



Mobility Board Recommendation for the Renton-Kent-Auburn Area Mobility Plan

On Thursday, November 19, 2019, the Mobility Board for the Renton-Kent-Auburn Area Mobility Plan reconvened to review Metro's final proposed network slated for Fall 2020 service change.

"This was a great learning experience. Metro listened to our input and made sure it was documented. I would encourage everyone to volunteer for a similar experience"

- Kent based Mobility Board member

At this meeting, seventeen Mobility Board members reviewed the final proposed network and all the associated service changes. Mobility Board members discussed the changes, indicated which they were most excited for and identified their level of support for the proposed changes in each subarea and overall.

Mobility Board members also identified the additional priority needs that were not addressed in the proposed network and has strongly urged that those needs be the focus of future service changes.



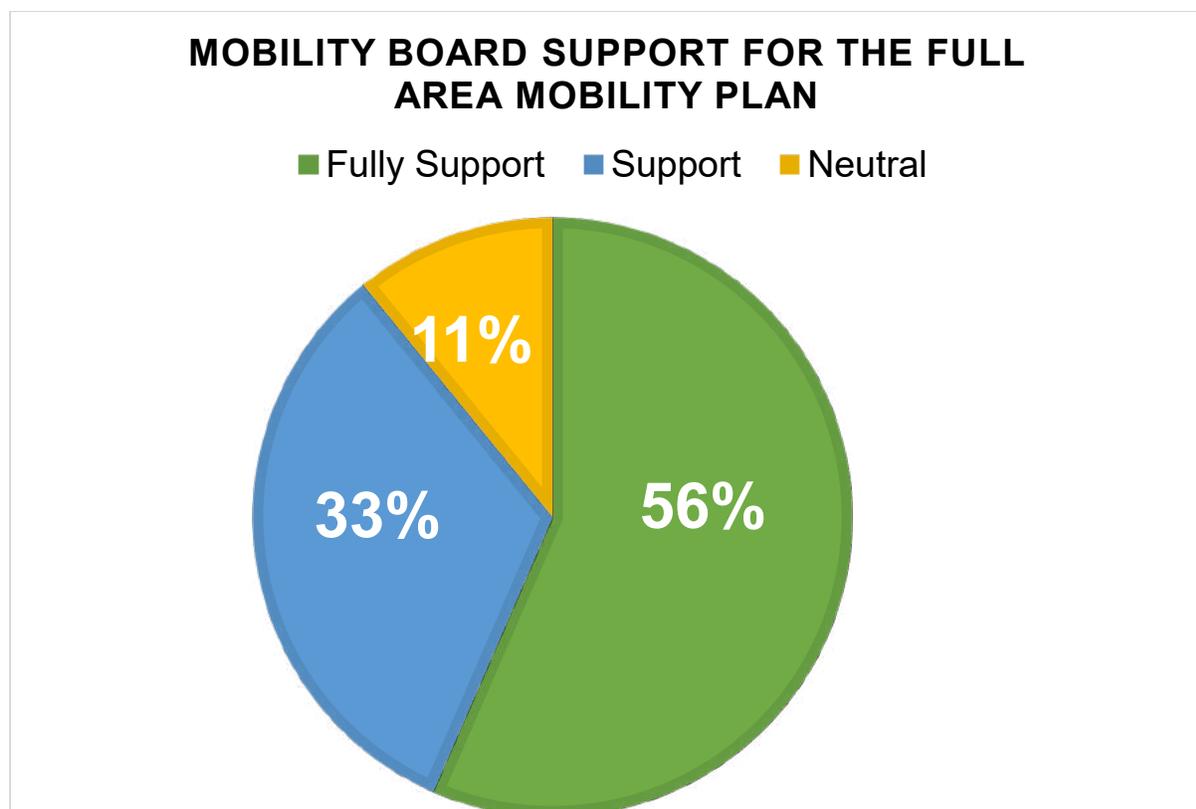
"The most important thing for me was that these changes are not just for our benefit today, but that these decisions are for the future and our kids. Public transportation is for all community members, so it is great to see what we're making for our community."

Auburn based Mobility Board member

For the ten Mobility Board members that were unable to attend, they were provided with electronic copies of materials and the opportunity to connect with service planners at their convenience to provide feedback and/or comments. There was only one mobility board member that did review the materials, provide feedback, and indicated his overall support for the final proposed network via email.

Overall, Mobility Board members responded to the changes positively and many with enthusiastic support. Some had concerns about specific aspects of the network changes, such as some new routes might be confusing at first to riders, the ongoing need for more frequent service with longer hours, and the need for street improvements to accommodate new Metro services.

The Mobility Board members that were present at the meeting and one member by email, all voted to recommend that the King County Council adopt the full proposal for Metro’s Fall 2020 service change for the network changes associated with Renton-Kent-Auburn Area Mobility Plan.

