

RapidRide I Line coming to south King County

RAPIDRIDE

What are the basics of this project?

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How has Metro engaged the community on RapidRide I Line?

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What are the basics of this project?

RapidRide I Line coming to south King County

RAPIDRIDE



King County Metro is bringing RapidRide to south King County. RapidRide I line will provide fast, frequent, and more reliable bus service to people in Renton, Kent, Auburn, and the surrounding areas. RapidRide I Line will upgrade the current Route 160, formerly Route 169 and 180, between Auburn Station and Renton. Metro currently operates six RapidRide lines across the county that are more reliable and get you where you need to go, when you need to get there.

Building on prior engagement

Metro's design of RapidRide I Line builds on previous investment and engagement with south King County communities. Metro heard the following key themes that are shaping project design and engagement strategies:

- Add more frequent, and reliable bus service throughout the day, into the evening, and on weekends
- Provide a range of transit options, including RapidRide, and flexible services that meet the needs of the community
- Serve community amenities and services, such as shopping centers, transit centers, medical centers, schools, and residential areas
- Provide station locations that are accessible and easy to reach
- Offer more transit connections and better access to stations
- Continue to lead with equity and meet the needs of communities who have been historically underserved.

We want to hear from you!

Visit our online open house at [RapidRideIline.com](https://www.kingcounty.gov/rapidride/iline) to learn more about:



- Roadway changes to make the bus faster and more reliable
- New sidewalks, pathways, and other projects to make it safer and easier to get to the bus.
- Station design features, including lighting, seating, weather protection, and more.

For more information, contact:
rapidride@kingcounty.gov

Here are some ways you can get involved:



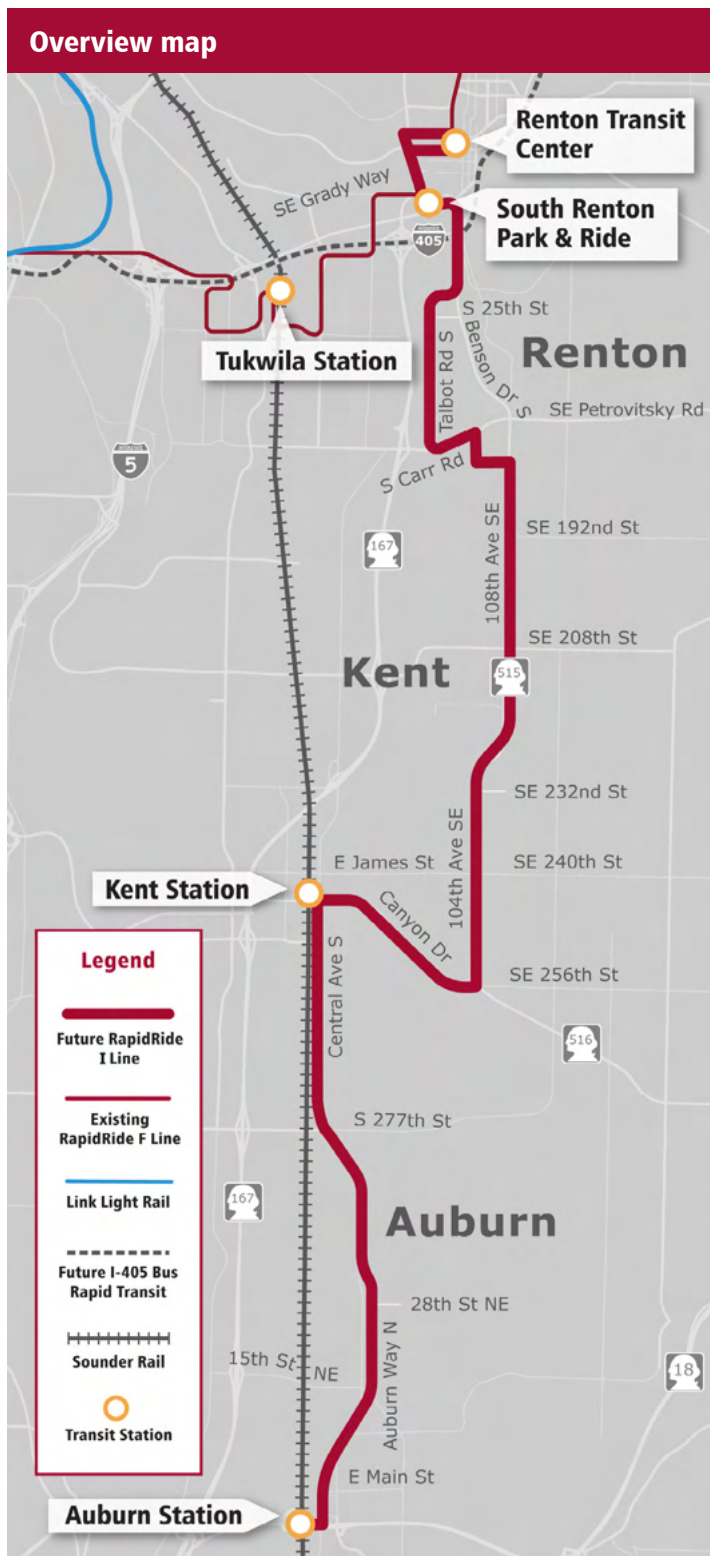
Contact Metro. Call or email RapidRide Community Engagement at 206-263-9768 or rapidride@kingcounty.gov.



