RapidRide R Line
Community Engagement Summary

Conceptual design (preferred concept): November 2019-March 2020
Last updated: April 28, 2020

Introduction

This report summarizes community engagement approaches, activities, and feedback collected during the conceptual design phase of RapidRide R Line.

Project background

King County Metro (Metro) is upgrading bus service in Seattle’s Rainier Valley with a new RapidRide line. By late 2024, RapidRide R Line will serve people who are currently using Route 7 with better, more reliable bus service. Route 7 is currently one of Seattle’s busiest routes, serving 11,200 riders per day. Route 7 has been the Rainier Valley communities’ stable form of transportation—a lifeline through South Seattle that has helped create a sense of place for many in marginalized, historically underserved communities.

The community around Route 7 and Rainier Avenue S. is growing. Many people who live in the Rainier Valley depend on Route 7 to get to where they are going. People use this bus route most often as a local service—for traveling to the grocery store, school, medical appointments, and more—not just as a commuter shuttle to get to and from downtown. While Route 7 buses are scheduled to come every 10 minutes or sooner throughout most of the day, buses are often delayed. Metro’s key goal for RapidRide is to provide more reliable service, meaning buses will be more frequent and stay on-time more often.

RapidRide R Line will also bring riders improvements to service quality, safety, and access:

- Enhanced customer experience with faster loading and unloading for all passengers, including those with mobility challenges.
- Upgraded bus stations with improved lighting and visibility, shelter, and real-time arrival information.
• New and more reliable connections to Link light rail, with a focus on better access for people walking, rolling, and biking.

Metro’s RapidRide R Line project timeline
The graphic below shows Metro’s planned RapidRide R Line timeline from needs assessment to service launch (the gold outline indicates our current stage).

Building on prior engagement
During the needs assessment phase, from June through October 2019, Metro focused on re-engaging Rainier Valley residents. In 2017 and early 2018 the Seattle Department of Transportation (SDOT) gathered community input on transportation needs and priorities along Rainier Avenue S. Metro took over as lead agency in early 2019 and launched the needs assessment. Building on SDOT’s work, Metro reset the vision for RapidRide R Line and re-evaluated proposed plans to upgrade bus service, improve traffic safety, and make it safer and easier to walk, bike, and roll to RapidRide stations. Metro focused on reporting back on what we heard, explaining how we’re reflecting these issues and concerns in design, and promoting upcoming opportunities to influence decision-making. Metro had two main goals during the needs assessment phase: 1) re-engage Rainier Valley residents and introduce RapidRide R Line, and 2) gather community input on transportation needs and priorities to inform design concepts.

The graphic below summarizes key themes we heard during the needs assessment.
We also heard input that influenced our engagement approach and design process moving forward. Below are some ways we adapted our engagement approach to be more inclusive and responsive to community feedback:

- Additional translation and transcreation of materials into Amharic, Arabic, traditional Chinese, Oromo, Tagalog, and Tigrinya.
- Providing interpreters at in-person engagement events.
- Conducting multilingual outreach at bus stops to engage with transit riders.
- Conducting more engagement before deciding on proposed station locations and presenting multiple station location options for community members to consider.
- Continuing to connect and meet with additional community groups recommended by community-based organization (CBO) and partners.

More detail on the needs assessment key themes is available in Appendix A, and the full engagement summary is available online here.

**Conceptual design (preferred concept) engagement overview**

Metro gathered input on the preferred concept from November 2019 through March 2020.

**Community engagement goals**

We had two community engagement goals during this phase:

- Share proposed RapidRide R Line station location options and gather feedback to inform the preferred concept.
- Continue conducting intentional, inclusive, and equitable community engagement.

See Appendix B for the conceptual design phase goals and indicators of success.

**Community engagement approach**

Throughout this project, we seek to hear from people and groups who have been historically underrepresented or overlooked in transportation planning. We focus on meeting people where they are at and use a range of tools and approaches to inform and engage the community. We also defer to and learn from our CBO partners about the most appropriate and effective ways to engage with members of their community.

We continued to work closely with SDOT to coordinate engagement efforts and develop consistent messaging about work happening in the area.

Our engagement approach for this phase included:
Community partner engagement: We continued engaging with CBO partners and community groups to build and grow relationships. In addition to interviewing partner staff, we partnered with Asian Counseling and Referral Services (ACRS), Center Park, and Hillman City Neighborhood Association to host briefings. We also conducted neighborhood walking tours with Columbia City Business Association and The Lighthouse for the Blind. A summary of our community partner outreach is included in Appendix C.

Open houses: Metro held two open houses along the future RapidRide R Line route to share project information and gather feedback on the preferred concept. We held the open houses at Hillman City Collaboratory in Hillman City and Dunlap Elementary School in Rainier Beach. We previously learned from our community partners that open houses have historically been inaccessible for community members who are limited English-speaking, need childcare, or use that time to prepare meals for their families. To help reduce barriers to participation, we provided food from local businesses, activities for children, and materials in 11 languages. A Spanish interpreter participated in both events, and a Somali interpreter participated in Rainier Beach.* See Appendix D for our open house display boards.

Tabling outreach: The project team hosted information tables at 12 gathering places, housing communities, and community events to build trust, raise awareness of the project, and gather feedback. When deciding on tabling event times and locations, our team considered nearby station locations and transit-dependency of community members. We offered project materials in 11 languages, ORCA LIFT pamphlets,† postcards highlighting open house information, and Metro giveaways. In response to suggestions from CBO partners, we invited interpreters who could engage with community members in Cantonese, Mandarin, Somali, Spanish, and Vietnamese. See Appendix E for a summary of tabling events and open houses.

Bus stop outreach: Metro’s team of transit educators engaged with Route 7 bus riders at various stops along the route to share RapidRide R Line upgrades and encourage participation in upcoming open houses. Transit educators engaged with riders in English

* We initially planned to host a third open house in Chinatown-International District with Cantonese, Mandarin, and Vietnamese interpreters. We postponed this open house to proactively slow the spread of COVID-19. More information on our COVID-19 response is captured here.
† ORCA LIFT is Metro’s reduced transit fare program.
and Spanish and distributed printed project materials in a variety of languages. See Appendix F for a summary of bus stop outreach.

- **Online engagement:** Our online open house initially ran from Feb. 19 through March 10, but we extended the comment period through March 31 in response to the COVID-19 outbreak. Metro used the online platform to inform community members about the project and gather feedback on the preferred concept. The site was available in six languages: English, simplified Chinese, traditional Chinese, Somali, Spanish, and Vietnamese. See Appendix G for online open house content in English.

- **Route 7 operator engagement:** No one knows the existing route better than those who drive it. We organized a guided tour of the current route for project planners to hear from veteran operators about areas for improvement and existing route features valued by the route riders. This also provided an opportunity for planners to consider the preferred concept from the operator perspective.

- **Briefings with city and county councilmembers:** Metro met with three local councilmembers and their staff: Councilmember Zahilay (King County), Councilmember Morales (Seattle), and Councilmember Lewis (Seattle). The team provided an overview of the RapidRide program, including RapidRide R Line-specific updates.
Getting the word out

The icons below represent the channels we used to spread the word about the project and opportunities to provide feedback.

- Tabling at community events and gathering places
- Briefings and presentations to community groups
- Emails to CBO partners and community members
- Distributing posters and event flyers
- Bus stop outreach
- Rider alerts via email and text message
- Ethnic media outreach
- Press release
- Mailings
- Digital and print ads
- RapidRide R Line website
- Social media posts

See Appendix H for examples of our notification materials and Appendix I for a summary of our drop-in outreach.

Our partner SDOT also helped notify community members about project updates and opportunities to engage by sending emails to their Route 7 – Transit-Plus Multimodal Corridor outreach list.
Community engagement map
This map shows locations throughout Rainier Valley where the project team conducted tabling events, community briefings, drop-in visits, and in-person open houses. An interactive map with notes about each location is available by clicking the map or this link.
Practicing inclusive engagement

The communities around Route 7 and Rainier Avenue S. are among the most diverse in Seattle, with higher rates of racial, cultural, and language diversity than the city-wide averages. The following icons represent the tactics we used to facilitate more inclusive engagement.

*Translation and interpretation*  
*Drop-in visits*  
*Ethnic media ads/posts*  
*Focused tabling*

*Focused community briefings*  
*CBO compensation*  
*Accessible open house*

We continued to focus our engagement efforts on meeting people where they are through conducting drop-in visits, hosting events in the communities we want to hear from, attending regularly scheduled community meetings, translating and transcreating materials, and providing interpreters. See Appendix I for a listing of drop-in outreach and Appendix E for a summary of engagement events.

To meet the community needs, we developed an updated fact sheet in 12 languages: Amharic, Arabic, Braille, simplified Chinese, traditional Chinese, English, Oromo, Somali, Spanish, Tagalog, Tigrinya, and Vietnamese. We also created a mailer with text in all project languages to promote upcoming engagement opportunities and share ways to learn more about RapidRide R Line. See Appendix H for an image of the mailer. We hosted the online open house in the six most common languages in the area: English, simplified Chinese, traditional Chinese, Somali, Spanish, and Vietnamese. Based on community partner input, we brought interpreters to events and open houses when appropriate. We provided refreshments and activities for children at open houses and selected accessible venues to reduce the barriers for attendance.

While a public online platform is a common way to quickly get feedback from many people, respondents are typically English-speaking and wealthier. To widen our engagement reach beyond typical respondents, we emailed our online open house links to community partners we have engaged with to date and asked them to help us spread the word through their community. We also placed ads in digital and print ethnic media outlets (see Appendix H for a
During this phase, we sought to continue building and strengthening the relationships with CBOs. Throughout the needs assessment phase, we often heard about the importance of compensating CBOs and community members for their time and effort in coordinating events and providing feedback. This feedback helped us formalize an agreement with Ethiopian Community in Seattle to compensate them for their time and support. We will continue to look for opportunities to partner with CBOs throughout the rest of our engagement.

