



RapidRide Rainier Line

Public Engagement Report

Prepared by

Seattle Department of Transportation

King County Metro

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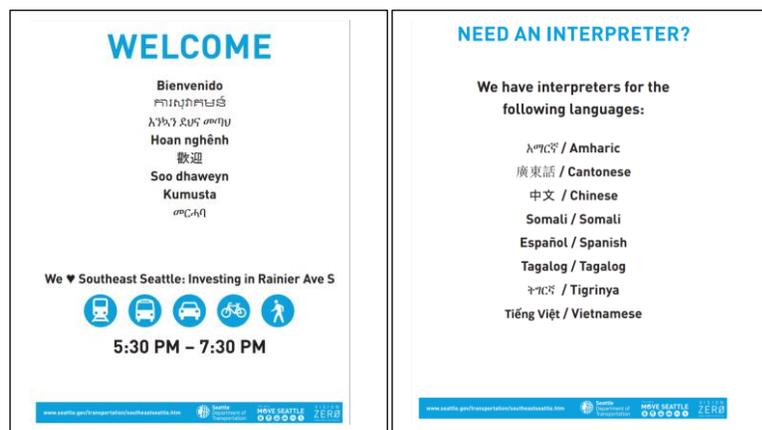
Executive Summary

The Seattle Department of Transportation (SDOT) and King County Metro (Metro) partnered to reach out to stakeholders and the public to help shape the design and priorities for the RapidRide Rainier Line. The following report describes SDOT and Metro's outreach and what we heard.

We completed this outreach push in the spring of 2018, from March 19 to April 14. The goals were to learn more about community needs and priorities and collect feedback about RapidRide Rainier design concepts.

Background

SDOT and Metro began RapidRide Rainier Line outreach in early 2017. In-depth planning is going into upgrading bus service, improving traffic safety, and making better walking, biking, and bus connections to light rail stations along Rainier Ave S. To be transparent and gather public input on a large volume of projects, in early 2017, SDOT mailed about 33,000 [notifications](#) with translations to Southeast Seattle announcing planning efforts and a March 2017 open house. We also posted posters in storefront windows along Rainier Ave S. We hired Community Liaisons to offer interpretation and worked with King County to have ORCA LIFT enrollment services at the meeting. At this meeting we started introducing the concept of upgrading Metro Route 7 to RapidRide.



To better reach historically underrepresented communities, throughout spring and summer 2017, SDOT worked with the Department of Neighborhoods (DON) Community Liaisons to present at various low-income and senior housing developments, including: Bellwether Housing – Kingway Apartments, Bellwether Housing – Rose Street Apartments, Columbia Gardens at Rainier Court, Dakota at Rainier Court, Mt. Baker Village Apartments, Southeast Seattle Senior Center, Senior Housing Assistance Group (SHAG), and Southeast Effective Development (SEED). Presenters shared information on Accessible Mt. Baker, Rainier

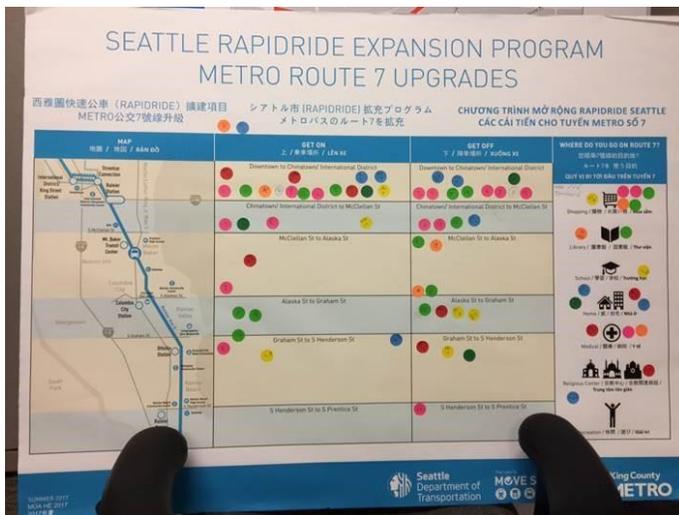
RapidRide Rainier Line, Spring 2018, Public Engagement Report
Seattle Department of Transportation and King County Metro

RapidRide, and Vision Zero Phase II. We gathered input by asking questions verbally throughout the presentations, interpretation, and a show of hands.