Sign up for project updates. Sign up to receive regular project updates at [kingcounty.gov/metro/iline](https://www.kingcounty.gov/metro/iline).



What are the basics of this project?



RapidRide Community Engagement
King County Metro
206-263-9768 | rapidride@kingcounty.gov

Why upgrade to RapidRide?



To serve our many riders: Route 160, previously routes 169 and 180, is one of the busiest Metro routes in south King County, carrying nearly 8,000 riders each weekday.



To improve transit connections: RapidRide I Line will connect riders to the RapidRide F Line, Sound Transit's buses, the Sounder train, and local bus service.



To enhance the customer experience: RapidRide is designed to be consistently fast, reliable, and frequent. Buses with three doors mean fast loading and unloading for all passengers, including those with mobility challenges.

What benefits can I expect?



Reliable service: RapidRide buses will be more frequent and stay on time more often, with added service at night and on weekends.



Bus stop upgrades: Most RapidRide stations will include better lighting, signs with real-time arrival information, and more seating.



Better access: Metro is working with local cities to improve sidewalks, street crossings, and other pathways to bus stations to ensure a safe and convenient experience.

Project timeline

Spring – Summer 2019: Metro engaged the community and partners to help draft design concepts and inform station locations, service changes, and projects to improve access to the bus.

Fall 2019 – Fall 2020: Metro used community feedback to inform and revise preliminary designs. In September 2020, bus routes 169 and 180 combined to create Route 160.

Winter 2020 - Spring 2021: Conduct field work and collaborate with property owners and businesses along the route. Gather feedback on final design concepts.

2024: Construction begins.

2025: RapidRide I Line service begins.



