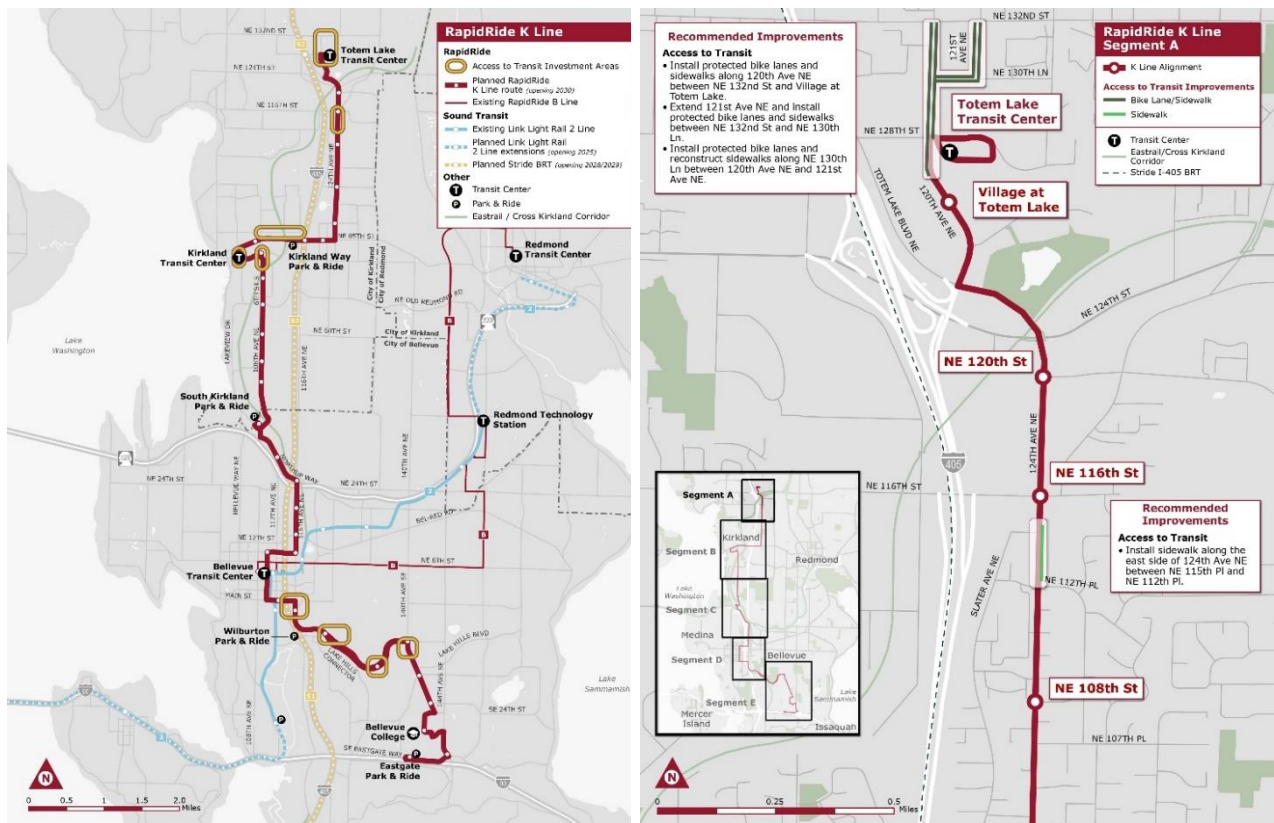
- ☐ More comfortable bus stops (with seating, shelter, etc.)
- ☐ Bus stops closer to the places I go
- ☐ Better lighting at bus stops
- ☐ Other

Please rank these goals from least important to most important.

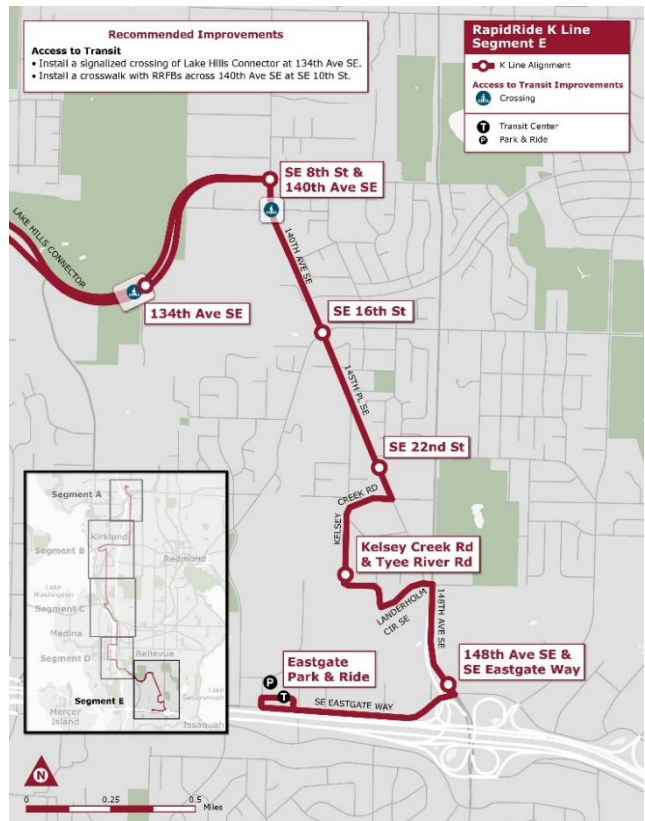
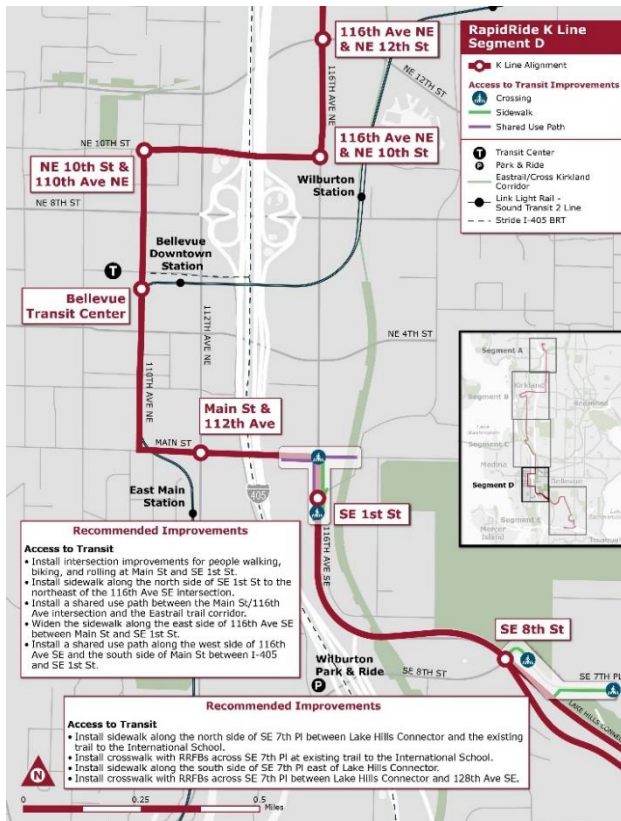
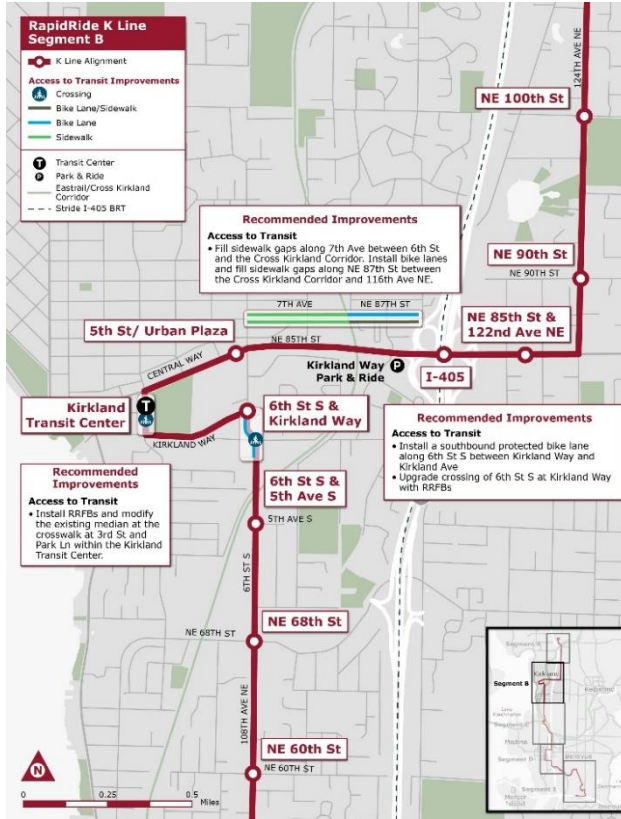
	Least important	Neutral	Most important
Fast and reliable public transit	☐	☐	☐
Easy and safe to walk, roll or bike	☐	☐	☐
Create easier ways for buses to travel quickly, including bus priority lanes and signals	☐	☐	☐

Access to Transit

Access to Transit projects will improve safety for riders to walk, roll or bike to transit stations. Metro has identified investment locations for these projects along the proposed RapidRide route. We would like to ask for additional input from community members to help us identify if we have missed any other locations that deserve further study or investment.



RAPIDRIDE



RAPIDRIDE

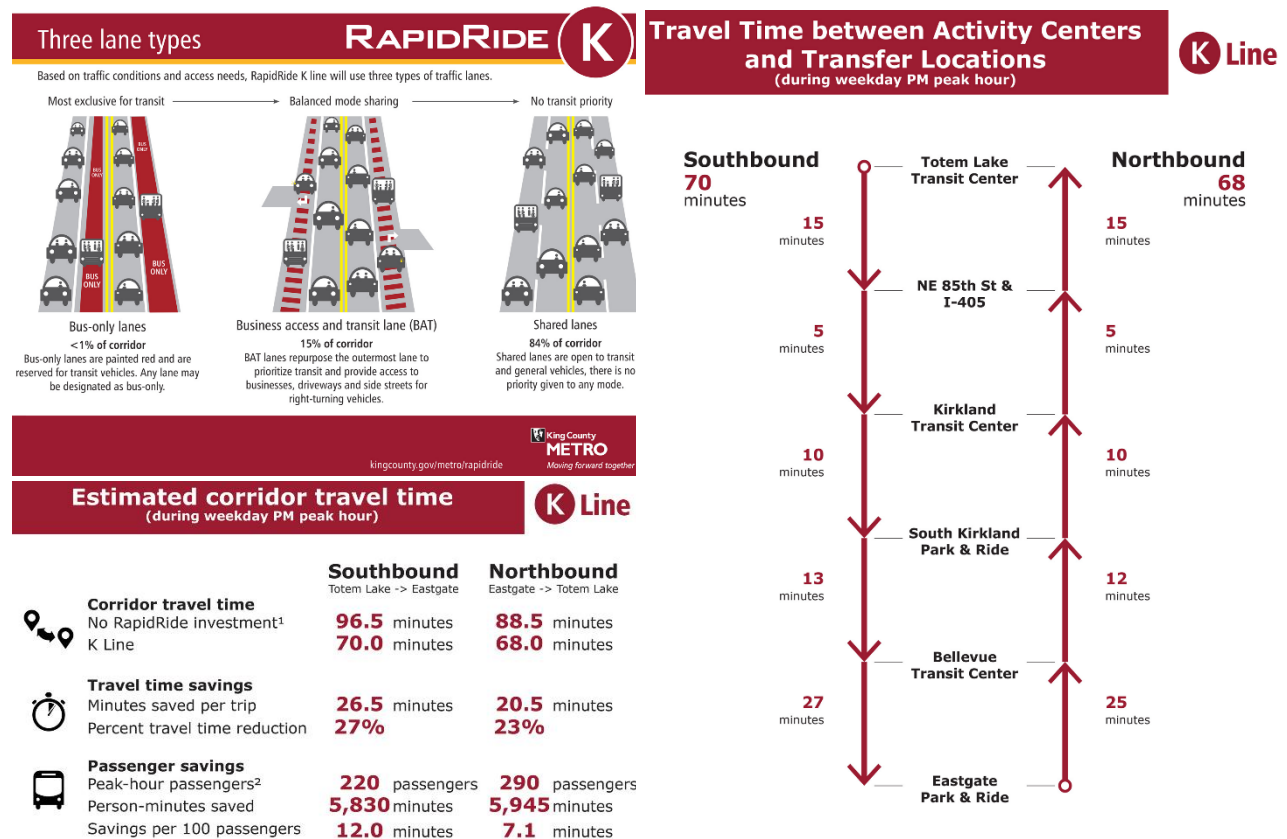
Has the project identified enough Access to Transit Projects?

- ☐ Agree
- ☐ Neutral
- ☐ Disagree

Are there additional areas along the planned K Line route where the project team should invest in Access to Transit Projects?

Speed and reliability

Review the images to learn about the key features that help riders reach their destinations quickly and reliably.



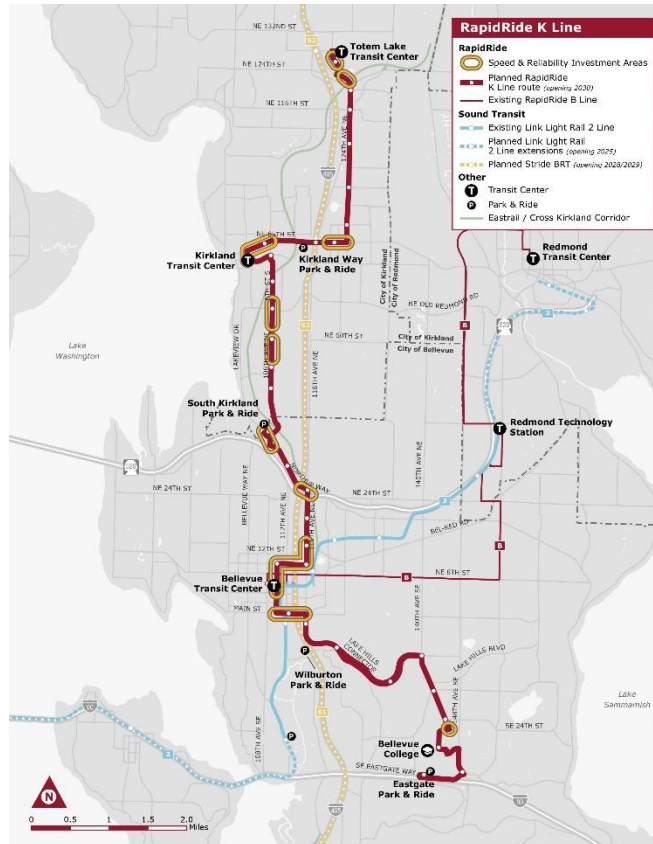
Here are some reasons to support the creation of more rapid bus service. Which statement do you agree with the most?

- ☐ To make transit the best choice for the most people, by ensuring reliable service.
- ☐ To prevent traffic and congestion from affecting economic growth
- ☐ To provide more access for people with limited transportation choices.
- ☐ To reduce the cost of transit operations, which are based on travel time.

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Do you agree with the following statement? “Rapid bus routes that provide fast, reliable service to a high number of riders should have priority on the road over single-rider or low-occupancy private cars.”

- ☐ Agree
- ☐ Neutral
- ☐ Disagree



Based on the project map, do you think Metro has planned the right amount of K Line improvement projects? To ensure fast, reliable bus service?

- ☐ Agree
- ☐ Neutral
- ☐ Disagree

Where else along the K Line route should the project team make improvements to make the K Line more reliable?

For example, do you experience delays in any other areas?

Please share any additional comments

Community engagement

Metro is committed to engaging communities and encouraging feedback in ways that are equitable, accessible, meaningful and transparent. Please tell us how strongly you agree or disagree with the following statements about this community engagement process and provide any additional feedback you have for our engagement team.

The notice, advertisement or invitation to learn more and participate was clear and welcoming.

- ☐ Agree
- ☐ Neutral
- ☐ Disagree

From the time I was notified, I had enough time to provide meaningful feedback.

- ☐ Agree
- ☐ Neutral
- ☐ Disagree

Regardless of how I feel about the outcome, I can see how public feedback can shape the decision-making in this project.

- ☐ Agree
- ☐ Neutral
- ☐ Disagree

How did you hear about this project?

- | | |
|--|--|
| ☐ Mailer / Letter | ☐ Friend or family |
| ☐ Poster at my bus stop | ☐ Metro Matters blog |
| ☐ My employer or school | ☐ Facebook |
| ☐ Metro email or text alert | ☐ Twitter/X |
| ☐ Instagram | ☐ Metro, King County website |
| ☐ An organization I'm involved with | ☐ Brochure or flyer given to me |
| ☐ Advertisement on/in a bus | ☐ Other |
| ☐ News media or neighborhood blog | _____ |

Please share any additional comments

Demographics

We want to ensure everyone is heard and served, which is why we kindly ask you to answer these questions. Your responses are appreciated but entirely optional.

What age group are you in?

- | | |
|------------------------------------|--------------------------------|
| ☐ 15 and under | ☐ 18 to 19 |
| ☐ 16 to 17 | ☐ 20 to 24 |

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- ☐ 25 to 34
- ☐ 35 to 44
- ☐ 45 to 54
- ☐ 55 to 64
- ☐ 65 and older

How do you identify your race and/or ethnicity?

Please select all that apply.

- ☐ African
- ☐ African American or Black
- ☐ American Indian/Native American or Alaska Native
- ☐ Asian or East Asian (including Chinese, Japanese, Korean, Mongolian, Tibetan, and Taiwanese)
- ☐ Asian or Southeast Asian (including Burmese, Cambodian, Filipino, Hmong, Indonesian, Laotian, Malaysian, Mien, Singaporean, Thai, and Vietnamese)
- ☐ Asian or South Asian (including Bangladeshi, Bhutanese, Indian, Nepali, Pakistani, and Sri Lankan)
- ☐ Hispanic, Latino or Latina
- ☐ Middle Eastern
- ☐ Native Hawaiian or Pacific Islander
- ☐ Not listed (please specify)

What languages do you primarily speak?

"Primarily" means the languages you rely on for communication in your daily life. Please select all that apply.

- ☐ Amharic
- ☐ Arabic
- ☐ Chinese (Cantonese)
- ☐ Chinese (Mandarin)
- ☐ Dari
- ☐ English
- ☐ Japanese
- ☐ Korean
- ☐ Marshallese
- ☐ Punjabi
- ☐ Russian
- ☐ Somali
- ☐ Spanish
- ☐ Tagalog
- ☐ Tigrinya
- ☐ Ukrainian
- ☐ Vietnamese
- ☐ Another language (please specify)

What is your gender identity?

Please select all that apply.

- ☐ Woman / female
- ☐ Man / male
- ☐ Non-binary
- ☐ Another gender identity

Do you have a disability that affects your ability to do one or more major life activities?

Such as walking or climbing stairs, running errands, hearing announcements, using a computer, reading, or understanding signs.

- ☐ No
- ☐ Yes

If you answered yes to the previous question, what type of disability? Please select all that apply.

- ☐ Physical

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- ☐ Cognitive
- ☐ Sensory
- ☐ Other disability (please specify)

What is your total household income?

Your best guess is fine.

- | | |
|--|--|
| ☐ Less than \$7,500 | ☐ \$55,000 to less than \$75,000 |
| ☐ \$7,500 to less than \$15,000 | ☐ \$75,000 to less than \$100,000 |
| ☐ \$15,000 to less than \$25,000 | ☐ \$100,000 to less than \$150,000 |
| ☐ \$25,000 to less than \$35,000 | ☐ \$150,000 and up |
| ☐ \$35,000 to less than \$55,000 | ☐ Don't know |

APPENDIX C: SURVEY DATA TABLES

How familiar are you with the RapidRide K Line project?

	Total	
	Count	Percent
This is the first I've heard of it	462	43.02%
I've heard of it before, but I don't know very much about it	321	29.89%
I feel somewhat informed about it	219	20.39%
I feel well-informed about it	72	6.70%
Total	1,074	

What sections of the route are important to you?

	Total	
	Count	Percent
Totem Lake	537	67.38%
124th Ave NE / NE 85th St	400	50.19%
Downtown Kirkland	557	69.89%
108th Ave NE	386	48.43%
Northup Way / 116th Ave NE	289	36.26%
Downtown Bellevue	571	71.64%
Lake Hills Connector / 145th PI SE	143	17.94%
Bellevue College / Eastgate	184	23.09%
Total	797	

What sections of the route are important to you?

	Total	
	Count	Percent
1 - Totem Lake		
I live here	100	18.62%
I go to work/school here	61	11.36%
I own/manage a business or property	10	1.86%
I run errands in the area	350	65.18%
I visit friends/family	87	16.20%
I visit for fun (parks, etc.)	204	37.99%
Total	537	
2 - 124th Ave NE / NE 85th St		
I live here	72	18.00%
I go to work/school here	42	10.50%
I own/manage a business or property	6	1.50%
I run errands in the area	271	67.75%
I visit friends/family	61	15.25%
I visit for fun (parks, etc.)	97	24.25%
Total	400	
3 - Downtown Kirkland		

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I live here	90	16.16%
I go to work/school here	42	7.54%
I own/manage a business or property	14	2.51%
I run errands in the area	333	59.78%
I visit friends/family	115	20.65%
I visit for fun (parks, etc.)	351	63.02%
Total	557	
4 - 108th Ave NE		
I live here	209	54.15%
I go to work/school here	39	10.10%
I own/manage a business or property	25	6.48%
I run errands in the area	195	50.52%
I visit friends/family	77	19.95%
I visit for fun (parks, etc.)	104	26.94%
Total	386	
5 - Northup Way / 116th Ave NE		
I live here	19	6.57%
I go to work/school here	32	11.07%
I own/manage a business or property	4	1.38%
I run errands in the area	210	72.66%
I visit friends/family	32	11.07%
I visit for fun (parks, etc.)	71	24.57%
Total	289	
6 - Downtown Bellevue		
I live here	47	8.23%
I go to work/school here	86	15.06%
I own/manage a business or property	11	1.93%
I run errands in the area	385	67.43%
I visit friends/family	122	21.37%
I visit for fun (parks, etc.)	328	57.44%
Total	571	
7 - Lake Hills Connector / 145th Pl SE		
I live here	15	10.49%
I go to work/school here	8	5.59%
I own/manage a business or property	3	2.10%
I run errands in the area	79	55.24%
I visit friends/family	38	26.57%
I visit for fun (parks, etc.)	67	46.85%
Total	143	
8 - Bellevue College / Eastgate		
I live here	27	14.67%
I go to work/school here	52	28.26%
I own/manage a business or property	3	1.63%
I run errands in the area	74	40.22%

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I visit friends/family	40	21.74%
I visit for fun (parks, etc.)	57	30.98%
Total	184	

What types of transportation do you use most often? Please select up to five (5).

	Total	
	Count	Percent
Car rental or car share service (Zipcar, car2go, etc.)	10	1.32%
Carpool / vanpool	42	5.53%
Drive a personal vehicle or motorcycle	580	76.42%
Employer shuttle	22	2.90%
Passenger of a personal vehicle or motorcycle	137	18.05%
Personal bike, scooter, skateboard, or other device (including electric)	178	23.45%
Public transit (Metro, Sound Transit, etc.)	457	60.21%
Ride share service (Uber, Lyft, taxi, etc.)	129	17.00%
Walk or roll (for example, using a wheelchair or other wheeled mobility assistance device)	286	37.68%
Other	7	0.92%
Total	759	

How often do you use public transit?

	Total	
	Count	Percent
Less than once per month	305	40.67%
1 to 3 days per month	152	20.27%
1 to 3 days per week	150	20.00%
4 to 5 days per week	82	10.93%
6 to 7 days per week	61	8.13%
Total	750	

When you take transit, when do most of your trips occur? Please select all that apply.

	Total	
	Count	Percent
Weekday (Mon to Fri): morning peak hours	299	45.65%
Weekday (Mon to Fri): midday hours	259	39.54%
Weekday (Mon to Fri): evening peak hours	323	49.31%
Weekend (Sat to Sun): morning peak hours	134	20.46%
Weekend (Sat to Sun): midday hours	331	50.53%
Weekend (Sat to Sun): evening peak hours	183	27.94%
Total	655	

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What would make you ride public transit more often? Please select up to five (5) that are most important to you.

	Total	
	Count	Percent
Buses that reliably show up on time	318	44.73%
Buses that get to my destination faster	357	50.21%
Bus stops closer to my home	248	34.88%
Buses that run more often	390	54.85%
Fewer bus transfers to get to my destination	426	59.92%
Better sidewalks and crosswalks to walk or roll to bus stops	106	14.91%
Better bike paths, lanes and crossings to bike or scooter to bus stops	63	8.86%
More comfortable bus stops (with seating, shelter, etc.)	125	17.58%
Bus stops closer to the places I go	283	39.80%
Better lighting at bus stops	94	13.22%
Other	97	13.64%
Total	711	

Please rank these goals from least important to most important.

	Total	
	Count	Percent
Fast and reliable public transit		
Least important	48	6.88%
Neutral	127	18.19%
Most important	523	74.93%
Total	698	
Easy and safe to walk, roll or bike		
Least important	117	16.67%
Neutral	267	38.03%
Most important	318	45.30%
Total	702	
Create easier ways for buses to travel quickly, including bus priority lanes and signals		
Least important	250	35.66%
Neutral	200	28.53%
Most important	251	35.81%
Total	701	

Has the project identified enough Access to Transit Projects?

	Total	
	Count	Percent
Disagree	120	18.07%
Neutral	254	38.25%
Agree	290	43.67%
Total	664	

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Here are some reasons to support the creation of more rapid bus service. Which statement do you agree with the most?

	Total	
	Count	Percent
To make transit the best choice for the most people, by ensuring reliable service.	334	59.33%
To prevent traffic and congestion from affecting economic growth	91	16.16%
To provide more access for people with limited transportation choices.	117	20.78%
To reduce the cost of transit operations, which are based on travel time.	21	3.73%
Total	563	

Do you agree with the following statement? "Rapid bus routes that provide fast, reliable service to a high number of riders should have priority on the road over single-rider or low-occupancy private cars."

	Total	
	Count	Percent
Disagree	106	16.88%
Neutral	122	19.43%
Agree	400	63.69%
Total	628	

Based on the project map, do you think Metro has planned the right amount of K Line improvement projects? To ensure fast, reliable bus service?