Community conversation with Senior Housing Assistance Group (SHAG) and Southeast Effective Development (SEED)

We also participated in local events like Rainier Beach Night Out, the Rainier Heritage Parade & Festival, and Dragon Fest in the Chinatown-International District, and tabled at the Rainier Beach Safeway.



Dragon Fest Interactive Display Board

2018 Outreach Overview

Outreach in 2018 built on the foundation laid in 2017. We used a variety of methods to promote engagement opportunities and gather feedback, including mailers, digital media, an online open house and survey, and visits to advisory boards and community groups, like Rainier Beach Action Coalition and People of Color Against Aids. We also responded to email correspondence and phone calls. To encourage more inclusive engagement, we hired and trained seven Department of Neighborhoods (DON) Community Liaisons to conduct outreach in the community. We supplied the Community Liaisons with printed surveys and laminated RapidRide concepts for discussion purposes and extended the timeline for gathering information in order to reach more people.

We worked with our consultants to develop a strategy for additional face to face outreach. Efforts included presentations and tabling at Asian Counseling Refugee Services, Rainier Community Center, an open house for SDOT's 23rd Ave Phase 2 Project, and a Rainier Valley Easter Egg Hunt. We also hired a liaison to help us present at all the residential apartment complexes in Chinatown-International District and coordinated with the 23rd Ave Phase 2 project team to communicate with Lighthouse for the Blind. Because a portion of Rainier Ave S is designated as a "Major Truck Street" in the Seattle Comprehensive Plan, we encouraged businesses along Rainier Ave S that make large freight deliveries to take our survey.

How we let people know they could participate

Metro and SDOT informed riders, stakeholders, and the public about the opportunity to participate in the outreach in a variety of ways, including a print mailer to addresses within a quarter mile of the project area; email and web updates; rider alerts; media outreach including ethnic media; ad buys in ethnic media sources; social media including in-language Facebook ads directed to Spanish, Chinese, Vietnamese, Tagalog, Somali, Amharic, Khmer, Omoro, and Tigrinya speakers; and in-person outreach at stakeholder group meetings and events, community centers, and grocery stores.

Methods of gathering input

We gathered input through an online open house where we hosted an electronic survey; through abridged in-person surveys (in Spanish, Korean, Chinese, Vietnamese, Tagalog, Somali, Amharic, Cambodian, Omoro, and Tigrinya) at in-person drop-in events and briefings; and comments submitted by phone and email.

Tool	Participation
Mailer	40,000 addresses
Listserv email	780 recipients
Online open house	2,900 visitors

Online survey	1,900 responses
Stakeholder briefings	5 briefings
Stakeholder outreach	113 people reached
In-person surveys	846 responses

Audiences

Communication methods were designed to reach audiences that include people who currently use Route 7 bus service and those who live, work, or travel through the area. This included people who use the Route 7 to get to/from school, work, errands, or recreational activities (full stakeholder list available in [Appendix A](#)).