RapidRide I Line Community Engagement Summary

Final design: 60 percent: March 2021–February 2022

Last updated: March 31, 2022

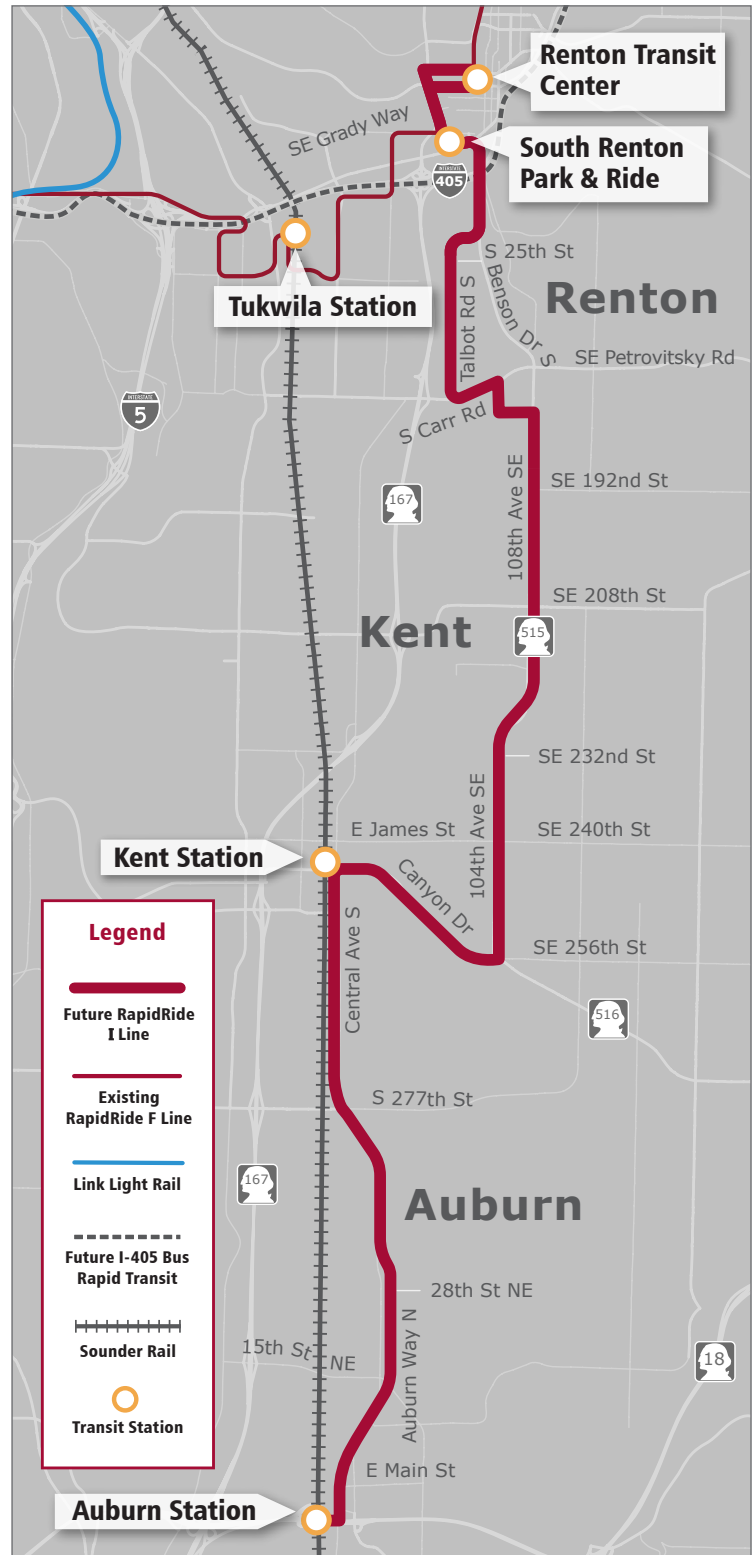
Executive Summary

Background

King County Metro is working to connect Renton, Kent, Auburn, and the surrounding areas with high-quality, frequent, and reliable bus service. RapidRide I Line will upgrade the current Route 160, which runs between Renton and Auburn, passing through Kent. Throughout the COVID-19 pandemic, Route 160 continues to be a top ridership route. Metro is working to improve King County transit access and reliability from a system-wide perspective; the RapidRide I Line is one element of a larger approach to improve bus access in south King County.

Inclusive community engagement approach

Just as community engagement shaped early planning, Metro is working to listen and gather input from community members during the final design process. At the 60 percent completion milestone in November 2021, Metro launched an online open house website in simplified Chinese, English, Russian, Spanish, and Vietnamese to report how they incorporated public input from previous project phases into design plans, share refined station locations and gather feedback on station features. Metro continued to engage with property owners, community-based organizations, and businesses to introduce the project and encourage participation, including having interpreters or multi-lingual staff to engage them as needed. Metro communicated anticipated benefits RapidRide I Line will bring to the community.



How has Metro engaged the community on RapidRide I Line?