What we heard
Community members offered valuable feedback about the proposed RapidRide R Line preferred concept. The following graphic summarizes our engagement reach.

Some key themes emerged across all engagement approaches:

- Station consolidation continues to be a key area of interest. Many people are concerned about access to transit especially for people who are older and those who have limited mobility. Stations placed further apart, even by a block, can be have a significant effect on riders’ ability to access stations. Additionally, we heard concerns about how station consolidation may affect community members seeking essential services, transit-dependent riders, and riders who are limited English-speaking. People shared support for the team’s efforts to engage these groups to date and encouraged us to continue seeking ways to equitably engage with these communities.
• Community members are looking forward to more reliable bus service and most understand the trade-offs needed to increase reliability, such as station consolidation.

• Most people support the proposal to remove on-street parking in favor of adding business access and transit (BAT) lanes, but some expressed concerns that these changes may impact small businesses.

• People support and want Metro to prioritize sidewalk improvements and safer pedestrian crossings across the entire route.

• Lacking bike infrastructure on and connecting to Rainier Avenue S. remains a significant area of concern.

• Concerns remain around how Metro plans to serve riders who currently access the Route 7 south of S. Henderson Street.

Elevating feedback from priority populations

Metro aims to center and elevate the voices of community members who have been historically marginalized in public engagement. We know that some groups, such as those who are limited English-speaking and older, may be less likely to participate through engagement means that are accessible for the general population. Thus, we focused our in-person engagement efforts on opportunities to engage with communities who would be less likely to participate otherwise.

While we did not see significant differences in the feedback we received from priority populations and what we heard from the general audiences, we want to highlight several points from groups that represent or serve priority populations:

• Community members want minimal (if any) station consolidation in Chinatown-International District given that riders in the area are older, transit-dependent, and have mobility challenges. They cited that both station locations are important for access to transit and access to essential services.

• When asked about station location preference on S. Jackson Street, most people engaged at ACRS expressed support for Option A at S. Maynard Street because this is closer to town and the stores they frequent most.

• Residents of Center Park and in Rainier Beach noted Route 7 rides can be jarring because of potholes and poor road infrastructure. Specifically, riders noted that the intersection at Rainier Avenue S. and S. Jackson Street can feel unsafe or rough.

• Current Route 7 coaches do not have adequate space for the volume of riders with wheelchairs, walkers, and strollers.

• Consider accessible engagement opportunities for community members who rely on Route 7 and do not have regular access to the internet.

• Community members expressed concern about fare enforcement on this route, especially because it travels through many communities of color.
Community partner engagement

The project team completed 13 engagement activities with groups representing a variety of communities to provide updates on the project and gather feedback on the preferred concept. Activities included meetings with staff, briefings to community members, and walking tours. The graphic below summarizes the range of communities served or represented by the partners we engaged with during this phase. See Appendix C for a full list of activities.

Through these activities, participants shared further context about mobility needs and priorities in their communities, thoughts on preferred station locations, opportunities to improve access to transit across mobility modes, and insights and suggestions to inform effective engagement. Key themes emerged in the following areas.

Existing conditions

- Most people welcome the upgrade to RapidRide R Line and the reliability improvements it will bring.
- Some people expressed concern about real and perceived threat of personal safety on Route 7, particularly around the existing stops at Rainier Avenue S. and S. MLK Jr. Way.
- Route 7 rides can be jarring because of potholes and poor road infrastructure. Specifically, riders noted that the intersection at Rainier Avenue S. and S. Jackson Street can feel unsafe or rough.
- Current Route 7 coaches do not have adequate space for the volume of riders with wheelchairs, walkers, and strollers.

RapidRide R Line station locations

- When asked about station location preference on S. Jackson Street, most people engaged at ACRS expressed greater support for the Option A at S. Maynard Street because this is closer to town and the stores they frequent most.
Some partners, including InterIm Community Development Association (InterIm CDA) and ACRS, expressed concern over station consolidation in Chinatown-International District. Community members want minimal (if any) station consolidation given that riders in the area are older, and transit-dependent, and have mobility challenges, and cited that both station locations are important for access to transit and access to essential services.

When asked about station location preference in Columbia City, groups expressed support for both sets of options.
  - Reasons groups support Option A (S. Alaska Street and S. Hudson Street) include upcoming residential and commercial development, proximity of the S. Alaska Street station to community resources, and use of the S. Alaska Street station by people with visual impairments. Groups that expressed support for this option include WA State Department of Services for the Blind and Rainier Chamber of Commerce.
  - Reasons groups support Option B (S. Edmunds Street and S. Dawson Street) include S. Edmunds Street is an active intersection in the area, upcoming development near S. Dawson Street, and better station spacing. The Columbia City Business Improvement Area supports this option.

Community members we engaged at The Lighthouse for the Blind and Center Park supported consolidating stations at S. Walker Street to improve safety for people crossing the street and as a connection to Route 4.

When planning for terminal locations and layovers, groups request minimizing impacts to the surrounding community.

**Access to transit**

- Several groups shared the need for projects to improve safety and accessibility for riders with mobility challenges and other impairments, including accurate placement of accessible pedestrian signals and curb cuts.
- People mentioned that east-west connections are difficult in Seattle and asked for Metro to consider this when planning upcoming lines.

**Engagement strategies**

- Groups expressed their appreciation of project updates, and some suggested Metro provide bus passes during the next phase of engagement.
- InterIm CDA suggested that Metro provide in-language engagement to educate people on how to use transit at bus stations and especially at Route 7 stops that we are not serving with RapidRide R Line.
- Groups urged Metro to continue being transparent about when community input can influence project design decisions.
Tabling
The project team hosted information tables at 12 organizations, gathering places, housing communities, and community events. See Appendix E for a full list of events. Attendees shared feedback about existing Metro services, future RapidRide R Line service, and station locations. The following key themes emerged.

Existing transit
- Many community members shared input about other current and future Metro services, including Routes 4, 9, 41 and 106, and RapidRide B, E, G, H, and I Lines.
- Many participants asked for information about Metro fare programs, including ORCA LIFT, ORCA Youth Opportunity Program, and senior fares. Some asked for information about these programs in languages other than English.
- Most frequently, participants noted concerns about safety, cleanliness, and reliability. Several community members want transit accommodations for younger children such as seats for kids and space on the bus for smaller bikes.
- Several participants noted “first-last mile” gaps in Metro service and asked about programs connecting riders to Link light rail and RapidRide services.

Future RapidRide R Line service
- Many participants learned about RapidRide R Line for the first time at tabling events and asked general questions about the project and RapidRide program.
- Many participants expressed support for the project. Specifically, visitors supported more reliable buses, station and bus amenities, pedestrian and bicycle safety, and connections to Link light rail.
- Many community members shared concern about station consolidation and changes to local service. These concerns centered around access for community members with mobility challenges and elders, especially in Chinatown-International District.
- Community members expressed concern about fare enforcement on this route, especially given it goes through many communities of color.

RapidRide R Line station locations
- Many participants shared feedback about stop consolidation between S. Andover Street and Letitia Avenue S. Most supported consolidation but emphasized the need for Metro to address concerns about safety and access to community resources.
- Many community members shared feedback about station location options at Maynard Avenue S. and 8th Avenue S. on S. Jackson Street. More participants supported the station at Maynard Avenue S. for access to community resources and access to transit.
transfers. The participants who supported the station at 8th Avenue S. shared that this location would improve station spacing.

- Many participants commented on service changes impacting Prentice Loop. They shared concerns that the proposed RapidRide R Line route would leave these community members without access to transit.

- Participants also shared feedback about stations at S. Orcas, Juneau, Edmunds, Hill, Walker, Alaska, and Genesee streets. These community members noted safety concerns, access to community resources, transit transfers, and Link light rail services as their priorities for station locations.

**Engagement**

- Community members shared concerns about those with limited internet access to learn about project updates and service changes.

**Bus outreach**

Metro’s team of multilingual transit educators engaged with 215 bus riders at two sets of Route 7 stops to share information about the project and upcoming opportunities to provide feedback. Overall, engaged riders were excited about Route 7 changing to RapidRide R Line. Many had not heard about the upgrade prior to engaging with the transit educators, though some riders said they had received the project mailer. See Appendix F for a summary of bus stop outreach.

**Open houses**

Metro held two in-person open houses along the RapidRide route to share information and gather feedback on station locations and design features. At each event, we organized the room into stations by segment area with display boards explaining the RapidRide R Line preferred concept. See Appendix D for all open house display boards. We invited agency partners

‡ We had initially planned for three more outreach shifts but had to cancel these in response to the COVID-19 outbreak. More information on our COVID-19 response is captured here.
including SDOT, Sound Transit, and 4Culture to join us and engage with community members about their work in the project area. Staff encouraged visitors to ask questions at each open house station and provide their feedback in comment workbooks. In total, 88 people visited the open houses, and we received 95 comment forms.

We also hosted an **online open house** for community members who were unable to attend in person or preferred to engage online. We received 5,415 pageviews from 1,373 unique visitors and heard from a total of 373 unique respondents. See Appendix G for an archive of the online open house in English.

This chart provides a summary of the top ways people heard about the online open house.

<table>
<thead>
<tr>
<th>How did you hear about the online open house?</th>
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</thead>
<tbody>
<tr>
<td>Metro mailer</td>
<td>47%</td>
</tr>
<tr>
<td>News media or neighborhood blog</td>
<td>21%</td>
</tr>
<tr>
<td>Metro text or email alert</td>
<td>17%</td>
</tr>
<tr>
<td>Non-Metro social media account</td>
<td>15%</td>
</tr>
<tr>
<td>Metro or King County website</td>
<td>9%</td>
</tr>
<tr>
<td>Metro social media account</td>
<td>9%</td>
</tr>
<tr>
<td>Options not listed</td>
<td>9%</td>
</tr>
</tbody>
</table>

Below is a demographic summary of the online respondents who provided this information (31 percent of total respondents).