Equity and social justice

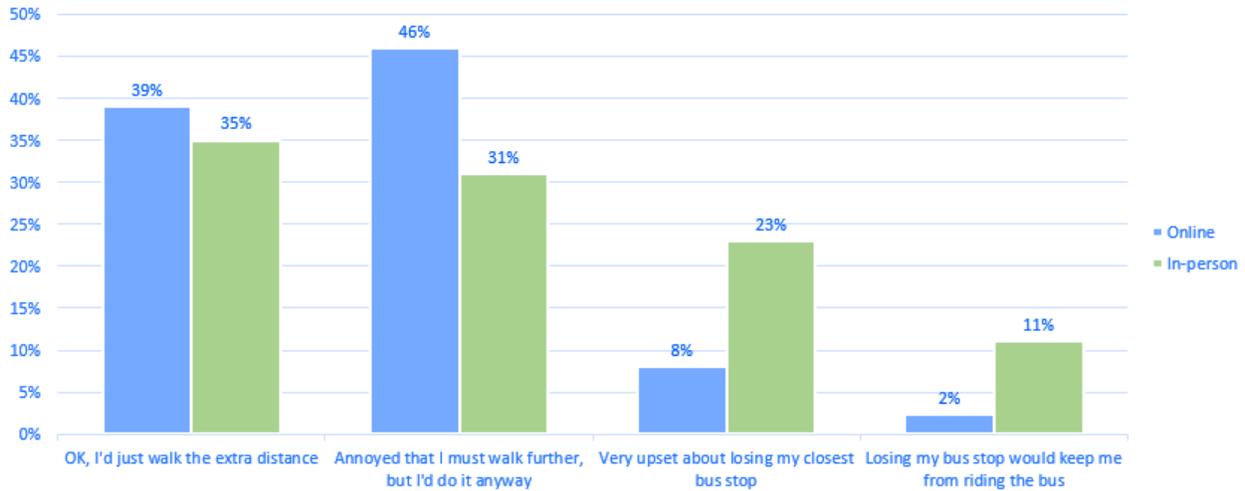
The communities around Route 7 and Rainier Ave S are among the most diverse in Seattle, with a wide variety of cultural, economic, racial, and language diversity. In addition, the Rainier Valley has lower car ownership compared to other communities in Seattle, and many community members rely on transit. A key goal of RapidRide is to provide new and better connections to light rail and improved connections for people walking and biking.

We translated printed and electronic materials into 9 languages (Spanish, Chinese, Vietnamese, Tagalog, Somali, Amharic, Khmer, Omoro, and Tigrinya). Media outreach included ethnic media and social media posts translated into 9 languages on Facebook.

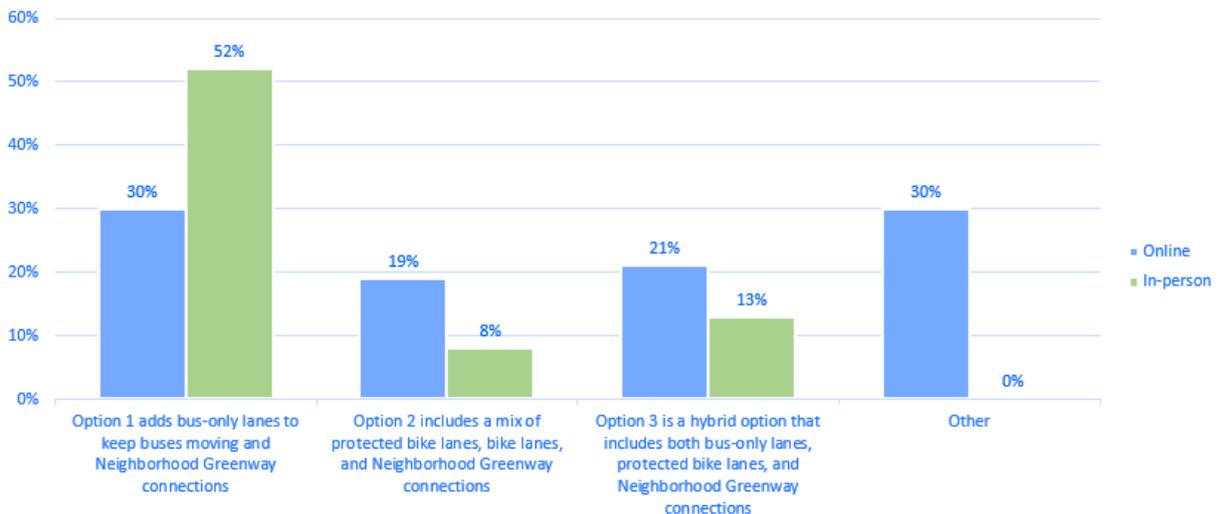
We connected with stakeholder groups in the area via phone to encourage them to share the online open house link and encourage their constituents to visit the online tool. Much of the work to engage historically underrepresented groups was conducted face to face. DON Community Liaisons collected over 180 printed surveys from individuals representing Vietnamese, Somali, Cambodian/Khmer, Tigrinya, Spanish, Amharic/Oromo, and African American community groups.