Inclusive community engagement approach (continued)



Culturally relevant media advertising in five languages*



Multilingual online open house in five languages*



Community partner engagement



Social media outreach



Flyers posted in local businesses

**Simplified Chinese, English, Russian, Spanish, and Vietnamese*

	facebook / Instagram	twitter
Impressions – The number of times the posts were on a screen.	42,006	11,461
Engagement – The number of times people engaged with the post through reactions, comments, shares, views and clicks.	1,103	161
Reach – The number of people who saw the post at least once. (Reach is different from impressions, which may include multiple views of the posts by the same people. Facebook/Instagram estimates this metric; Twitter does not provide it.)	28,175	N/A
Link clicks – The number of times a link is clicked and redirected.	734	45

Throughout the RapidRide I Line 60 percent final design engagement process, Metro mailed postcards to 48,026 addresses and reached out to 75 businesses and 38 community-based organizations along the RapidRide I Line route. Metro worked with community-based organizations and businesses to share information about the RapidRide I Line online open house, and project updates at the 60 percent design phase. Between January 28 and February 20, Metro posted multiple times on social media, including Facebook/Instagram and Twitter, about the opportunity to weigh in on the project through the online open house.

Social media metrics indicate that Twitter posts had 161 engagements, while Facebook posts had over 1,000 engagements. Metro purchased space in three Chinese print publications and two Vietnamese print publications. Metro placed advertisements in English to three online publications, two Spanish online publications, two traditional Chinese online publications, and one Vietnamese online publication.



How has Metro engaged the community on RapidRide I Line?

Community feedback overview



Community members shared feedback with Metro in several ways during the 60 percent final design phase, including comments on the online open house, through emails, in one-on-one conversations, and on social media.

Most community members shared comments related to station locations, safety at stations and on the bus, station features, Metro operations and service, bike infrastructure, access to bus stations, and transit accessibility. Throughout final design, community members asked Metro to prioritize safety and accessibility of RapidRide I Line bus stations and service.

The RapidRide I Line 60 percent final design online open house remained open to public comment from Friday, January 28, through Sunday, February 20, just over three weeks. Throughout that time, 1,248 community members visited the online open house, an increase of 69 percent from the 30 percent design phase, which experienced only 856 online open house visitors. Community members shared 55 comments with Metro during this time – an increase of 55 percent from the previous phase. While most community members submitted feedback through the online open house website, some community members sent direct emails, and others commented on social media posts with their feedback.

Next steps

Throughout this project, community engagement has influenced Metro's development of the RapidRide I Line route, projects to include speed and reliability, projects to improve access, station locations, and station design. As the project moves to the 90 percent design completion milestone, Metro will report back to the community about how their priorities and 60 percent design feedback are reflected in the design. Metro will reach out to route neighbors, businesses, and local community organizations to share expectations ahead of station construction.



What comments did Metro receive?

Summary

Most community members provided comments related to station location, safety, accessibility, station features, service, and bike infrastructure. People were most vocal about station location, safety, and accessibility.

Detailed comments

Station location

AUBURN

- Please don't remove the bus stop on Auburn Ave at 1st St. for the hospital. I use this stop as an RN going to work in the morning when it is often very dark and dangerous to be walking even further to get to work. We also use this bus stop to discharge patients and provide them with bus vouchers to travel to their final destination.

KENT

- Thank you for changing the plan for the location of the stop at Smith and Titus in Kent down the hill from the Senior Center. The old and new locations are an equal distance from my house, but the new location will be so much safer and easier to access. I am guessing that it will also cost less to build there. (Northbound: E Smith St and E Titus St/ Jason Ave N)
- The closest station to my place is SE 256th St. and 101st Ave SE which is around 1.25 miles, approximately a 25 min walk. This route does not consider the south Kent or Scenic Hill area where we have been seeing a lot of new residential area growth. This area does not have good public transportation availability. Please consider having at least one station near Target/Home Depot.
- Just to be clear, these two spots are shown close together on the map, but they're actually about three blocks apart, right? That seems a little confusing. I understand Northbound near Willis doesn't offer much space with the rock retaining wall, etc. but at least the map shown here shouldn't show the two spots so close to each other. (Northbound: Central Ave S and E Meeker St)



What comments did Metro receive?