	Total	
	Count	Percent
Disagree	169	28.17%
Neutral	227	37.83%
Agree	204	34.00%
Total	600	

Please tell us how strongly you agree or disagree with the following statements about this community engagement process and provide any additional feedback you have for our engagement team.

	Total	
	Count	Percent
The notice, advertisement or invitation to learn more and participate was clear and welcoming.		
Disagree	81	13.82%
Neutral	155	26.45%
Agree	350	59.73%
Total	586	
From the time I was notified, I had enough time to provide meaningful feedback.		

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Disagree	92	15.59%
Neutral	130	22.03%
Agree	368	62.37%
Total	590	
Regardless of how I feel about the outcome, I can see how public feedback can shape the decision-making in this project.		
Disagree	91	15.56%
Neutral	139	23.76%
Agree	355	60.68%
Total	585	

How did you hear about this project? Please select all that apply.

	Total	
	Count	Percent
Advertisement on/in a bus	3	0.57%
An organization I'm involved with	73	13.83%
Brochure or flyer given to me	19	3.60%
Facebook	79	14.96%
Friend or family	85	16.10%
Instagram	38	7.20%
Mailer / Letter	185	35.04%
Metro Matters blog	14	2.65%
Metro, King County website	30	5.68%
My employer or school	45	8.52%
News media or neighborhood blog	76	14.39%
Poster at my bus stop	9	1.70%
Twitter/X	2	0.38%
Other	41	7.77%
Total	528	

What age group are you in?

	Total	
	Count	Percent
15 and under	3	0.52%
16 to 17	4	0.70%
18 to 19	8	1.39%
20 to 24	31	5.39%
25 to 34	119	20.70%
35 to 44	106	18.43%
45 to 54	103	17.91%
55 to 64	89	15.48%
65 and older	112	19.48%
Total	575	

How do you identify your race and/or ethnicity? Please select all that apply.

	Total	
	Count	Percent
African	17	3.44%
African American or Black	13	2.63%
American Indian/Native American or Alaskan Native	3	0.61%
Asian or East Asian (including Chinese, Japanese, Korean, Mongolian, Tibetan, and Taiwanese)	55	11.13%
Asian or South Asian (including Bangladeshi, Bhutanese, Indian, Nepali, Pakistani, and Sri Lankan)	41	8.30%
Asian or Southeast Asian (including Burmese, Cambodian, Filipino, Hmong, Indonesian, Laotian, Malaysian, Mien, Singaporean, Thai, and Vietnamese)	26	5.26%
Hispanic, Latino or Latina	26	5.26%
Middle Eastern	12	2.43%
Native Hawaiian or Pacific Islander	3	0.61%
White	268	54.25%
Not listed (please specify)	84	17.00%
Total	494	

What languages do you primarily speak? "Primarily" means the languages you rely on for communication in your daily life. Please select all that apply.

	Total	
	Count	Percent
Arabic	3	0.57%
Chinese (Cantonese)	3	0.57%
Chinese (Mandarin)	21	3.97%
English	512	96.79%
Japanese	3	0.57%
Korean	4	0.76%
Punjabi	2	0.38%
Russian	7	1.32%
Somali	1	0.19%
Spanish	20	3.78%
Tagalog	1	0.19%
Ukrainian	5	0.95%
Vietnamese	1	0.19%
Another language (please specify)	28	5.29%
Total	529	

What is your gender identity? Please select all that apply.

	Total	
	Count	Percent
Woman / female	262	51.27%

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Man / male	227	44.42%
Non-binary	21	4.11%
Another gender identity	8	1.57%
Total	511	

Do you have a disability that affects your ability to do one or more major life activities?

	Total	
	Count	Percent
No	449	84.72%
Yes	81	15.28%
Total	530	

If you answered yes to the previous question, what type of disability? Please select all that apply.

	Total	
	Count	Percent
Physical	44	61.97%
Cognitive	10	14.08%
Sensory	13	18.31%
Other disability (please specify)	13	18.31%
Total	71	

What is your total household income? Your best guess is fine.

	Total	
	Count	Percent
Less than \$7,500	12	2.50%
\$7,500 to less than \$15,000	11	2.29%
\$15,000 to less than \$25,000	13	2.71%
\$25,000 to less than \$35,000	6	1.25%
\$35,000 to less than \$55,000	16	3.33%
\$55,000 to less than \$75,000	35	7.29%
\$75,000 to less than \$100,000	65	13.54%
\$100,000 to less than \$150,000	92	19.17%
\$150,000 and up	175	36.46%
Don't know	55	11.46%
Total	480	

APPENDIX D: OPEN-ENDED SURVEY COMMENTS

Are there additional areas along the planned K line route where the project team should invest in more Access to Transit Projects? (316 responses)

Yes. Lake Washington Blvd. 108th has plenty of service. Plus...we need one bus service to downtown Seattle. That should be the routing. ; Yes....direct service to downtown Seattle. Don't need more on 108th.
Direct service to downtown with no transfers like the old 255 route while still having a direct to UW and direct to Bellevue as you have planned here.
some spots the curb is not at the right height for the bus to kneel and people have to leap off to the sidewalk or grass area. This needs to be checked. Don't put any plants along the protected lane for bike riders and pedestrians. bushes can block the drivers view of walkers especially children and wheelchair users. The center bushes north of the east rail/cross kirkland corridor trail are an example. I sit low in my car and cannot see runners crossing the street especially if they don't use the flashing signal or stop before crossing.
no; Direct service (former 255 route) to downtown Seattle
no
Direct service from the Houghton area to downtown Seattle. Review the planned K line proposal to add BAT lines to 108th! Adding BAT lanes to 108th is a terrible idea.
Connection to Eastrail trail and 85th. Potential connection to Totem Lake freeway station.
Transit WITHIN downtown Kirkland would be helpful. Shouldn't have sold the Houghton P & R, or eliminated many service routes to it before did so. The bus lane on 108th will cost too much to build, disrupt car traffic during construction and after, and save little time. Put the funds to better use. More complicated is not better.
The entire route needs bus lanes and signal priority.
We don't need expensive bus jump lanes built. People should be taking bet off 405. Provide frequent services the these stations on 405 in Kirkland.
Complete waste of resources. Not a single person that drives a car right now, is going to switch to take the K-Line to travel on the Eastside. If you want to do something useful then bring back a direct connection to Downtown Seattle.
Get from Houghton to downtown Seattle with one bus
Direct 255 to downtown Seattle from S Kirk Park n Ride
The Area along 85th should be extended.. There's lots a shops and businesses there
Lack of South Bellevue Transit station connection to Eastgate Park & Ride; Lack of options to office buildings on SE EastGate Way corridor, east of Eastgate P&R; Need option to fill poor (non-existent) scheduling with SoundTransit 535/532 schedule on weekends
Reinstate the direct route of the 255 from Kirkland to Downtown Seattle (not having to stop to use the train at UW)
Why has the Kirkland Corridor not been considered instead of 108th? The land is already cleared for transit. I stand to lose my front yard for "projected" riders and saving riders 2 minutes of their metro commute. This current plan is not at all practical.

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I used to commute to downtown Seattle every day for years on the 255. One bus. No transfers. It's more difficult now with the transfer to light rail to get to downtown. The new Rapid Line through Houghton would result in the 255 being eliminated and Kirkland residents having no direct option to even get across to the Seattle area (no direct bus to UW). If the aim is to get more people on a bus, this is incredibly misguided. Also, not sure why hundreds of millions of dollars are being spent on bus systems in order to solve transportation problems being forecasted for the future (we are being told this is addressing far future needs because there is not a current need now or in the nearish future). Ironical that King County, birthplace and home to so many tech companies, is so technologically backwards.
Downtown Kirkland - access to Heritage Park, Lakeshore Plaza and businesses on Lake Street (consider fixing uneven existing sidewalk). Access to Cross Kirkland Corridor as much as possible.
The K-Line makes no sense through Kirkland. We need 1 bus service to downtown. More buses need to run through neighborhoods. The geography of much of Kirkland makes it a challenge to walk to/from bus.
Sidewalk from the east and 4 way stop at 6th st and Kirkland Avenue; Go back to direct access to Seattle from Kirkland via bus 255. Current wait/bus/walk/wait/light rail is a hassle and increased travel time. But don't replace Current scenario with another side trip to Bellevue!
Yes, run bus service downtown along Bellevue Way between 10th St and Downtown Kirkland.
None; No
access to downtown Seattle and access to UW are essential
Better sidewalks in Bellevue to get across the freeway via 4th Dr and 8th street Better options for hilly areas . If not an advanced cyclist, those areas hinder ability to connect with transit
More service to Seattle. More trips and less canceled trips. People don't trust transit like they used to.
Juanita needs one bus service to Seattle and Bellevue like a few years ago.
Transit Signal Priority & Lanes. Coordinated bus schedules.
Please bring back the route to downtown Seattle, that left from the South Park and Ride just off 108th. the routes are awkward waste in time and dealing with the weather, etc...
Agreed. Direct service to downtown Seattle from Kirkland Transit Center or 108th (old 255 route) is my primary use case. Transfer to 545 or light rail in the dark or in poor weather is the worst.

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Segment A, protected bike lanes should go all the way THROUGH Totem Village on 120th, ideally to the Connector bridge but at least to Totem Lake Blvd. Also, more investment along 128th, connecting Juanita HS->I405 transit->K Line Segment B: 7th Ave bike lanes need to be protected, Lighting on 7th Avenue and 87th->116th needs to be vastly improved, especially where pedestrians are entering crosswalks so that they are seen BEFORE they enter crosswalk. 6th St S bike lanes need to go all the way through the east side of Kirkland Urban from Central to Kirkland Way . This section is too dangerous without protected and connected bike lanes. Segment C, at 53rd, continue location of southbound stop, move northbound stop just south of crosswalk on 108th so that car traffic cannot go around and hit departing bus passengers and provide safe straightforward access for Emerson HS and Northstar students. At 47th, block vehicles from going around stopped bus and hitting crossing passengers either by curbs in median or bus stop directly adjacent to crosswalk islands. Lighting at all crosswalks near bus stops need to be improved so that vehicles can see people on the sidewalk wanting to cross. Also, lighting at bus stops needs to be such that drivers can see waiting passengers.; see above. I also think connections to the CKC is underwhelming in this project
None at this time.
No
Better reliability for the 246 route. Go up Somerset through highland drive would be helpful.
Put the 255 on Lakeview as the K line is basically replacing the 250 from Kirkland to Bellevue
I feel the intersection of 124th Avenue and 124th ST is unsafe. (this is the intersection next to discount tire and public storage) As a bus rider I would like it if there were some improvements to the areas where pedestrians stand near traffic to give pedestrians more visibility. Flags and flashing lights are a must. ; We need a more direct and efficient way to get to Lake Washington Tech. Hourly 225 is not great. Why not move the 239 line how the 238 used to go and then just turn onto NE 85th so it can serve that whole street on the way to Kirkland TC? It would also serve more shops.
-Between Totem Lake Freeway Station and proposed Totem Lake Transit Center, and -Between the Kingsgate Park and Ride and the Totem Lake Transit Center
Start the K Line at Brickyard Park and Ride rather than Totem Lake Transit Center
Direct staircase and elevators at the south side of Totem Lake TC connecting to the development
Suggest a stop on Bellevue way in downtown. The one on 112th will be useless.
Sidewalks on 85th St in Kirkland from 6th St to I-405
Bring back the old 255 line to Seattle. Hire more safety personnel.
Kirkland to Lynnwood
Leave 108th alone & keep the 255!
Direct service to downtown Seattle is most important to me
We need to invest in ridership safety- sidewalks, bus shelter lighting, safety on the busses. For women, riding the bus at dusk or later is terrifying.
Kirkland to Seattle and University Of Washington
There is a long distance from NE 47th St to the South Kirkland Park and Ride and I often see people at the Cross Kirkland Trail bus stop. Also direct access to UW from 108th is very important to me.

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Direct Service to Bellevue Way and Main Street/NE 8th/110th (not the Bellevue Transit Center); I can't ever imagine using this service. SAD & a waste of money. I also can't stand the green and red paint in the road. How tacky and not necessary. White paint and markers look fine. This reeks of a pork barrel project that should be DOGE'd. Why did you not ask what people wanted FIRST?!
You eliminated ne 44th street stop on 108th and you're threatening to do away with 255 thus incurring more transfers for the most popular destination... not good
Service to downtown Seattle (the 255) is critical for my 16 year old to get to an from his summer job. I'm stunned to hear you're taking that away and doing this instead!
Instead of a rapid line, service to Seattle should be restored
For all capital spent, the K line doesnt save significant time traveling between bellevue and kirkland. We would never use this. Its a waste of money and disturbance.
This route isn't what the public has been asking for. You seem to have misunderstood the public when they have said they want routes to downtown Seattle and think you know better than them.
I live on 108th. Currently route 255 takes me directly to UW and to downtown Kirkland. I love that. K line will enable me to go directly to downtown Bellevue, which sounds great. What's missing is direct service to downtown Seattle (old line 255). If there were direct routes to all these 4 destinations that would be ideal. In the past it was incredibly frustrating not having a direct line to Bellevue.; BAT lanes on 108 as planned provide a terrible ROI. If anything, consider adding them just 500' south of 68th starting at the Woodmark church without impacting residential properties. And, this is for City of Kirkland - solve the mess on 68th.
Direct service to downtown Seattle, don't need rapid ride to go north to south on 108th, too much if an impact on the Houghton neighborhood. The traffic issue is due to Google. Rapid Ride will not help that. Houghton neighbors never even heard about thus Rapid Ride until summer of 2024 and we now know it was in the works since 2019. There was also mention of another route, but there was never any community input regarding an alternate route. I am very disappointed in this plan and how it gas been proposed as a done deal.
Direct service (former 255 route) to downtown Seattle
The 255 bus is the most significant route for all Kirkland Houghton students who are commuting to UW. The K Line will result in more problems faced than solved. I am sure if the city of Kirkland has some extra money, there could be other useful ways to put them into.
The maps provided are not clear in the details of each route and how close the line will be from the houses.
Please stay away completely from 108th
Improve sidewalk along 108th past 68th on the right side going northbound. The existing sidewalk at the bus stop is not very accessible due to disrepair. ; More weekend and early morning reliability and frequency on the 245 please.; Please put lanes on 108th. The traffic there is horrible already and I'd like a faster option by taking the bus.
Direct service to downtown Seattle (former 255 route)
Direct access to downtown seattle and bellevue
Start getting ready for autonomous vans instead of ruining Kirkland with more bus lines that no one uses.
keep the stops on 108th, it enables me to get directly from my house to UW without transfers or too much walking.

RAPIDRIDE

255 is the route I take every single day to go to school. If it was taken away, I would not be able to go to school
Investigate electrical self driving car services - e.g. Robotaxi being trialed in Vegas. Clean energy and cars/vans that drive 6-8 people at a time - GET FORWARD LOOKING AND DON'T DESTROY/EXPAND STREETS WITH OUR TAX \$'S!
Reinstating 255 direct route to downtown Seattle would be great. Do NOT create an expensive bus jump lane that will provide Little to no benefit (and be extremely disruptive to residents on 108th)
This is CRAZY! The roughly 2 hours/day that traffic is clogged on 108th does not merit our tax money for BAT lanes. Kirkland city counsel get a clue- We don't want or need this- and shame on you Metro for drinking the Kool-aid to spend money to get more money funding for an unnecessary, expensive project
I'd like to see an ROI analyses. The state, county, and city of kirkland will be in a deficit and we need to manage our finances better. How much time per person saved * how many people will actually use this * average economic benefit per hour = value of project.
Move the Rapid K line off 108th Avenue to Lake Washington Blvd. Do not spend the money on jump lanes that will not add measurable time savings. Resume the 255 to terminate in downtown Seattle (this is far more important than an express bus to Bellevue).
Reinstate 255 direct service to downtown Seattle. Need to improve east-west congestion rather than north-south.
no; Please don't take away the 44th Street bus stop--there are a lot of people who use it compared to the others along 108th. Also, we use the 255 mainly to get to Seattle, not to get other places in Kirkland, so improving the bus time by a tiny amount going north on 108th seems like a huge waste of money.
No; None
This is a terrible use of Tax Payer funds. You are only going to make traffic worse by eliminating the 255 and adding a bus to Bellevue. The ROI on the project is not there.
You should not run this through Houghton. Nobody living there wants it, it's too densely populated already. Run it all the way down 124th to Northup instead. Again nobody who lives in Houghton wants this.
Rapid Service from Kirkland to Bellevue is important but not at the expense of Kirkland to Seattle. Many of us miss the ease of evening activities in the city. If I want to see a show or meet friends for dinner after work, I cannot rely on transit to get me home in Juanita. The transfer times and frequency to return from Seattle to Kirkland after 9pm was one of the top reasons I bought a car after four years of exclusive public transit use. Also, the connection from the UW Link to the 255 stop across the street is laborious at night. Why not turn the south parking lot into a bus station?
want old 255 route reinstated to the stadiums and downtown seattle. transferring to get downtown is too much of a barrier.
Lakeview Drive! Lakeview Dr & NE 68th St, Kirkland, WA 98033 is another address. This is where the 250 Bus currently goes, which many passengers travel to work in this area.
Better one line to Downtown Seattle from Kirkland like old 255
Off of 405 and 70th. Use the temporary park. Keep k-line off of 108th.
Metro can't be all things to all people. So many stops that it's not convenient (time efficiency) to use Why not establish multiple direct routes from multiple eastside locations to down town/ UW- no stops. I would use them rather than driving downtown!

RAPIDRIDE

I live near 108th and drive my own car everywhere. My kid goes to UW and takes the bus there, and its working out great. Do not waste money on projects that most of us who live here do not need.
Putting the cart way before the horse-Not needed on 108th- Focus on the 68th/70th quagmire first
No- access is not my worry; We need transportation to downtown Seattle more than to Eastgate; I prefer reliable transportation to Seattle Center
Direct service to downtown, with stop at Mountlake transit center Don't need more buses, more frequent service or wider streets on 108th. Buses are underused already.
Invest in Metro vans and shuttle size buses- guess what huge double buses are wasting space, time and money; Take the money you want to waste on 108th BAT lanes and put it into areas of Kirkland that actually need construction/repairs
Keep the 255 since it helps me get to UW and Seattle. Make it more reliable, not always delayed, and easier communication.
Direct service(former255) to downtown Seattle.
Bus stop at NE 39th St
Direct service to downtown Seattle without transfers - such commuter route should be express service with fewer stops. That may mean investing in greater access to transit projects to make it easier for people to get from their homes to a stop for the downtown Seattle commuter bus.
If this goes ahead, more local buses from neighborhoods to connect to the Rapid K would be required.
It is clear that this is not a well thought out project. Listen to the comments below and bring back a direct route to Seattle and to UW.
Direct service to downtown Seattle
Destroying homeowner values for multiple families is complete waste of tax payer money for 2 hours a day 4 days a week.
Residents of Kirkland need access to to Seattle , not Issaquah.
There is no need for extra lanes on 108th dedicated to busses. Don't waste our tax dollars! Fast service to Bellevue Way & NE 8th or NE 4th or Main Street from Kirkland please! Restore service to downtown Seattle please! Not Eastgate! 🙄
no! There need s to be a focus on th 68th street corridor and away from 108th. The K Line route is not needed nor wanted in the Houghton neighborhood. There is EXTREMELY low ridership as the bus route dosen't offer to take us where we want to go such as seattle . I drive as I need to get to work and there is not an efficient bus for that as well as up to Lake WA HS and 68th is a mess but I have to drive as there is no bus solution for me or my family that direction as well as no direct transit to Seattle. We have no need to get to Eastgate!
We don't need another bus lane on 108th. The road is busy 2 hrs during the evening in the northbound direction, while buses are largely empty. You could change the middle lane to be northbound in various stretches at a fraction of the cost, optimize the traffic lights to prioritize this direction, and add another traffic light if needed at 60th. This money is better spent elsewhere.
Downtown and north Seattle (UW) please!
Access to DT Seattle on 255
There is a missing segment of sidewalk on the north/east side of Lake Hills Connector just south of SE 8th Street that would be good to fill in.

RAPIDRIDE

Speedy and reliable transit service between key destinations in Kirkland (South Kirkland P&R, NW University, Google Campus, Downtown, BRT Station and Rose Hill, Totem Lake Village, Evergreen Hospital) and a connection to Eastlink light rail in Bellevue is exactly what Kirkland needs!
Honestly, the southern end of the route should terminate at the South Bellevue transit/light rail station. Going all the way into central Bellevue to turn back south to get to Bellevue College and Eastlake is ... creating a missing link in the system.
I wanted the RapidRide K line to go to downtown Issaquah
Comment
Redmond
Lake Washington Institute of Technology
Finish the light rail line through mercer island to facilitate ease of travel between Seattle and Bellevue
The Totem Lake Transit Center is not well connected to the Kingsgate Freeway stops or to the Kingsgate P&R. There is very little priority given to people walking, biking, and rolling. Some improvements under consideration by the City may help this, but the K Line termination at a Transit Center far away from these other key connections continues to feel like a missed opportunity in the K Line delivery.
Make pedestrian access safer on 112th Ave NE between NE 24th St and Northup Way, so Northtowne residents gain use RapidRideK (since it's impossible to get to 116th Ave NE from Northtowne)
no, this area feels safe using transit
No
we want connectivity with bus no 255 to UW and seattle. we do not wish to drive into both these areas as safety and parking in both these areas are a mess. Most of the children in this area, including mine go to UW for studies and connectivity to school is most important
Connection between Cross Kirkland Corridor and 85th St/I-405 bus stop
Direct connection to Spring District (major TOD in Bellevue) on 120th and Spring Blvd.
Access from Totem Lake Village to bus southbound is currently very difficult, especially with groceries. Fixing this seems difficult. Maybe Totem Lake Blvd with sidewalks on both sides if this is even possible due to how close I-405 is the line needs to use a different road of 120th Ave NE which is quite narrow or possibly have a small stop made in the parking lot of Totem Lake Village
North terminal should NOT be Totem lake transit center. That would prevent it from serving the northeast 128th street freeway station. It would do the same to route 255. The k line should terminate at kings gate or brickyard, so it can approach the be 128th street overcrossing from the west.
Kirkland should have a direct bus 255 to Downtown Seattle across 520. It is unrealistic to expect me to take 2 busses to light rail and go across Mercer Island in order to get to Seattle. Don't waste our time and money.
KLine makes no sense. We need 1 bus service to Dowtown Seattle; Route is poorly planned. We need transit that takes us EASILY into downtown Bellevue and Downtown Seattle. ; BAT lanes are not necessary. 2 minutes of savings, 2 hours a day. The line will still meet l of Metro's efficiency guidelines.
Yes, in segment A and B, please consider re-routing up Slater to 132nd Ave, to 100th, and back to 124th Ave . This alternative serves the employees and students of Lake Washington Institute of Technology.

RAPIDRIDE

There are not continuous sidewalks along 124th Ave NE. With only a few access stops between people will need to walk along 124 Ave NE to get to the stops. Consider adding additional sidewalks.
Forbes Creek Drive
Intersection of 68th St. and 108th Ave. If you don't address the 68th St. congestion you're never gonna fix the 108th Ave. congestion. The entrance to the 405 needs to be addressed first. This is the street that backs up the most and creates the greatest backup on 108th St. additionally, traffic light synchronization should be looked at to better address traffic flow with current infrastructure.
Limit the BAT lanes on 108th. No more than fire station across 68 (NB); Does it really belong on 108th? Rapid transit is already going on 405. That's the perfect place for speed and efficiency
The Kingsgate area north of Totem Lake being left out of this route seems unfortunate. People living there already have poorer bus access than everything south of Totem Lake, but they would currently still have to drive or commute south to take advantage of the K line.
Something for the Bellevue college area
You should use small busses on 108th where there is heavy residential housing and leverage the Kirkland Corridor for light rail. Forget the bus and invest in the future.
No
I'm very concerned with the 108th/6th Street corridor. I live near the International School and traffic at the intersection of 68th & 108th is horrendous at times. Often times I cannot get out of my neighborhood (when school lets out and during rush). The BAT lanes along 108th is also very concerning to me as I walk this corridor almost daily and cross 108th at various locations (60th, 62nd and at NWU mostly). All that said, I'm retired and can schedule my time as need be so I miss a lot of the messy traffic. But I am concerned about the Jump Queues along 108th. Seems to me a lot of money to spend for a short period of time needed to keep the buses on time. Having a traffic signal at 60th might be a good idea but I think leaving the buses to travel along with traffic would be most economical and less disruptive to our neighborhood. Traffic along 108th dissipates quickly and the cost and disruption to neighborhood not necessary.
I've ridden light rail a few times, buses several times. Light rail is not safe to ride alone, unarmed. Bus is 50/50 depending on time of day. If you don't address safety concerns, you will never increase ridership.
Concerned about residential and business impacts that are proposed, as well as projected ridership numbers. We need one bus service from Kirkland to downtown Seattle vs a route that meanders through Kirkland, Bellevue and Issaquah ; Outer of areas of Kirkland need service. The K-Line will be unreachable for most.
It doesn't look like there are good connections to transit from the cross kirkland corridor/eastrail. That trail is relatively safe to use and having more deliberate connections to rapid ride from the trail would encourage more mixed mode transportation.
Not that I'm aware of.
Not Sure
Future. Easy and coordinated transfer to I-90 light rail to get into Seattle conveniently.
There are not enough parking spots at the Park & Rides.
Please add sidewalks and lighting to the north and south sides of NE 120th Street between 124th Ave NE and 132nd Ave NE. This stretch connects LWTech, homes, apartments, and condos to the new Metro K line, as well as to other busses and businesses.