Chinatown-International District outreach included visits to Bush Apartments, Easter Hotel, DVA, Nihon Terrace, Ling King Tin Ye Association, All Family Association, and a group of seniors. Presentations were given during tenant meetings. A large roll-out map with businesses identified illustrated the two options for bus station locations along S Jackson St. A liaison translated the presentation and gathered input by show of hands. Tenants were also able to take a paper version of the survey. Tenants were notified with fliers translated in traditional and simple Chinese, along with English. SDOT supplied pizza and drinks. Almost 150 people engaged with the project through this effort.

If you had to walk 2-5 minutes to the next bus stop...



In-person survey respondents preferred bus-only lanes from Chinatown-International District to Mt. Baker, as opposed to online survey takers who were more evenly spread across the potential options.



Survey responses: Chinatown-ID to Mt. Baker option preference

More details about what we heard can be found in the [Public Feedback Summary](#).

Outreach Plan and Activities

Overview – goals and timeline

From March 19 to April 14, 2018, SDOT and King County Metro partnered to engage the community through a combination of in-person events and briefings, phone calls and emails to stakeholders, and an online open house.

Outreach goals

- Demonstrate the partnership between SDOT and King County Metro to deliver a new RapidRide line in the City of Seattle
- Introduce the RapidRide Rainier Line project to residents, bus riders, businesses, and organizations in the Chinatown-International District through Rainier Beach
- Inform, educate, and invite the community to “have a say” before final decisions are made
- Explore project needs, priorities, opportunities, and options with the community and gather input before decisions are made
- Learn from the community about and collect input on:
 - Important places and destinations and travel patterns in the corridor
 - Early planning and design options for multimodal corridor, safety, and access to transit improvements
 - Bus and transit signal priority treatments being considered
 - Proposed route alignment options, bus stop locations, passenger facility desires
 - Discuss impacts to other transit service that the RapidRide project may have, including service restructures to better integrate the new RapidRide line with the surrounding transportation network
 - Other community concerns to investigate options to reduce or minimize undesired impacts associated with the project
- Coordinate with Rainier Vision Zero and Accessible Mt. Baker efforts

Notifications – how we let people know about the opportunity to participate

Mailer¹

A mailer was distributed to over 40,000 residents and businesses within a quarter mile of the project corridor. The mailer included a map of the corridor, project information and

¹ Appendix B: Mailer

opportunities to get involved. Components of the mailer were translated into nine different languages.

Website

The [RapidRide Rainier project website](#) was continuously updated to share project information and public involvement opportunities. The website provided a list of in-person outreach opportunities, links to the online open house, translated materials, a link to sign up to receive project updates, and staff email and phone contact information.

Factsheet²

A project factsheet was provided in ten different languages at in-person outreach events and on the project website. The factsheet described the project, including schedule, funding, RapidRide features, a map of the corridor, and opportunities to get involved.

Social media³

Information was posted on the SDOT Facebook and Twitter pages, as well as King County Metro Twitter. The Facebook posts included links to translated information in nine languages.

Display ad⁴

Links to the online open house were advertised in Runta News, South Seattle Emerald, and Little Saigon.

Listserv email⁵

Over 780 people are subscribed to receive email updates on projects happening in Southeast Seattle. SDOT distributed two listserv emails that announced the comment period, linked to the online open house, and shared in-person outreach events. The email updates were sent on March 19 and April 3, 2018.

Presentation

A PowerPoint presentation was used at several stakeholder group briefings. The presentation included information about the RapidRide Expansion Program, the RapidRide Rainier Line, and alternatives for consideration along the corridor.

² Appendix C: Factsheet

³ Appendix D: Social Media sample

⁴ Appendix E: Display Ad sample

⁵ Appendix F: Listserv Email sample

Feedback methods – how people shared their opinions

Online open house⁶

The online open house provided an opportunity for the public to engage with the project and share feedback on the proposed alternatives. Approximately 2,100 people participated in the online open house and over 1,900 submitted survey responses.