- I would definitely prefer the intersection and stop between SE Carr Road and 108th Ave SE, since it serves more businesses directly and avoids multiple crossings and better connection with Petrovitsky, Benson and Carr Roads. (Southbound SE 180th St and 108th Ave SE)
- This intersection is of concern. There are multiple reasons for this location be routed to another location. You are planning to place an entire bus station in front of our entire business. *(All sub-comments came in one email from one individual and are primarily regarding the Southbound Central Ave S and E Willis St stop and the Central Ave S and E Meeker St stop)*
 - The Kent Station is located blocks from Central/Willis.
 - We see plenty of space before Willis on the North Side, or on the Bridges Ave Corner where there is a much better option as it will not obstruct anybody's business or disrupt their operations with the nonsense that bus-stops are known for.
 - King County is not going to be maintaining the locations as certain areas are too scary or not worthy for them to be kept up. I'm sure in the beginning like any other place you may, but in the years to come, it will turn out like all of the other bus locations.
 - Central/ Willis is not a high traffic area for people getting on or off buses. Even at the current locations. The bus stops only attract the wrong activities around this location. The people getting on or off are only going to the 7-11 on Central and Willis to loiter all night long and maintain their drug activities. And seeing that the police are doing nothing and cannot do anything, this is just another plant for these things to go on.
 - You are planning to cover the entire front of our businesses, which we have NEVER seen in life before. This is not right and is inconsiderate.
 - You are asking for 800+ square feet for this location. No other stop on your route appears to even require this much space. Not even across the street on the East side of Central, where there's much more space and you are not planning on placing an entire bus station in front of anyone else's business on the East side of the street.
 - We feel that we are black owned and operated businesses, this is just another way to either run us out, bully us out of what we have established, and act like nothing is happening. There are other options for a location close to here that will work.
 - Noticing on this map, it looks like you have considered moving the Willis St. station from the East side to another location. Which would be great if you would



What comments did Metro receive?

also do the same for the West side and not place it directly in front of our businesses.

- This location is way too close to a busy intersection that has multiple accidents.
- King County does not keep the bus stops up, as I have knowledge of several locations where they are unmaintained.
- Getting on or off this location, there is nowhere to go, except commercial / warehouse businesses. So, we only see it as a place to hang for the drug heads, a new living place for the homeless, and other unwanted activities.
- Fights and drive-by shootings are known for bus stops, and we are very concerned that this is another factor as there are customers and people that may be a victim of stray bullets.
- You are asking that your bus station be butted up against our building, which there should be a rule to some sort of distance from doorways/ windows, etc. People will not only be loitering for this matter, leaning up against our building, tagging, breaking windows, which have already taken place without a bus station. We can only imagine what will happen if you are still considering.

RENTON

- I liked the original idea of not doing this intersection, rather in between Benson, Carr and Petrovitsky Road, since it serves more businesses directly and just a simple good crossing and timing, I prefer 108th Ave SE and SE Carr Road. (Northbound: SE 180th St and 108th Ave SE)
- I'm pretty sure there is a stop at 98th and Carr Rd, at PacMed. (601 S Carr Rd, Renton) There is a light there and the northbound and southbound stops are right there at the intersection. The map doesn't show if it has been, or will be, removed. Will this stop still exist? I have difficulty walking and these two stops get me to my appointments with little issue. They may not be popular stops, but they have made a world of a difference for me! (SE Carr Rd and Wells Ave S/ Mill Ave S/ 103rd Ave SE)

GENERAL

- Can you provide a map showing the locations of proposed stops?
- I like the spacing of the stops.



What comments did Metro receive?