RAPIDRIDE

Seems like you have done a good job identifying needs
Too many access points already. Access points on 108th and NE 60th and 108th and NE 47th do not make sense.
These maps are very small and complicated. You are asking people for input in a very smalltime window for something you have put years into evaluating. ; You are asking people to comment on these very small maps and to identify issues that you have taken a long time to develop. This is an inappropriately asked question. ; I agree with other responders that this is a very complicated project. many of us that live in the affected neighborhoods feel that Metro has not been transparent with this information and that your late inclusion of parties that will be affected is distressing.
I cannot comment about any other areas/routes along the planned K-line route to be investigated - especially since the City of Kirkland is about to launch (or has proposed) to do a full city transportation plan. It makes NO SENSE to spend additional taxpayer money on progressing this K-line project, based on a pre-Covid transportation plan that we all know is completely invalid. DO NOT put the cart before the horse - it is fiscally and civically irresponsible. As a resident of Kirkland for 10+ years, who travels on 108th Ave NE, as well as NE 68th St on a very regular basis, this project will not address the key issue in this area, but will cause countless disruption during construction and long-term safety issues as vehicles struggle to get on to 108th (which will not be 4+ lanes wide) from the many driveways and side streets. It will severely impact safety of walkers, cyclists (including children to/from several schools) and motorists. There is absolutely no worthy ROI for this misguided project.
Better & faster connections to downtown Seattle
Totem Lake
NE 85th at 122nd isn't accessible enough for 124th Ave dwellers close to NE 75th street
It is hard interact with these details inn phone.
108 & NE 45th St
Getting across the 405 interchange is still very sketchy for bikes and people walking, the bike lanes in 7th Ave seem unnecessary, and why make a bike lane just for a small section of 6th?
continuing to downtown Bothell?
Segment C. With a new school being built in the future at the emerson campus on 53rd and 107th, the current bus shelter is insufficient especially considering that LWSD does not provide school busses for HS students.
1. The protected bike lane from Kirkland Way to Kirkland Ave is not enough. It needs to run from Central Way to Kirkland Ave. There is a bike lane that just ends suddenly just north of where this protected bike lane is proposed. These things need to be connected, let's get this right! 2. The crossing at 3rd St. and Park Lane should be raised. It is too hard for drivers to see around the buses (honestly this whole section of 3rd St. should be transit-only). A raised crossing will significantly improve the yield rate. Nobody should be going fast through here anyway. 3. The section of 120th Ave NE between the parking garages at the Village at Totem Lake should be transit-only. There is no reason anyone needs to drive through that area. If you drive on 120th Ave NE, you should be required to go into one of the parking garages. If you want to go through, you should drive on Totem Lake Blvd. instead.
There needs to be a sidewalk from the bus station at 120th to the college up the hill (Lake Washington Tech).

RAPIDRIDE

No; ABSOLUTELY NO ONE WANTS THIS!!! Only that Marxist Amy Walen, who's been doing her best to destroy Kirkland for decades and is fully aligned with the evil World Economic Forum. Interesting how the timeline matches the UN's Agenda 2030. You know there's no demand for this- that's why you shut down the Houghton park and ride. The people of Houghton have been trying desperately to get you to reconsider but you've ignored ALL of their feedback. There are signs all over Kirkland warning of your destructive Marxist agenda to make everyone's life miserable.
Just look at making sure it's easy (and well signed!) to get from the Cross Kirkland Corridor trail to the K line stops along 108th Ave NE and at NE 85th St.
NO!!!
Spinner stead park
Where is the information regarding impact to current areas, schools, homes, businesses from making these changes such as widening the streets.
The route does not make sense as it is not serving the needs of the community to go to downtown Seattle. For the 255 riders do they need to transfer at the south kirkland park and ride, then again at the stop at 520/u district? That does not seem like efficient transit.
Until local transit connections/rerouting are known, this question is pretty tough to answer
Add fully protected bike lanes from the CKC to K-Line stations on 6th St in Kirkland and along 7th Ave/87th St in Kirkland
Rapid transit is NEEDED along Bellevue Way. There is currently only one bus (249) that takes people to the Bellevue transit center. At the very least, there should be a bus connection between the city boundaries of Kirkland and Bellevue.
I am concerned that K line would need a wider road on 108th Ave, and none of those details are mentioned in your plans yet
No. The whole project is a bad idea. Your survey assumes that we need increased transit when hardly anyone rides a bus. You will ruin our neighborhood if you install buses that are not needed.; no.; no. the project is a bad idea. hardly anyone rides the bus. your plan will ruin our neighborhood with buses that are not needed.; no; no. we do not need more transit
Please add more bus lines that go to places within totem lake, Bellevue, and Kirkland through the Woodinville area. We have no buses there let us get to those places without long bus rides and inconvenient and multiple transfers. We work in these areas and it's ridiculous that we can't use public transit to get there safely
I live in Crossroads Bellevue
Check for areas that line K might be required to skip due to a snow detour.
Kenmore, bothell
transportation improvements to intersection of 108th Ave and 68th street should be considered.
Need connection to 520 to reach downtown Seattle
Adding BAT lanes to 108th is NOT a good idea. It is not needed! It is disruptive to the neighborhoods right off 108th and very costly. Keep the current 255 route. If needed, Lake Washington Blvd seems more practical and appropriate. Be smart! Think of the negative impact you are having on Houghton residents. Leave 108th alone and keep 255! ; Leave 108th alone!!
Not necessary spend so much money for this line. ; Not necessarily to spend so much money for this line
More stops at the totem lake village shopping center so people can rely more on buses than their cars.

What specifically led to this project deciding to focus the K Line on 108th instead of Lake Washington Blvd? Lake WA Blvd seems like a much more efficient and practice place to put a service like this. Please be transparent about the rationale. It very much feels like this has been doing in hiding and avoiding public awareness, especially if public perspectives could differ from your end goal. ; This has been in planning since 2019 and there has been no effort to seek direct perspectives from residents whose private property on 108th could be impacted. The first time direct engagement with such people was attempted was when the Neighborhood Association reached out to Metro to attend a meeting. This seems very backwards and makes it seem as though the City and Metro are trying to bury/hide this.

If there have been ~25 private properties identified as potentially having property take from them, why not just go knock on those houses and kindly speak to the residents? And leave a flyer if they are gone? This really wouldn't have even taken much time, and would have been a great effort in you trying to be transparent.

What has actually happened seems to be a bunch of discussions is secret that are being hidden from the public. Freedom of Information Act (FOIA) requests are being ignored. Questions are not being answered. This is not a good look for Metro or the City of Kirkland and is exactly why people have a hard time trusting such entities.

We realize 100% agreement may not attained. However the public entities should, at the very least, commit to being transparent and making legitimate efforts to do this, not vanity ones. ; Who specifically is expected to ride from Eastgate to Totem Lake and back? We realize the proposed route could, in theory, benefit people in sections of that full route. But the time savings you quote are specifically for the FULL ROUTE. Who will ride that?; With this having been in planning for over 5 years, what is going on with people being able to efficiently take public transport between Seattle and Kirkland? Especially with increasing Return to Office mandates from employers this seems like a much more critical transit need for Kirkland. ; Data from Metro shows the current 255 route already runs more reliably than any single K Line. What specific problem is this K Line solving? Is it worth \$120M+ and years of disruption and government taking of private property?; test

i cannot figure out where bus stops of the K line would be - not sure if i would be able to access it

This K Line does not address the only transit important to me...getting to Downtown Seattle; Downtown Seattle

Keep off of 108th and quit trying to ruin this peaceful neighborhood - update your traffic data from 2012 and get updated data - 108th is already too crowded and busy and can't handle more traffic!!!

Route the bus closer to or on 405 fwy and leave neighborhoods alone !!!!

RAPIDRIDE

You are NOT making my transportation needs any easier. In Houghton the K line will make driving and accessing our homes and those serviced by 108th impossible. You are already investing in bus access on the Freeway-- develop that before you tear into the neighborhoods. Instead of closing park and rides (60th exit)--Make parking, access and transfers available to the Freeway. Houghton and other neighborhoods of Kirkland are popular because of the schools, views, parks and comfortable family living. The K line makes life harder, not easier. This is poorly conceived plan. I do not believe in your statistics or assumptions. Bellevue by car takes less time, with far less walking and transfers. Why make it longer? Except for 'rush' hour the traffic is minimal.. The same with Totem lake or Redmond. And as for Houghton -we already have easy access to busses. Our bus problems stem from Metro again using extremely poor judgment. this time on the routes that service the Houghton area. They caused ridership to decrease. Improving the side walks of Houghton would be by far the best investment you could make in this area. ; Yes-easy, drop the K line. Metro screwed up when it changed the bus 255-that is what made ridership drop. It was easy to go to downtown Seattle. That is when they should have asked about ridership. Now it is a nightmare, changing to light rail is unacceptable during rush hour and difficult at the least! A plan like the K line should not go through a neighborhood especially on the only direct access to so many homes. Besides the 2-3 years of construction leaves us with no options. This area was not developed on a grid. streets don't go through. Changing the only easy access is unconscionable. I have been to many meetings what are you thinking. Also, it is clear that this was not well thought out in the first place.
The improvements in Totem Lake should stretch through the entirety of the Village at Totem Lake, from NE 128th St to Totem Lake Blvd. This is supposed to be Transit Oriented Development, but 120th Ave NE is clogged with cars looking for parking rather than buses and people walking/rolling alongside.
There should be a better connection between the CKC (Eastrail) and the South Kirkland Park and Ride. 108th Ave NE doesn't have a bike lane at the steepest part where it's most important for bikes to be separate from car traffic, and the sidewalk is too narrow for anything more than walking.
Frequent every 10 min buses including weekends and until very late at night.
More protected bike lanes for better access to bus stops
Looks great
- South Kirkland Park and Ride to Eastrail - Eastrail to 85th/I-405
Connect at other rapid transport hubs such as Link stations, like well developed national and international public transportation systems.
Not really.
No
120th Ave NE and NE 112th St in Kirkland
You should move t-line from residential 124th street to route along highway 405; People couldn't live on 124th av. as you added k-line traffic to existing one. You should move K-line from 124 av, to parallel route along I-405
Improving getting people from Bellevue transit station to Bellevue square/Lincoln square. Yes you can walk but is frequently wet and dark.
serve Lake Washington Institute of technology

RAPIDRIDE

adding a stop at 132nd and 124th. Lake Washington Institute of Technology needs a better bus access point for students, employees and other community members to access the property. The current route requires more bus transfers, extensive planning, and inaccessibility to access the school unless by personal vehicle.
As an employee at Lake Washington Institute of Technology, I work closely with students, many of whom depend on public transportation to access their education. Currently, our campus is served by a single bus route (225), which stops outside our main entrance on 132nd Ave and runs only once per hour. Limited transit options create a significant barrier for our students. I strongly urge you to expand the new K Line to include a stop on 132nd Ave rather than 124th, as currently planned, to better serve our college community. Thank you.
132nd Ave, in front of Lake Washington Institute of Technology
The project does not cover transportation to Lake Washington Institute of Technology. Many students have transportation issues due to the fact the existing bus line runs the buses once/hour, and the arrival/departure times do not match the class start/end times. Either more frequent buses to be added to 132 Ave N or make sure the transit center at Totem Lake has a connector bus to the college.
Lake Washington Institute of Technology is a popular college in our community. Having service which includes the LWTech stop on 132nd more than once per hour is a vital investment for the region. Also having well lit areas like flashing beacons at 132nd Ave NE & NE 117th St would increase the safety of that area for students and pedestrians.
Lake Washington Institute of Technology. ; 132nd street
I work at Lake Washington Institute of Technology. I would ask that the improvements include our stop on 132nd, not along 124th. Only one bus line comes to campus (225) and it is not always convenient to employee work and student class times. I work at the Information Window and we have many questions about bus service, routes, bus passes, etc. I myself live rather far away so public transportation may be a distant dream, but I would love to take it if I could. My home end may need Snohomish County work but more buses to campus would help a lot of people (and maybe me someday). Mostly I think of students on a budget, including many ESL students, single parents, working students, disabled students, etc. who really need this service. My own daughter is not a driver, so I am very aware of how public transportation affects her and how she sometimes takes her bike on the bus. Please consider our students and staff as you make your plans.
Additional access should be added on 132nd Ave NE in front of the Lake Washington Institute of Technology campus in Kirkland. This would ensure much needed access for our students and staff. Currently our campus is serviced by one bus route, the 225, which is only once per hour and not convenient to our class start times.
Please please please extend to 132nd street next to Lake Washington Institute of Technology. Our students have limited transportation to campus. Please help people continue schooling by organizing the route to 132nd street and NOT 124th. Students have to rely on a bus route that comes once an hour. It doesn't arrive on time for class, and isn't convenient to travel home as well. 132nd is crowded with students and people going to/from work. Long wait times in these lanes while the school is so close.
PLEASE add a stop on 132nd outside of LWTech, many many students & staff (including myself) use public transit to get to campus or walk. There are no consistent sidewalks in the neighborhood around the college and very few crossing points which can make walking dangerous, additionally the bus runs so infrequently and is often unreliable. A stop closer to the college would benefit the community SO much.
Lake Washington Institute of Technology!!!

RAPIDRIDE

-Access to LWTECH- my employment, live on Finn Hill closest stop 84/145, -speedy access to SeaTac/link- love that you basically just roll to the gate access. - much less frequently use it to go downtown, it doesn't seem as safe at the stops down there as it used to be.
The route needs to be closer to Lake Washington Institute of Technology on 132nd.
I'm concerned about LWTech not getting enough service.
I work at Lake Washington Institute of Technology (LWTech). The LWTech campus is currently serviced by one bus route, the 225, which is located outside of the LWTech entrance on 132nd, and comes once per hour (and not at a convenient time to the start times of classes). Transportation can be a barrier for our students and employees, and we encourage King County Metro to expand its new K line to include our stop on 132nd, not along 124th as currently planned.
Please reroute K-Line to NE 132nd St to pass by Lake Washington Institute of Technology. This change will provide better access for students and staff, allowing them to reach their classes more quickly and reliably.
Lake Washington Institute of Technology around 132nd
For bus route 225, 132nd street, near Lake Washington Institute of Washington
More stops to Lake Washington Tech college, on 132nd
Stop at LWTech (Lake Washington Institute of Technology).
I am extremely disappointed there is not a stop at Lake Washington Institute of Technology. As a major employer and school for thousands of people (the majority of whom are low income and need reliable public transit to attend school) this is a significant oversight and must be corrected.
Yes absolutely. Please consider two routes: Most importantly -we need a route that supports LWTech College on 132nd. There's currently only ONE bus that serves the students and staff at this college and I often see people standing in the cold waiting for the bus. If the K line went past LWTech, I would take it as well but more importantly I want this for our students. They have such few options and walking to 124th requires lots of hills. Secondly, Please also consider having the K line serve the busy neighborhood in the vicinity of 132nd square park. Line 930 goes through there but that line doesn't come often and doesn't take you to main destination such as Totem Village etc.
This bus line should go along 132nd NE where LWTech is located. There's currently only one bus line that stops there, and it only stops once an hour. This is very inconvenient for a place that serves so many students and employees.
There should be more access to transit on 132nd in Kirkland. There is a college located on that street, with a stop in front of it, but currently only one bus route stops there. The proposed project should include more access at that location.
132nd Ave NE in front of Lake Washington Institute of Technology
I want attention to how those at 80th St & 116th Ave can access the line. Getting to The 85th/122 stop involves lots of hills, and while a much easier walkway directly to the I405 stop parallel to the freeway should be feasible, I don't think this is planned yet.
Use self driving vehicles w lower capacity!!! Get w technology.

RAPIDRIDE

At the north end there is no parking at the Totem Lake Transit Center. I think this "transit center" is a waste of time and money. It is very difficult to get to this "transit Center" !!! I don't know why Metro doesn't connect more with the Kingsgate Park and ride on the other side of I-405. This not only goes for this proposed line but other routes, like the 255, as well.; There is no parking at the Totem Lake Transit Center. It is very difficult to get to this "Transit Center"!!! I think it is a waste of time and money to run buses through this. I don't know why Metro doesn't use the Kingsgate Park & Ride across I-405 more. This goes for this proposed line and as well as other bus routes, like the 255.
Please expand the new K line to include a stop at 132nd by Lake Washington Institute of Technology. It is critical for students who attend LWTech who are often lower income, in need of public transportation, and first generation students!
mercer island
Safety to ride this bus in the evening and early morning hours, when the outside is dark. I'm very concerned about the transit safety after what happened to Metro bus driver Shane Yim.
For something that has been in planning this long, I would expect more points of access. I don't understand why it takes us literally a decade to just set up a new bus route. And when we DO set it up, it doesn't have enough access points.
This is a wildly rich area. Do way better.
S Kirkland P&R - don't understand how this interacts with route 255 and other routes across SR-520 bridge. Please don't eliminate service from Kirkland across SR-520
It would have been great for this route through Bellevue to use 112th ave ne instead of 116th ave ne
Lake Hills Connector and Bellevue CC
No
I briefly looked at two of the 6 maps. you don't make it easy to read the maps and then give my opinion. Also, I couldn't be bothered to read all of the text and boxes about Access to Transit Projects. Bottom line for me, this page was kind of a non-starter.
Protected bike lanes should go at least 2 miles to the "big" stops like Totem Lake, South Kirkland P&R, Bellevue TC, and so on
Do not send it via 124th ave NE
There are a ton of people living and working in Downtown Bellevue who would benefit from safer bike routes, protected intersections, and pedestrian scrambles.
It's great that Metro is improving access to transit along the route. City of Kirkland needs to provide better, safer access to get to the stops along the route. For example, people coming to/from the Finn Hill and Juanita neighborhoods in northwest Kirkland have very limited safe options for biking to the K-Line route. A stripe of paint separating a 35 mph traffic lane from a 4 foot bike lane going up a steep hill is not safe, but NE 116th St and NE 132nd St are the only two options in north Kirkland to get from 100th Ave NE to east of 405.
YOU should use a number instead of K
No
148st Ave SE/ SE Eastgate way is dry inhospitable to people outside of cars. People drive very fast and lots of missing side walks/ very unpleasant to cross the street. You have to navigate around cars .
No

RAPIDRIDE

The A and B segments, along 124th Avenue Northeast do not significantly improve the disconnected sidewalks along 124th Avenue NE between NE 116th Street and NE 85th Street.
I will not use the K line. I cannot walk up a steep hill to use it on 108th. Also, no matter how safe you say it will be, I don't think it will be safe for elderly citizens.
We do not want it running through the middle of Houghton. Why didn't you consult the citizens of Houghton before shoving this down our throats? Is this why you outlawed the Houghton City Council after it was approved in the Nov. 2021 election by 76% of the citizens of Houghton. The King County Council is not just a threat to democracy, it, with the Kirkland City Council and the Wa. state legislature, erased democracy in Houghton.
You have a little circle at the 5th St/Urban Plaza stop, but you haven't noted the fact that the bus stops there (in particular 70665) are not wheelchair accessible and lack benches or shelter. I have seen people in power wheelchairs trying to take the bus from 70665 and the mud made it a struggle.
If there's really heavy pouring rain, there is no way to check your phone at the 70665 stop unless you're standing inside the nearby parking lot entrance--the tree is inadequate. A business is going to open and start using that parking lot in a few months, and I predict that someone will be hit by a car there trying to get out of the rain.
Also, the shelters at Kirkland Transit Center have giant holes in the top to let rain in. The chairs there are wet (and therefore useless) any time there's heavy rain and a light breeze.
Also, if you miss your stop northbound & it's the last bus, there's no safe way to get back to Kirkland Urban. Obviously the main road lacks sidewalks and is visibly deadly to try and walk on, I didn't try that. But I tried taking side streets and there were still many areas without sidewalks. This is worse in the dark, especially if you're tired enough after work to miss your stop. I'd recommend you try it to see, but it's genuinely so dangerous that you shouldn't.
The concern is how will Kirkland get to University of Washington Light Rail. Currently the 255 goes to the UW Light Rail. With the creation of the K line, will Kirkland residents still have public transportation options to the University of Washington?
?
Bellevue needs more east-west bike lanes
Yes - the K Line should include a stop at LWTech. The site could be in the northend parking lot. Busses could enter through the north entrance (located at approximately 47°42'27.4"N 122°10'01.7"W) and exit through the east (located at approximately 47°42'15.1"N 122°09'52.3"W). This would basically be a single stop extension to the current alignment and would ensure that there's no other adjustments needed to the route as currently planned.
The K line route really needs to run on 132nd Ave NE, Kirkland, WA 98034, to go to Lake Washington Insitute of Technology. I work there, and we have several students who rely on public transportation to get to classes.
Make the sure the bus route has an emergency snow network plan.
Kirkland Ave needs a sidewalk that stays on the same side of the street between the Cross Kirkland Corridor and downtown Kirkland. In addition, the street is rough and treacherous to walk on with parked cars necessitating walking out into the middle of the street or continually crossing back and forth. This is a heavily used walking path for people living in the area.

RAPIDRIDE

Access to transit should be improved between Ne 68th ST and NE 60th ST The NE 68th intersection is not pleasant or safe for pedestrians due to narrow sidewalks, free right turns and numerous driveways and curcuts close to the intersection Invest in alternate crossings for example a signaled crosswall at Fire Station 22 that connects neighborhood pedestrian walkways on the east and west side of the street Residents dash across traffic to reach the bus stops for north and south travel rather than walk to 68th to cross Enhance east west bike and pedestrian connections from the Cross Kirkland Corridor to 108th
no
I think the i-405 stop in Segment B should be moved to the Kirkland Way park and ride instead, especially since there isn't a mention of any walking safety improvements for the i-405 on-ramp area. Otherwise I think it should stop both places, and there should be RRFBs added to the i-405 stop to make crossing a little less risky. The crosswalk and RRFB at SE 10th St and 140th Ave SE in Segment E is very needed, that area sees lots of jaywalking because of the lack of crosswalk, and with the traffic it can be dangerous.
I'm blind, and given this survey relies on images, I can't answer this question. Minimally, the affected sections should be text-described.
It is said that some of the greatest traffic impacts for Bellevue will be along NE 8th and NE 12th. There is a choke point for bicycles traveling west along NE 12th between 106th and approx. 107th, where the sidewalk is very narrow and there is an embankment. If you can add a shared use path at Main to Eastrail (which is a huge deal and I appreciate very much), would it also be possible to widen the sidewalk along NE 12th? I am not sure where in the intersection the stops will actually be. For the Bellevue Transit Center, it looks like the bus doesn't turn off 110th at all. Is that correct? Does that mean we don't have to cross the street to get to the rail if you get off a northbound bus? Also wondering where the stops will be located around the 116th and NE 10th intersection. There is no pedestrian crossing on the north side of that intersection, so please make sure it is convenient for people traveling from Overlake Medical Center who want to go north-bound. I sometimes bike from Northrup up the hill by the South Kirkland Park and Ride to get to the CKC. That is a serious hill! In the future I might want to go to the SKPR and head uphill to the CKC or downhill to the 520 trail. Is there a way to widen the sidewalk or make an alternate route so I don't hold up the cars behind me? Lots of cyclists ride on Northrup, but I am not very comfortable riding there with kids on the bike. If you have the bandwidth to do research on the causes of the cyclist serious injury accidents that occurred near the library on 110th, it might be possible to make things safer for riders going to/from the NE 10th and 110th Ave NE stop. There was also a cyclist death or serious injury on 116th north of NE 12th, which is in the RapidRide corridor.
We need more bus service to LWTech, especially for evening classes.
Include Lake Washington Institute of Technology (LWTECH) as part of the bus stop route as many students and employees commute here and this will better serve in commute purposes.
Lake washington institute of technology
Yes, LWTech
It's a big mistake to exclude LW Tech on 132nd. I was once a student there and know how important good bus service is.

RAPIDRIDE

Redmond way towards Kirkland
Wish I could reliably take public trans from Issaquah to Kaiser Med Ctr in Bellevue
Juanita in Kirkland
Junita
Carillon Point
Connect to Costco, South Bellevue Station, and Factoria Square Mall
The line should be extended through the NE region of Kirkland (Kingsgate); an area that has been neglected for some time.
Access to Lake Washington Technical College should be included.
Issaquah highlands park and ride. So as part of sammamish can use it. ; Extend till Issaquah highlands park and ride so as part of sammamish can use it.
Kingsgate.
John Muir / Kamiakin middle school intersection at Ne 140th st and 132nd Ave.
There used to be transit on this route but it was unfortunately canceled recently.
All of the Kingsgate areas of Kirkland
The stop at the totem lake village will cause traffic and delay. In order to alleviate this issue, parallel parking on the site street of 120th Ave NE should be reconsidered and/ or eliminated
Yes, brickyard park&ride, kingsgate park&ride, Holy Spirit Lutheran Church Park & Ride, Evergreen park and ride, and south rose hill area. Thank you.
There really needs to be good transit to Lake Washington Institute of Technology. I am speaking mainly on behalf of students, both adolescents and teens that I know and work with who desperately need easy access to the school.
Tbd
Please continue the K Line further north into the Kingsgate neighborhood. Many, many riders live just a bit further north. Lots of lower income apartments.
Yes, routing on NE 124th makes little sense when LWIT serves over 3500 students and faculty just up the hill on NE 132nd. In addition, by not routing on 132nd the K Line misses key commercial and high density housing on NE 85th the City of Kirkland has recently rezoned between 124th and 132nd. This is a major flaw of the routing in this area and misses key ridership hubs as a result of the proposal.
More protected bike lanes in the downtown Bellevue area.
It would be so convenient if the K line is extended till Safeway Kingsgate. 239 is unreliable.
Connections with the cross Kirkland corridor, aka eastrail
The current scope includes enough access to transit. Most important part is to start this service asap and with high frequency.
There needs to be a closer bus stop to the Village at Totem Lake. The southbound stop by Chick Fil A is a bit of a hike with grocery bags and is often dirty, as there is no trash can.
Also, crossing eastbound at 120th Avenue and Totem Lake Boulevard is a bit scary, as it's a blind spot for cars turning right from the freeway exit. That intersection definitely needs to be improved.
Is 132nd getting protected bike lanes? I would love to be able to get to Totem Lake and the CKC safely on my ebike.