*Note: All questions were optional, and the percentages listed are out of all respondents who answered the respective demographic questions.*

- The majority (82 percent) of respondents live near the Route 7, 35 percent own property near this route, and 2 percent indicated they own a business near this route.
- Five percent of respondents were people of color.

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§ Due to the small number of respondents who provided information about their race or ethnicity (18 respondents), ability condition (12 respondents), or languages spoken at home (10 respondents), this report does not break out results by these priority audiences. The sample size for these audiences is too small to generalize their responses to other group members.
Ten total respondents reported speaking a language other than English at home. The largest share spoke Spanish (5 respondents) followed by Tagalog (3 respondents), French (1 respondent), and Japanese (1 respondent).

About a quarter (26 percent) of respondents have an estimated household income within 80 percent of the Seattle Area Median Income, and 7 percent reported household income under $35,000 per year.

Three percent of respondents reported they had some type of disability. The largest share (7 respondents) said they had a condition that substantially limits one or more basic physical activities, or a condition not listed (4 respondents).

More than one third (38 percent) of respondents said they do not have access to a working vehicle, and 18 percent said they sometimes do. Fifteen percent said they do have access to a working vehicle that gets them where they need to go.

For ease of reference, we summarized some general feedback received through the in-person and online open houses below. Feedback organized by project area segment follows.

**General feedback**

**In-person**

- Many in-person open house attendees shared concerns about impacts on community members with mobility challenges, community members seeking essential services, transit-dependent riders, riders who are limited English-speaking, and people who are older. Some of these attendees shared support for project team efforts and others encouraged the project team to continue engaging with these communities.

- Attendees shared support for corridor improvements, speed and reliability improvements, more transit connections, and improved station amenities.

- Attendees shared concerns about fare enforcement, stop consolidation, and impacts on traffic.

**Online**

- The vast majority of people who engaged online agreed with Metro changing bus stops to keep buses arriving reliably on-time across all segments.

- Most people support the proposal to remove on-street parking in favor of adding BAT lanes.

- Visitors remain concerned about how Metro plans to serve riders who currently access Route 7 south of S. Henderson Street.
Many community members provided input on locations where Metro can improve safety for people walking, rolling, and biking, and access to transit in the area. See the map in Appendix J.

**Segment 1: Chinatown-International District to I-90**

**In-person**
- Some open house attendees said they use Route 7 to travel between Downtown Seattle, Chinatown-International District, Hillman City, Columbia City, Othello, and Rainier Beach.
- Most attendees preferred station location Option B at 8th Avenue S. Their reasons for this preference included better station spacing.
- Some attendees preferred station location Option A at Maynard Avenue S. Their reasons for this preference included safety and proximity to Chinatown-International District.
- Attendees also noted that access to essential services, station amenities, reliability, and access to other transit are also priorities in this segment.

**Online**

*Note: The percentages below are out of all respondents who responded to the Segment 1 form.*

- About a fifth of respondents said they plan to use these stations daily (21 percent), roughly a third (30 percent) said they plan to use them weekly, and a quarter (25 percent) plan to use them monthly.
- Options A and B nearly tied for preferred station location (39 and 40 percent, respectively).
The top reason people said they preferred Option A was access to the International District (23 percent). Other reasons given were access to transit connections (13 percent), access to Chinatown (9 percent), access to businesses (7 percent), proximity to the respondent’s trip origin or destination (7 percent), safety (6 percent), access to essential services (4 percent), station spacing (1 percent), pedestrian infrastructure (1 percent), and access for people with mobility challenges (1 percent).

The top reason people said they preferred Option B was station spacing (52 percent). Other reasons included access to transit connections (10 percent), access to essential services (7 percent), proximity to the respondent’s trip origin or destination (7 percent), access to Chinatown (3 percent), distance to highways (3 percent), access to businesses (1 percent), or safety (1 percent).

The top neighborhoods attendees reported as an origin or destination when using stops on S. Jackson Street:

- Columbia City (25 percent)
- Downtown (25 percent)
- International District (17 percent)
- Hillman City (11 percent)
- Mt. Baker (11 percent)

More than half (53 percent) of respondents said the proposed station locations get them where they need to go, and only 3 percent said the proposed locations did not. Other respondents indicated the proposed stations somewhat met their needs or that this question was not applicable.

Most respondents agreed Metro changing bus stops on this segment of RapidRide R Line to keep buses arriving reliably on-time.
▪ Respondents prioritized the access to transit improvement options as follows:

<table>
<thead>
<tr>
<th>Segment 1 improvement options</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>Sidewalk improvements on Rainier Ave. S.</td>
<td>78%</td>
</tr>
<tr>
<td>Pedestrian crossing improvements across I-90 ramps</td>
<td>74%</td>
</tr>
<tr>
<td>New sidewalks on S. Charles St.</td>
<td>21%</td>
</tr>
<tr>
<td>New sidewalks on S. Norman St.</td>
<td>15%</td>
</tr>
</tbody>
</table>

▪ When asked what else would improve safety for crossing the street, respondents also suggested pedestrian infrastructure improvements such as increasing crosswalk timing or installing curb bulbs for pedestrians to have enough time to cross the street while remaining visible to motorists.

▪ Few respondents left additional comments, but comments addressed station locations, prioritizing speed and reliability to avoid buses bunching together in high traffic areas, and implementing better bike infrastructure such as protected bike lanes.

Segment 2: I-90 to Mt. Baker

In-person

▪ Attendees shared that Segment 2 preliminary design will meet their transit needs.

▪ Most attendees noted that Link light rail access is a priority in this segment.

▪ Some attendees expressed support for stop consolidation in this segment.

▪ Attendees also shared that access to essential services, access to schools, bike improvements, and pedestrian improvements are priorities in this segment.

Online

Note: The percentages below are out of all respondents who responded to the Segment 2 form.

▪ About half of respondents said they plan to use the RapidRide R Line stations in this segment daily (24 percent) or weekly (27 percent). A quarter (25 percent) said they plan to use the stations monthly.

▪ About half (53 percent) of respondents said the proposed station locations help get them where they need to go, and only 2 percent said they do not. Other respondents indicated the proposed stations somewhat met their needs or that this question was not applicable.
Most respondents agreed with Metro changing bus stops on this segment of RapidRide R Line to keep buses arriving reliably on-time.

Respondents prioritized the access to transit improvement options as follows:

- Sidewalk improvements on Rainier Ave. S. - 77%
- Accessibility improvements at the S. Hill St., 23rd Ave. S., and Rainier Ave. S. intersection - 58%
- Pedestrian signal and crossing improvement at S. Walker St. - 55%
- Neighborhood greenway on 25th Ave. S. - 26%
- New sidewalks on S. Walker St. - 21%

Few respondents suggested additional ways to improve safety for people crossing the street, but those who did suggested improving bike infrastructure or safety by adding more crosswalks at the midpoint of streets to decrease the occurrence of jaywalking.

Few respondents provided additional comments on the proposed changes, but comments provided addressed improved bike infrastructure, prioritizing speed and reliability, improved transit connections, or equity considerations.
Segment 3: Mt. Baker to Columbia City

In-person

- Attendees shared that Segment 3 preliminary design will meet their transit needs.
- Many attendees shared support for the proposed Segment 3 parking design.
- Attendees shared that access to transit transfers, access to essential services, access to schools, bicycle improvements and pedestrian improvements are priorities in this segment.
- Attendees shared concerns about tree removal, parking, and safety.

Online

*Note: The percentages below are out of all respondents who responded to the Segment 3 form.*

- About half of respondents said they plan to use the RapidRide R Line stations in this segment daily (22 percent) or weekly (35 percent). A quarter (25 percent) said they plan to use the stations monthly.
- About half (51 percent) of respondents said the proposed station locations help get them where they need to go, and only 2 percent said they do not. Other respondents indicated the proposed stations somewhat met their needs or that this question was not applicable.
- Most respondents agreed with Metro changing bus stops on this segment of RapidRide R Line to keep buses arriving reliably on-time.
Respondents prioritized the access to transit improvement options as follows:

<table>
<thead>
<tr>
<th>Segment 3 improvement options</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing and sidewalk improvements around Mt. Baker Link station and transit center</td>
<td>83%</td>
</tr>
<tr>
<td>Sidewalk improvements on Rainier Ave. S.</td>
<td>69%</td>
</tr>
<tr>
<td>Crossing improvement at S. Charlestown St. / new sidewalks on S. Charlestown St.</td>
<td>39%</td>
</tr>
<tr>
<td>Upgrade and connect bike lane on S. Genesee St.</td>
<td>25%</td>
</tr>
</tbody>
</table>

Few respondents suggested additional ways to improve access to transit, but of those who did, their suggestions included bike infrastructure, improved pedestrian safety, and better connections to mass transit.

Few respondents provided additional comments on the proposed changes, but those who did suggested better connections to mass transit or bike infrastructure.

Fewer than one in ten (8 percent) respondents park here. The most common comment theme was support for removing parking (30 percent). Other comment areas included prioritizing BAT lanes (9 percent), protecting local business (5 percent), and improving bike infrastructure (6 percent).

**Segment 4: Columbia City to Hillman City**

**In-person**

- The majority of attendees preferred station Option B at S. Edmunds Street. and S. Dawson Street. Reasons for this preference included access to community resources, access to Link light rail and bus transfers, more accessible location, and safety. Specifically, attendees noted improved access to the farmers market, grocery stores, and Link light rail service at this pairing.