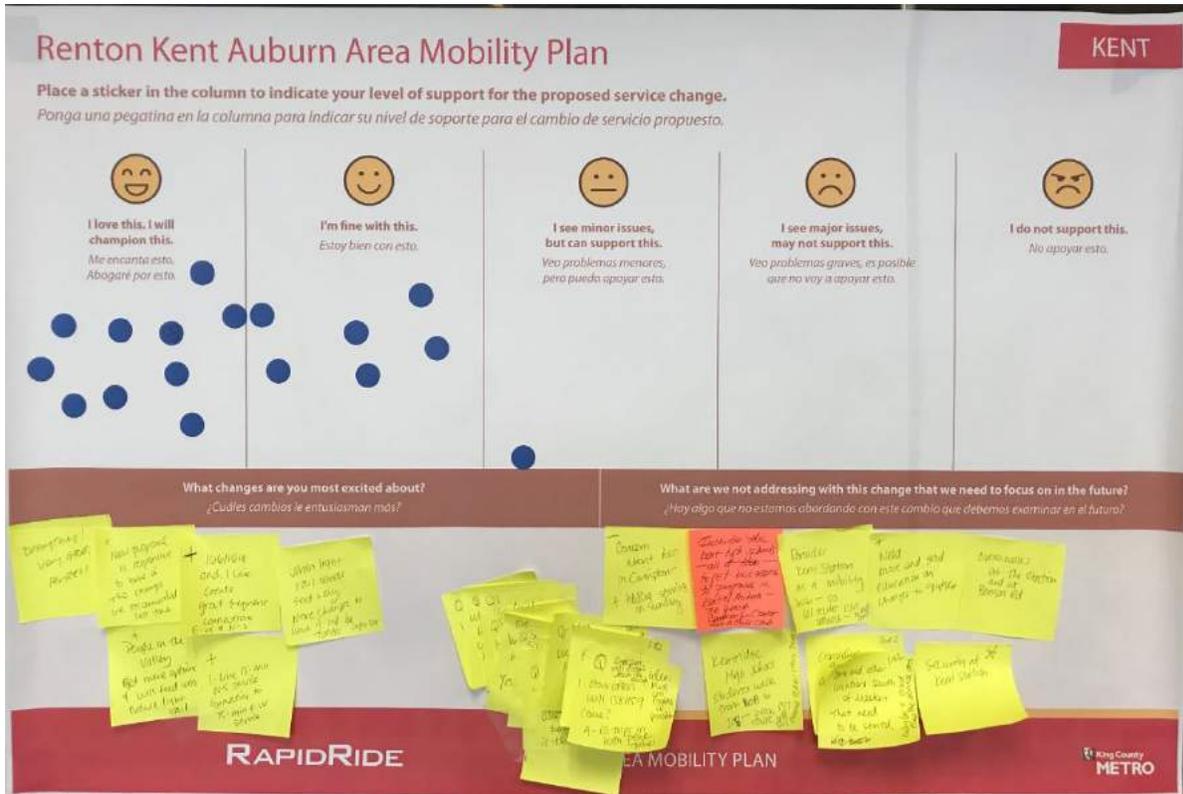


- **Fully Support:** 8 Mobility Board members marked “I love this. I will champion this.”
- **Support:** 4 Mobility Board members marked the line between “I love this. I will champion this.” And I am fine with this.”
- **Mostly Support:** 5 Mobility Board members marked “I am fine with this.”

The Mobility Board identified the following areas of concern that were not addressed with this service change and indicated that these areas should be the focus for future service changes for Renton.

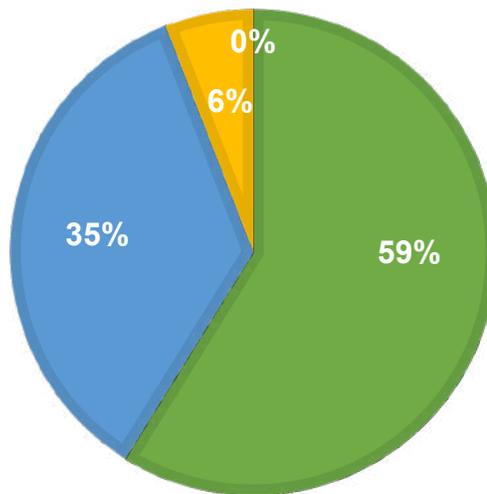
- Give route 102 trips that truncate at S. Renton Park and Ride a different route number than 102 trips that go to Fairwood
- We would like Community Ride services to expand to cover St. Vincent de Paul
- The education center in Renton near the airport is still not served
- More service south of Seattle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