RAPIDRIDE

Be nice if route started in Factoria and headed. Up Eastgate way to transit center to serve Factoria, Polaris pays and Porchlight shelter.
148th and ne 29th place - a lot of pedestrians in that area where I live! That would be very helpful!!!
The current stops look good
Please have the bus go to LWTech. Many students there use the bus.
No comment
Lakemont Drive at Cougar Mountain has no bus service and there are atleast 500 people that drive to Bellevue downtown
No
Along NE 124th St, West of 405.
More towards Finn hill
Lake Washington Institute of Technology bus stop access for students.
Yes, Please include a stop at Lake Washington Institute of Technology at 132nd Ave, Kirkland.
The current bike Lanes being developed on 124th are stupid. Cars are going to block the bike lane. It should be on the other side of the sidewalk or closer to the road. Right now they're right in the middle of the driveway entrances so 100% of the time if there's a car there it's going to block the bike lane
Please invest in 132nd Ave. We have Lake Washington Institute of Technology students and employees, and as well as Amazon that depends on this route. Please invest and make it accessible and safe for all.
I think when we take away lanes for cars to make room for buses we actually make traffic worse for everyone and that impacts transit and late times. 2 examples of bad design is Avalon Way and Madison street. Transit makes traffic make transit be less of a solution bc of the late times and caused more traffic. ; If Rapid ride was station to station then you could catch buses on shorter trips to the other areas nearby I think that buses would be more productive optional
Go farther north on 124th Ave NE to make up for the loss of route 255. Kingsgate is under served now.
Just please consider walkability
The current 124th Ave NE & NE 104th Street bus stop is not marked to be part of the K line route, which is very frustrating as there are a lot of people who walk from North Rose Hill area to the bus stops. The current NE 104th St corner bus stop serves high school students as well as people working in Kirkland DT and Totem lake.
Improve existing bus stops with not only crossings, but also better identification of existing and proposed bus stops especially for main/high traffic/high speed arterials. Stops along main arterials can be hard to see for drivers at bends/crossings/turn, at night, or when traveling at high speeds. High speed arterials may benefit from not only crossings but dedicated bus lanes or similar.
Old Bellevue please! Everything including the link is so far from the Bellevue downtown area
Places where people can park
With no Access to Transit provided to get from S Kirkland Park n Ride up the steep hill to the Cross Kirkland Corridor and the uphill neighborhoods (there were elevator rumors?), it would be nice for those of us in the neighborhood if the bus stopped between S Kirkland PnR and 47th St.
108th is congested and a dedicated bus lane would be detrimental. There is very little bus usage in this area

RAPIDRIDE

I would love to see the K line extended further into Kingsgate/Bothell, if possible.
Losing the 255 bus to downtown is a DISASTER for Kirkland. It's bad enough we'll never see light rail and are stuck with the horrid Stride Bus fiasco at 85th. Destroying both our easy access to Seattle and our quality of life (ruining 108th street) is unconscionable.
Willow's road and NE 124th Street ; Access to The University of Washington from Kirkland as route 255 does now
While it was clear from the various segment maps that there was significant detail about the planned improvements, it was not possible to magnify the maps to make the improvement texts legible. I'm sure you have a well-developed plan; I just could not blow it up big enough to read it.
Need more parking capacity near Totem Lake area
Nothing looks great
Access from 116th st is cut off and needs bus service ; NE 116th Street has no transit service and requires residents to drive everywhere. This new route can fix this issue.
Crossroads
I don't know.
How about getting it more towards Bothell, also Totem lake transit center has no park and ride parking
Don't get rid of the 255
I thought it would go down 405 with the bus rapid transit
Instead of the K line route, I would like to see Route 255 restored so that I can get into Seattle quickly and easily
Can you make the rapidride K line to like downtown Issaquah since Eastgate park and ride is not really far from it we can also make the rapidride K line to downtown Issaquah and replace the 271 bus 271 bus goes to Issaquah
I would need more information about the project to answer correctly
Not at this time
I am only familiar with what is planned for 108th in the Houghton neighborhood which I disagree with for many reasons! Too expensive. Not worth the money to save 2 minutes. DO NOT WANT HOMEOWNERS TO H; I am only familiar with the proposed BAT lane on 108th. Public information has been confusing at best. Transparency has been too little and too late. (If this project has been in the works since 2019, it seems rather odd that most of Houghton did not learn of it until the summer of 2024) The BAT lane is too expensive. The 2 minute time saved is insignificant. The inconvenience to the area during the building phase has not been researched (No sidewalks on side streets that will need to absorb traffic while project is being done). Buses on 108th today are mostly empty!!!! The project is unwelcome in this neighborhood.
I don't understand this question?

Where else along the K Line route should the project team make improvements to make the K line more reliable? For example, do you experience delays in any other areas? (229 comments)

Remove service from 108th

RAPIDRIDE

The information isn't clear. I don't understand all the improvements being proposed along the whole of the route. I want to know what is planned to make the 68th/ 108th traffic light better. What is below an F rating? If we are all stuck at that light than having buses go faster on 108th Ave NE won't make any difference. They still have to merge over to the regular lane at the fire station. People talk about ways to make the signal better. The city wants the corner of Houghton Plaza for a turn lane. So why don't they make that property owner sell the right of way there? And include the cost in this project? It would make the K line go quicker going south.
Find another route not on 108th, which has a lot of buses already.
Cease project to put K Line on 108th - not needed for betterment of community
Do not believe the K Line service is needed. Keep the former 255 direct service to downtown Westlake Terminal
Special lanes for buses and bikes are created at huge expense and inconvenience to the majority who will never use those modes of transport. I see so many buses in Kirkland/Redmond with 1 or 2 passengers. A huge waste of gas and taxes to subsidize these routes.
i live off of 108th . It is already backed up and the proposal is craze to go from 2 to 4 lanes and then to 2 and 4. we do not have the capacity to handle it
Wider sidewalks, less roadway (take a lane away for RR busses, as recommended).
The entire route needs to have bus lanes and transit signal priority
Do not do jump lanes on 108th in Kirkland. The chart sows from South Kirkland park and ride to Kirkland transit center is only 10 minutes during peak travel. The possibility of saving 1 minute by spending millions of dollars in a few jump lanes makes no sense esp since the bus still has to go 20 in the school zones on this street and yield to allow all the pedestrians and students in the neighborhood to use crosswalk.
Not 108th!
add more bat and bus lanes
Neither I nor my wife nor my kids ride the bus. Reason: It's inconvenient. When I shop, I tend to hit several stores at the same time to get the items I need. I am not rich enough to do all my shopping at MetMarket. So I would hit Safeway, a specialty store close by, perhaps Costco and finally MetMarket for that special item. Fairly easy by car. Impossible by bus. My kids won't wait for the bus after practice at LWHS. They will take the car like every other high school student. But let's say, I would be rich enough to shop at Met Market only. I still wouldn't be able to make a serious purchase because after the bus stops I have a hill to climb. In case you planners have not noticed but Kirkland sits on a slope. Now, perhaps someone that lives right on 108th could make the occasional trip but who else would? It would cheaper to run black taxis - essentially Ubers that carry more than one passenger - than buses that will be mostly empty.
The part along 85th,
Use CKC, cross Kirkland corridor or 85th instead of 108th. These routes, especially CKC are already cleared for transit. No land acquisition necessary.
I think much of what's been planned makes no sense. BAT lanes on 108th shaves 2 minutes off the route for \$10M along with residential and business impacts. Crazy thinking!
I'm most concerned about pedestrian conditions near limited-access highways--90, 405, 520. Highways are major walking barriers designed for lethally fast cars.
Getting to Seattle, or UW; Put it on 405, not 108th.

RAPIDRIDE

going along 108th is a mistake
Coordinate connection times . A current issue I have is that I can get to where I am going, but I always miss the connection and have to wait another 20 minutes
Market Street in Kirkland needs to have parking lane removed so there are two lanes each way. not one.
I doubt K line will perform any better than existing 255 service, which supposed to be removed/replaced with K line. The reason is that the K line didn't serve the primary needs for people traveling across the lake (between Seattle - Kirkland). For Kirkland people a more directed service via 520 corridor is more helpful.
Not sure
No
Cut down the travel time between Bellevue Transit center and Eastgate to 15 minutes please. I would like an express bus between those two areas. Otherwise it would be great if it served the Somerset community better. The bus service there is very unreliable.
NE 85th street needs the most de-clogging.
Connections to the K route from Kingsgate Park and Ride and Totem Lake Freeway Station
Start K Line at brickyard park n ride
Faster route from Bellevue College to Eastgate; Instead of widening 108th for a bus lane, selectively restrict through movements for cars (while letting buses through) to reduce the amount of cars trying to use it, clearing the space for buses
Not enough detail
108th avenue runs through a long established neighborhood. This is lake view property. There is no availability to widen 108th without spending hundreds of millions to purchase houses and destroy a neighborhood. Has 116th been considered? There is room to widen the road there.
Some spots in Kirkland with traffic signals going out of Kirkland TC . Takes forever to get through one cycle
I don't live or work along K Line. I do have errands or appointments there but I'd have to drive to get to the K line so does not offer any value to me.
This is in the wrong area. This doesn't encourage ridership and instead, you're just driving a bus through a neighborhood - which is inefficient and will add time for existing riders (with or without a jump lane). You need to match up the destination needs of the area with the proposal.
You are framing the answers based on what you want hear. Why not ask if there should be any investigation in K line or extra bus lanes and see what people really think.
I am not sure Kline is needed here as the existing bus runs empty most of the time.
Minimize dedicated lanes through residential neighborhoods. Put BAT and other restricted lanes on main thoroughfares lined with businesses, not homes with high volume of pedestrians and private driveways. The Rapid Ride service should be more understated if going through a neighborhood versus a business district. The shelters should be less industrial and large in a residential neighborhood and should blend in with the natural environment. No painted lanes beyond white paint in a neighborhood setting.
You only asked positive intent questions. The BAT lanes make no sense especially for local residents. The impact both during construction and after it is done dramatically impacts the quality of life for the residents at the proposed BAT lane locations. This is not good.
Restore the 255 line instead of making a K line

RAPIDRIDE

Very few people are going use a bus that takes 25 minutes to get from Kirkland to Bellevue. Its just 5.5 miles. Despite spending millions the bus is still absudly slow compared to the status quo.
These questions are biased and leading. No one wants a K Line to Eastgate. Give us a route to downtown Seattle.
Will
I think frequency is very important to me- the current route the 255 takes through totem lake from Kirkland to the end of the line takes very long during rush hour. To have a direct connection between business centers in downtown Kirkland, 85th, and totem lake would be useful. Also higher frequency in the evenings would be a great improvement. ; Please keep it on 108th.
We need reliable transportation between Kirkland and Seattle, not the K line.
The 255 was reliable to access seattle, why change. All the buses now appear to be nearly empty
This is a "solution" in search of a problem. The lack of community decision making shows why the current leadership of Kirkland is out of touch with its citizens. No one wants this.
there is not enough space on 108th for two lanes, traffic is already bad and this will just overcomplicate things
Look at self driving vehicles with LIMITED CAPACITY that can actually resolve the issue of transportation across community!!
News flash- the Houghton traffic congestion problem is 68th/70th. BAT lanes on 108th are ridiculous. NO ONE is on these huge buses. Put some Metro vans in place of them and that would save time and money right there.; The traffic delays are due to 68th/70th. So obvious that Metro and CoK need to spend money to earn money. BAT lanes are an expensive waste for very minimal time savings
We desperately need more transit as we grow, including the K Line. We also need more frequency on existing bus routes.
This project does not seem like an efficient or responsible use of taxpayer money. It will not help with the flow of traffic along 108th, which is the real problem. Most people in Kirkland drive cars around town rather than take buses because the buses don't go to the places they need. The routes don't exist. The problem is not the speed at which we get around town. I can't imagine anyone who doesn't currently take public transportation deciding to ride the bus because of the changes suggested with the K-line.; It would be helpful if the Metro offered more routes from Kirkland neighborhoods to LWHS. Currently many of us drive our kids because the route to school takes 10 minutes to drive to but is over 30 minutes via bus, plus includes a transfer. If you want to get more riders and reduce the number of cars on the street during peak hours, that would make a huge difference.
Your questions are all designed to get the answers you want. This is a terrible survey and is not valid. All of your multiple choice questions should have this is a bad idea as an option.
This is the biggest waste of money. Nobody in Houghton wants it and it will make things significantly worse not better.
all of 108th
Make transit much easier from North Seattle to Kirkland. It takes way too long- 3 buses and Light Rail- that is not reliable. Also, please make sure that the area by Lakeview Dr & NE 68th St, Kirkland, WA 98033 has constant buses to South Kirkland Park and Ride.
The K line isn't needed. Current bus schedule and routes work. Most of the time busses aren't full. The exception being m- f morning and late afternoon. Fully utilize transit stations first. ,,,

RAPIDRIDE

It's ok not to expand ! I don't understand why kirkland wants to create more density in the area. Feels like they want to pile on the people in the area - partner with Metro (subversive king county support) to look like they are preparing for exponential growth. Feels like a revenue drive. Why would the city of Kirkland buy the property at houghton village and try to get developers to build to Kirkland specs --- VERY BACKWARDS!! Who approved purchase of houghton village ? What city does that ? I would like to know who presented that to the council and WHO voted for it !!!
Bottleneck is 68th/70th. BAT lanes on 108th are just smoke and mirrors
I believe the project is too intrusive and expensive
I agree with all the comments below. I don't think people will leave there cars, the investment and disruption for construction will not serve a purpose.
Why isn't this aligned with the bus rapid transit project at 85th street, that seems like a better synergy rather than removing a valuable route from the Eastside to Seattle.
108th does not need, neighborhood doesn't want, and that street cannot handle BAT lanes. What a blatant misuse of funds. Gee thanks Metro
Do not believe the K Line service is needed, which disproportionately benefits certain areas over others.
Focus on reliable, direct, and efficient transport between Kirkland and Seattle.
How about by rerouting the bus off 108th. It could run down I-405 instead.
I disagree with the extent of the "improvements." 108th in Kirkland does not need a special bus lane for a 2 minute improvement in time during only 2 hours of the day less than 5 days a week!
Don't waste taxpayer \$\$ acquiring residential properties.
The K Line is unnecessary and I do not support it. It will not decrease the amount of single vehiclces on the roads as it doesn't go where the majority of us want it to go and it will disrupt neighborhoods and change the feel of 108th where there is low ridership and already large google buses. There is also potential to impact properties which is extremely harmful. the k line will only support a few with major impacts that are detrimental to our neighborhood.
Bring back the bus to DT Seattle!
I'm still unclear whether metro plans to install a rapid line going south on 108th that would include the need to acquire property from home owners on the west side of 108th?
The 405 /85th interchange is pretty slow, but maybe it will be better when the construction is done.
Comment
Bike paths to and from adjacent areas. Metro should invest in the High Value pike paths such as Eastrail. Its all King County and its all for the good of the citizens. Bike, to bus, to light rail should all be a better option then car.
I don't know. I think this line is not needed at the moment
Nobody from Kirkland wants to travel to Eastgate. They want to travel to Downtown Seattle. Have the 255 go directly to downtown Seattle via 520.
\$120 million makes no sense. Routing makes no sense either. ; Why don't we use the BRT on 405? Kline seems to be a waste of \$\$&; Move it off of 108th....not necessary
The 405 corridor. Should have dedicated bus lanes with easy rider access.
The worst delays I experience on a regular basis are the 630 bus to Mercer Island. I try to pick it up at Union Station but if I'm not on the first bus of the day (4:18pm give or take a few minutes), then I can't rely on it to ever show up on time.

RAPIDRIDE

I experience a lot of delays because of the project at NE 85th St and 405. I think this bus stop reconfiguration at 405 will be incredibly underutilized and a big waste of tax payer funds. Two roundabouts will be a nightmare for the area. Hope the DOT has already working on a solution when the roundabouts doesn't work.
108th Ave NE does not need additional capacity. Traffic is very light except at rush hour. Do not condemn residential property for pass-through commuters. This is not best for Kirkland and will not improve wait times enough to justify the cost and hardship for those who live near.
Forbes creek drive
Intersection of 68th St. and 108th Ave. needs to be addressed first. If the 68th St. congestion is not addressed this will have no improved impact to the 108th St., K line route.
You should change the north end of the route between Totem Lake Transit Center and Kirkland Transit Center. The bus should be taking i405 instead of 124th AVE NE. Leverage the existing high-speed infrastructure that is i405. Make access to the k-line great at the i405 and NE 85th street interchange, the i405 and NE 116th street interchange, and of course, Totem Lake.
Delete BAT lanes on 108th or create as such that they don't impact homeowners
Make sure the stop at the south Kirkland P&R has good connections to buses across 520
I'm concerned the area by Kirkland transit center could prove to be a bottleneck.
N/a
Along 124th Ave NE northbound to Totem Lake
NA
Why don't you provide an option for I'm already being well served and this makes absolutely no sense! ; The K Line should serve other areas in Kirkland that are currently underserved - 108th isn't the place.
Running the line through the middle of the Village at Totem Lake (120th Ave NE) will be a pinch point and lead to delays due to severe space constrictions and congestion. This route should be on Totem Lake Blvd instead and the ridiculous no left turn (big intersection with absolutely no justification for this restriction) onto Totem Lake Blvd at NE 128th St be removed. This currently adds 3-4 minutes of delay to the 239 which must backtrack from the Totem Lake Transit Center all the way north to NE 132nd St NE to get onto southbound Totem Lake Blvd.
Please make it easier to go to airport from Kirkland/Bellevue via public transport
Difficulty getting to/from Kirkland to downtown Seattle without multiple transfers
I can't think of any...
108th might be a really bad choice
Experience delays at N end of 6th St
Need more park and rides, or need to increase the number of spots at the current locations.
Cancel everything! Keep things as they are. I don't support any alternatives.
During peak hours, 124th Ave NE heading north gets backed up.
Use 405 instead of city roads
Keep up the good work!

RAPIDRIDE

I don't see the point of the KLine. Metro is looking for ways to spend money and create fixed routes as opposed to maintaining flexibility. Your ridership has never returned to pre-Covid numbers, buses are not as safe to ride or drive as harassment incidences have increased, and Metro continues to need support from taxpayer dollars to subsidize ridership. Your questions in this survey are misleading-- my bottom line is that the KLine should not be built at all.; I agree with others that this Metro Survey seems designed to get the responses Metro wishes in order to pursue this "KLine". I have attended several meetings of presentations about the KLine and it is quite complicated in all its parts. With that said, the bottom line for me is that this is a very expensive and not justified undertaking and I hope it is never initiated. Metro doesn't want help to "design" this service line as the routes have already been designated without proper investigation of the specific neighborhoods that will be impacted. This was indicated by the Metro rep's response at a local Houghton meeting where he responded "I don't know your neighborhood" to a very specific issue raised regarding safety of walkers and bike riders along 108th Ave NE. Even the opening statement of this survey which states "the KLine will run between Totem Lake, downtown Kirkland, downtown Bellevue and Eastgate" is incredibly misleading if you actually trace the route shown on Metro's maps. The Houghton neighborhood IS NOT downtown Kirkland- it is a residential neighborhood- and the KLine would run right through the heart of it on 108th Ave NE. Let's not spend our dollars on this unnecessary route.
The small section of 108th Ave NE that will be dug up for 1 year+ and will cause big safety issues long-term with the 4+ lanes wide street has minimal impact for buses and vehicles. The bigger issue is NE 68th St to/for Hwy 405!
LESS "improvements" on 108th please
It should connect to more inland areas for ease of access
The milk delivery route between Eastgate P&R and through Bellevue College is a joke. the P&R should be reconfigured so buses aren't wasting time driving in circles but more importantly: Don't drive thru Bellevue College. Takes forever on curvy back driveways. Just stay on the main road and build a nice walking path to and from a nice bus stop on 148th or 145th SE. You will save everyone 5 minutes or more. For the love of God please. So sick of slow and winding bus routes. Faster to walk.
Looking at the time estimates between stops in the Travel Time between Activity Centers and Transfer Locations graphic, it would take me about 45 minutes to get from Totem Lake to Downtown Bellevue (not counting the 15 minute walk it takes for me to get to the Totem Lake Transit Center from my apartment). I appreciate that this line is planned to serve many park and ride locations which will hopefully increase access to transit for more people, but it does not make this line the fastest option for me. Driving from Totem Lake to Downtown Bellevue only takes me about 20 minutes in a personal vehicle. I really wish there were more express options from Totem Lakes to Bellevue with more frequency. Normally my only option for traveling this route quickly by transit is the Lynnwood Express line, but it is not available early in the morning when I would like to go to Bellevue to take the bus to the airport or to work in the office. If the frequency of the Lynnwood Express line was increased, then I have no issue with the current plans for the K Line. Otherwise, maybe altering the K line to skip certain stops at peak commute hours could decrease the travel time. At the end of the day though, I would rather have the K line as currently planned as opposed to not have it all, I really appreciate any increase in transit options!
More park and ride slots
Kirkland Transit Center should be transit-only. Or if it is open to through-traffic, it should be <u>really</u> inconvenient.
Near highways where traffic builds up the most

RAPIDRIDE

I really need to understand how many people are we talking about taking off the road with this bus route? Reliability and speed is great it if it makes a significant impact- but this route does not seem to have the riders to warrant BAT lanes
Cost vs improvement in transit time must make sense. Saving 2 minutes at a cost of millions of dollars does not.
Convince the car-friendly City of Bellevue to enhance the new K (and existing B) Lines with priority right-of-way, and traffic signals
Make 3rd St through the Kirkland Transit Center bus only
On Bellevue Way, between Kirkland and Bellevue city boundaries.
Will East Main Street station combine with the Line K nearby stop?
Eliminate the whole plan. It is not necessary. This survey assumes that we need more transit. Bad idea.
Kirkland transit center
Crossrads Bellevue
All of 124th Ave. NE and more of 108th Ave. NE. Add BAT or dedicated lanes throughout those corridors.
Fully along the downtown Bellevue path
Not that I know of other than checking for any areas that might require a snow detour.
kenmore
intersection of 108th Ave and 68th street
I want to go to downtown Seattle like we used to with 255!
Leave 108th alone
Not necessary to build K line at all. It's just waste of money!; Not necessary to build K line at all. It's just waste of money!!!
More stops at the Lake Hills Connector especially on a Saturday or Sunday would be helpful for people that reply on the bus to travel around town.
Get off 108th and go to Lake Washington Blvd. ; This survey seems designed to get answers you (Metro) want to get. ; Why is Metro so confident that busses, and these lanes, are worth this massive investment in the advancing technology of transit, including self driving vehicles?; You can get from Central Kirkland to Totem Lake for like \$8 in a ride share, and it is MUCH faster than taking a bus like this that will take many stops. Has Metro considered simply investing even HALF of the proposed \$120M of costs (not to mention delays, loss of property, slowdowns for construction, etc) into subsidizing or giving gift card like credits for ride share on electric vehicles?; What specifically is Metro doing to improve the horrible traffic at the intersection of 108th and 68th heading East towards 405? Or is Metro saying this is up to the City of Kirkland? Please be transparent. ; It truly seems like this is NOT needed in the 108th section but Metro needs the VERY SMALL predicted time savings to justify the \$120M for the entire project. It feels like this section is being "used" to meet other goals. This is very unfortunate. You should be extremely clear about why (if at all?) all the disruption to 108th is truly even needed - or worth it. ; No one is asking for the K Line to be more reliable. No is really even asking for a K Line.
If anything, Metro should start with creating reliable, direct, efficient public transport between Kirkland and Seattle. ; \$10M for a projected 2 minutes of savings (during peak times, and only on weekdays)? How is this even being considered as a logical project to spend public funds on?
The K Line on Eastside is unnecessary and cost prohibitive

RAPIDRIDE

My concern with the BAT lanes is that drivers passing through my neighborhood commuting will occupy the BAT lanes and create increased traffic congestion and safety risks at higher speeds. The benefits seem exceptionally minimal for the high taxpayer cost in this economically challenging climate.
Move along 405 and don't ruin neighborhoods
Find ways to give buses signal priority near transit centers. For example, waiting for traffic lights at the Kirkland Transit Center and South Kirkland Park and Ride can cost a few minutes just in one spot. And at the South Kirkland Park and Ride, buses exiting have to wait at a stop sign to make a left turn... Saving a minute or two here and there adds up really quickly.
Don't block main road on 108th when making stops. Have a siding like you used to just south of the Kirkland trail, southbound buses. Maximize sidings so traffic isn't blocked. Currently buses block the road at 108th when stopped.
Fewer stops to make transportation fast and efficient by prioritizing high pedestrian traffic areas.
Increasing the frequency is the most important thing. Improvement wise, the current plan has the right amount.
Do destroy local businesses with road widening. Small businesses are already struggling to survive without Metro making it harder.
Please move K line from 124th to - I405
to Serve Lake Washington Institute of Technology
As an employee at Lake Washington Institute of Technology, I work closely with students, many of whom depend on public transportation to access their education. Currently, our campus is served by a single bus route (225), which stops outside our main entrance on 132nd Ave and runs only once per hour. Limited transit options create a significant barrier for our students. I strongly urge you to expand the new K Line to include a stop on 132nd Ave rather than 124th, as currently planned, to better serve our college community.
132nd Ave n- Lake Washington Institute of Technology is missed in the planning. Many people go to the college cannot use public transportation as there is one single bus goes every hour.
Lake Washington Institute of Technology serves over 5,000 students and has hundreds of staff supporting these students. Having service which includes the LWTech stop on 132nd more than once per hour is a vital investment for the community. Also having well lit areas like flashing beacons at 132nd Ave NE & NE 117th St would increase the safety of that area for students and pedestrians.
132nd street since it would be easier for me to go to college
Additional access should be added on 132nd Ave NE in front of the Lake Washington Institute of Technology campus in Kirkland. This would ensure much needed access for our students and staff. Currently our campus is serviced by one bus route, the 225, which is only once per hour and not convenient to our class start times.
please be on 132nd street, NOT 124th
Access to Lake Washington Institute of Technology. That is the community college for the area with students having the greatest need for public transit and it is not served well by any of the Kirkland lines. Please consider updating this.
Please add 132nd to your area of service
Please expand the new K line to include the stop outside of LWTech on 132nd, not along 124th as currently planned.
Please reroute K-Line to NE 132nd St to pass by Lake Washington Institute of Technology. This change will provide better access for students and staff, allowing them to reach their classes more quickly and reliably.
I think the light rail should stop at more locations in the Kirkland area

RAPIDRIDE

More stops to Lake Washington Tech college, on 132nd
There needs to be a stop at Lake Washington Institute of Technology.
I don't think improvements mean speed, it simply means write a better schedule! Neighborhood bus routes out speed against children walking to school, people walking dogs, walking small children to school etc. get your speed in non-neighborhood areas!
132nd, LWTech.
132nd in Kirkland
I completely disagree with the need g to or this K Line rapid route. Kirkland residents need quick, reliable transportation to Seattle NOT Eastgate. It's expensive! It has been reported by Metro as providing a 2 minute times saving.
The 85th and 124th segment in Kirkland completely bypasses Lake Washington Institute of Technology where I work. I try to commute there by bus from Seattle which requires 3 busses, but there is only 1 bus that goes up on 132nd to the college and only 1 time per hour. It makes it hard for me to get to campus in time for classes, especially if there are any delays in transfers to the final bus on the route. It also makes it hard for my students to arrive to class on time. It would be great if the K Line didn't go up 124th but rather 132nd
Additional stops in Totem Lake area (132nd)
safety around bus stops to be reinforced.
This is a good route! Please keep and invest in it! Otherwise I drive to south Kirkland from eastgate to go across 520 very often.
Totem lake area has problems already with traffic and multiple ENORMOUS new apartment and condos going in. We need the housing growth -- we actually need far more of it -- but what we DON'T need are hundreds of new single occupancy riders.
Kirkland TC To Houghton / Google Campus, a little slow and turny.
More dedicated bus lanes!
Too slow. Faster to drive. Express options?
I have no idea how to evaluate this. Reliability is less of a concern for me with the K Line. Reliability is of great concern when I take the 550 to Seattle, and eventually when light rail goes across I90. I take transit when I volunteer at or attend performances at many theaters in downtown and Seattle Center.
Do not send it via 124th Ave NE
The ratio of shared lanes to to bus-only/BAT lanes should be flipped. RapidRide buses should have priority along the vast majority of the corridor to ensure busses move faster than car traffic. People aren't going to motivated to ride a bus if it's stuck in the same traffic as the cars.
bus lanes
Overspending on capital
I would love to see more dedicated space for buses and priority at signals
I don't think building the bus lanes on 108th are worth \$10million dollars for saving 2 minutes between 4p-6p on that segment.
Have you accounted for school zone delays along 108th Avenue Northeast where the speed limit is 20 mph and governed by speed cameras in your time estimates?
It won't be reliable no matter what you do. Bus service never has been reliable in Washington State.