- Some attendees preferred station Option A at S. Alaska Street. and S Hudson Street. Reasons for this preference included avoiding congestion, access to Link light rail and bus transfers, access to community resources, access to essential resources, and more accessible location. Specifically, attendees noted improved access to the library, services for people who are blind, play fields, and Route 50 at this pairing.
Some attendees preferred that Metro includes both stops from both options in final design. These attendees shared concerns about consolidation and limited access to community resources and essential services that would come from this change.

Attendees shared support for the proposed Segment 4 parking design.

Online

*Note: The percentages below are out of all respondents who responded to the Segment 4 form.*

Most respondents said they plan to use the RapidRide R Line stations in this segment daily (32 percent) or weekly (36 percent). Additionally, 18 percent said they plan to use the stations monthly.

Respondents preferred Option B (57%) more than Option A (33%).

Most respondents who preferred Option B explained it was because of better transit connections (27 percent), access to Columbia City business district (19 percent), access to community resources (14 percent), or walkability (13 percent). Other reasons given were transit access point (8 percent), station spacing (6 percent), safety (4 percent), residential development (3 percent), or less traffic congestion (3 percent).

Most respondents who preferred Option A explained it was because of access to community resources (34 percent) or station spacing (15 percent). Other reasons given were transit access point (7 percent), walkability (7 percent), access to Columbia City business district (7 percent), or better transit connections (8 percent).

Most respondents (63 percent) said the proposed station locations help them get where they need to go, and only 2 percent said they did not. Other respondents indicated the proposed stations somewhat met their needs or that this question was not applicable.
- Respondents prioritized the access to transit improvement options as follows:

<table>
<thead>
<tr>
<th>Segment 4 improvement options</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve pedestrian signal response time at S. Graham St.</td>
<td>76%</td>
</tr>
<tr>
<td>Improve pedestrian signal response time at crossings connecting to RapidRide stations</td>
<td>76%</td>
</tr>
<tr>
<td>Sidewalk improvements on Rainier Ave. S.</td>
<td>57%</td>
</tr>
<tr>
<td>Crossing improvement at S. Brandon St. / neighborhood greenway on S. Brandon St.</td>
<td>38%</td>
</tr>
<tr>
<td>Protected bike lanes on S. Graham St.</td>
<td>11%</td>
</tr>
</tbody>
</table>

- Few respondents provided additional comments to improve access to transit, but of those that did, most comments surrounded better pedestrian infrastructure.

- Few respondents provided additional comments on the proposed changes, but those that did mentioned specific station locations, or better bike or pedestrian infrastructure.

- Many respondents (69 percent) park here. Top comment areas from respondents about parking included removing it (32 percent), prioritizing BAT lanes (12 percent), or adding bike infrastructure (10 percent).

**Segment 5: Hillman City to Rainier Beach Link Light Rail Station**

**In-person**

- Several attendees shared concerns about accessing essential services south of Henderson, including groceries, businesses, and food banks.

- Some attendees shared that the Route 7 stop at S. Frontenac St. is important for transit access in this segment.

- Other attendees shared concerns about transit options, access to schools, and bicycle connections south of Henderson.

**Online**

*Note: The percentages below are out of all respondents who responded to the Segment 5 form.*

- About half of respondents said they plan to use the RapidRide R Line stations in this segment daily (21 percent) or weekly (25 percent). About a quarter (22 percent) said they plan to use the stations monthly.
About one in three respondents (35 percent) said the proposed station locations get them where they need to go, and 7 percent said they did not. Other respondents indicated the proposed stations somewhat met their needs or that this question was not applicable.

One third (33 percent) of respondents said that they currently use Route 7 stops that will not be served by RapidRide R Line. Of these respondents, the top destinations they would like to access:

- Transit connections, including Link light rail and other bus routes like Route 106 and Route 50 (31 percent)
- Prentice Loop (20 percent)
- Rainier Beach (20 percent)

Respondents prioritized the access to transit improvement options as follows:

<table>
<thead>
<tr>
<th>Segment 5 improvement options</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protected bike lanes on S. Othello St.</td>
<td>44%</td>
</tr>
<tr>
<td>New sidewalks on 46th Ave. S., 48th Ave. S., 50th Ave. S., and S. Director St.</td>
<td>36%</td>
</tr>
<tr>
<td>Crosswalk improvement and neighborhood greenway on S. Holden St. / upgrade...</td>
<td>36%</td>
</tr>
<tr>
<td>Improve pedestrian lighting at S. Holly St.</td>
<td>33%</td>
</tr>
<tr>
<td>Neighborhood greenway on S. Rose Street.</td>
<td>27%</td>
</tr>
</tbody>
</table>

Few respondents provided additional comments on improvements to transit access, but comments included improvements to pedestrian infrastructure.

Few respondents provided additional comments on the proposed changes, but those that did mentioned bike infrastructure or service south of Henderson.

To inform Metro’s plan for providing transit access south of S. Henderson Street, we asked community members who use Route 7 stops in this area about destinations they would like to access by bus. See Appendix K for a map of these responses.
Station design

In-person

Visitors added stickers to the station design display board to vote for their priority station features. The following chart summarizes the final tally of votes between the two open houses.

```
<table>
<thead>
<tr>
<th>Station Feature</th>
<th>Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lighting</td>
<td>14</td>
</tr>
<tr>
<td>Seating</td>
<td>13</td>
</tr>
<tr>
<td>Weather Protection</td>
<td>20</td>
</tr>
<tr>
<td>Real-time Arrival Information</td>
<td>16</td>
</tr>
</tbody>
</table>
```

Online

The chart below summarizes the prioritized station features for online open house respondents.

```
<table>
<thead>
<tr>
<th>Station Feature</th>
<th>Importance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lighting</td>
<td>59%</td>
</tr>
<tr>
<td>Seating</td>
<td>15%</td>
</tr>
<tr>
<td>Weather Protection</td>
<td>81%</td>
</tr>
<tr>
<td>Real-time Arrival Information</td>
<td>57%</td>
</tr>
</tbody>
</table>
```

Additional comments mentioned waste containment, aesthetic design, safety, or station locations.
COVID-19 response

Due to the rapid onset of the COVID-19 outbreak in King County, the team was unable to complete certain elements of community engagement as initially planned. We made decisions to postpone in-person engagement activities based on direction provided from the County Executive and Public Health – Seattle & King County. The following list includes all activities that we were unable to complete:

- **March 4, 2020:** Briefing with the Ethiopian Community in Seattle’s Senior Meal Program participants
- **March 4, 2020:** Briefing with Casa Latina staff
- **March 4, 2020:** Bus stop outreach at Rainier Avenue S. and S. MLK Jr. Way
- **March 5, 2020:** RapidRide R Line Open House – Hirabayashi Place (Chinatown-International District)
- **March 5, 2020:** Bus stop outreach at Rainier Avenue S. and S. Kenny Street
- **March 6, 2020:** Bus stop outreach at Rainier Avenue S. and S. Frontenac Street

Given the postponed activities, we extended the comment period of our online open house through March 31, 2020 and encouraged community members to learn more and provide feedback online. We recognize this form of engagement still presents barriers to some community members; thus, we explored other alternates for engagement with priority populations. However, the COVID-19 situation was—and remains—rapidly evolving, and guidance from state and county leadership restricted our team from pursuing additional in-person engagement options. After checking in with community partners, we opted not to move ahead with additional virtual engagement activities out of respect to our partners, who had limited capacity due to prioritizing response to COVID-19. Metro will continually engage with community throughout the project lifespan.

Next steps

The community input we received during this phase will help the project team finalize the RapidRide R Line preferred concept. During the next phase of engagement, Metro will continue in-person and online engagement in a variety of ways, taking into consideration the insights and suggestions we heard from community members this round. We will report back on how community input influenced preferred concepts and introduce final design concepts. We will continue building relationships, educating, and engaging community members about future RapidRide service.
Appendix A

Needs assessment key themes

During the needs assessment phase Metro interviewed CBOs, service providers, and other community groups; conducted in-person outreach through tabling at community events and partnering with CBOs to host community briefings; and hosted an online survey in English, simplified Chinese, Somali, Spanish, and Vietnamese.

The bullets below summarize the key themes that emerged:

- Community members rely on Route 7 to access essential services including food, work, school, medical appointments, and more. They highly value this local service.
- Many people are unfamiliar with RapidRide and fear changes to Route 7 service.
- Community members want more reliable service to travel to places within the Rainier Valley, South King County, downtown Seattle, and to other transit.
- Participants are concerned about bus stop consolidation.
- Many community members support RapidRide upgrades, especially increased lighting, station upgrades, safety improvements, and roadway and intersection improvements to help prevent bus delays.
- Some people are concerned about personal safety while waiting for and riding buses within the Rainier Valley.
- Fare enforcement and affordability remain significant concerns.
- Participants support better and safer access to bus stations, especially for people with mobility challenges.
- Metro should clearly communicate how and when community members can influence decision making. Many Rainier Valley residents are willing to engage but are fatigued from ongoing transportation and other work happening in their community.
Appendix B

Conceptual design (preferred concept) goals

Goal: Share proposed R Line station location options and gather feedback to inform preferred concept.

Indicators of Success:

- Metro hears from a range of community members about their preferred station locations.
- Metro develops accessible opportunities and easy-to-understand materials to explain key components of the concept options, including station locations and features, route, improvements to access transit, and projects to improve bus speed and reliability.
- Community members understand what decisions they can influence, how Metro used their input, and how to contact Metro with further feedback.
- Clear documentation of how community input and priorities influenced the preferred concept.

Goal: Continue conducting intentional, inclusive, and equitable community engagement.