Bus stop and on-bus safety

AUBURN

- Is there going to finally be a traffic light at this intersection? Many people coming from WorkSource to take RapidRide I Line southbound are not walking up to cross at the 30th St/Auburn Way NE and walking back two blocks south to the bus stop, even if there's only 20-minute headway between buses. They will continue to risk crossing four lanes with a median turn lane to catch the bus. It has been this way going back to when the 150 ran down to south Auburn; I can vouch that I have seen this same pattern at the stop since '86. (Northbound: Auburn Way N and 28th St NE)

KENT

- Getting on or off this location, there is nowhere to go, except commercial / warehouse businesses. So, we only see it as a place to hang for the drug heads, a new living place for the homeless, and other unwanted activities. *(Please note that this comment is also repeated in the Station location section for Kent.)*
- Fights and drive-by shootings are known for bus stops, and we are very concerned that this is another factor as there are customers and people that may be a victim of stray bullets. *(Please note that this comment is also repeated in the station location section for Kent.)*
- For years and years this place has attracted drunks. I hope you have a good glass design for when they start breaking windows. (Southbound: SE 256th St and 101st Ave SE)

RENTON

- Many buses pass through Renton Highlands nearly empty all day and all evening. There is too much potential for criminal elements that prey upon Seniors.
- I won't ride a bus that travels through the crime areas of Renton. I suggest you Google this question, "Is Renton safe?" Look at the answer. Renton is identified as one of the highest crime cities in Washington state.

GENERAL

- King County Metro Transit doing something about the druggies on the bus would be a good start.



What comments did Metro receive?

- King County Metro Transit, why do you have sheriffs escorting the RapidRides now? Seems a tad dystopian don't you think? How do you feel like this contributes to our ever-closer march towards complete fascism?
- I line is going to be a new home for drug addicts and homeless shelter.

Construction safety

AUBURN

- No comments received

KENT

- Please provide a safe route for the kids from the school with this construction that has ample lighting throughout. (Northbound: 108th Ave SE and SE 208th St)

RENTON

- No comments received

Accessibility

KENT

- 192nd east of 108th has fast, heavy traffic but partial, interrupted sidewalks, making it very dangerous to access on foot. Could you please consider putting sidewalks or at least parking bumpers on the shoulder so that pedestrians have protected paths on the full walkshed? I believe the most important part is on 192nd between 108th and 116th, but it would be also beneficial to extend west from 108th a couple blocks, and east to the Soos Creek trail entrance just after 124th, enabling a connection there (it's especially dangerous between 121st & 124th because of an incline). (Northbound 108th Ave SE and S 1)
- Some cars use 192nd as a shortcut between SR 167 and Interstate 405 and Fairwood or even Maple valley, and others prefer to drive very fast because it's straight, has few lights, and is in-between two police jurisdictions. As a result, there is often vehicle traffic well over the arterial speed limit of 40. (Northbound 108th Ave SE and S 1)
- East of 108th, there are many new, planned, and in-progress housing communities, as well as an elementary school. In particular, Youngs Lake Commons on 116th is affordable housing about 1/2 mile from the stop, and targeted for families, seniors



What comments did Metro receive?

age 55+, and disabled persons. Residents there are unable to access this new stop on foot without walking in traffic for several blocks on 192nd. (Northbound 108th Ave SE and S 1)

- On 196th, the existing station (to be deleted) can be accessed on foot without walking in traffic, due to some parking bumpers being used to create a temporary sidewalk on that street. This is a great feature and should be replicated on 192nd. Thanks! (Northbound 108th Ave SE and S 1)
- Will there be a crossing signal installed at SE 224th St? (Northbound: 108th Ave SE and SE 217th St/ SE 216th St)
- I would definitely prefer the intersection and stop between SE Carr Road and 108th Ave SE, since it serves more businesses directly and avoids multiple crossings and better connection with Petrovitsky, Benson and Carr Roads. (Southbound SE 180th St and 108th Ave SE) (Please note this comment is repeated in the Station location for Kent)

GENERAL

- No comments received

Station features

AUBURN

- No comments received

KENT

- Something very resilient as the police and mayor have done little to get crime to be lower in this area. (Northbound: E Smith St and E Titus St/ Jason Ave N)

RENTON

- No comments received

GENERAL

- I would like to see the dollars spent on shelters that are focused on sturdiness rather than artistic value to prevent vandalism. Lighting for safety is also important. Thank you!