RAPIDRIDE

Busses are unreliable even with priority lanes. I spent over 2 hours on the bus to UW stuck on the 520 freeway. Even with priority bus lanes, there are still areas that have no priority and the busses are delayed. The only reliable public transport is the light rail, unaffected by traffic, and I believe the money should be spent on more light rail lines instead of pursuing more bus lines. Even with extra reliability people cannot depend of this mode of transport to arrive on time to work etc.
More bike lanes and trails
The delays on 108th Ave while currently riding the 255 are horrible - please prioritize a BAT lane northbound on 108th.
Please see my prior comment re: LWTech
Not so much.
Nothing I know of.
The problem is there's no express bus from Kirkland to downtown Seattle, the sports stadiums, and Seattle Center. Very few people will use public transportation if they have to make connections.
Provide better bus connectiosn from Kirkland/ Houghton to Bellevue Square/ Downtown Bellevue Park/ Old Main in Bellevue Reinstate convenient service from Kirkland/ Houghton to Downtown Seattle
I think the K Line is avoiding most of the worst traffic areas in Bellevue, I don't see any areas where improvement could be made. Kirkland has a lot of traffic by Costco, but I think that area is important enough to connect to for it to be worth it.
If you look at the Bellevue Comprehensive Plan FEIS documents from last year, some of the travel delay estimates were pretty horrendous. This proposes a BAT lane on 116th adjacent to the NE 12th and 116th Ave NE intersection, which had a (V/C ratio of 2.24 for the preferred alternative in Table 11-34). I believe this did not take into account the possibility of a BAT lane affecting capacity. If this project increases the delays beyond that, I think this intersection will basically be useless, so it may be worth doing a vertical separation where 116th becomes an underpass.
Some mitigation effort to reduce intersection delay at Lake Hill Connector at SE 8th (I know the ROW there is tight and Q jump is unlikely)
The routing itself seems good to me
All the local routes through neighborhood slow down travel due to their low speed limit. Find a faster route and have less stops outside of the transit centers.
Carillon Point; Kirkland Park & Ride
What remains of the 255 to campus?
How can you measure reliability when the service hasn't been rolled out.
Access to Lake Washington Technical College should institute should be included
More bus lanes, remove car lanes
Kingsgate
Kingsgate stops
Park and rides need to be included. If I can't quickly get to your line on foot I'm going to need a P&R spot available or this system won't work for me.
Connecting park&rides, connecting bus stops on 520 and 405
Again, Lake Washington Institute of Technology should be a priority. Also, I know it's a dream, but I wish there was good transit availability from Woodinville to Totem Lake and downtown Kirkland and Bellevue.
Tbd
132nd where City of Kirkland sidewalk and transit investments are underway.

RAPIDRIDE

There is a space between the two investment areas in downtown Bellevue that I think should be included to ensure a reliable trip through the downtown corridor.
N/A
Start the high frequency service quickly!
Do we know about how many people are traveling the K line route based on existing buses? I am worried that it provides more bus traffic than helping more people's commute. Just my observation.
Bus stops that are too close to intersections cause dangerous backups in the box when cars follow through the intersection and are then stopped behind the bus picking up passengers.
It would be great to make improvements over the whole route
Just absolutely fuck all the places north of where I routinely go, I don't give one shit. They can all die in a ditch. But it's VERY important that the ones I use be finished even more quickly than 2030.
Maybe we can meet in the middle there? At the ditch with those bus stops and people I don't care about dead in it?
Lakemont drive at Cougar Mountain Way
Na
Busses could have traffic signal priority
Access to Lake Washington Institute of Technology
The are not enough bus routes to Lake Washington Institute of Technology, 132nd Ave, Kirkland.
Right now there's no way to connect the residential side of Kirkland on the other side of the freeway to any of the businesses except those in Totem Lake. How are people supposed to access the transit to start with
We need better transportation options on 132nd Ave, Kirkland, WA.
I think Rapid Rides should go from Transit station to station quickly. Then the other buses take people further out of the area on the route. So make the other routes more quicker.
Go farther north
There is need for more Park & Ride parking/connection areas. There should be more bus stops along the K line to serve customers.
Congestion near lake hills connector during peak PM hours Congestion around downtown bellevue areas.
Need places where people can park cars or bikes
108th ne is already a nightmare adding buses and bus lane will only make it worse
As previously stated, the route map and segment maps clearly show that improvements are planned, but there seems to be no way to magnify these so that the text blocks detailing the specifics of the improvements can actually be read. Adding this capability would make the feedback from this survey considerably more useful to the sponsoring agencies.
No bus service on NE 116th Street and needs connection to Seattle, Bellevue and downtown Kirkland.
Identify areas to cut down on travel time further
Sidewalks along the connector to make entering/exiting bus easier.
Bothell to Kirkland and back

RAPIDRIDE

K line is an over reach. Clear the over reach has to do with getting federal funds. As a person who supports transit, it is disappointing to see a wasteful approach to transit investment. Definitely do not need to have bus only lanes on 108. This one-size-fits-all approach is not right for Kirkland.
124th gets busy
No delay want to come on time
Yes! 68th Street from Lakeview Elementary to 405! When students from the international school are dismissed and catch their bus at the stop on 113th and 68th, traffic gets really backed up. Perhaps one/two school buses should take the students from the international school up to the High School to get transportation to their home area.
Kirkland to redmond or Issaquah
I don't know all the areas that K line serves or will serve.

Speed and reliability: Please share any additional comments (169 comments)

As you do community outreach, I recommend you focus on what's in it for me messaging for the stakeholders. I attended the Houghton meeting last night and felt that was missing. For me personally, I used to regularly ride the 255 downtown pre Covid. Eliminating the direct bus route had a huge impact to convenience and ridership. While COVID changed ridership dramatically, I found my commute time increased by 20-30% with the connection. If there were some additional direct routes added to downtown that might mitigate some of the earlier impacts and adding a direct connection to Bellevue would be a plus.
Don't add any plants or trees in this project since they will add maintenance and visibility problems. On off peak times like a Sunday when a pedestrian wants to cross 108th to the other side mid block they don't want to have to jump over bushes. And for many years 108th had major weed patches in the middle divider strips because the City had no budget to maintain planting strips including watering and weeding. At the meeting on Jan 15th in Houghton, staff was evasive about what they plan to do with the the 255 route. This is an important part of the project since the City is basing development plans and reducing developers' requirements for parking based on the closeness to transit. The K line may go down 108th but it will have less stops. There is a difference between looking at where a house is located to a transit line on a map and actually walking from your house to get to a bus stop for a rapid ride. Especially if you are not a fast walker going uphill. They also avoided telling neighbors what the plan is for people living in Houghton to get to Seattle. Will the K line improve the time it takes for Houghton neighbors to get to Seattle or make them have more connections or other complications that make it take longer?
Safety, not speed is why most people do not ride the bus. Until you are able to have safe buses, I doubt most people will ride. Also, what were you thinking of the 255? Long walk in the elements to go from light rail to stop at UW. And the next bus information NEVER works.

RAPIDRIDE

Before moving ahead with this project, Metro and Kirkland planners need to become more familiar with the Houghton neighborhood! 108th has sidewalks on both sides of the street. Many side streets in the area do not have sidewalks. Walkers and school children do not need more cut through traffic on these streets which will occur during the lengthy construction project. There is a planned expansion by Lake Washington School District to increase student enrollment at the Emerson School site at 108th and 53rd Street to 600 students plus additional staff. This has not been addressed by the Metro representatives at our Neighborhood meetings. If LWSD is required to install a stoplight at 53rd and 108th, this will have obvious effect on Metro's plan. Also the literature I have read suggests a BAT line may someday be added on the west side of 108th. That was mentioned very briefly at the community meeting last night at NW University and brushed off. Are the homeowners on the west side being informed of this potential for more "property aquisition" (same as eminent domain which got downplayed last night). Many people in this area are still unaware of the scope of the K Line project and how it will affect them. How many other "corridors" along the K Line are requiring property aquisitions? Just our Houghton neighborhood?
No jump lanes on 108th in Kirkland.
The overall idea of helping public transit commuters is good, but the routes should make better sense - with an emphasis on light rail development to avoid traffic. The taking of residential, peaceful neighborhood land for a bus lane is not warranted when easier potential access already exists through other means like the CKC, formerly a train route, & 85th. There are barely enough riders to support the cost to taxpayers & the commute time for riders on this leg would provide limited savings. Clearly impractical in regard to the 108th leg, and far too costly for the community and taxpayers.
The plan doesn't make sense...why doesn't metro offer "regular" routes to the light rail stations? This expense is a total waste
I support maximizing sidewalk and other pedestrian improvements, bus/BAT lanes, signal priority, queue jumps, stop consolidation, and off-board fare payment so the route is as fast and reliable as possible.
Don't forget about the area between totem lake and SR 522. There are very little busses that serve this residential area . The k line seems great- but if I cannot access it from my home , I'll never use it
N/A
Why are we adding more routes when you decreased service in the Finn Hill area to once an hour? This really hurts the disabled who rely on public transportation.
Rapid Rides seem like a waste of money. They aren't better than the routes they replace.
Ni
I believe that this project is good but should focus more helping speed up the shorter trips people will make on this route like Totem Lake to Kirkland or Kirkland to Bellevue.
I also agree with everyone saying BAT lanes on 108th is stupid and shouldn't be in the plan as the road is already dieted to a level that is safe for pedestrians and bikers. Making 108th 4 lanes reverses the safety improvements that Kirkland has already implemented on 108th. Either run the K Line down Lakeview or move the 255 to Lakeview and don't install BAT lanes as this isn't a good project for BAT Lanes. Don't get me wrong, when privet drivers follow the rules of BAT lanes they can be great but not when they don't solve anything and would make things worse, such as on 108th
With RTO mandates, I think what people want most is improved connections to Seattle and where many Eastsiders work.
You 255 routing is a joke with the escalator and the elements, etc

RAPIDRIDE

It appears to me that the K Line is for the more fortunate people who will probably continue to drive their personal vehicles.
This is such a waste of money. This will not increase ridership as it does not address the root cause of why people don't ride transit: safety and convenience. A disproportionate amount of people who live in Houghton work in tech, where their employers have already arranged highly convenient transportation options. If we're not taking advantage of that, a gross public bus that doesn't provide safe conditions but saves 2 minutes of commute time certainly won't convince anyone. This is a total waste of money that is needed for high priority, critical projects.
You're eliminating the 255, you're disrupting traffic for a 2 minute saving but adding 20 minutes to a commute due to adding transfers. Do the math for the folks who are trying to get to their place of employments in downtown. Your numbers would be very different. The K line is not in service of the community, but for Metro's own goals.
I think that the improvements proposed will make 108th more pleasant and walkable. I live right off 108th at a spot with proposed bat lanes and already use transit often on 108th and in the area and this route will make my commute and overall live measurably better.
Spending \$10 million for 2 minutes of faster time on 108th is a stupid investment and waste of taxpayer's money.
Saving 2 minutes at a cost of \$120million is plain stupid.
LOOK AT ELECTRICAL TRANSPORTATION SERVICES with SELF DRIVING TECH - GET WITH THE 21st century, save \$'s, help us fix environment, DO NOT DESTROY 108th and WASTE \$s.
Get ready for some lawsuits. Metro (and City of Kirkland) have overreached one again with growth and planning. 108th does not warrant BAT lanes.
What's the ROI on this? How many total hours per month will be saved?
Please listen to your constituents. We are not asking for these changes. The tradeoffs are too high to make this project a good one for our community.
Nobody wants this!
A bus from Northgate Light Rail Station to Kirkland South Kirkland Park and Ride and Bellevue TC would be helpful. There used to be a bus directly from Northgate to Bellevue TC which was quick.
Metro can run the K line route but but you need to know what is actually needed and realistic. Metro shuttle size buses would more than fit the amount of riders. BAT lanes for 2 hours a day congestion for mostly empty double buses are RIDICULOUS
If, big if, this project goes ahead, there needs to be a bunch of new local routes added. Those are the ones that really get people to ride transit. The Rapid K could then just hit the big transit centers.
108th is not ment to be a highway between KIRKLAND and 520. It is a residential street with many walkers including school children that need to x 108th to get to Lakeview elementary school. Houghton is a tight knit community and splitting it down the middle with a main traffic plan does NOT fit the community..
Destroying residential homeowner values for 2 hours a day , 4 days a week is beyond wasteful and unnecessary.
Acquiring multiple persona residences for BAT lanes destroys homeowner values. Does not warrant cost/damage. 2 hours a day 4 days a week. Did not acquire property for Seattle Madison M-Line. Moved middle turn lanes into bus only. Much cheaper and doesn't effect property owners.
K Line is not necessary a waste of tax dollars and time.

RAPIDRIDE

I'm still unclear whether metro plans to install a rapid line going south on 108th that would include the need to acquire property from home owners on the west side of 108th?
Also, at the meeting g metro said if we aren't contacted to directly by metro about property negotiation, we aren't affected. But I disagree. Regardless of property acquisition, we are being forced to live on a 3 lane road with buses running every seven minutes 10 feet closer to our living spaces. That negatively impacts our home values and quality of life and metro doesn't care to compensate anyone except homeowners whose homes are in the way.
Thanks for your important work on this project. Too bad to see all the self centered people wanting a personal bus route between their home and work, rather than a comprehensive system that works for all, but might require an occasional transfer. Too bad Kirkland prioritized NIZMBY people protecting a dirt trail for the few as opposed to transit for all with ST3. The K line is a great way to build more reliable transit service on the east side with good connections to Link and Stride.
Additional comment
Ridership will go up as the alternative, cars, becomes less usable. Cars will be less usable due to cost and convenience. I hope that cost and convinience of Metro can be look on positivly.
More comfortable seats would likely make public transit a more tempting choice for many people, one of the bigger advantages of cabs and ride sharing companies is that you get a nice seat compared to the ridged seats of buses.
RapidRide K is a ridiculous boondoggle!!! I can't believe it's gonna take over five years to improve some very basic/primitive bus stops, put in some digital signage, and paint some street lanes. The project idea is good and overdue, but the time and expense is insane. Other countries could build (and have built) train lines in the time it takes for Sound Transit to do this tiny project. It makes me question whether regional transit is hopelessly broken and I LOVE MASS TRANSIT. Quit screwing around! Figure out how to do this is half or 1/3 the time and get it done, or cancel it and focus on more meaningful projects (because 5+ years to make existing bus service a little faster and a little more frequent is a total joke); This project is an embarrassment. Making bus service a little more frequent and faster and improving some bus stops shouldn't take over a year, two at most. Get RapidRide K done much faster and don't waste money on unnecessary frills or don't do it at all
Kirkland had the 255 rerouted. I feel residents have taken time adjusting to this change and changing now to the K line doesn't seem to make sense.
Improvements along 108th in Kirkland are not necessary. Spend the forecast money on other areas of emphasis.
I disagree with adding bus lane only rapid lanes on 108th in Kirkland. It will just push congestion from one spot to another. The neighborhood will see a definite decline in livability. Try and keep buses on 405 and 520. Folks can walk to those areas to hop on a bus if they are kept to a better, more frequent schedule. We like being able to get to the light rail at the UW by car and parking over there. If the bus took us quickly back and forth from south Kirkland to UW light rail that would be the best. Right now you must wait 30 minutes at off commuter times to grab the 255 by the UW hospital. Not very helpful for sporting events or other events in Seattle.
the kline development will only be successful if all services especially the massive electrical lines are put underground. Pushing the Kline right next to the residences is a huge security problem. Ensuring retaining walls that are high enough so that privacy is maintained are required. The city should have enough funds to complete all these tasks and restore normalcy as soon as possible. The planners first need to tackle the electrical lines and street lighting issues to ensure the roads are properly planned.

RAPIDRIDE

The k line should serve the spring district station by using 120th Avenue ne between north up and ne 112th street.
Don't spend millions of dollars in Kirkland to save two minutes. People living in Kirkland don't want to take light rail to Seattle. Too slow, out of the way, and requires too many transfers. Be realistic. If there are two or three transfers required, NOBODY is going to use it. Kirkland is underserved and getting ripped off. This K Line is not going to improve anything for Kirkland. Just give Kirkland an improved 255 direct to Downtown Kirkland!
Very poorly planned, one sided survey. No place for the public to disagree with Metro except in comments. ; Metro needs to listen to neighborhood concerns. We want one bus service to Seattle....not a meandering route between Totem Lake and Eastgate.
Express bus service along 405 corridor with limited stops would offer shorter transit times.
Why isn't the K line connecting to the Redmond Link Light Rail Station? A rider from Totem Lake would have to ride over 40 minutes to connect with Link Light Rail. Not sure how much this K line project costs including all the studies, but if it only saves 7 minutes (can't remember the exact number from earlier in the survey) why not just tweak the current routes and not create this Rapid Ride K route.
You're not going to get enough riders to justify all the stops along 124th Ave NE between NE 85th street, and the Totem Lake Transit Center. You should be routing the K-line along i405 instead. Plus, this section of 124th Ave NE will just slow down the route. You're already way too slow (68 minutes? It needs to be 30). Having people pay for the privilege of a 2hr 20min daily commute isn't good. You need to be faster than taking a single-occupancy car. Leverage i405 with a dedicated lane. That's the only viable long term solution.
How do you arrive at ridership numbers? How many new vs existing riders do you anticipate? ; If BAT lanes on 108th didn't exist or were limited, the K Line would still fall well within Metro's speed and reliability targets
How often will the K line run? Why is it taking 5 years?
N/a
I disagree with widening 108th. No one rides the bus. Light rail is what Kirkland needs and should had planned for. Lack of planning is leading to poor decisions for our future.
Accelerate the implementation dramatically.
Trains are better than buses. Invest in expanding the light rail
This is being forced upon the community - ridership numbers are suspect. The 255 has been shown (Metro's figures) to be more efficient than the Metro system as a whole, as well as the RapidRide lines combined. So why are we doing this? Kirkland could benefit more from more accessible transportation options as well as one bus service to downtown Seattle. Plus...what is Metro doing about safety? Can often times be pretty scary riding with Metro.
All northbound stops east of I-405 in Kirkland are classified as "small" and thus get no real-time status boards along the entire corridor. This should be improved to at least providing real-time status.
Like so many others in Kirkland, I loved the old 255 which was a direct, reliable, frequent route to downtown Seattle. The current Light Rail transfer at the University Station is not ideal for many people, especially those less abled, and the 255 frequency has been drastically reduced. It seems that further cuts to the 255 could be made with the K line. I am unclear about that or the process for making that decision. I used to be a frequent 255 rider, but not now. Also, a previous question about why you frequent certain areas does not include an "appointments" category (such as medical) which is an important reason for me.

RAPIDRIDE

Before COVID, we used to use the 255 bus frequently from the Kirkland Transit Center directly to downtown Seattle and return. The bus ran very frequently with relatively short waits if we missed the bus. We loved the convenience of the former 255 bus line - about a 2 minute walk to the Kirkland Transit Station, a quick trip to downtown and no worries about parking our car downtown. When the route was changed to require a transfer to light rail at the UW station, with reduced frequency, it became much more inconvenient to use public transit and we rarely use public transit now. I am concerned that the K-line may further reduce frequency of the 255 line and may be less convenient for some.
I live in Kirkland, and work in Factoria. I am hoping that Metro will be providing easy and frequent service from the Eastgate Park and Ride to Factoria once the K Line is up and running!
Be damned for ruining our community through bringing in more congestion and crime and wasting public funds on useless project that benefits less than 5% of the county population.
As a resident, I do not support implementing a dedicated bus lane on this route. With only one lane for southbound and one for northbound traffic, a dedicated bus lane will inevitably create significant congestion, hindering overall traffic flow. The narrow streets require widening before any consideration of bus lane implementation. Furthermore, this project is unlikely to meaningfully improve bus access due to the existing traffic constraints. Instead of prioritizing buses, investing in expanded rail service would be a more effective and sustainable solution for improving public transportation. Additionally, buses on this route are currently unreliable, and a dedicated lane will not address the root causes of these issues.
When the 405 North through Kirkland (lovingly referred to as the "Kirkland Crawl" is slow or, more likely, there's an accident, traffic on 108th Ave is a complete nightmare. I live on 107th. On numerous occasions I had to have someone else pick up my student from Lake Washington High School because I could not turn left onto 108th from 52nd. My neighborhood is landlocked. Freeway to the east, lake to the west, and only 2 ways to go north or south. If I hadn't invested so much in remodeling my house, I would leave. If this K line slows traffic down any more on 108th, I will have to move. I'm afraid to have an emergency between 4 and 6pm on a weekday. I suspect this K line might be better up on the 405. I'd be happy to have to take another bus to get to the K line from my neighborhood rather than strangle traffic anymore. Also, if Kirkland succeeds in it's rezoning of my neighborhood, the 10 individual condos that can be built on my lot are not going to take a bus. They would rather sit in traffic in their Teslas than take a bus because despite what politicians assure us, no developer is going to build affordable units along 108th.
Please install better shelters from rain and benches at transit stops. Anti-homeless designs are ugly and uncomfortable for ALL passengers.
Don't waste my taxes on this!!!!!!!
Not sure, if I will use it if it takes 90min commute. Even 60min is not feasible.
We live on 108th and are excited for the K line. We know some of our neighbors are worried and acting obnoxiously. Thank you for the information and the chance to provide feedback.
We know this is contentious for a select few homeowners but hang in there. We need this!
Disruption to existing neighborhoods and excessive cost do not outweigh the minimal amount of traffic congestion relief offered.

RAPIDRIDE

At a recent Rapid Ride KLine presentation, I became aware of the parallel S2 Line that is planned as an Express bus on 405. This is a parallel route and seems to be somewhat redundant for transit passengers moving north/south on the Eastside. In all the other presentations regarding the Rapid Ride KLine, the S2 route was not (or rarely?) mentioned and is identified by a very faint yellow color line (seemingly to not attract attention to it?) It adds to the concern we feel about the lack of transparency on the part of Metro planners in presenting the big picture for these changes. An important question for the cost of the Rapid Ride Kline project is whether the issue of burying overhead wires on some parts of the route will be addressed? In the Houghton neighborhood, this is an issue as the poles that carry the wires are in the way of the proposed route. The cost to bury the wires has long been a concern; does the proposed \$120 MM for this project include these costs? Currently on 108th through Houghton we have regular Google buses transporting employees all during the day. We learned that these buses won't have access to the Metro "jump" lanes; so the planned KLine route through Houghton (which is NOT downtown Kirkland) will not remove any of the high volume of Google bus traffic from our streets. Again, big dollars being spent that will not address the current traffic concerns, and may add to them.
Do NOT spend any additional taxpayer money on progressing this project, which will have NO beneficial impact on public transit and will NOT address any key transportation bottlenecks. #1 - The updated city-wide Kirkland transportation study should be completed prior to steamrolling ahead on a project based on outdated and non-representative pre-Covid information #2 - The cost/benefits ROI do not add up. The larger issue is on NE 68th St to/from I-405, which this will do nothing to address. Do NOT add BAT/Jump lanes on 108th Ave NE, even if you go ahead with other parts of the project. #3 - SAFETY will be hugely impacted by introducing 4+ lanes on a purely residential street with many walkers and bicyclists (including school children and those accessing CKC trail). 108th AVE NE south of NE 69th St is a residential neighborhood with multitude of driveways and small side streets. An additional lane of traffic will create issues for cars trying to access 108th AVE NE and for pedestrians and cyclists. There is NO NEED TO add BAT/Jump lanes on 108th Ave NE, even if you go ahead with other parts of the project. #4 - Evaluate alternative approaches to meet the long-term objectives #5 - This project shows a disturbing lack of visibility and transparency and engagement with the specific communities that will be most affected. One can only surmise that there are ulterior motives - that are again not in the best interest of local residents - from City of Kirkland for advancing this project.
Why are you wasting tax money on 108th BAT lanes?! Ridiculous
This line is not going to serve many people. It goes mostly through low and medium density areas.
Transit lanes should be exclusive so transit times are faster and more consistent during peak hours.
Long travel time diminishing the purpose of rapid transit.
King County Metro should abandon the RapidRide project in the Bellevue-Kirkland-TotemLake corridor. Instead, King County Metro should invest in expanding light rail service from South Kirkland to also provide service to Downtown Kirkland and Totem Lake. Light rail will provide better and faster service through the corridor, with improved options for connecting to the broader region.