The online open house was available from March 19 to April 14, 2018. A summary of themes in the survey responses is included in this report.

Stakeholder outreach

SDOT reached out to a targeted list of stakeholder groups and coalitions along Rainier Ave S. Most of the in-person outreach events were targeted to meet those who live, work, and play along the project corridor, including current and future transit riders. SDOT briefed several groups about the project including city advisory boards and various community organizations in the Rainier Valley.

In-person outreach events

SDOT shared project information at the following drop-in outreach events:

- Chinatown-International District Community Center, March 27, 2018
- King Donuts, March 28, 2018
- Rainier Community Center, March 31, 2018, and April 4, 2018
- Viet Wah Asian Supermarket, April 2, 2018
- Asian Counseling and Referral Service, April 5, 2018
- Rainier Farmer Market, April 6, 2018
- Asian Counseling and Referral Service, Mien community, April 12, 2018

At each event, the public was presented with project information and given an opportunity to share their feedback by filling out a printed survey⁷ and/or participating in a dot-sticker exercise to outline their transit priorities. In-language materials were provided at all in-person outreach events.

In-person survey

Working closely with Department of Neighborhoods (DON) Community Liaisons, we reached about 435 people through in-person outreach efforts. Surveys were conducted at a wide variety of locations including libraries, mini-markets, restaurants, apartment houses, cultural community centers, and meal programs. See [appendix N](#) for feedback from DON Community Liaisons on their outreach.

⁶ Appendix H: Online Open House

⁷ Appendix I: Print Survey

Stakeholder briefings

SDOT briefed the following groups:

- Seattle Bicycle Advisory Board, March 7, 2018
- Seattle Pedestrian Advisory Board, March 14, 2018
- Seattle Freight Advisory Board, March 20, 2018
- King County Transit Advisory Committee, March 20, 2018
- Transportation Choices Coalition and Puget Sound Sage, April 16, 2018

Public feedback summary

Feedback overview

During spring 2018 outreach, the community was provided four ways to complete surveys to help the project team better understand community priorities. The four methods of providing feedback were:

- Online survey: link shared on the project website and sent via email to the project listserv
- In-person surveys:
 - a. Shared by consultant staff at in-person events and community locations
 - b. Shared by DON Community Liaisons at in-person events and community locations corridor-wide
 - c. Shared by DON Community Liaisons at in-person events and community locations in the Chinatown-International District

Results varied by survey type, so we stratified the responses by type below rather than compiling them all together to show a fuller picture.

Online survey

Who we heard from

- **Most respondents live near Rainier Ave S and take the bus:** The majority of survey respondents live within 5 blocks of Rainier Ave S and the majority ride the bus to get around the project area (Chinatown-ID and the Rainier Ave S corridor). More than half of respondents also drive a car alone and walk. Nearly half ride a bike (either personal or bike share) in the corridor. Many respondents also use light rail.
- **78% of respondents identified as white or Caucasian:** 15% of respondents identified as Asian or Pacific Islander, and 4% identified as Black or African-American, Hispanic, or Latino respectively.
- **53% of respondents identified as male:** 44% identified as female and 4% declined to identify.

- **37% said they are between the ages of 35 and 44:** 83% of respondents are between the ages of 25 and 54.
- **35% of respondents stated their annual income falls between \$101,000 and \$150,000:** Most respondents reported an annual income above the city average of approximately \$78,600 and 18% said their annual income is between “below \$20,000” and \$60,000.