Indicators of Success:

- Metro identifies key community partners who can promote broader engagement and inform effective, appropriate engagement strategies and tactics.
- Metro provides in-language materials to inform and engage community members who prefer languages other than English. Languages include Amharic, Arabic, Braille, Chinese (simplified and traditional), Oromo, Somali, Spanish, Tagalog, Tigrinya, and Vietnamese.
- People providing input to inform the R Line preferred concept overrepresent historically marginalized populations within their communities. This includes people affected by racism, bias, poverty, limited-English proficiency, disability, and immigration.
- Metro formalizes partnerships with CBOs to support and promote engagement opportunities.
## Appendix C

### RapidRide R Line community partner engagement summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Organization/Group</th>
<th>Community represented</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/6/2019</td>
<td>InterIm Community Development Association</td>
<td>People who are limited English-speaking, low-income populations, immigrants and refugees, people who are older, Asian Pacific Islander population</td>
</tr>
<tr>
<td>11/7/2019</td>
<td>Columbia City Business Association</td>
<td>Local business owners</td>
</tr>
<tr>
<td>11/12/2019</td>
<td>Friends of Little Saigon</td>
<td>People who are limited English-speaking, immigrants and refugees, youth, people who are older, Vietnamese population</td>
</tr>
<tr>
<td>11/13/2019</td>
<td>Rainier Chamber of Commerce</td>
<td>Local business owners</td>
</tr>
<tr>
<td>11/27/2019</td>
<td>The Lighthouse for the Blind</td>
<td>People with visual impairments and/or other disabilities</td>
</tr>
<tr>
<td>1/8/2020</td>
<td>The Lighthouse for the Blind – walking tour</td>
<td>People with visual impairments and/or other disabilities</td>
</tr>
<tr>
<td>1/10/2020</td>
<td>Disability Rights Washington and Rooted in Rights</td>
<td>People with disabilities</td>
</tr>
<tr>
<td>1/16/2020</td>
<td>Northwest Kidney Centers</td>
<td>People who are older, people with mobility challenges</td>
</tr>
<tr>
<td>2/10/2020</td>
<td>Urban League of Metropolitan Seattle – weekly leadership meeting</td>
<td>Black and African American population</td>
</tr>
<tr>
<td>2/19/2020</td>
<td>Center Park – residents council meeting</td>
<td>Members of the Center Park Residents Council</td>
</tr>
<tr>
<td>2/19/2020</td>
<td>Hillman City Neighborhood Association - bi-monthly public meeting</td>
<td>Hillman City residents dedicated to strengthening and advocating for the community</td>
</tr>
<tr>
<td>2/25/2020</td>
<td>WA State Department of Services for the Blind</td>
<td>People with visual impairments and/or other disabilities</td>
</tr>
<tr>
<td>Date</td>
<td>Event</td>
<td>Target Population</td>
</tr>
<tr>
<td>------------</td>
<td>----------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>2/27/2020</td>
<td>Asian Counseling and Referral Services - Club Bamboo</td>
<td>People who are limited English-speaking, immigrants and refugees, youth, people who are older, Asian Pacific Islander population</td>
</tr>
<tr>
<td>3/4/2020</td>
<td>Ethiopian Community in Seattle – Senior Meal Program (Postponed due to COVID-19 response)</td>
<td>People who are limited English-speaking, low-income populations, immigrants and refugees, youth, people who are older, Ethiopian population</td>
</tr>
<tr>
<td>3/4/2020</td>
<td>Casa Latina (Postponed due to COVID-19 response)</td>
<td>People who are limited English-speaking, low-income populations, immigrants and refugees, youth, people who are older, Hispanic and Latinx population</td>
</tr>
</tbody>
</table>
Appendix D

RapidRide R Line open house boards

Our in-person open houses included the following display boards. All boards were 28”x36”.

Welcome
RapidRide R Line
Open House

- Learn about RapidRide coming to the Rainier Valley.
- See the proposed route and station locations Metro identified using community input.
- Provide feedback on station locations, projects to make it easier to get to the bus, and roadway and intersection upgrades to make the bus faster and more reliable.
- Sign up to receive project updates.
What is RapidRide?
RapidRide is more than just a big red bus. In 2024, RapidRide R Line will provide frequent, reliable service that will make it easier for people to travel into and around the Rainier Valley.

**RapidRide is easy—just show up and go.**
- Buses will get you where you need to go, when you need to get there.
- Bus service is frequent and on-time, reducing door-to-door travel times.
- More buses run in both directions all day, at night, and on weekends.

**RapidRide is Metro’s highest level of investment in service, amenities, speed and reliability, and innovation**
- We’re building improvements to ensure the bus moves quickly and on-time.
- Improved sidewalks and street crossings to make it easier and safer to walk, roll, and bike to bus stations.

**RapidRide is comfortable and convenient**
- Stations are bright and open so people can see and be seen.
- Upgraded amenities include improved lighting, real-time bus arrival signs, and faster boarding using any door.

You can learn more about RapidRide on King County Metro’s RapidRide website, kingcounty.gov/metro/rapidride.
RapidRide

What makes RapidRide different?

Transit Signal Priority
Changing the timing of traffic lights to prioritize buses at intersections can reduce delays and keep buses on schedule. This can include extending a green light, ending a red light early, or changing the light order when a bus arrives.

Curbside Bus Lane
A bus-only travel lane next to the curb improves speed and reliability without any capital changes beyond road markings and signs.

Queue Jumps
Queue jumps allow buses to move through the intersection before other vehicles. Examples include shared right-turn lanes, short bus lanes, and bus-only shoulder lanes.

Bus Bulbs
Bus bulbs extend the green light for the bus lane, allowing buses to stop and board riders without leaving the travel lane.

Station Locations
At intersections with traffic lights, crossing can cause buses to miss a green light while passengers board. By moving the station past the intersection, buses can wave immediately after boarding, helping reduce delays.

Why is RapidRide coming to the Rainier Valley?

We bring our best service to the communities who need it most and engage community members in decision-making along the way. RapidRide connects communities and is a key part of our growing regional transit network.

Route 7 is one of our busiest bus lines, serving over 11,000 people every day.

As more people move to the region, we need to make it easier to get around. We know the community highly values Route 7 and uses it as a local service to access essential services, but we see areas for improvement. Buses frequently bunch together and are not reliable for getting to and from work, school, grocery stores, medical appointments, and more. RapidRide R Line will bring riders improvements to service quality, safety, and access.

What about the Prentice Loop?

Metro is planning on continuing to provide transit access to the area south of S. Henderson Street that is either the same or better than the service today.
Community Engagement

Through the summer and fall of 2019, we introduced R Line to community members who live, work, and play in the Rainier Valley. We focused on reporting back what we heard, explaining how these issues and concerns will be reflected in design, and highlighting opportunities to influence decision-making.

What we’ve heard:

- Route 7 is used as a local service in and around the Rainier Valley, not just for commuting through the area.
- Community members want more reliable service to travel to places within the Rainier Valley, South King County, downtown Seattle, and to other transit.
- People want better and safer access to the bus, especially for people with mobility challenges.
- Many people support RapidRide upgrades that increase safety such as lighting, better crosswalks and crossings, and roadway improvements.
- People have concerns about station locations, accessibility, fare enforcement, and affordability.
- Metro needs to be transparent and clear about how community members can influence decisions.

We used this input to develop the design concepts featured in this open house as well as to inform our overall engagement approach.

We need your input NOW on proposed station locations and design concepts.

Project Timeline

- Planning
- Conceptual Design
- Final Design
- Construction
- Start Service

We are here
Segment 1: Chinatown-International District to I-90
We have two options for station locations along S. Jackson Street.

When deciding where stations should be, we look at the number of riders and their needs, places people are going to and from, distance to other stops, connecting transit, safe locations for people to cross the street, community input, and more.

We need your input now to help decide where to place RapidRide R Line stations!

- Routes 14, 35, and 106 will continue serving all stops along S. Jackson Street.
- RapidRide R Line will serve downtown Seattle using the existing RapidRide stations on 3rd Avenue as far north as Stewart Street.

Segment 2: I-90 to Mt. Baker
We're proposing adjusting station locations to keep buses on schedule.

When deciding where stations should be, we look at the number of riders and their needs, places people are going to and from, distance to other stops, connecting transit, safe locations for people to cross the street, community input, and more.

More information on removed stops:
- S. Plum Street: Stations at S. Plum Street are near social services and hosting communities with transit-dependent residents and people with accessibility challenges.
- Consolidating to one RapidRide stop will, which comes with upgraded pedestrian and bike access, will help reduce noise from crashes crossing the street.
- Distance to nearest proposed station is about 700 feet (3-4 min. walk).
Segment 3: Mt. Baker to Columbia City

We’re proposing adjusting station locations and lane usage to keep buses on schedule.

When deciding where stations should be, we look at the number of riders and their needs, places people are going to and from, distance to other stops, connecting transit, safe locations for people to cross the street, community input, and more.

More information on removed stops:
5. Mount Baker Boulevard
- Distance to nearest proposed station is about 450 feet.
- The design will be paired with pedestrian access improvements to Mount Baker Link station and the transit center.

5. Charles Street
- Corridor code exists.
- Distance between existing northwest stations is about 450 feet.
- Proposed station locations improve access between existing stops and moves stations closer to retail.

Segment 4: Columbia City to Hillman City

We have two options for station locations in Columbia City.

When deciding where stations should be, we look at the number of riders and their needs, places people are going to and from, distance to other stops, connecting transit, safe locations for people to cross the street, community input, and more.

We need your input now to help decide where to place RapidRide R Line stations!

OPTION A:
5. Alaska Street
- Near retail and future development.
- WA State Department of Services for the Blind is located nearby.
- Good access to Rainier Community Center and parks.

OPTION B:
5. Edmunds Street
- Near Columbia City business district, existing grocery store, and farmer’s market.
- Walk to and from light rail is less stressful.

5. Dawson Street
- Near future development.

More information on removed stops:
5. Kenny Street
- Low density.
- Distance to nearest proposed station is about 450 feet.