RAPIDRIDE

I do not like widening roads, especially if it adds more general purpose travel lanes. I would much rather see general-purpose travel lanes repurposed for transit so that crossings can be kept manageable and we don't incentivize more traffic.
There needs to be a route from Kirkland to South Lake Union. Ridership would skyrocket with Amazon employeeed
As someone who lives in North Bellevue along Bellevue way near the northtowne qfc, I'd like to see the k line routed through Bellevue way instead of 116th. The 250 already serves the functionality of connecting with Kirkland Park and Ride to the Bellevue transit center through 116th and comes quite frequently, but there's only the 249 along Bellevue way and that comes very infrequently
Dedicated bus lanes are great but only if in addition to, and not in replacement of, general traffic lanes. The intention should be to make transit faster and more reliable, not to penalize other vehicles.
I believe this would not be a highly utilized line, but would be very disruptive to the roads that are slated to be expanded since they are in residential neighborhoods.
I work on 112th ave in Bellevue. I always drive, in part because there is no bus route that would require less than a 15-minute walk for me to get to work year-round.
I have not seen an analysis that shows this is a cost-effective investment.
I am stunned that there is not a rapid direct bus line to support commuters getting to Seattle from the Eastside. With the recent Amazon return to work order the need for this route is even more important. Requiring all of the Eastside commuters thru the Bellevue transit center while favoring getting to Bellevue college does not make sense to me. Neither does having to transfer on 520 to a different bus or walking to the link to transfer does not make the bus an easy, rapid transit option.
2030?? Are you serious? This Line could be operational by 2026 if Metro really cared about its ridership. It is astonishing to me that it will take so long to get this line going. The required infrastructure is minimal. The route is already covered by existing lines. Given the foot dragging timeline, the County's commitment to rapid transit is suspect.
As part of the restructuring of service around the K-Line, please increase frequency of intersecting bus routes. This is particularly important for the 255 as it is the only cross-lake bus service Kirkland has. Frequent transfers from the K-Line to the 255 at the South Kirkland Park & Ride are essential to convert car trips to bus trips. The 255 should match the frequency intervals of RapidRide at all times of day, it is a vital timely connection to the U-District and the 1-Line.
This project should not be done. It is not necessary and will ruin our neighborhood.; The whole plan is a bad idea. Hardly anyone rides the bus and the plan will ruin our neighborhood.
Thank you for support
I want people in single-passenger cars to see buses moving more efficiently in priority lanes, as incentive. If we get even a small percentage of those drivers to switch modes, it's a win.
I hope line K operates 24 hours a day or stops operating at midnight or later than that.
consider expanding service in the Kenmore, Bothell,
I'm against BAT Lanes along 108th Ave NE. The amount of slim time savings resulting from BAT lanes is a poor trade-off to the amount of disruption to that street and to the fabric of the community. I'm concerned about how much the BAT Lanes will worsen car congestion and locals' driving time (eg. errands to grocery store, pharmacy, schools drop off, etc.) for which public transit is not a practical option. I'm also concerned about how my neighbor's properties will be severely impacted by the road widening.
Just don't trust that this project will improve all of our lives but maybe a few.

RAPIDRIDE

Putting a dedicated bus lane on 108th Ave NE will make it even more unsafe to ride a bicycle on that road because there will be two lanes of traffic, one cars and one buses, to dodge and avoid being run over.
I would like to experience weekends being easier to catch a bus because I rely on the bus to get around.
K is not OK; test
Enough said. K line is not necessary
I question how many people actually drive from Eastgate to Totem Lake? Also your questions are ignoring the important obvious--Should the K line even run through neighborhoods? 108th is a 2 lane road, it needs that turn lane. And where are these bus commuters going to park?--duh on our side streets. Also, 108th is the only straight through road, if you have actually driven around you would notice how few other roads go anywhere farther than 2 or 3 blocks. These are important questions to consider. Forget about invading neighborhoods. Think about how can you improve/ access/utilize transit on our freeways. Money is constantly being poured into them (ie 85th) my understanding this was going to speed up and improve bus service there. ; Because there is no other space for a comment I would like to add: It should no matter which house we own, what our income is, how old we are, or the color of our skin. Ask instead-- Do you live in Houghton? What about the K line will disrupt/improve your life and why? Do you feel the K line is necessary in this area? When and how did you find out about the K line? Do you feel that this project was objectively presented to Kirkland?
Kirkland needs more frequent bus service between our growth centers and Seattle. I understand why the 255 was re-routed to the U-District and I think that can still work. But the 255 needs to be more frequent, and there should be more options to get to Seattle.; I don't think RapidRide K -> 2 Line is a good enough connection to Seattle for most of Kirkland. It loses a lot of time by going further south than is needed for many destinations. A lot of Kirkland's population is in the North part of the city: Juanita, Finn Hill, and Totem Lake. These neighborhoods need better service, and it doesn't make sense for travelers from there to go all the way down to I-90.
I have two concerns about the new K line. 1) I currently ride the 255 between my neighborhood in Everest, Kirkland, and the University of Washington. I very much appreciate that I can get on board and work efficiently during the 20-25 minutes the ride takes. I am concerned that the K line will result in the suppression of the 255, requiring me to take the K line and transfer at South Kirkland Park and Ride, breaking up that continuous stretch of commute time. 2) I typically put my bike on the bus, so that my reverse commute is a bike ride from UW to home. If the K line means a transfer at South Kirkland P&R, I will lose my spot on the bike rack. This could result in a delay if the bike rack is full on the connecting bus.
Late night venues in Seattle require use of light rail with inconvenient every 1/2 hour 255 buses. (255 used to be direct downtown to Kirkland). Make sure the k line is every 10 mins even late at night like midnight.
Increasing the frequency is the most important thing.
Thank you for your hard work and investment in the citizens who need more options to get around the city/cities!
The congestion around Slater Ave NE and Totem Lake can be so congested at times it's difficult for emergency vehicles to access. This is a major safety concern as well.
I would just like to highlight my previous comment about making Lake Washington Institute of Technology a priority in this improvement plan. I would like to add that we are a small college without student housing in a very expensive neighborhood. Many students

RAPIDRIDE

and staff live outside the immediate area and must commute. Please include LWTech in your improvements. Thank you.
please be on 132nd street, NOT 124th. For thousands of students!!
I work at LWTech and many students access the campus by bus. Please consider moving the K line so the students don't need to walk so far to use it.
Please reroute K-Line to NE 132nd St to pass by Lake Washington Institute of Technology. This change will provide better access for students and staff, allowing them to reach their classes more quickly and reliably.
10 million dollars for 2 minutes dies not pencil out in any tax payers mind!
Thank you.
More frequent buses would be very helpful! Sometimes I need to catch a second bus but miss it because it's across the street and then I have to wait a long time for the next bus.
I don't have issues with current reliability. I have issues with how long it takes to get to downtown Seattle. When I do take transit, it's to go to South Lake Union. The bus transfer at the South Kirkland park and ride, and the walk to and from the bus stop at both ends adds 30 mins to the trip. It usually takes less than that much time to drive in. For me, it's not about reliability. It's about not wasting an extra hour/day getting to/from/between buses. The K line will not address any of that for me. I will not take the bus more often if the K line is built. The current proposal probably won't address congestion on 108th either because the extra lane will be reserved for the bus. Cars will not have any extra space. The evening traffic jam on 108th is caused by cars waiting to turn on 68th to get to the highway. The bus lane will not address that.
The congestion of re-working 108th, making the side streets so vulnerable to heavy traffic that these streets are not designed for. My understanding is that the construction could take over a year and a half. Please think about all of the children that live here, all of the heavy vehicles that will be re-routed, these streets are just not designed for this.
Please make sure the northern terminus includes parking so that people who live in kingsgate and north have access to this new line.
I think the most valuable transit service are direct routes to Bellevue and seattle.
Thank you!
The Kline project along 108th will be cutting into our property line leave alone the access to our home which will be hugely compromised during the project implementation. We are absolutely not Ok with that. Please reconsider your decision to do so and plan alternative line for access to transit centers. Thanks
The only solve for our ridiculous traffic is more, much more transit options. And we need them way faster than 10+ years. Again, do way, way, way better. This is simply not enough.
I think its great and Im very exited! The time from Bellevue TC to Eastgate might want to be improved, mabye VIA Richards road since the 240 will no longer go there after east link connections. Although even I think its worse, it might cut 5 minutes by going onto lake washington Blvd. Going between bellevue TC and S Kirkland might be faster on N bellevue way following the future 270 and current 249.

RAPIDRIDE

I would consider taking the K line from Eastgate P&R which is close to my house, if I were going to Bellevue central core, although the transit center is kind of far from eg Overlake Medical Center, Bellevue Square. I would consider taking the K line from Eastgate P&R to meet a friend at the Totem Lake transit center or elsewhere in totem lake. She'd have to drive from her condo near Juanita to meet me.
I think it would be great to consider how the new BAT lanes could be used by other bus routes. Then, we could use this project to improve the speed and reliability of several routes.
I don't drive anymore and I'm a senior so I like good connections to every other bus routes
There are few riders now using that route w the possibility - not the probability - of more in the future. The 108th project should be planned but delayed until need has been established.
Putting all your eggs in one basket approach will likely eliminate more local busses due to excessive costs incurred during build-out of this project. Federal highway transportation funds are likely to be reduced by the current administration in response to idealism against funding more mass transit. Measuring the performance along the entire length of the route might make sense for Metro scheduling, but unrealistic for the average rider. Very few riders will go from point B to point A, so while the sum is impressive, the incremental change over smaller segments that actual riders use will not be substantial. The cost for benefit to the riders will be small. If your goal is to get drivers out of vehicles, a better use of the money would be to provide a direct bus route that crosses Highway 520 and ends in Seattle. The circuitous route of the light rail with having to complete several transfers will not get me out of my car.
Is there any city of 90K resident, other than Kirkland, in the Metro service area that lacks direct access to downtown Seattle? The simplest solution to increasing transit use and service is to reroute Rte. 255 so it serves downtown Seattle without having to transfer, the service hours that have been reduced are restored, and we can rely on trips not being cancelled so can use transit for work, appointments, and to access theater and performances in downtown. The K line runs between cities on the Eastside. This is not useful to current taxpaying residents.
Please don't do this! The K line and bat lanes make no sense to me. The cost and disruption are not worth it!
Support democracy.....
I like the 250 bus route and my livelihood relies on late night bus service from Bellevue to Kirkland. Please don't use this as an excuse to mess that route up. Why is this so similar to that route?
Please work on other light rail lines in lieu of busses. This is the only well spent public transport options offering quick reliable service with routes leaving and arriving often. Then, more people will use public transport. Please reconsider developing this type of transport with the money. Additionally, a walk on water taxi service from Kirkland to the University of Washington would be a wonderful way to avoid traffic. Much like the taxi service from downtown Seattle to West Seattle's Alki beach. The bus system does not work well, even in the best circumstances. Please reconsider.
Very important to have a lot of frequency during work commute, especially between 5 to 7 pm
More bike lanes and trails
Thank you for your hard work in this area.
I think some stops should be eliminated to make the route more direct and faster.

RAPIDRIDE

Please have the K line run on 132nd Ave NE, Kirkland, WA 98034 vs. 124th.
Please advance all speed and reliability improvements proposed by King County Metro, including BAT lanes in Downtown Bellevue, queue jumps at signalized intersections, etc. Please also advance the Bellevue College Connection project, which will help transit riders on multiple routes save minutes on their trips. Please support all proposed access improvements and coordinate with the City of Bellevue to rapidly implement on-street bike lanes on 116th Ave NE as proposed in their Bike Bellevue plan. The City of Bellevue should coordinate with King County Metro to rapidly implement transit speed & reliability infrastructure along other routes throughout the city as identified in the city's Transit Master Plan. Current riders of the B Line, 271, and 245 also deserve fast and reliable service, and we should be quickly planning and implementing speed & reliability infrastructure to help them too.
N/A
I rode the 255 from Houghton to Downtown Seattle for 15 years, as did many others. This was a popular, successful route- one of the best commutes in the region. It was used by workers, but also by senior citizens going downtown for cultural events, and by sports fans. 255 ridership was severely impacted by the double whammy of stopping the route at the U-District at the same time the pandemic hit. Bring back a single bus that runs through Kirkland to the South Kirkland Park and Ride and into Seattle which includes the new rapid ride K line
Direct Park and ride and transit center connection is very important, so people don't have to make additional transfers or walk long distances to get to either their car or their next bus/train.
As I stated earlier, I would like a text-described document of all the proposed changes
Please include our Lake Washington Institute of Technology (LWTECH) bus stop in your route as it will better serve students and employees. It will help with better traffic flow and provide more access for students and staff with limited transportation.
This route needs to include LWTech.
South Juanita has limited public transportation
I would really like King County to consider expanding K Line through kingsgate. This area has been neglected by metro and a regular service would get a lot of riders.
John Muir and Kamiakin school intersection in Kirkland on 132nd ave
Why are we investing in rapid bus instead of rail? This plan does sound like a waste of time and money. Why isn't Kirkland connected to Bellevue or Lynnwood via light rail?
I am excited to be able to be passenger who is in the know and eager to use the new line when it opens
Please expand further north into Kingsgate. Bus service is very limited in Kingsgate, and we have many, many potential riders.
Shouldn't this input/analysis be tied more closely to the actual project being funded given potential changes in circumstance? For example, the I-405/ NE 85th BRT project, and redevelopment of the NE 85th corridor will be well underway before this service gets implemented. Wouldn't it make more sense to do detailed route planning with these projects in place vs now years before K line is even funded?
It would be so convenient if K line last stop is Safeway Kingsgate. It is a challenge to get from Totem Lake Transit Center to Kingsgate. Most of the time we have to walk because bus 239 is unreliable.
Only the high frequency service will make people opt for it and stop/reduce using their own cars.
If it started in Factoria I would use it, I don't want to have to take 245 and transfer

RAPIDRIDE

They need to add portable bathrooms for every transit center!!! For passengers who experience frequent problems
My sister got radicalized by the fight against I-45 expansion in Houston, and she's a state senator now 🤔 district 15. I've got a bad feeling about this...
Need buses and stops at Cougar Mountain Way where there are no buses currently
Na
I recommend adding stops next to lake Washington Institute of Technology.
Please only shared lanes. The eastside/Kirkland is not downtown Seattle.
I think the crazy trying to get rapid ride to all neighborhoods is doing a disservice. Rapid ride should be rapid from station to station. Regular routes should be revamped to be quicker and cover the outer areas more faster to get people to a main station where rapid ride is.
K line should serve people living along the line, which means that there should be bus stops that actually serve people that walk/roll to the stops. Limiting the amount of bus stops and losing the existing/current bus stops, will deter people using the public transit. Also the frequency of the K line should allow high school students ride to school in the mornings and other people to connect to Seattlebound transit throughout the day. NE Kirkland area is missing Park & Ride option!
Extend/provide fast and reliable public transit improvements in the South Bellevue area as well, not just north of I-90.
I think it would be preferable to extend the Rapidride all the way to Factoria on the south end instead of just Eastgate. I'm worried about the use of 110th as it is a bit of a narrow road.
Do not end the 255.
Dart buses / shuttle buses that connect parks to K line.
Currently scheduled buses are not aligned for bus/line change if needed to be able to get where needed. Also, buses if early never wait for the scheduled time
I understand that this line may change the 255 which is an important bus route for me. I will likely not ride the k line. But I do ride the 255 often
Will the 255 bus going to be permanent go away delete when rapidride K line open
Please don't get rid of the 255 bus route in favor of this! It does not go to Seattle, and the 255 is necessary for people to get from Totem Lake to Seattle.
108th in Kirkland is already too congested and the topography combined with current homes makes widening the road challenging and expensive

Community engagement: Please share any additional comments (120 comments)

The Houghton Neighborhood Association has been very helpful getting the word out. If I wasn't on their mailing list or noticed that they have posted signs along the street I would not have known there was a meeting.
I realize it is difficult to get the word out these days but all of Houghton should have gotten a mailing!!
Learned about the K Line service from the Houghton Community Council
it is very sad you do not listen to the people who live on the route, I know you make surveys to appease us but if the majority doesn't agree, you still go ahead without the support. it is very frustrating. there are too many schools that need to be able to go in and out of driveways and adding the k line will not help that

RAPIDRIDE

I heard about it from a neighbor. The government bodies have been incredibly non-responsive and non-transparent regarding this project. After the named government points of contacts did not responding to my questions via email (multiple times), I've had to resort to making multiple public records requests. And those responses seem suspect (incomplete). Either that, or the government bodies are making decisions or changes to prior decisions with zero discussion/creation of public records. Either is worrisome. As a former attorney who used to help customers comply with public records requests and companies comply with requests for documents in connection with lawsuits and mergers/acquisitions, I am disappointed with the lack of response. I did have someone from the City of Kirkland offer to get on a short call, but when I responded that I would rather have a written record of the response via a reply to my email, she has gone quiet for almost 2 months, so I doubt I will get any response unless legally required. The lack of direct communication and engagement with constituents/residents immediately impacted shows a lack of empathy and concern. I am left with the feeling that these types of surveys in place of direct engagement is a way of avoiding difficult conversations and a way of claiming interaction with affected parties, though it is superficial.
Poor plan - let's go back to the drawing board. \$120M can impact more people with more routes than one single route that only goes between Issaquah, Bellevue and Kirkland.
I was not aware that Metro is actively planning to eliminate bus service via 255 to Seattle and I live in Kirkland, along this Rapid Ride" route! Unfortunately I don't live in Houghton or I would have been notified by them before today and before the recent meeting. So much for your "seeking neighborhood input." Isn't there going to be a rapid ride on 405? Isn't that the reason for that interchange boondoggle? Just concentrate on how you will get people up there, why don't you?
Why must it take five years to grt the K line up and running?
By the time the K line is finished I may no longer live in King county.
I am very concerned about the route restructuring that will occur when the K Line goes live. Moving the 255 will mean a great deal of service loss for all of South Kirkland. our 2 seat ride to the UW or Seattle will become a 3 seat ride. If the 250 is also "restructured", the one seat ride to Redmond becomes a 2 seat ride. You will lose more riders than you might gain with addition of K Line.
No
the K Line project should result in more direct routes to Downtown Seattle, as a lot people don't like that the 255 doesn't go downtown which i disagree with as during the rush hours commuters can save noticeable time by transferring to Light Rail vs the previous travel times which both saves commuters time and saves metro on operating costs as the 255 is shorter and therefor needs less service hours to operate the same number of trips. I also believe that a lot of people commenting are people who rarely use transit nowadays because of the reductions Metro faced during the pandemic and the trips/services that never came back. I believe an all day 7 day a week direct route to Seattle from Totem Lake, serving the Houghton Freeway Station would be great but I know that isn't feasible right now and may not be with the K Line project. As someone who lives in Juanita I hope that you can provide more info on what will happen to the 255 and whether or not the 230 and 231 will receive more service.
You can safely ignore any comments about "nobodys gonna use it" or "just buy everyone ubers," these people have no idea how transit works
I think these line should be called "Rapidly get a ride"... They're not that fast. Though 15 minute headways are not that often either...

RAPIDRIDE

The whole \$10 million for 2 minutes argument is pathetic.
I still don't understand what would be wrong with bringing back the old 255 to downtown Seattle.
I believe ridership would better serve Metro riders routed through a less privileged area.
The community outreach on this has been terrible in that it's all obfuscated statements about faster commutes etc. In fact it's patronizing to indicate this is for the benefit of Kirkland. It ignores what Kirkland residents want - restored direct service to downtown Seattle!
This was a total surprise to me. And this is a terrible use of our very limited funding that we desperately need elsewhere (85th, around Evergreen Hospital)
The fact that this has been planned behind the backs of Kirkland residents for YEARS and not disclosed by the City of Kirkland and Current City Councilmembers is SHAMEFUL. The secrecy from Metro and the City creates distrust. The route planned is ill conceived and not useful. This is a bad look for city and county government. Unless there are changes made as a result, the public outreach seems performative and last minute with parties wedded to plans that formed before public input from direct stakeholders. ; There has been no measuring how residents who drive cars will be negatively impacted by this route thorough Houghton and Everest.
You've been planning this for years but we only found out months ago. No there has not been good community engagement at all! Additionally, the current plan does not help the neighborhoods that it will impact. Please do actual engagement with riders. Ride the bus in the morning and evening. Talk to actual riders on what they need not make assumptions. From Kirkland, they need to get to Seattle efficiently, this proposal only makes it worse.
This project costs an absurd amount of money, creates massive construction and quality of life disturbances ... all for a bus that people dont want and is not Rapid. What Is The Point!?! Stop
You have shown that you do not take public feedback seriously with this survey and its leading questions.
The Houghton Neighborhood Association has provided most of the information I've seen on this project, but the association is heavily biased against any development of any kind through Houghton so more independent information to the residents of the area would be appreciated.
The Houghton Neighborhood's Association has been the most reliable outlet for this project. The Kirkland City Council does not keep us informed.
The messaging has been clear and helpful.
I learned of the project from the Houghton Neighborhood Association, not Metro or the City of Kirkland, which is disgraceful.
The Kirkland City Council is an autocratic bunch who don't care about the city. They are only interested in advancing the progressive agenda of the King County Council hoping to get a promotion to the next political level. Enough already, vote the bums out.
Poor plan that was poorly communicated.
What's the ROI?
I've seen information about the K Line in many different places. Thank you for keeping the public informed and gathering our input.
Nobody's gonna fucking use this. The only time people use buses in Kirkland to get to Seattle to avoid getting across the bridges and having to deal with parking in Seattle thinking that we're gonna actually use this to commute around Kirkland is idiotic.

RAPIDRIDE

Please actually read the comments and make informed decision. Please have the people that are making the decisions actually ride buses and light rail during rush hour. When the light rail is late and then have to make your bus connections doesn't make sense. A direct bus from Northgate Light Rail to South Kirkland Park and Ride and then stop at Bellevue TC would be helpful.
Please respect the houghton neighborhood. Kirkland needs residential single family neighborhoods, they are part of Kirkland charm. Please listen to people who live in houghton
Houghton Neighborhood association has been proactive in keeping us informed.
108th has sidewalks on both sides, 2 full lanes and a dedicated turn lane, bike lane and flashing crosswalks. Why on earth does it need to be demolished and then rebuilt with mostly the same things but worse with BAT lanes interspersed. The residents and drivers are left holding the bag for Metro and City of K to play with their money.; We live here in Houghton, kind of seems like we should have a say in these plans
Thanks for info
This project should not result in the elimination of any existing bus routes. If anything, it should be a conduit to adding more routes. Also, as many others have noted, the 255 needs to be extended into downtown Seattle.
Shamefully tiny postcard sent at the height of summer travel!
Boo to all the snobby and NIMBY Houghton people. Maybe you should just delete all the bus stops in their neighborhood.
The outreach has been lacking. The city and Metro need to do better.
Please make sure that in your efforts to decongest the 108th for a few minutes each day, you are not pushing the congestion on the kirkland park and ride. Pushing seattle/ Uw daily commuters to take their cars and park at the park and ride is unnecessary is increasing their travel time tremendously. The KLINE is forcing students and people who are living in affordable DADUS And ADUS in this area to purchase cars, which is increasing parking issues in this area putting additional financial strain in addition to the student and bridge loans that these people have.
I only learned of an open house today - today! Not acceptable.
I don't think creating non continuous bus lanes along NE 108 provides any faster/shorter transit times than what we already enjoy, unless Rapid Ride offered direct to downtown Seattle service from Kirkland. We have to drive across hwy 520 to get on light rail at Roosevelt Station or take 255 to Husky Station and catch light rail to get downtown. Focus resources on the great potential of using the 405 corridor since it doesn't destroy existing neighborhoods.
It would be helpful if the information on your website had a better description of what the survey was and about how long it will take me to complete it.
Tough issue, airport and Seattle are key areas for people on east side.
Given what Kirkland has already committed to, it seems that the K Line plan is already locked down. it doesn't feel like community feedback can possibly have much impact, which is really disappointing.
It would be nice if you listened.
While I might not be happy with everything Metro does, I still appreciate the work you all put into improving our transit system.
The public wants this project completed immediately.