Summary of responses

- **Respondents ranked on-time buses as their top priority:** Other priorities included (in order) keeping buses moving around traffic in bus-only lanes, new pedestrian crossings, and accessible ways to bike through the area safely.
- **73% of respondents are current Route 7 riders:** Most respondents ride the Route 7 on weekdays and weekends, a few times a month or year. Only 12% ride the Route 7 more than 20 times a month. 43% of respondents are somewhat satisfied with Route 7 service now. More than half of respondents said they are likely future RapidRide riders.
- **67% said they ride the Route 7 to a recreation or social activity location like a park, community center, restaurant, movie theater, etc.:** Respondents also use the Route 7 to go shopping, commute to work, and go home.
- **73% said they transfer to other bus or transit services.**
- **79% said pedestrian signals at crosswalks and busy intersections was a priority for them when getting to the Route 7 bus:** Just over half of respondents said they prioritize protected bike lanes separated from cars, quality sidewalks designed for people with disabilities, and easy walkability and lighting along paths, sidewalk, or intersections.
- **Among three options presented, respondents most preferred bus-only lanes to keep buses moving and Neighborhood Greenway connections (Option 1) in the section between Chinatown-ID and Mt. Baker (30%):** Of the write-in responses (also 30%), respondents expressed a variety preferences, including support for protected bike lanes, request to remove bike facilities, request to improve safety, preference for protected bike lanes instead of neighborhood greenways, request to maintain left turns from Rainier Ave S., support for prioritizing transit, and support for improving crossings for pedestrians.
- **Adding flashing crossing beacons at existing crosswalks was a top priority for respondents between Columbia City and Rainier Beach:** When asked how to make it easier for pedestrians to access the future RapidRide Rainier Line, respondents also prioritized repairing damaged sidewalks and improving street lighting.

- **Almost 60% of respondents named bike lanes on S Henderson St as the most important thing to them:** This was followed by direct connections from RapidRide Rainier to the Rainier Beach Light Rail station and bus speed and reliability. Keeping parking on Henderson had the lowest priority ranking, with just 4% of respondents selecting it.
- **65% said they strongly favor adding overhead bus trolley wire along S Henderson St, MLK, S Trenton and Renton Ave S.**
- **53% of respondents strongly favor increasing bus layover near the Rainier Beach Station resulting in the removal of some on-street parking.**
- **74% said they strongly or somewhat favor adding protected bike lanes on S Henderson St resulting the removal of some on-street parking on S Henderson St.**
- **55% said they strongly or somewhat favor Option 2 for S Jackson St:** This would mean consolidating all bus stops on S Jackson St and requiring some to walk farther to their bus stops.
 - **49% of respondents strongly or somewhat favor Option 1 for S Jackson St:** This includes adding trolley wire to allow the RapidRide line to pass buses stopped at bus stops and would require having fewer RapidRide stations.
- **83% strongly or somewhat agree with moving or removing some bus stops on Rainier Ave S to keep buses arriving on time**
- **Most respondents said they would be annoyed that they must walk further to reach the bus, but would do it anyways**
- **Rainier Ave S: S Edmunds St was selected most often as the bus stop used by respondents:** This was followed by 3rd Ave: Pine St/Pike St and Rainier Ave S: Mt. Baker Station/S Stevens St.

In-person surveys – collected by consultants

Who we heard from

- **Many respondents live within 5 blocks of Rainier Ave S and ride the bus:** Most said they ride the bus when getting around the Chinatown-ID and Rainier Ave S corridor. This was followed by driving in a car alone and with others. Of the modes that people said they used, personal bike ranked the lowest.
- **Respondents were divided evenly when asked how often they take the Route 7:** Most said they use Route 7 a few times a year, 11-20 times a month, or more than 20 times a month.
- **Of those who reported their race/ethnicity, the majority identified evenly as Black or African-American and White or Caucasian:** Many did not report their

race/ethnicity but considering the number of surveys collected from the ACRS and ACRS-Mien Community briefings, we know that there were many Asian or Pacific Islanders who responded to the survey as well.

- **14 respondents stated that providing mobility accommodations would make engaging in this project easier or more comfortable:** Others noted hearing and vision accommodations would also be helpful.
- **36 of 76 respondents stated they are 65 years old or older:** The in-person survey and stakeholder briefings provided a unique opportunity to engage with senior communities along the project corridor.