Kent: 95% of Mobility Boards members in Strong Support for the Proposed Changes



KENT NETWORK CHANGES

■ Fully Support ■ Support ■ Neutral ■ Do not support

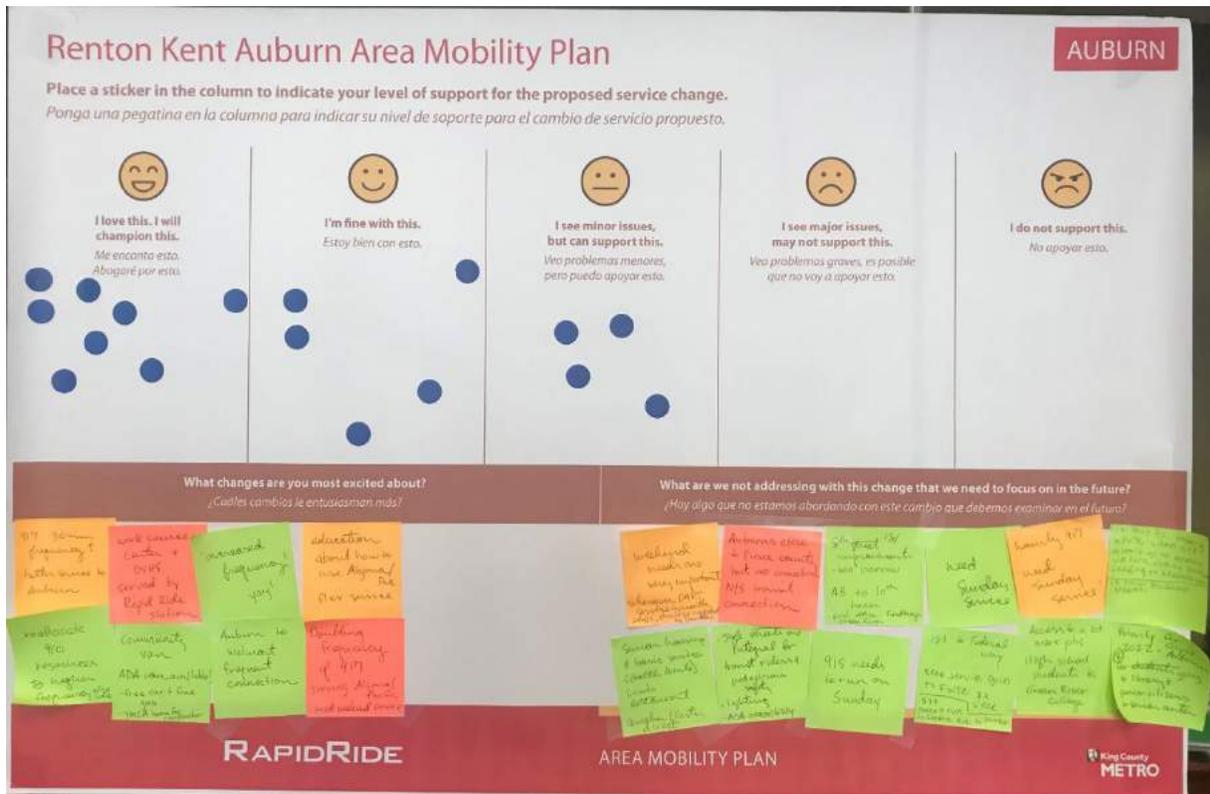


- **Fully Support:** 10 Mobility Board members marked “I love this. I will champion this.”
- **Support:** 6 Mobility Board members marked “I am fine with this.”
- **Neutral:** 1 Mobility Board member marked “I see minor issues, but I can support this.”

The Mobility Board identified the following areas of concern that were not addressed with this service change and indicated that these areas should be the focus for future service changes for Kent.

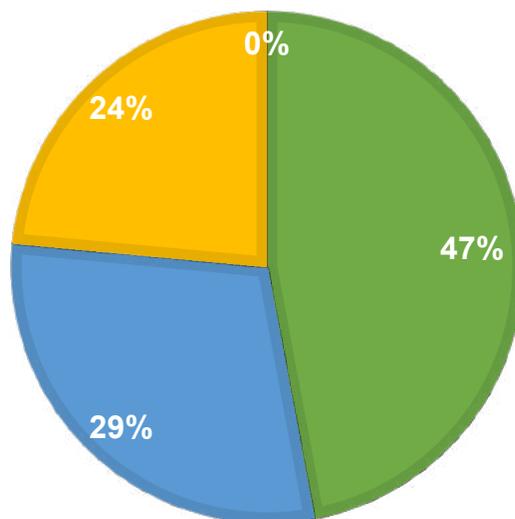
- Concern about loss of peak service in Covington, but it feels like a fair trade off
- There are still community assets that are lacking in transit coverage (Kent high schools, the YMCA community center, boys and girls club, etc.).
- Security at Kent Station
- When light rail serves Federal Way, more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

Auburn: 77% of Mobility Boards members in Strong Support for the Proposed Changes



AUBURN NETWORK CHANGES

■ Fully Support ■ Support ■ Neutral ■ Do not Support



- **Fully Support:** 8 Mobility Board members marked “I love this. I will champion this.”
- **Support:** 5 Mobility Board members marked “I am fine with this.”
- **Neutral:** 4 Mobility Board member marked “I see minor issues, but I can support this.”

The Mobility Board identified the following areas of concern that were not addressed with this service change and indicated that these areas should be the focus for future service changes for Auburn.

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