RAPIDRIDE

Bad plan from the beginning. Ridership numbers need some proof behind them. How many boardings in Kirkland? How many people will be travelling to Kirkland? Many of your so called "speed and reliability" updates are costly and unnecessary. Spending \$10 million for 2 minutes for savings, over a maximum of 2 hours per day on 108th? Plus, all of the residential and business impacts! Shame on you City of Kirkland and Metro.
The survey has a serious flaw with the question, "When you take transit, when do most of your trips occur?" The survey provides for no answer about evenings, weekdays and weekends (post-peak) when current service is abysmal and grossly unreliable.
Please make it easier to go to airport from Kirkland/Bellevue via public transport. Thank you
Just stop it.
thank you!
This project continues to demonstrate a disturbing lack of visibility, transparency and engagement with the specific communities that will be most affected. One can only surmise that there are ulterior motives for advancing this project that are equally not in the best interest of local residents.
Every community along the proposed K-line should have had direct, targeted outreach much earlier in project ideation, especially from the City of Kirkland, whose priority needs to be the health, safety and wellbeing of its constituents. Spending our taxpayer money on misguided initiatives is irresponsible and further undermines the trust and confidence of this community. Your constituents demand that public funds are allocated towards projects that genuinely benefit the residents, ensuring transparency and accountability in all stages of planning and execution.
Shame on you Metro and CoK, 108th BAT lanes are overkill and you know it. I hope lawsuits are in your near future
Rapid Rides are not rapid at all. Too many stops. and too much winding.
More transit between eastside (Bellevue, Kirkland, Redmond) and Seattle, especially late night until 2-3 AM please!
Too much money spend on the non-rapid solutions. Overall outdated infrastructure solution.
This is not the first survey I have responded to about rapid transit in the area. Stop surveying and start building! Compared to other cities/countries, transit improvement projects in the Puget Sound region take far too long to implement. PLEASE speed things up!
While the resulting bus restructure won't happen until closer to the opening of the K-Line, K-Line community input should be considered for that too if it isn't already since many concerns about the project as a whole revolve around bus restructure worries.
I would like a direct bus from Kirkland to downtown Seattle without the need to transfer! Like the old 255!!
Thank you for support
I may not have the numbers quite right, but here goes: Construction of K-line proposed along 108th will cost \$10M, will cause major disruption on a route I use many times a week to get in and out of my neighborhood. Over the course of the project, construction on 108th will negatively impact traffic to thousands of trips. The widening of 108th will negatively impact homes and businesses. And all this turmoil, disruption and inconvenience — not to mention a loss of property value to impacted homes — to save a projected 2 minutes/ride. How can this possibly make sense? Leave 108th alone.
Please don't take negative public feedback too much into account, people are naturally resistant to change even when it's needed

RAPIDRIDE

Thank you
I'm concerned about whether or not community feedback is being solicited too late to have an impact over Metro's K-Line plans. Overall, it seems that the priorities are not taking into account an equitable balance between public transportation needs and those of the broader community that live along the effected corridor.
The Houghton Neighborhood Association has been integral in getting the word out.
How is the Kirkland City Council supporting this idea? This is crazy. Example of waste and excess. We support improved public transportation - but this is NOT the way to spend \$120M (and we all know it end up costing WAY more than that). ; This has been in planning for over 5 years and there has been a massive and intentional void of Metro reaching out directly to the people who live on 108th who will be most impacted by this plan. Yes, you sent out a mailing in the summer of 2024 but that seems about 5 years too late and also like a half-hearted effort. Why not just go knock on the doors of the 25+ properties you've specifically noted could have property taken from them? Be honest. Be transparent. ; test
the "survey" feels like a decision has already been make and my feedback will not have any effect on the project
The HNA Neighborhood meeting invited you to share this information
Mid summer is a horrible time to make an announcement--no one is home. Later we heard there were all of these announcements about K line. In August every one I talked to had no idea about the K line and thought any talk of buses was rapid ride on the freeway where they had the huge projects getting into Kirkland.; As far as public feedback-I have no idea who responded to Metro, most of us didn't know it was involved in Kirkland planning. And disturbingly, I do not think the Kirkland City council has been transparent. The statistics about notifications and public comment do not jibe with what I have seen and heard. I feel strongly this was something that Kirkland government hoped to just slide through without a lot of public input and there must be something else they have in mind to go along with it. I am very disappointed in the council's idea of what Kirkland should be.
If anything, the public outreach process takes too long. I understand Metro wants to ensure it reaches out to everyone impacted, but it feels like this isn't having the impact we intended. And the public outreach process is expensive (directly and indirectly). We need transit service improvements to be delivered fast.
I learned about it from a presentation at the Everest Neighborhood Association. I also received the flyer in the mail.
Did the public get to vote on the disconnected service to downtown? Are you sure people like to wait for buses at husky stadium outside area late at night?
We must try to get it operational sooner than 2030 (if possible).
I'm really disappointed with this project
Providing reliable transportation that arrives more than once per hour to Lake Washington Institute of Technology is a vital investment in our community and would help take down barriers that keep students from getting access to education.
Lake Washington Institute of Technology campus is an important addition needed in this plan. Thank you.
please be on 132nd street, NOT 124th
Please reroute K-Line to NE 132nd St to pass by Lake Washington Institute of Technology. This change will provide better access for students and staff, allowing them to reach their classes more quickly and reliably.
More stops to Lake Washington Tech college, on 132nd
N/A

RAPIDRIDE

I frequently feel that you only listen to the comments that you agree with-not to any other input!
I only heard of this project AFTER metro seemed committed to the project.
I'm very excited about the K line, as it meets a lot of my destinations and promises to be frequent enough that I won't feel forced into driving.
This survey does not feel like it is soliciting real input, but rather general comments that can be used to tick the box of public input
The night transfer between 255 and Link feels very unsafe. I'm not sure what the answer is, but I have stopped regular and frequent use of 255 for that reason
Take citizen comments, people who will be affected, into planning and decisions. It's easy enough to be visionary with good intent, however, so are citizens who understand growth and whose lives will be affected. You can't create need.
Jay Arnold shared at the 45th dems meeting. Claudia Balducci shared in her newsletter.
The entire city of Kirkland needed to be notified by Metro rather than a specific buffer distance along the route. We are all paying for this, not just the along the route.
It is very unfortunate that Metro reduced service at the Houghton Park and Ride, resulting in circular rationalization that the Park and Ride was little used. It was little used because Metro eliminated service. This prime piece of transit real estate is now gone forever.
Why put the K line through a neighborhood (Houghton)? Why not put it on Lake Washington Blvd in Kirkland? I do NOT want the K line or bat lanes in my neighborhood. Houghton is a neighborhood where people live and go to school, not a freeway for busses.
The Houghton City Council would never have approved this project through the middle of Houghton. Is this why the King County Council, Kirkland City Council and the Wa. State Legislature colluded in outlawing the Houghton City Council after the citizens of Houghton approved the continuance of the Council by a huge 76% margin in the Nov. 2021 election. You are not a threat to democracy, you erased it for the citizens of Houghton.
We deparately need more rail service, the money should be spend on light rail rather than busses.
Please have the K line run on 132nd Ave NE, Kirkland, WA 98034 vs 124th in Kirkland.
N/A
I feel that I stay fairly well informed about neighborhood and regional issues, yet I somehow missed the immediacy of this process. If I hadn't gotten on the Central Houghton Neighborhood Association mailing list I would have missed out on the opportunity to comment. I am in favor of improved transit service along 108th Avenue. As far as I can tell the impact/ taking of private property is minimal. I hope this is correct. I am very concerned about loss of trees to do this work- Kirkland is facing a shocking loss of tree canopy due to infrastructure projects. At the same time agencies and jurisdictions need to build in resilliency for future extreme weather events. Put power lines underground as part of this work, and offer to plant replacement trees on adjacent public and private properties once the lines are buried. A fallen tree on 108th during the bomb cyclone took out power to the neighborhood for days and greatly impacted neighborhood transportation. Address how continuous bike lanes will safely interact with BAT. The worst traffic along 108th Ave and NE 68th ST is in the afternoon when schools gets out. Many children are chauffeured by parents, one child per car. City of Kirkland and Metro should work with Lake Washington School District to get kids walking safely, increase school bus routes, reward carpooling and give older kids Metro passes.

RAPIDRIDE

The survey itself is not as clear as I would like. I had to look up both RRFBs, shared use paths, and the Stride I-405 BRT. I think in the future you should consider providing a glossary of transit-related terms so that people who are not familiar with the jargon can still participate easily.
Please include our Lake Washington Institute of Technology (LWTECH) bus stop in your route as it will better serve students and employees. It will help with better traffic flow and provide more access for students and staff with limited transportation.
This survey is too long
Excited to ride with you
Thank you.
Must expedite the service!
I would love to get better visibility at my local bus shelter. Drivers can't see people who wait in the bus shelter at Juanita Woodinville Rd near NE 140th Pl, so no one stands or sits in the shelter for fear of missing the bus.
You guys should get on BlueSky asap. It's what twitter was for the 4-6 years (your mileage may have varied) it was good and useful.
ESPECIALLY for journalists, institutions, etc. that seems a worthwhile place to spend that Twitter effort now, if you know what I mean.
Na
Please no dedicated bus lanes in Kirkland. Traffic is already bad enough and we largely prefer to drive
I think with the light rail stations the rapid ride should aim for those and bus stations transit hubs ; I think that whoever plans these routes has never really had to sit in traffic for long wait times due to the traffic and never at particular times per day when traffic is screwed.
Instead of K line, Kirkland should have chosen Link light rail along the 124th Ave NE in Kirkland. Light rail would have served businesses btw Totem lake and NE 85th Street area as well as actually provided public transit that would have served high school and college students as well as anyone living in the North Rose Hill area.
Please provide notice, advertisement or invitation for community engagement in other accessible manners. E.g. different languages, different options to participate in survey (e.g. non-digital, options that don't need computer/internet, simplified versions of survey), etc. More accessible options to participate in survey(s) for the communities who benefit the most from faster and more reliable public transportation.
The mailer didn't mention that this route wasn't until 2030! I understand the delay due to infrastructure changes, but that's a long way out!
Dial a ride service where there are limited/ nonexistent bus routes. I would be willing to call a day or more ahead to get that last mile or two after regular routes end.
The rapid ride sounds like a great addition to Kirkland but not if it comes at the cost of other bus routes like the 255. I rely on the 255 to get from my school (UW) to my house. This investment in transit should not come at the cost of bus route many people use.
Given that the k line may impact other buses, I don't think public outreach is appropriate, unless that is mentioned. That is, most folks don't understand, that the k line could impact their bus negatively.

RAPIDRIDE

Asking people to provide feedback about the K line without informing individuals about the likely changes to the 255 is a serious omission of important information. Im so disappointed and frustrated with Metro over this orocess. ; This line is harmful to residents of Kirkland who are actively using transit. There should be data being collected about how this line and likely change of the 255 will affect ridership . Metro shouldn't be asking people about the 255 two years after planning for the K line that is a serious misuse of taxpayer dollars.

The community was not brought in early enough to have much input. The only reason I became aware of the controversy regarding this was because a neighbor told me about it. The postcard sent this summer was lost in the shuffle of family events and I did not realize the significance of this project. Even now there are folks in my neighborhood who are oblivious to the impact of this project on our community.

When will the k line bus stop going to be under construction ; When is the construction gonna begin putting stops

There was a open house at the Kirkland Library on Feb 8 that I attended. The two men from Metro that were there were not sufficiently familiar with the project to answer questions. Ryan (who has been at Houghton Neighborhood Association meetings left very early apparently not feeling well. Waste of my time.

What types of transportation do you use most often? Please select up to five (5).
(3 "Other" write-ins)

Bellhop for downtown bellevue

Lime scooter

Lime

What would make you ride public transit more often? Please select up to five (5) that are most important to you. (58 "Other" write-ins)

Don't plan on taking transit

safety issues at night

Take the #255 metro to Westlake terminal

Safer buses; Greater safety and fare enforcement on buses.

Safety

Public transit doesn't serve the area where I live...plus, I feel it's too dangerous to ride the bus

More comfortable bus seats like Sound Transit's

Buses that run as late at night in suburbs as possible to enable event staff work till late at night

I won't ride the bus

Safety of transit

More expensive parking at work

I don't ride the bus

Safety

Will never ride the bus

Nothing would make me want to take the bus.

Nothing

I do not use public transportation. I drive my own car

Don't want more buses on 108th in Kirkland

More comfortable bus seats

RAPIDRIDE

Transit goes to all the wrong places for me.
Not a bus user, Trams and light rail ok
Safety
I'm OK with the concept, but the extent of the BAT lanes make no sense. Start at the fire station and extend NB over 68th. ; The extent of the BAT lanes on 108th makes no sense for 2 minutes of potential savings a max of 2 hours a day.
safety
Free service within Kirkland
More comfortable bus seats
Trains
Safety
Nothing
Buses that run later so I can come home from shows/concerts in Seattle
Safe environment on the buses.
Buses that run earlier/later (560 to airport)
Late night transit on weekends
Train
Better security
Minimal wait time at transfer points
never ride
More bus lines that come to and from Woodinville
Would not use public transit
Safety on existing buses; Better safety on buses
Safer transport
bus stops where I don't need to hold an orange flag to cross the street at night where no one will see me even with the orange flag.
ADA access
Please add a stop at 132nd (lake Washington Institute of Technology)
light rail cleanliness and safety. CLEAN and SAFE please
bus stop at park and rides
Nothing
A dedicated buss that goes across Lake Washington on 520
Will never use transit.
better ways in/out of Seattle from Issaquah
Any infrastructure in the Cottage Lake area
Cheaper fares
Better Service to Lake Washington Technical College on NE 132nd Ave NE
Clean buses
Portable bathroom's at bus stops
Light Rail in my neighborhood
Less craziness on the buses
fix frequent cancellations!

RAPIDRIDE

How did you hear about this project? Please select all that apply. (17 "Other" write-ins)

Public library
Warning signs in the neighborhoods affected.
Neighborhood association meeting
City of Kirkland & Metro Staff
Houghton Neighborhood Association (I recommend you add this to your options - why is "News Media or Neighborhood Blog" combined? They are very different options.
Happenstance: word of mouth
bluesky
Bluesky
email from KC Council member
Elected officials
King County Council member Claudia Balducci Email
Bluesky
At multiple Kirkland meetings
BlueSky
Choose your way Bellevue email
Email
Cherish Kirkland put signs up along 108th last June/July about 4-6 story multi unit apartments or condos being allowed in residential neighborhoods. That info led to information about the K Line.

APPENDIX E: EMAILS

These emails were sent from community members to the RapidRide email (RapidRide@kingcounty.gov), sharing their questions and comments.

From:	North Rose Hill Neighborhood Association
Sent on:	Tuesday, January 14, 2025
To:	Rapid Ride
Subject	Re: RapidRide K Line: Request a briefing

Hi. This project to create jump lanes on 108th in Kirkland is a waste of tax dollars. I caught the 255 for 4 yrs 2016 to 2020 at NE 60th and 108th. If traffic gets backed up either way a jump lane might make the bus a few vehicles ahead. Really disappointed the waste for this project. Who is go to Eastgate? You should be connecting to BRT 85th or light rail in Bellevue. Adding the higher income people who live in Houghton (which is where 108th runs thru) do not use the bus. They are wealthy and have cars, or work from home or take a high tech company free shuttle.

I caught the bus on NE 60 because I couldn't get a parking spot at the South Kirkland park and ride because it was always full when I arrived. So I legally parked on the neighborhood streets and was 99% of the time the only person getting on/off at this stop. Adding hardly anyone gets on in this area except students going to the few schools around NE 50.

I do not support jump lanes.

Susan Davis 24 yr Kirkland resident residing in Rose Hill Neighborhood and thankfully I work from home now

From:	Gary Greenberg
Sent on:	Friday, January 17, 2025
To:	Whitney, Ryan; Rapid Ride; Doug McIntyre
Subject:	K-Line...

Good morning again!

I have a couple of follow up questions that I didn't have the opportunity to ask on Wednesday. Figured it would be best if I just put 'em into an e-mail:

1. Please provide details about your plans for NB and SB 108th, as it crosses 68th and if additional ROW is being proposed. For NB, what sort of treatments are you considering on the north side of the intersection?
2. Please provide details regarding the "speed and reliability" projects that you discussed outside of 108th. Will these require additional ROW, and if so, please detail and/or send maps? I understand that nothing is done at this point, but since Metro stated that "Phase 3 will focus on presenting a complete vision of the proposed project....", I suspect that this information is readily available.

RAPIDRIDE

3. Can you please provide numbers of projected boardings within Kirkland and if these boardings are anticipating the removal or reduction of service from other lines that currently serve Kirkland, including but not limited to the 255.
4. How does the cost per mile that Metro is proposing for the K Line compare to your other RapidRide projects?
5. In an e-mail between the city and Metro there's mention that "many of the top priority Kirkland access transit projects are no longer moving forward under the K Line due to funding constraints". Can you please provide some detail about what this means and which projects are no longer moving forward?
6. In an e-mail between the city and Metro, there's reference to a "potential project agreement", with a bullet point that asks: "whose forms should be used for acquisitions of property that will ultimately house improvements that will be turned over to the city". How and what will be turned over to the city?

Thank you for your attention to this. If it would be easier to hop on a call to go through these, I'm happy to do that.

Have a great weekend!

Gary Greenberg

From:	Houghton Neighborhood Association
Sent on:	Friday, January 17, 2025
To:	Rapid Ride
Subject:	Direct connections to Seattle

Hi Rapid Ride Team-

Thank you for your website with information around the proposed K-Line project.

Upon review, we had a question on one specific part of the "What we heard" section. One bullet says "Many expressed concerns for **planned changes to Route 255** and **the resulting lack of direct connections to downtown Seattle**" (emphasis ours).

As this says "*resulting lack of direction connection*" -- what is/are the direct connection(s) that currently exists between Kirkland and Downtown Seattle?

Thanks

- HNA Board

What we heard

- Community members want transit that will get them to important destinations within the community.
- Speed of travel is important.
- Community members want to be certain the bus will be there when they need it.
- Many expressed concerns for planned changes to Route 255 and the resulting lack of direct connections to downtown Seattle.
- Some noted a need for better service to people with mobility, vision, hearing or other disabilities.
- Safety is important at stations, including lighting and crosswalks, as well as surrounding sidewalks.
- Difficulty getting to and from the bus stop can make it hard for people to use transit.
- Buses take much longer than other transportation methods, which creates barriers to getting places on time.

From: Tim Banks
Sent on: Sunday, January 19, 2025
To: Rapid Ride; Central Houghton
Subject: BAT Lanes, K Line

I am a Houghton resident and am concerned about adding the K Line rapid ride service on 108 Street through Houghton. The 255 route is adequate for bus service on 108th St. Adding additional service to save (K Line) two minutes at a cost of \$10 million dollars seems like an irresponsible use of public funds in a state that is already experiencing a deficit. The best solution for Metro bus service in our area (in my opinion) would be to continue the 255 service to the downtown destination at the Westlake station after stopping at the UW.

Tim Banks

From: Vincent Chan
Sent on: Wednesday, January 22, 2025
To: Rapid Ride
Subject: How are you

Hi

RAPIDRIDE

I ask the rapidride people show up to my college lake Washington institute of technology they told me that the K line will open in 2030 in 5 more years right now is 2025 when will the construction gonna start they also told me they the 255 239 250 and the 271 route will go away right delete

Let me know

Thanks

Vincent

From:	Cale Schupman
Sent on:	Thursday, January 23, 2025
To:	Rapid Ride
Subject:	RapidRide K stop at Totem Lake Freeway Station?

Hello,

My name is Cale and I'm a Kirkland resident who is very excited for the K line!

My question is: why does the K line terminate at the Totem Lake Transit Center and not the Totem Lake Freeway Station, for a direct connection to Stride BRT?

As someone who lives near the north end of the line near Totem Lake and commutes to downtown Bellevue, I imagine it would be faster to take the K north to the Freeway Station and take Stride from there.

The transit center and freeway station aren't that far from each other, but from a rider's perspective, it's at least a 5 min walk and a crosswalk wait, which adds a non-trivial amount of time to the overall commute. It just seems like adding one more stop for the K line at Freeway Station would be a no-brainer?

Thanks for your time and have a great day!

- Cale Schupman

From:	Gary Greenberg
Sent on:	Thursday, January 23, 2025
To:	Rapid Ride
Subject:	Phase 3 K Line survey

Hello....

At the Bellevue open house, I spoke to Lluvia Ellison-Morales in reference to to my concern about how a number of survey questions have been written.

I do appreciate the outreach and the opportunity to provide input.

RAPIDRIDE

For example, the question below asks me for “reasons to support the creation of more rapid bus service”. What’s missing, is an option outside of the 4 positive ones provided, such as “additional RapidRide service is not necessary”.

As the question can’t be skipped, it gives the appearance that whatever one answers will be in support of additional rapid bus service and can definitely skew the reliability of the survey.

Lluvia noted that this concern would be acknowledged within your final report.

Thank you.

Gary Greenberg

9:09 5G% 38

Facebook publicinput.com

King County, WA > RapidRide K Line - Phase 3

Here are some reasons to support the creation of more rapid bus service. Which statement do you agree with the most?

- To make transit the best choice for the most people, by ensuring reliable service.
- To prevent traffic and congestion from affecting economic growth
- To provide more access for people with limited transportation choices.**
- To reduce the cost of transit operations, which are based on travel time.

You responded. [Change Response](#)

Do you agree with the following

RAPIDRIDE

From: tanya dimpsey
Sent on: Tuesday, January 28, 2025
To: Doug McIntyre; Rapid Ride
Subject: K line impacts on 255

Hi,

I attended the open house at the Bellevue Library. While Metro staff were willing to answer questions and concerns, I left there with more questions than answers. I'm not sure how people can understand and provide feedback on the K-line without knowledge of what will happen to the 255 line. The 255 is the highest ridership in Kirkland with 3,300 riders per day. Our family uses the 255 bus stop near our house to get to work, volunteer, school, home, and recreate in Seattle.

I look forward to hearing from you about how the city is working with Metro to maintain the most popular route in Kirkland.

Kindly,

Tanya Dimpsey

From: tanya dimpsey
Sent on: Tuesday, January 28, 2025
To: Rapid Ride
Subject: tabling at UW!

You are missing a lot of stakeholders by NOT offering a tabling event in areas where 255 will be affected, namely the University of Washington. Please consider a tabling event at a stop near UW.

From: Houghton Neighborhood Association
Sent on: Sunday, February 2, 2025
To: Rapid Ride
Cc: Penny Sweet; Jon Pascal; John Tymczyszyn; Kelli Curtis; nblack ;Amy Falcone; Jay Arnold; Doug McIntyre
Subject: Public comments on K Line Survey – no longer visible?

Hello Metro Team-

Thank you again for joining our association meeting a few weeks ago to talk about the K Line plans with the community. As you heard, it is a topic of great interest and passion for many in our community. We have copied Kirkland City Council Members and Doug McIntyre

RAPIDRIDE

on this in case they are interested in learning more about this project as we know they are busy with a wide range of topics impacting our City.

As you shared in the meeting, you opened up a survey to get feedback from the public on many aspects of the potential project. The survey format has multiple-choice and open-ended comment options.

We noticed many respondents took the survey in the first few days it was live. We also noted many responses seemed to benefit from the ability to see the comments previous respondents had added, as many of the comments had been upvoted dozens of times in only the first couple days. The upvotes seemed to indicate agreement from across the community on those specific comments.

We have heard from community members that they are no longer able to see comments left by previous respondents. The survey currently only shows "*Your privately submitted comments*" (Fig 2, below) when someone clicks on the button that reads "*Show all comments*" (Fig 1, below).

Was there a change made in the survey such that comments made by other survey participants are no longer able to be viewed? If so, can you share more on when this change was made and the reason for it?

Thank you for continued efforts to bring great public transportation options to the greater Kirkland community and your efforts to engage with us and others across Kirkland.

-HNA Board

Fig 1: *Show all comments* button

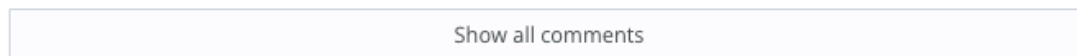
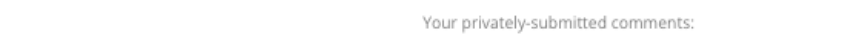


Fig 2: *Your privately submitted comments* - appear to be the only ones visible in the survey that previously showed all comments and allowed respondents to "upvote"



From:	Monika Czerska
Sent on:	Wednesday, February 5, 2025
To:	Kirkland City Council; Rapid Ride
Subject:	Absolutely against Bus lanes on 108th

To whom it may concern,

I'm a long time resident of Houghton and live near 108th. I'm absolutely against any BUS lanes on 108th. This would be a huge detriment to the community and this small

RAPIDRIDE

neighborhood. I see the buses go by all the time and they are empty!!! Years of mostly empty! This is not the right project for this neighborhood and community!

Monika Czerska

From:	Jane A
Sent on:	Thursday, February 6, 2025
To:	Lluvia Ellison-Morales
Cc:	Huan Zou; Rapid Ride
Subject:	Re: thank you!

Thank you, Lluvia! I will make sure our neighborhood gets this information. I wanted to make sure everyone at the meeting had a chance to talk, so I didn't throw in my input, but since you're asking...

My kids take the King County buses to and from high school almost every day. They usually ride the 893 to Lake Washington HS. If they miss that bus on their way to school they then take the 255 to the 245 and then on the way home 239 or 250 along 85th to 255 or 231. I wish the 893 ran more frequently so they could more reliably get to school and home when they are done with sports or after school activities. It only runs at 2 specific times a day: one morning pick up and one afternoon pick at 3:35pm. They report to me that this bus is oftentimes late and sometimes just doesn't show at its usual stop. When they have to take the alternative routes those buses sometimes just pass them by and they have to wait sometimes more than 1/2 hour for another bus. I'm not sure why this is. Do you know?

I think kids and the elderly (as some of our guests last night talked about) are greatly affected by bus schedules and their needs should be prioritized. The K Line sounds great and I would be tempted to use it since I have an office space in the Eastgate area, but given my schedule demands it probably wouldn't work, especially since I would have to transfer. I'm definitely in favor of a faster modern public transportation system, but could some consideration be given to the systems that are already in place that aren't working that well (893) and upgrade those?

Thank you again for your time!

Jane

From:	Lisa McConnell (via Google Docs)
Sent on:	Tuesday, February 11, 2025
To:	Rapid Ride
Subject:	85th PUDO improvements
Attachments:	85th PUDO improvements.pdf (1.78 MB)

[EXTERNAL Email Notice!] External communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Lisa McConnell attached a document



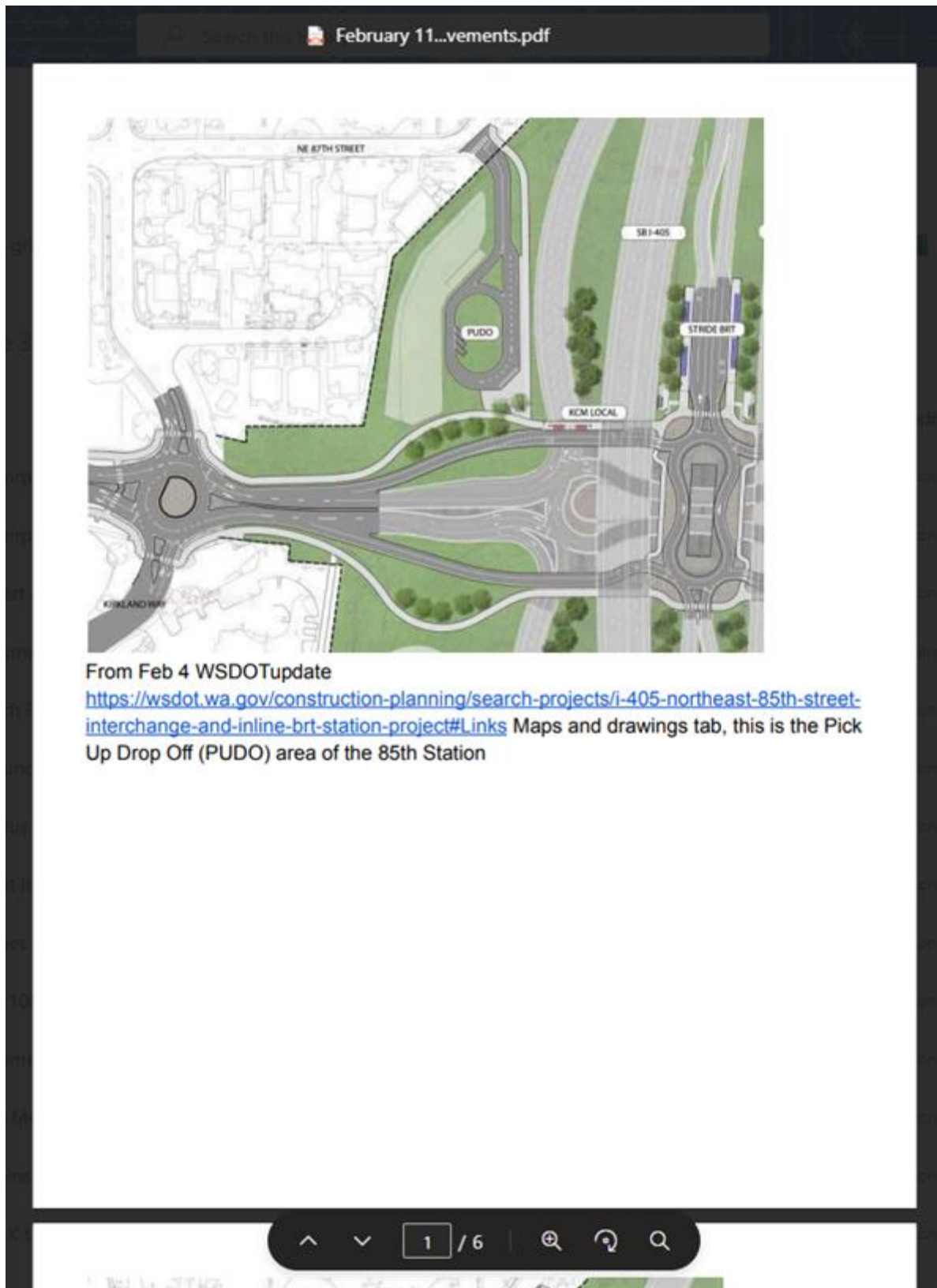
Lisa McConnell [REDACTED] has attached the following document:

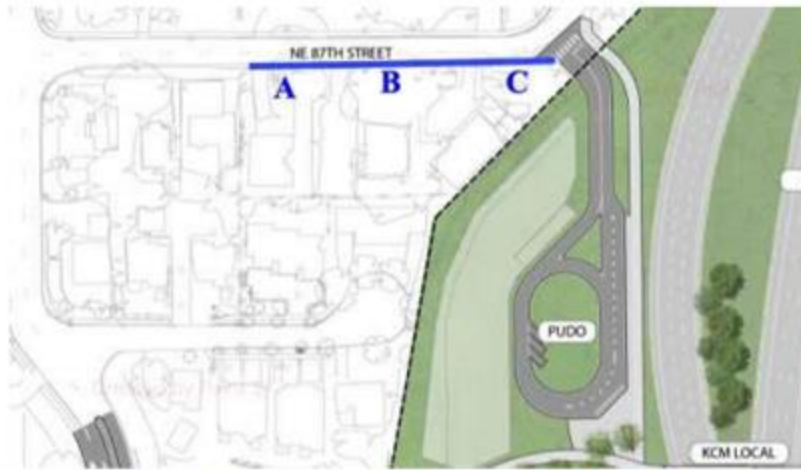
Please let me know if you need another file format. These are pedestrian and non-motorized improvements that need to happen for the 85th Station PUDO area

 85th PUDO improvements

Google LLC, 1600 Amphitheatre Parkway, Mountain View, CA 94043, USA
You have received this email because [REDACTED] shared a document with you from Google Docs.