3.4 min. walk.
Segment 5: Hillman City to Rainier Beach Link Light Rail Station

We are planning to end RapidRide R Line at the Rainier Beach Link light rail station.

In order to operate fully electric trolley buses, this will mean extending the existing overhead bus trolley wire and adding pits on Rainier Avenue S, S. Henderson Street, S. Alanie Luther King Jr. Way, S. Tenino Street, and Renton Avenue S.

We understand service south of S. Henderson Street and in the Renton Loop is an important connection for community members, but current Route 7 service is insufficient and confusing. BackRide R Line will not serve this area, but Metro will engage people south of S. Henderson Street to identify and further develop other transit service to better serve with RapidRide R Line.

In this segment, we’re also proposing changing station locations to help keep the buses arriving on schedule.

Parking on Rainier Avenue S.

We are proposing removing on-street parking on Rainier Avenue S. to make room for a northbound business access and transit (BAT) lane to keep buses moving and on time. Please share your thoughts on the proposed changes.

Rainier Avenue S. between S. Alaska Street and S. Genesee Street (Segment 3)

Existing

Proposed
**RapidRide**

**Station Design Concepts**

We are designing RapidRide stations to create a comfortable and convenient rider experience.

**The new stations:**
- Will be open and bright so people can see and be seen.
- May feature other amenities such as route maps, seating, shelter and real-time bus arrival information.
- Will be designed based on the surrounding environment and to meet the needs of our customers.

What station features are most important to you?

<table>
<thead>
<tr>
<th>Lighting</th>
<th>Seating</th>
<th>Shelter</th>
<th>Real-time arrival information</th>
</tr>
</thead>
</table>

The examples shown are conceptual designs. Actual design may vary.

---

**What’s Next**

Metro will use your input to inform the preferred RapidRide R Line concept including bus station locations, amenities, and projects improving access to the bus. We plan to share our preferred concept for community feedback later this year.

have a say

We’re hosting other community events, briefings, and an online open house.

- Visit the project website: kingcounty.gov/metro/RLine to learn more and view our event calendar.
- See the same open house content online and share comments by March 10th of the 2019.RLine-en.
- Contact Metro: rapidride@kingcounty.gov or 206-263-9766.

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### RapidRide R Line events summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Format</th>
<th>Audience</th>
<th>Reach</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/14/2019</td>
<td>2100 Building</td>
<td>Tabling</td>
<td>Visitors and employees of the 2100 Building, which houses ten non-profit organizations</td>
<td>15 visitors</td>
</tr>
<tr>
<td>2/8/2020</td>
<td>Lunar New Year Celebration</td>
<td>Tabling</td>
<td>Chinatown-International District community members and event attendees (many of whom prefer languages other than English)</td>
<td>164 visitors</td>
</tr>
<tr>
<td>2/8/2020</td>
<td>Rainier Beach Community Center Pancake Breakfast</td>
<td>Tabling</td>
<td>Community members in Rainier Beach and surrounding neighborhoods</td>
<td>18 visitors</td>
</tr>
<tr>
<td>2/8/2020</td>
<td>Lam’s Seafood Market</td>
<td>Tabling</td>
<td>Members of the Vietnamese community in International District</td>
<td>7 visitors</td>
</tr>
<tr>
<td>2/11/2020</td>
<td>Seattle Public Library – Columbia City Branch</td>
<td>Tabling</td>
<td>Library patrons from Columbia City and surrounding neighborhoods</td>
<td>0 visitors</td>
</tr>
<tr>
<td>2/13/2020</td>
<td>The Dakota at Rainier Court</td>
<td>Tabling</td>
<td>Residents of the Dakota, an affordable housing complex with a diverse community</td>
<td>28 visitors</td>
</tr>
<tr>
<td>2/15/2020</td>
<td>Safeway</td>
<td>Tabling</td>
<td>Rainier Valley community members</td>
<td>41 visitors</td>
</tr>
<tr>
<td>2/18/2020</td>
<td>2100 Building</td>
<td>Tabling</td>
<td>Visitors and employees of the 2100 Building, which houses ten non-profit organizations</td>
<td>17 visitors</td>
</tr>
<tr>
<td>2/20/2020</td>
<td>Seattle Public Library - Rainier Beach Branch</td>
<td>Tabling</td>
<td>Library patrons from Rainier Beach and surrounding neighborhoods</td>
<td>17 visitors</td>
</tr>
<tr>
<td>2/22/2020</td>
<td>Rainier Valley Food Bank</td>
<td>Tabling</td>
<td>Low income populations, including people who are</td>
<td>75 visitors</td>
</tr>
</tbody>
</table>
older, immigrant and refugee populations, people experiencing homelessness, and people who are limited English speaking

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
<th>Location</th>
<th>Visitors</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/22/2020</td>
<td>Rainier Community Center Pancake Breakfast</td>
<td>Community members in Columbia City and surrounding neighborhoods</td>
<td>26 visitors</td>
</tr>
<tr>
<td>2/25/2020</td>
<td>Thái Binh Apartments</td>
<td>Residents of Thái Binh Apartments, an affordable housing community in the heart of International District-Chinatown</td>
<td>46 visitors</td>
</tr>
<tr>
<td>2/27/2020</td>
<td>R Line Open House – Hillman City Collaboratory</td>
<td>Community members in Hillman City and surrounding neighborhoods</td>
<td>62 visitors</td>
</tr>
<tr>
<td>3/3/2020</td>
<td>R Line Open House – Dunlap Elementary School</td>
<td>Community members in Rainier Beach and surrounding neighborhoods</td>
<td>26 visitors</td>
</tr>
<tr>
<td>3/5/2020</td>
<td>R Line Open House – Hirabayashi Place (Postponed due to COVID-19 response)</td>
<td>Community members in Chinatown-International District and surrounding neighborhoods</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Appendix F

RapidRide R Line bus stop outreach summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Engagement languages</th>
<th>Reach</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/24/2020</td>
<td>Rainier Avenue S. &amp; 33rd Avenue S.</td>
<td>English and Spanish</td>
<td>65 people</td>
</tr>
<tr>
<td>3/2/2020</td>
<td>S. Jackson Street &amp; Maynard Avenue S.</td>
<td>English, Spanish, and Chinese</td>
<td>150 people</td>
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<td>N/A</td>
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</table>

Appendix G

RapidRide R Line online open house archive (next page – PDF version only)
Welcome to the RapidRide R Line online open house!

Metro is working to bring better, more reliable bus service to the Downtown Seattle, Chinatown-International District, Little Saigon, Mount Baker, Columbia City, Rainier City, and Rainier Beach. RapidRide R Line will upgrade and replace Route 7 when it launches in late 2024.

We want you to know how to make RapidRide work best for you. Use this website to learn about our design concepts, share feedback on station locations and projects to keep the bus moving, and find out what's next for the project.

What is RapidRide?

RapidRide is more than just a big red bus. RapidRide R Line will provide frequent, reliable service that will make it easier for people to travel into and around the Rainier Valley.

RapidRide is easy—just show up and go.

- Buses will get you where you need to go, when you need to get there.
- Bus service is frequent and on-time, reducing door-to-door travel times.
- More buses run in both directions all day, at night, and on weekends.
- Improved sidewalks and street crossings to make it easier and safer to walk, roll, and take to bus stations.

RapidRide is Metro’s highest level of investment in service, amenities, speed and reliability, and innovation.

- We're building Improvements to ensure the bus moves quickly and on-time.
- RapidRide is energy-efficient and means fewer cars on the roads.

RapidRide is comfortable and convenient.

- Stations are bright and open so people can see and be seen.
- Upgraded amenities include improved lighting, real-time bus arrival signs, and faster boarding using any door.

You can learn more about RapidRide on King County Metro's RapidRide website.

Why is RapidRide coming to the Rainier Valley?

We bring our best service to the communities who need it most and engage community members in decision-making along the way. RapidRide connects communities and is a key part of our growing regional transit network.

Route 7 is one of our busiest bus lines, serving over 11,000 people every day.

As more people move to the region, we need to make it easier to get around. We know the community highly values Route 7 and use it to access essential services, but we see areas for improvement. Buses frequently bunch together and are not reliable for getting to and from work, school, grocery stores, medical appointments, and more. RapidRide R Line will bring riders improvements to service quality, safety, and access.

Through this online open house, you can

- Learn about the upcoming RapidRide R Line.
- See the proposed route and station locations Metro identified using what we heard from the community.
- Provide feedback on station locations, improvements to make it easier to get to the bus, and roadways and intersection improvements to make the bus fader and more reliable.
- Sign up to receive project updates.

Look for this icon to know when to provide feedback.
Overview

Metro and our partners at the Seattle Department of Transportation have heard from many Rainier Valley residents.

Through the summer and fall of 2019, Metro introduced RapidRide R Line to community members who live, work, and play in the Rainier Valley. We focused on reporting back on what we have heard, explaining how these issues and concerns will be reflected in design, and highlighting future opportunities to influence decision-making. A full summary of what we heard is available here.

A few key themes emerged

- The current Route 7 is used as a local service in and around the Rainier Valley, not just for commuting through the area.
- Community members want more reliable service to travel to places within the Rainier Valley, South King County, downtown Seattle, and to other transit.
- People want better and safer access to the bus, especially for people with mobility challenges.
- Many people support RapidRide upgrades that increase safety such as lighting, better crosswalks and crossings, and roadway improvements.
- People have concerns about station locations, accessibility, fare enforcement, and affordability.
- Metro needs to be transparent and clearly communicate how and when community members can influence decision-making.

We used this input to develop the design concepts featured in this online open house as well as to inform our overall engagement approach.