What comments did Metro receive?

Service

AUBURN

- No comments received

KENT

- No comments received

RENTON

- Why is there no bus service direct from Highlands to St. Anthony Grade School?
- Why is there no bus service directly from Highlands to Coulon Park? I have paid taxes to build Coulon Park and cant use it in the good dry warm weather because there is no place to park. Coulon is used by folks from Rainier Beach, Mercer Island, Newcastle and Bellevue. School parties for these areas are held at Coulon.**
- At least one third of the citizens of Renton live in the Highlands and more are destined to reside there when new Highland's housing is completed. Highway 900 through Highlands has no bus cutouts for riders to board.
- Why is there no park access bus running to the Renton parks and Renton swim-recreational center, Coulon, Liberty Park, Park on Union, and the two Renton libraries? Also include shopping and restaurants at the landing**
- Hello, I am a resident of Renton. I would like to ask why there is no RapidRide bus line from Renton to Seattle. If I want to get to downtown Seattle, the major metropolitan center in our region, my only options are 2 bumpy, relatively slow local KC Metro lines. RapidRide lines serve neighborhoods to the West and North of downtown Seattle, but not people living in the South end. I have voted repeatedly for Sound Transit because I believe in public transit, but I do not see how Sound Transit funds are helping Renton. Can you explain this to me?
- I used to live in West Valley. Does that mean we will get a proper route all of the way to Southcenter again?
- It is too difficult to go to downtown Seattle to sign up for a Senior Pass. Why can't senior bus passes be available at Renton City Hall?
- The traffic fumes on Highway 900 are intense and burn my throat when one must wait for a bus on Highway 900.



What comments did Metro receive?

- Renton pays high car tab taxes for light rail and has no light rail. All Renton citizens should get a free annual transit pass to visit the parks and shopping center because we are denied access to light rail. Renton would have had a City Council favoring rail access, but City Planners blocked such progress. Look at the rail system in Vancouver, Canada, and the easy park and ride lots and easy on and off access to the facility that runs 24 hours per day and includes the airport.
- I wish that RapidRide I Line would continue to Renton Landing, but there's another bus that will do that, so it's only a wish. (Southbound: Renton Transit Center – Transit Center)

GENERAL

- Such a fuss from making a bunch of stops. Why not just put more validators inside of the vehicles so people can stop holding the buses while paying for the rides. And stop accepting cash on the buses! Install vending machines on the bus and double the prices there. Regular riders must use the tap card!
- We feel as if we are being bullied into a situation, and you're trying to run out of the area. Which we are certain this is your ultimate goal.
- RapidRide is of poor quality!

Bike infrastructure

AUBURN

- No comments received

KENT

- No comments received

RENTON

- No comments received

GENERAL

- Where are the bikes in this?
- For all stops, it's ridiculous to configure bike lanes to go between the bus and the stop. That sets up an inevitable and unsafe conflict between 3 different transportation



What comments did Metro receive?

modes. Riders with disabilities will be especially vulnerable and likely to be hurt in that configuration. The bike lane belongs behind the stop, like on Dexter Ave N and Roosevelt Way NE, to eliminate the conflicts between bikes, buses, and boarding/alighting riders.

Miscellaneous

RENTON

- What happened to Renton's Neighborhood Watch Program? Why are there no longer any monthly reports from Cindy Parks about neighborhood crime and tips for crime prevention?

GENERAL

- Metro is part of the woke King County Government, so nothing will be done about them or those who never pay a fare.
- I think my only comment is that "I" is easily confused with "1", so maybe that letter should be skipped?
- Wait, your bus service takes care of more than one city. Unheard of!
- It just seems to me that at a time when inflation is wildly out of control, with the cost of goods rising about as fast as in the days of Jimmy Carter, and so many people having lost their jobs or their businesses, it is not the best time to be spending public funds. Rather, you all should be looking for ways to reduce our tax burden and tighten up spending, as each individual and family has to do.

** similar comment from one individual