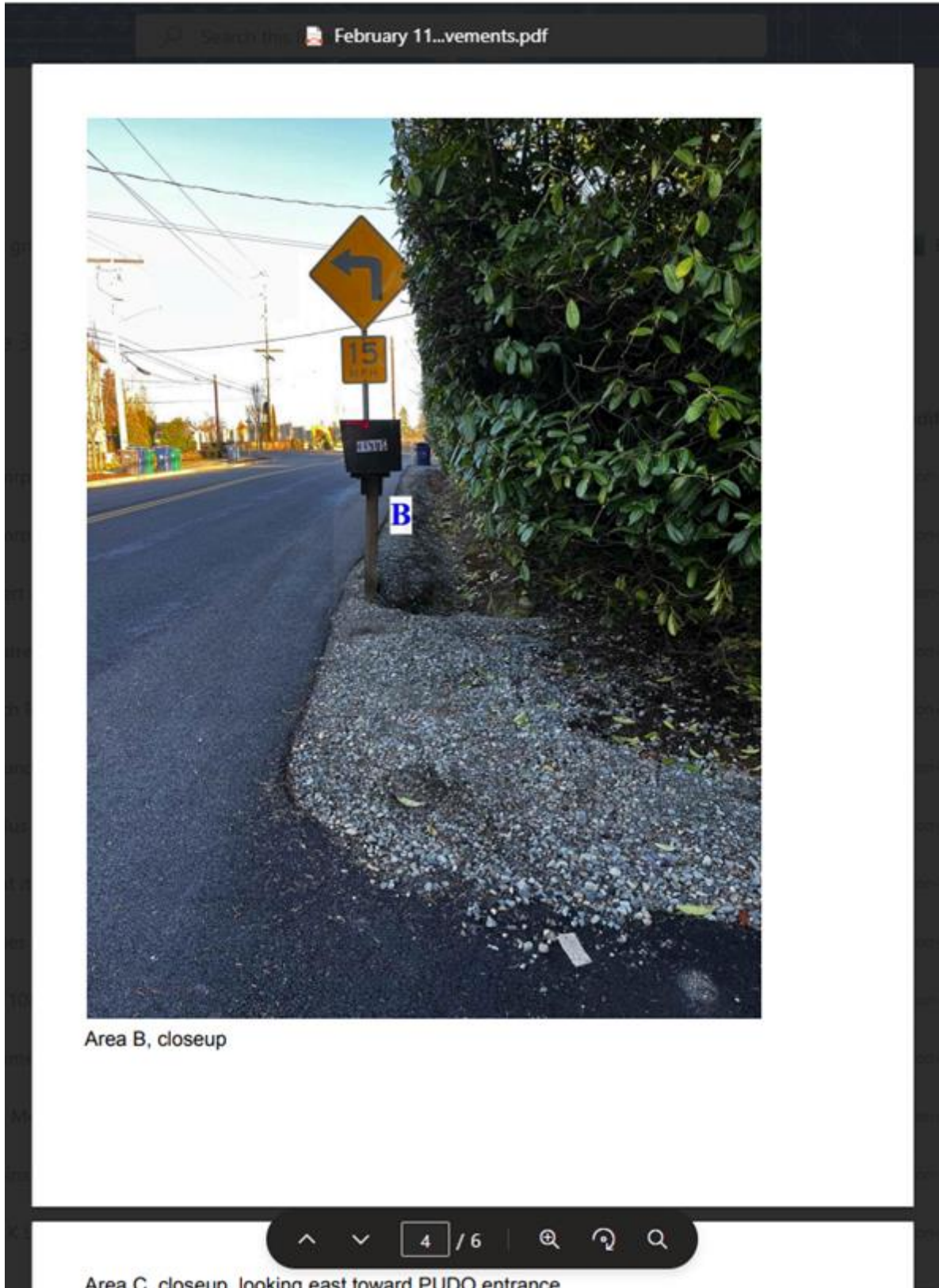


Let's zoom in to the area where PUDO connects to NE 87th Street. Both Sound Transit and Metro have called this connection out as THE connection to the CKC. But the area represented by the blue line is nothing more than a drainage ditch. In no plans, either by the Sound Transit I405/85th project or the upcoming Rapid Ride K Line, (segment B transit access improvement Area

<https://kingcounty.gov/en/dept/metro/travel-options/bus/rapidride/k-line#access-to-transit-3>), is there a sidewalk or bike lane slated for construction or even design consideration. Further, there is no lighting shown at the entrance to the PUDO area on any public plans that I have seen.







Area C, closeup, looking east toward PUDO entrance



Asking any pedestrian, bicyclist, or wheeled user (wheelchair, stroller, scooter, etc) to either cross 87th Street to access the sidewalk on the north side or to enter the roadway to access the southern sidewalk further west on 87th Street is dangerous and will end in tragedy.

Further, the CKC crossing of NE 87th Street, at 112th Ave NE is not designed for non-motorized safety or the assumed increase in pedestrian or bicycle commute traffic to the PUDO. There is no crosswalk on the north side of 87th to the CKC (yellow arrows in picture below), the curb cutout is around the corner, encouraging right hand turn lane collision with pedestrians or cyclists using the north sidewalk. The CKC crossing and the intersection as a whole is inadequately illuminated for non-motorized

safety, as approaching pedestrians and cyclists go unlit and unseen.



Likewise, the intersection at NE 87th Street and 114th Ave NE is only illuminated for pedestrians and the NorthEast corner.

My asks from WSDOT, Sound Transit, Metro RapidRide, and the City of Kirkland are:

1. Increased illumination for non-motorized users (not street lights but lighting for sidewalk/bike users) at 112th Ave, 114th Ave, and the PUDO entrance.
2. A South sidewalk from 11425 NE 87th Street east to PUDO entrance. (Blue line, ABC sections)
3. Ideally there would be a protected bike lane, or at least buffered bike lane to the CKC, with green lane markings at the 114th Avenue crossing. Any bike lane would be an improvement.

If we want to encourage success and non-motorized access to the 85th Station, which we all do, we need to make access SAFE, EASY, and OBVIOUS. Please don't wait for tragedy but design and construct for success.

Lisa McConnell
Kirkland resident
Transit and non-motorized advocate
Longtime supporter of the CKC

From:	Susan Bernstein
Sent on:	Tuesday, February 11, 2025
To:	Rapid Ride
CC:	Al Vaskas
Subject:	could not insert comments in RapidRide survey

Re RapidRide K:

After last night's presentation to the Moss Bay Neighborhood group in Kirkland on the RapidRide K plans, I went to the survey. Everywhere there was a place to add or comment, I was unable to. On a Mac, using Firefox 135.0. Here's a comment:

Are there additional areas along the planned K line route where the project team should invest in Access to Transit Projects?

On Map D, I think: people transferring from or to the K line to/from the light rail stop "Willburton" behind Whole Foods need a clear path, with signage and/or other markers or signals.

Also, in general:

The proliferation of transit types/routes in the area (streetcars, monorail, light rail, bus, BRT, rapidride buses, etc) with little regard for interoperability (let alone redundancy) seems so typical. Yes, we get federal Infrastructure funding which has to be spent in a certain way, but sometimes it makes little sense. For example, new, light, modern bus stops ("stations") with accurate arrival info is a great intention. Why not have a Metro/ST project to upgrade all their existing stops, rather than tie this initiative to a whole new bus line?

And any way to fix the mess that befell the 255 after the ST tunnel was closed to buses would be more appreciated by folks in Kirkland than new buses on the Eastside. The Access to Transit analysis team should more profitably work on the difficult Husky Stadium light rail station itself as well as its connection to the buses on Pacific. And waiting for another bus to downtown (545) on the highway is definitely not fun. So how about a rapid ride from S Kirkland P&R to Pioneer Square, across 520.

Susan Bernstein

Kirkland 98033

From:	Meredith Rasche
Sent on:	Wednesday, February 12, 2025
To:	Rapid Ride
Subject:	changes to current bus routes

Hi!

I was unable to make it to one of your events, however I heard that the 255 will be canceled due to this new route. Is that correct?

RAPIDRIDE

I'm concerned since it is such an important route for many people who commute to the UW campus and back to the east side.

Meredith

From:	Amy Morrison
Sent on:	Wednesday, February 12, 2025
To:	Allison, Michelle; Rapid Ride
CC:	ktiplett; Kelli Curtis; Angela Birney; Balducci, Claudia; kelly marquardt
Subject:	Formal LWTech Request to be added to the K Line

February 12, 2025

Michelle Allison
Executive Director
Metro Transit
201 S Jackson St
Seattle, WA 98104

Dear Ms. Allison,

I am writing to you on behalf of Lake Washington Institute of Technology (LWTech) to express the **critical importance of including our institution as part of the 2030 RapidRide K Line**.

LWTech is a vital public higher education hub in the Kirkland area. With a current annual enrollment of approximately **3,000 full-time students and a dedicated workforce of 500 full and part-time employees**, our campus is a bustling center of learning and innovation, and we are committed to providing our students and staff with the best possible resources and opportunities.

In addition, as part of our ongoing efforts to enhance our campus and better serve our community, we are **currently investing over \$250,000 for the construction of a new Metro bus stop as part of our Center for Design**. This state-of-the-art Center for Design will include a 500-seat multi-purpose space, designed to host a variety of events and activities that will benefit both our students and the broader Eastside community. This Center will be in open by fall 2026.

The inclusion of LWTech in the RapidRide K Line is essential for several reasons:

Chronic Under-Service: Our college community has been chronically underserved for my entire time at LWTech, which spans 12 years. Repeated requests for increased service have gone unanswered. Including LWTech in the RapidRide K Line is a way to guarantee dedicated, reliable, and quick service to our hardworking students who live and work on the Eastside. Providing direct and efficient public transportation to our campus will significantly improve accessibility for our students, many of whom rely on public transit to commute to and from school. This will help reduce barriers to education and support student success.

Community Engagement: The new Metro stop at our Center for Design will serve as a key connection point for the Eastside community, facilitating greater engagement and

RAPIDRIDE

collaboration between LWTech and local businesses, organizations, and residents. This will enhance the vibrancy and economic vitality of the Kirkland area. This is a priority for our regional business partners. This will also allow for reliable accessibility to our Early Learning Center which will be updated and expanded to serve the greater community by the end of 2025.

Equity and Opportunity: LWTech students personify Metro's equity opportunity index. Nearly 20% of our students are English language learners, and 54% of our student body are students of color. Many of our students are individuals with low/no income and with disabilities.

System Integration: Bellevue College and Lake Washington Institute of Technology are part of the same public community and technical college system. Ensuring that both institutions are served by the RapidRide K Line will create a cohesive and integrated transit network that supports the educational and professional aspirations of students and employees across the region.

We believe that the inclusion of LWTech in the RapidRide K Line will have a profound and positive impact on our students, staff, and the broader community. We request your support in making this a reality and revising the K Line to include LWTech *before* it is considered by the King County Council.

Thank you for your consideration. We look forward to the opportunity to work with Metro Transit to enhance public transportation options for our community.

Sincerely,

Amy

Dr. Amy Morrison, EdD, President

Lake Washington Institute of Technology

CC:

- Kurt Triplett, City Manager, City of Kirkland
- Hon. Kelli Curtis, Mayor, City of Kirkland
- Hon. Angela Birney, City of Redmond
- Hon. Claudia Balducci, King County Councilmember
- Hon. Suzan DelBene, Congresswoman

From:	Dennis Glines
Sent on:	Thursday, February 13, 2025
To:	Kirkland city council; Rapid Ride
Subject:	Bus lanes

Ladies and Gentlemen,

It appears that once again that you on the city council have been making plans "publicly""?" without notifying the people that you represent.

RAPIDRIDE

You may think, "well the council meetings are open to the public so there is no excuse for people to be ignorant of what we discuss." Which is true in the purest sense, but most of us have a myriad of other things we need to do besides attending city council meetings to make sure you don't sneak something through without our knowing. Like the La Quinta Inn deal you worked out with King County that was a done deal before the general populous of Kirkland even got wind of your dealings.

Now it appears from what I understand is that you and King County are once again planning something that I am sure most, if not all, of the people in the Houghton are against if you would bother to ask, poll or otherwise obtain our opinion/thoughts.

Since 108th NE is a very busy street during rush hours the idea of adding a bus lane each direction would be bad enough, but then eliminating the lanes for a block and then putting them back in down to 68th seems counter intuitive. It will not speed up or relief traffic, in fact it will be disruptive for commuters. I see this as another effort to force people onto public transportation by giving public transportation preference and making driving a car more stressful and delayed.

All of this for a bus that runs every 12-15 minutes.

When the park and ride was first put in at South Point & Evergreen Road, the parking garage was full every morning for people taking the bus. But this became undesirable so people started parking on side streets off of 108th NE, probably so they could get a seat or to avoid traffic snarl getting out of garage, but anyway, now the garage appears to be little used. People adapt, and if you put in the proposed bus lanes, people will adapt once again and you will probably find that your goal is not met. So many times people make plans without exploring all the possible unintended consequences. And I suspect that this is one of those times.

As you may have figured out if you have read through to this point is that I am very much against this idea. I do not commute and I can generally avoid using 108th during rush hours. I just think this does not represent the wishes of the residents of the Houghton community.

Dennis Glines

From:	Joyce Tymczyszyn
Sent on:	Thursday, February 13, 2025
To:	Rapid Ride
Subject:	Re: Federal Funding

Hi,

I understand that King county wants to apply for Federal Funding for the K Line.

RAPIDRIDE

Maybe there is a win-win option.

I would like to see King County Metro get Federal Funding but negotiate with the Federal department granting the money for a more worthy cause than the K Line.

Joyce Tymczyszyn

From:	Jeffrey Allen Bell
Sent on:	Monday, February 17, 2025
To:	Kirkland City Council; Rapid Ride
Subject:	Opposed to Bus Lanes

To the City Council of the City of Kirkland and RapidRide for King County WA:

I am opposed to this proposed bus lane. Kirkland is not Bellevue. Let Bellevue be Bellevue. Kirkland is a residential suburban community. It is not an urban community like Seattle. It is not a light industry community like Bellevue. It does not have a large downtown area like Seattle and Bellevue.

And most importantly, it does not have significant bus ridership now and will not in the future. This is not only a waste of public funds, but it is a pipe dream of a transportation future that will not materialize.

Does Google support this project in writing? They have all the new and empty office buildings in Kirkland and they don't support this project. If you don't want to listen to the citizens of Kirkland, then ask them.

Jeff

Jeffrey Allen Bell

<https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Construction-Projects/108th-Avenue-Northeast-business-access-and-transit-lane>

From:	Tony Girolami
Sent on:	Sunday, February 16, 2025
To:	Rapid Ride
Subject:	We don't want it

RAPIDRIDE



From Tony

From:	Ed Wang
Sent on:	Monday, February 17, 2025
To:	Kirkland City Council; Rapid Ride
Subject:	Yes to bus lanes on 108th (and elsewhere!)

Hi,

I saw some signage about proposed bus lanes on 108th Ave NE.

I am **fully in support** of these proposed bus lanes. Taking public transit through Kirkland is painfully slow, a fact that pushes many people to drive their own car. We should be doing absolutely everything we can to prioritize speed and reliability of public transit so it is a realistic and practical option for people. If not, the city will continue to be choked by car traffic.

Thanks,

Ed Wang

From:	Andrew Kolve
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RAPIDRIDE

Sent on:	Tuesday, February 18, 2025
To:	Kirkland City Council; Rapid Ride
Subject:	Bus Lanes on 108th

I just recently moved to the Houghton neighborhood from Seattle, having lived in Juanita in years past. I notice signs against bus lanes on 108th. As a frequent user of public transit, I thought I would take a moment to express support for the proposed bus lane. Making transit more reliable and faster helps everyone, even those not on the bus itself, as we all pay taxes to operate the service.

Thank you for the work you are doing.

Andrew Kolve

From:	Jennifer Davis
Sent on:	Tuesday, February 25, 2025
To:	Rapid Ride
Subject:	Objections to Metro's Proposed KLine Project

Hello - I am writing to you today to state my objection to King County Metro's proposed Rapid Ride KLine that would travel on 108th Ave NE through the "Heart of Houghton." Our residential neighborhood was not designed or expected to handle the Rapid Ride system, and the proposed project will create many more problems than solutions to transportation.

Not enough people in this area take the bus - or will take the bus even if provided, to justify the cost, disruption and change to our neighborhood and way of life, if this moves forward.

I do not see the justification for taking private property along 108th Ave for the KLine "bumps" and the negative transformation of the Houghton neighborhood during this project if it is ever to go ahead.

We have yet to get an answer from Metro regarding justification for the expenditure of \$120MM (or more) taxpayer dollars. I have lived in Houghton basically my entire life and I walk on 108th and surrounding streets regularly. I can visibly see that Metro's 255 ridership has never returned to preCovid numbers. I understand that the basis for Metro's KLine proposal is based on 2017 ridership data and that this has yet to be updated to current ridership. I also wonder where the numbers are to justify the KLine from Eastgate to Totem Lake-- who is travelling this path, why do they/would they use the bus (education, jobs, shopping, entertainment?) and without justifiable data, why would such a project and the expense be undertaken? Is this an "if we build it, they will come?" type of project? This is asking too much of the current residents and taxpayers without justification.

Please do not proceed with the KLine project. The expense of our tax dollars is not substantiated by accurate data, and this project will forever negatively change the liveability of Houghton.

Sincerely,

RAPIDRIDE

Jennifer Davis

Houghton Resident

From:	John Herman
Sent on:	Monday, March 3, 2025
To:	Rapid Ride
Subject:	support for rapid ride K line

As a Kirkland Houghton resident, I want to express support for rapid ride K line, and expansion of transit in the Kirkland/Bellevue/Redmond area where I live and work. I primarily use the 255 to access the Seattle U district and Seattle downtown, so I hope the K line and paired changes make that easier as well.

Thank you,

John Herman

From:	Colin Krysl
Sent on:	Tuesday, March 4, 2025
To:	Kirkland City Council; Rapid Ride
Subject:	Please Support Bus Lanes!

Good morning,

I am writing to express my strong support for the proposed bus lane on 108th Ave NE. As a resident of the area, I believe this project is a critical step toward addressing traffic congestion, improving public transit reliability, and advancing our community's sustainability goals.

Bus lanes are a proven solution to reduce traffic congestion by allowing public transit to move more quickly and efficiently. This not only encourages more residents to choose public transportation but also benefits those who continue to drive by reducing the number of vehicles on the road. For commercial traffic and everyday commuters alike, fewer cars mean smoother and safer travel for everyone.

Additionally, increasing public transit ridership is a key strategy for reducing greenhouse gas emissions and meeting Kirkland's, King County's, and Washington's climate action goals. By investing in infrastructure that prioritizes sustainable transportation, we can create a healthier, more equitable, and environmentally responsible community for all residents.

I urge you to prioritize the needs of the broader community and move forward with this important project. While I understand that some stakeholders may have concerns, it is essential to focus on the long-term benefits this bus lane will bring to Kirkland. Public transit improvements are vital to ensuring our city remains a great place to live for *everyone*, not just those who own cars.

RAPIDRIDE

Thank you for your time. I hope you will champion this project and ensure its timely implementation. It will be an achievement of your leadership and a commitment to making Kirkland and King County a more accessible, sustainable, and vibrant community for all!

Thanks again,
Colin Krysl
Rose Hill

From:	Far amiri
Sent on:	Sunday, March 9, 2025
To:	Rapid Ride; Kirkland City Council
Subject:	Opposition to the Rapid Bus Lane Project in the Houghton Neighborhood

Dear City Of Kirkland Council and King County Metro,

I am writing to express my strong opposition to the proposed rapid bus lane project along 108th Ave NE from NE 45th St to NE 70th St in the Houghton neighborhood. While I support efforts to improve public transit, this project poses significant negative impacts on the immediate residents and does not seem like the right solution for our community.

Concerns:

1. Increased Cut-Through Traffic in Residential Streets

- Reducing lanes on 108th Ave NE will likely push more cars onto smaller residential roads, increasing congestion, safety risks, and noise pollution for families and pedestrians.

2. Disruptions & Long Construction Timeline

- The project will cause months of road closures, detours, and construction noise, significantly affecting the quality of life for nearby residents.
- Once completed, the changes may create traffic bottlenecks, making daily commutes more difficult for drivers who rely on this key arterial road.

3. Very Limited Benefit to the Neighborhood

- The existing bus route already serves the neighborhood efficiently, and there is no demonstrated need for dedicated bus lanes in this area.
- This project does not provide meaningful improvements for local transit users but instead disrupts traffic flow and residential life unnecessarily.

Request:

I urge you to reconsider this project and seek alternative solutions that improve transit efficiency without negatively impacting the Houghton neighborhood. Please prioritize community engagement and consider transportation plans that enhance, rather than disrupt, our existing infrastructure.

RAPIDRIDE

I appreciate your time and look forward to hearing how our concerns will be addressed.

Sincerely,

Farshad Amiri

From:	Jan Young
Sent on:	Sunday, March 9, 2025 2:37 PM
To:	Kirkland City Council
Cc:	Whitney, Ryan; Mark Ellerbrook; Rapid Rid
Subject:	K-Line - Another Option

Dear Kirkland City Council Members,

I'm a long time resident and understand that a transportation plan that's fiscally responsible to meet the higher housing needs is vital; however, a well planned one goes even further to assure that the dollars spent is used to add to ultimate efficiency and maximum cost benefit. With KC's looming budget cuts, lowering costs are even more fiscally prudent.

Projected costs of the NE 85th Street station are estimated at up to a third of a billion dollars, making it one of the most expensive BRT projects planned by Sound Transit. The city's existing Totem Lake transit center is located just about a mile away.

How is the City Council making sure that the 85th Street station is used to its fullest potential? Isn't the purpose of the K-Line to save time between cities and to act as a major arterial connection to the major transit stations? Isn't it supposed to be an additional alternative to more efficient mass transit without the high cost of light rail?

If that's the case, then bolstering existing feeder routes, like the 255 and 250, to connect to or near the 85th Station or a redirected BRT, would be the least disruptive to neighborhoods and lower costs significantly. The 255 and 250 already serve the purpose of reaching the downtown corridors via the downtown Kirkland Transit station. The Google buses serve its employees well and add to the efficiency of transport with minimal impact to the neighborhood.

An alternative is to connect the feeder routes to the K-line is to have a BRT line from the 85th Street Station, parallel to I405, along 120th Ave NE, 116th Ave NE, directly to the So. Kirkland P&R. This would service Costco, other nearby businesses, Sophia's Way homeless shelter, Lake WA High School, and the proposed Kraken Iceplex Community Center at the Houghton P&R, as well as the many schools and businesses along Northup Way, going to the S. Kirkland P&R.

I would urge the Council to consider alternatives to the K-Line and rank them by least cost and highest return on investment. Specifically, I'd like to request the cost comparison, pros and cons, of adding a BRT line along 120th Ave NE and 116th Ave NE, from the 85th St Station to the S. Kirkland P&R. Thank you.

RAPIDRIDE

Sincerely,
Jan Young (she/her)
Kirkland Resident for 30+ years

From:	Garth Todd
Sent on:	Thursday, March 13, 2025
To:	Kirkland City Council; Rapid Ride
Subject:	Message in support of K line bus lanes on 108th in Kirkland

Hello to whoever may end up reading this,

The yellow opposition signs led me here. I live north of this area and am greatly excited for the new K line. PLEASE do not kneecap this line because a small number of people would be minimally inconvenienced. Many people will benefit from this line, likely including the opposition since some car traffic will be reduced.

Thank you,

Garth

Sent via the Metro online customer service form

Date: March 13, 2025

Subject: Support for RapidRide K Line

Comment: I am seeing negative signs all over my neighborhood about the prospective rapid ride line being planned on 108th Ave NE in Kirkland. I would just like to say I would be very happy to have the proposed rapid ride line near me on 108th Ave NE. My wife and I would take it frequently. And it seems like a good route. We live at -----, Kirkland

Sent via the Metro online customer service form

Date: March 17, 2025

Subject: Increase Frequency of Route 225 Service

Comment: The complainant stated that two years ago, the Route 225 used to run every 30 minutes; however, now it only runs every hour. Please increase the frequency of the Route 225 back to every 30 minutes. The caller said that they need more frequent service to get to their destinations, particularly in inclement weather.

The customer contacted us several times before to request that we increase the frequency of Route 225 service.

RAPIDRIDE