Project timeline

Metro will evaluate all community feedback, and report back to share how your ideas are reflected throughout the project.
RapidRide R Line will keep the best of Route 7 but upgrade the service to give you Metro's highest investment in service, amenities, and reliability.

On the following pages, we will share the proposed station locations, medians and intersection upgrades to make the bus more reliable, and improvements to make it easier and safer to get to the bus. Please share your feedback on these segments of RapidRide R Line, click on the links at the bottom of each page, use the drop-down menu in the top navigation bar, or use the navigation buttons at the bottom of each page.

Bus stop changes

We are considering moving some bus stops to help keep the bus on-time and to better serve rider needs. When deciding which stops to upgrade or move, we look at the number of riders and their needs, please people are going to and from, distance to other stops, connecting transit, safe locations for people to cross the street, and more. Route 7 stops that are upgraded to RapidRide R Line stations will also continue to be served by the other bus routes that currently stop there.

When deciding on station locations, Metro aims to balance access and reliability. We want to make sure people can easily get to their RapidRide R Line station while keeping the bus moving to get people where they need to go. Bus stops that are too close together run the risk for everyone. Placing bus stops in the right places also allows us to focus our investments on improving the station amenities.

We need your input now to help decide where to place RapidRide R Line stations!

Speed and reliability

Metro is proposing improvements to keep RapidRide R Line moving.

Timing traffic lights to give buses the green light.

What's ahead

On the pages ahead, you can share your feedback on the proposed changes to this route. Click the links below or in the top navigation bar to view a specific segment.

Segment 1: Chinatown-International District to 1-59
Segment 2: 1-59 to Mt. Baker
Segment 3: Mt. Baker to Columbia City
Segment 4: Columbia City to Hillman City
Segment 5: Hillman City to Rainier Beach Link Light Rail Station
We have two options for station locations along S. Jackson Street.

We’d like to hear your feedback on which option you prefer and why. When deciding where stations should be, we look at the number of riders and their needs, places people are going to and from, distance to other stops, connecting transit, safe locations for people to cross the street, community input, and more. We need your input now to help decide where to place RapidRide R Line stations!

The RapidRide R Line will serve downtown Seattle using the current RapidRide stations on 3rd Avenue as far north as Stewart Street. We will continue serving all stops along S. Jackson Street with frequent, all-day service through routes such as existing Routes 14, 36, and 106.

Click through the map gallery using the arrow buttons, and use the form to share your feedback!

Have a Say

On average, how often do you plan to use RapidRide R Line stations in this segment?
- Please select one - *

Which station location option (A or B) do you prefer and why?
- Option A: Maynard Avenue S. (Option B: 6th Avenue S.)

What neighborhoods are you coming from or going to when you use current Route 7 bus stops along S. Jackson Street?

Do the proposed station locations help you get where you need to go?

How do you feel about the following statement?
"I am okay with Metro changing bus stops on this segment of RapidRide R Line to keep buses moving reliably on-time."
- Please select one - *

We are considering improvements to sidewalks, crossings, and bike access to stations. Not all these projects will be built. Which of the improvements shown would make it easier and safer for you to get to and from the bus stations? (please select up to three)

- 1: Sidewalk improvements on Rainier Avenue S.
- 2: New sidewalks on 8th Charles Street
- 3: New sidewalks on 500 Norman Street
- 4: Pedestrian crossing improvements across I-90

Where else should Metro improve safety for people crossing the street?

Please share any other thoughts on the proposed changes.

SUBMIT
In this segment, we’re proposing changing station locations to help keep the buses arriving on schedule.

When deciding where stations should be, we look at the number of riders and their needs, places people are going to and from, distance to other stops, connecting transit, safe locations for people to cross the street, community input, and more. We’d like to hear your thoughts on these changes and any suggestions you have for additional improvements.

Click through the map gallery using the arrow buttons, and use the form to share your feedback!

Have a Say

On average, how often do you plan to use RapidRide R Line stations in this segment?

- Please select one -

Do the proposed station locations help you get where you need to go?

How do you feel about the following statement?

"I am okay with Metro changing bus stops on this segment of RapidRide R Line to keep buses arriving relatively on-time."

- Please select one -

We are considering improvements to sidewalks, crossings, and bike access to stations. Not all these projects will be built. Which of the improvements shown would make it easier and safer for you to get to and from the bus stations? (please select up to three)

- 5: Accessibility improvements for people with visual impairments at the S. 31st Street, 23rd Avenue S., and Rainier Avenue S. intersection. Sidewalk improvements on S. 39th Street.
- 6: New sidewalks on S. Walker Street.
- 7: Pedestrian signal and crossing improvement at S. Walker Street.
- 8: Sidewalk improvements on Rainier Avenue S.
- 9: Neighborhood greenspace on 25th Avenue S.

Where else should Metro improve safety for people crossing the street?

Please share any other thoughts on the proposed changes.
In this segment, we’re proposing changes to a light rail station. To help keep the buses arriving on schedule when deciding where stations should be, we look at the number of riders and their needs. Place stations near transit stops, connecting to other transit routes, and near community centers and more. We'd love to hear your thoughts on these changes and any suggestions you have for additional improvements.

Click through the map gallery using the arrow buttons, and use the form to share your feedback.

Have a Say

On average, how often do you plan to use RapidRide H Line stations in this segment?
- Please select one.

Do the proposed station locations help you get where you need to go?

How do you feel about the following statement?
- I am happy with the current station locations.
- I am happy with the current station locations, but improvements can be made.
- I am not happy with the current station locations.

We are considering improvements to sidewalks, crossings, and bike access to stations. Not all these projects will be built. Which of the improvements shown would make it easier and safer for you to get to and from the bus stations? Please select up to five.
- 1. Crosswalks and sidewalk improvements at Minor Ave E and 10th Ave E.
- 2. Crosswalks and sidewalk improvements at 12th Ave E and 10th St E.
- 3. Crosswalks and sidewalk improvements at 14th Ave E and 10th St E.
- 4. Pedestrian improvements on Fairview Avenue N.
- 5. Upgrade and connect bike lanes on S. Dominick St.

Where else should Metro improve safety for people crossing the street?

Please share any other thoughts on the proposed changes.

SUBMIT

We are proposing removing on-street parking on Rainier Avenue S. between S. Alaska Street and S. Genesee Street. Make room for a southbound business access and transit (MBT) lane to keep buses moving and on time.

Have a Say

Do you park on Rainier Avenue S. in this area?
- Yes
- No

Please share any other thoughts on the proposed changes.

SUBMIT

We are proposing removing on-street parking on Rainier Avenue S. between S. Alaska Street and S. Genesee Street. Make room for a southbound business access and transit (MBT) lane to keep buses moving and on time.

Existing

Proposed

Existing and proposed lane usage cross-section.

COLUMBIA CITY TO HILLMAN CITY

CONTACT KING COUNTY METRO:
Robert Austin
RapidRide Communications and Engagement Manager
King County Metro
206-266-9765 | rapidride@kingcounty.gov
www.kingcounty.gov/rinet/metro
Columbia City to Hillman City
Segment 4

We have two options for station locations in Columbia City.

**Option A:**
- Station Site
- Near current and future development
- North of Lents Boulevard

**Option B:**
- Station Site
- Near Columbia City Business District
- Market Street and light rail

**Have a Say**

On average, how often do you plan to use RapidRide B Line stations in this segment?
- Please select one
- Which station location option (A or B) do you prefer and why?

Do the proposed station locations help you get where you need to go?

We are considering improvements to sidewalks, crossings, and bike access to stations. Not all of these projects will be built. Which of the improvements shown would make it easier and safer for you to get to and from the bus stop? (Please select up to two):
- Improved pedestrian signal improvements at crossings connecting to RapidRide stations
- Pedestrian improvements on Rainier Avenue B Line
- Curb extensions on Rainier Street
- Traffic signals

Where should Metro improve safety for people crossing the street?

Please share any other thoughts on the proposed changes.

SUBMIT

We are proposing removing on-street parking on Rainier Avenue B Line, between S. MeaD Street and 39th Avenue S, to make room for a northbound business access and transit (B&AT) lane to keep bus service running and on time.

**Have a Say**

Do you park on Rainier Avenue S in this area?
- Yes
- No

Please share any other thoughts on the proposed changes.

SUBMIT
We are planning to end RapidRide R Line at the Rainier Beach Link light rail station.

In order to operate fully electric trolley buses, this will mean extending the existing overhead bus trolley wire and adding poles on Rainier Avenue S, to S. Henderson Street. S. Martin Luther King Jr. Way, S. Thornton Street, and Renton Avenue S.

We understand service south of S. Henderson Street and in the Precinct Loop is an important connection for community members. Route 7 service to this area is infrequent, and we have heard it is also confusing. While RapidRide R Line will not serve this area, Metro will engage people south of S. Henderson Street to identify their needs and develop other transit services to launch with RapidRide R Line.

In this segment, we’re also proposing changing station locations to help keep the buses arriving on schedule.

When deciding where stations should be, we look at the number of riders and their needs; places people are going to and from, distance to other stops, nearby transit, safe locations for people to cross the street, community input, and more. We’d like to hear your thoughts on these changes and any suggestions you have for additional improvements.

Click through the map gallery using the arrow buttons, and use the form to share your feedback!

Have a Say

On average, how often do you plan to use RapidRide R Line stations in this segment?

- Please select one -

If you currently use Route 7 stops that will not be served by RapidRide R Line, where would you like the bus to take you? What are some important connections to and from this area that Metro does not currently provide today?

If you would like updates about Precinct Loop service, please provide your email below.

Do the proposed station locations help you get where you need to go?

We are considering improvements to sidewalks, crossings, and bike access to stations. Not all these projects will be built. Which of the improvements shown would you like to see happen and which ones do not interest you?

- 19: Improve pedestrian lighting at S. Holly Street
- 20: Protect bike lanes on S. Olive Street
- 22: Neighborhood greenway on S. Rose Street

Where else should Metro improve safety for people crossing the street?

Please share any other thoughts on the proposed changes.

SUBMIT
Station Design

We are designing RapidRide stations to create a comfortable and convenient rider experience.

The new stations
- will be open and bright so people can see and be seen.
- may feature other amenities such as route maps, seating, shelter, and real-time bus arrival information.
- will be designed based on the surrounding environment and to meet the needs of our customers.

RapidRide station designs
The examples shown below are conceptual designs. Actual design may vary.

Have a Say

What station features are most important to you? (please select up to two)
- Lighting
- Seating
- Weather protection
- Real-time arrival information

Please share any additional thoughts about RapidRide R Line station design.

Submit
Thank you for your input!

Metro will use your input to inform the preferred RapidRide R Line concept, which will include bus station locations, amenities, and projects improving access to the bus. We plan to share our preferred concept for community feedback later this year:

Visit the project website to learn more and view our event calendar: attend an in-person open house or other events to talk with the project team in your community. Additionally, visit our partner Seattle Department of Transportation (SDOT)'s project website to learn more about what they are currently doing to keep bus routes moving and improve transit access along Rainier Avenue S.

Join us in person at an open house to learn more, meet the project team, and ask questions!

All open houses will include refreshments and an activity area for kids.

**POSTPONED UNTIL FURTHER NOTICE** All county-wide events have been postponed to proactively slow the spread of COVID-19.

Thursday, February 27, 6-8 p.m.
Hilman City Collaboratory
5623 Rainier Avenue S.
Seattle, WA 98118
Interpretation in Spanish available

Tuesday, March 3, 6-8 p.m.
Durfee Elementary School
4525 S. Covington Street
Seattle, WA 98118
Interpretation in Spanish and Somali available

Thursday, March 5, 5:30-7:30 p.m.

We want to hear from you!

Complete the form below to receive project updates and stay informed of future opportunities to provide input on RapidRide R Line.

Name
First
Last

Please add your email address if you would like to receive project updates:

☐ I live near this route.
☐ I own property near this route.
☐ I own a business near this route.

Please share any additional comments you have about RapidRide R Line.

How did you hear about this online open house? (check all that apply)

☐ Metro or King County website
☐ Metro Mobile
☐ Metro text or email alerts
☐ Metro social media (Facebook, Twitter, etc.)
☐ Other social media accounts
☐ News media or neighborhood blog (please tell us which ones in the comment box below)
☐ Advertisement
☐ Project team members at an information table or community event
☐ Work or school
☐ Community organization(s) (please tell us which ones in the comment box below)
☐ Family member or friend
☐ Option(s) not listed here (please tell us about them in the comment box below)
☐ I would rather not say

We want to learn more about you! Are you willing to answer some additional questions?

These questions help us make sure we’re hearing from people who represent the area. It also helps us know if we are hearing from the people affected by this change in service. All questions are optional.

☐ Yes, I am willing to share some additional information in this form.

Submit
Appendix H

RapidRide R Line notifications

Mailer: During the first week of February 2020, Metro sent project information in 11 languages to residents and businesses within a half-mile of the Route 7 pathway—roughly 92,000 addresses. The inside of the mailer is shown below.
The front and back of the mailer are shown below.
**Postcard:** Metro sent the postcard below to residents and businesses within a half-mile radius of the Route 7 pathway during the third week of February 2020 to encourage in-person and online engagement. Project team members also distributed postcards during community partner engagement events, tabling events, and bus outreach.
Poster distribution: The project team distributed posters and flyers to businesses, schools, and organizations along the future RapidRide R Line route.
Event-specific flyer distribution: In response to requests from our community partners and hosts, the project team delivered event-specific flyers for engagement opportunities and briefings at The Dakota at Rainier Court, Thái Bình Apartments, and Center Park. The flyer for Thái Bình is shown below.
Social media posts

- **Nextdoor**: One community member shared the press release to 11 Nextdoor community groups in the south Seattle area. A map of the community groups included is below.
Facebook: King County Metro shared three RapidRide R Line engagement notifications on Facebook including the one below.
Twitter: King County Metro shared four RapidRide R Line engagement notifications on Twitter including the one below.

“We’ve heard from people who rely on Route 7. We need community input to help Metro make good decisions on how best to serve the Rainier Avenue corridor with more reliable, faster & more frequent transit.” #RapidRideR #HaveASay +News+open house info kingcounty.gov/depts/transport...
Email to CBO partners and community members: The project team sent email notifications with open house information to over 200 CBO partners and community members. An example email is included below.

Press release: Metro sent out a press release to media in the Seattle area. The full press release can be accessed here.
Media coverage: Several local news outlets shared information from the press release.

- South Seattle Emerald
- Seattle Transit Blog
The Urbanist

Review Rainier RapidRide Designs in New Metro Survey

Capitol Hill Times

King County Metro seeking community input on future RapidRide R Line in Rainier Valley
**Ads:** Metro purchased RapidRide R Line ad space in the following publications:

- **Print Publications**
  - Seattle Medium
  - The Facts
  - Seattle Chinese News (traditional Chinese)
  - Seattle Chinese Post (traditional Chinese)
  - Washington Chinese Post (simplified Chinese)
  - La Raza (Spanish)
  - El Mundo (Spanish)
- Seattle Viet Times (Vietnamese)
- NW Vietnamese News (Vietnamese)

- **Online Publications**
  - Seattle Times and Exchange Network
  - South Seattle Emerald
  - Seattle Chinese Times (traditional Chinese)
  - Runta News (Somali)
  - El Mundo (Spanish)
  - La Raza NW (Spanish)
Examples of English digital ads are included below:

1. **RapidRide**
   - **Help us plan service in the Rainier Valley.**
   - Provide your input
   - Size: 300x600

2. **RapidRide**
   - **Help us plan service in the Rainier Valley.**
   - Provide your input
   - Size: 160x600

3. **RapidRide**
   - **Help us plan service in the Rainier Valley.**
   - Provide your input
   - Size: 970x250

4. **King County METRO**
   - **Help us plan service in the Rainier Valley.**
   - Provide your input
   - Size: 728x90
House Passes Hospital Oversight Bill To Protect Patient Safety

Olympia — On Friday, the Washington State House of Representatives passed HB 2430 to increase regulations for psychiatric hospitals. Sponsored by Rep. Ethan Cody (D-Bothell), the bill aims to improve both patient safety and healthcare transparency.

Cody, a seasoned legislator with a strong track record in healthcare, introduced the bill in response to growing concerns about the treatment of psychiatric patients in the state. The bill requires hospitals to provide more comprehensive care and ensure that patients are treated with dignity and respect.

The legislation also mandates regular inspections of psychiatric hospitals by the Washington State Department of Health, ensuring that institutions maintain high standards of care. Cody emphasized the importance of these changes, stating, "Protecting the vulnerable is a core responsibility of our legislature, and this bill is a step in the right direction."
**Rider alerts**: Metro sent rider alerts via email and text message to 7,264 recipients. The delivery report is included below.

- **Subject**: Project Alert - Metro seeking community input on future RapidRide R Line in Rainier Valley
- **Sent**: 02/20/2020 03:59 PM PST
- **Sent To**: Subscribers of Route 106, Route 4, Route 48, Route 7, or Route 9.

**Recipients**: 7,264

**Delivered**: 98%

- 0% Pending
- 2% Bounced
- 19% Open Rate
- 2% Click Rate
## Appendix I

### RapidRide R Line drop-in outreach

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<th>Material distribution</th>
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<td>1 poster</td>
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<tr>
<td>Casa Latina</td>
<td>3</td>
<td>5 Spanish fact sheets 4 posters</td>
</tr>
<tr>
<td>Center Park</td>
<td>2</td>
<td>10 English fact sheets 40 event flyers</td>
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<tr>
<td>Columbia City Bakery</td>
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<td>1 poster</td>
</tr>
<tr>
<td>The Dakota at Rainier Court</td>
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<td>40 event flyers</td>
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<td>Dunlap Elementary</td>
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<td>El Centro de la Raza</td>
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<td>25 Spanish fact sheets 5 English fact sheets</td>
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<td>Eritrean Association of Greater Seattle</td>
<td>1</td>
<td>5 posters</td>
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<td>Eritrean Community in Seattle</td>
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<td>Filipino Community Center</td>
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<td>Hawthorne Elementary</td>
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<td>Hillman City Collaboratory</td>
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<td>1 English fact sheet</td>
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<td>International District Community Center</td>
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<td>Lighthouse for the Blind</td>
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<td>Braille fact sheets</td>
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<td>POCAAN</td>
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<td>Rainier Beach Community Center</td>
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<td>4 posters</td>
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<td>Safeway on Rainier</td>
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<td>South Shore K-8</td>
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<tr>
<td>Thái Bình Apartments</td>
<td>1</td>
<td>30 event flyers</td>
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<tr>
<td>Uwajimaya Seattle</td>
<td>1</td>
<td>6 posters</td>
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<tr>
<td>WA State Department of Services for the Blind</td>
<td>1</td>
<td>Braille fact sheets</td>
</tr>
<tr>
<td>Wing Luke Museum</td>
<td>1</td>
<td>4 posters</td>
</tr>
</tbody>
</table>
Appendix J

Feedback map – pedestrian safety and access improvements

The map below includes specific points community members indicated as locations of concern related to pedestrian safety and access to transit. Several people also included comments about bike infrastructure, so those are mapped here as well. An interactive map, including the full comments, can be accessed via clicking the map or this link.
Appendix K

Service needs map – south of S. Henderson Street

The map below includes specific locations community members indicated as destinations they would like to access via bus from areas south of S. Henderson Street. An interactive map, including the full comments, can be accessed via clicking the map or this link.

Legend
- In-person response
- Online open house response