Summary of responses

- **The majority of respondents prioritized frequent buses that arrive on-time:** When asked what's most important when traveling on Rainier Ave S, respondents said frequent and on-time buses, comfortable bus stations with real-time arrival info and light improvements, and keeping buses moving around traffic in bus only lanes were the top priorities.
- **Respondents overwhelmingly preferred Option 1 between Chinatown-ID and Mt. Baker, which adds a bus-only lane and Neighborhood Greenway connections:** Option 2 includes a mix of protected bike lanes, bike lanes and Neighborhood Greenways. Option 3, a hybrid of the previous two options was the next most selected.
- **Respondents were opposed to removing parking on S Henderson St to add a protected bike lane:** 61 respondents supported the removal of parking for a protected bike lane, 81 were neutral and 84 opposed this proposal.
- **Most respondents said they would be okay if they had to walk further to reach the next bus stop:** If their bus stop was removed, most respondents said they would make the walk to the next closest stop despite the added distance.
- **Most respondents preferred adding 2 new RapidRide-only stations on S Jackson St:** This is despite potentially needing to walk farther to transfer from RapidRide to a local bus.

In-person surveys – collected by DON Community Liaisons

Who we heard from

- **Respondents:** Survey respondents associated with one of the following communities: Vietnamese, Somali, Cambodian/Khmer, Tigrinya, Spanish, Amharic/Oromo, and African American. The average age was between 25 to 54. Of the respondents, 26 needed mobility accommodations, 18 vision, 13 hearing, and 16 cognitive accommodations.

- **Most of the respondents live within 5 blocks of Rainier Ave S.** 121 people surveyed live on Rainier Ave S or within 5 blocks. 57 live over 5 blocks away

Summary of responses

- **Of the 184 people surveyed, 101 ride the bus to get around the CID and Rainier Ave S.** The other mode often used was driving alone (75 people), followed by walking (29) and driving with others (27).
- **When traveling along Rainier Ave the top three important considerations included:** Comfortable bus stations, frequent bus service and bus only lanes
- Of the 176 who selected a preferred option, **the majority of respondents favored Option 1 (49%)** with the next favored option being Option 3 (32%) and then Option 2 (19%).
- **Removing bus stops:** 63 people would be ok if their bus stop shifted 2-5 minutes away, 89 would be annoyed or very upset and 18 would no longer ride.
- **More respondents were opposed to removing parking on S Henderson St to add a protected bike lane than favored, however a significant number were neutral:** 42 respondents favored, 64 were neutral and 70 were opposed.
- **There was no clear preference between the two options available for S Jackson St.** 86 people favored new RapidRide stations and 83 favored consolidating all stops.

In-person surveys – collected by DON Community Liaisons in Chinatown-International District

Who we heard from

- **Respondents:** Presentations were given in English and Mandarin, with the Mandarin being the most prominent language.

Summary of responses

- **Route 7.** Most people surveyed used Route 7. Trips were primarily for shopping include Columbia City Farmer's Market, Safeway and even Rite Aid in Rainier Beach. Otherwise services they needed were mostly located in the CID
- **RapidRide familiarity:** Most people have never used RapidRide. The presentation included an explanation of what to expect
- **S Jackson St bus stop options:** 61 people favored Option 1 which added two new RapidRide-only stops and 88 preferred consolidating them. A big consideration was having more people at stops for safety purposes versus spreading them out. Some people expressed concerns about having to walk farther to get to their stop. Additional outreach should be done with adjacent shop keepers to understand their preferences and concerns.
- **Preference for bus-only lanes, adding bicycle lanes, or a mix of bike lanes and bus lanes.** When asked which option the group preferred (without an extended

discussion of trade-offs), more preferred Option 3, which includes a mix of bicycle and bus lanes. The next choice was Option 1, adding some bus lanes.

Summary of email and phone comments

In addition to providing feedback through the online and in-person surveys, stakeholders provided comments by email and phone. Below is a summary of the email and phone comments received during the comment period. Most comments related to bus service and bus stop locations.

Riding a bike in the corridor

Commenters requested that there be stretches of protected bicycle lanes on Rainier Ave S adjacent to BAT lanes.

Walking in the corridor

Generally, commenters requested safety improvements for those crossing Rainier Ave S, including a pedestrian bridge to the Mt. Baker Transit Center and additional marked crossings near bus stops.

Driving in the corridor

Commenters shared their concerns about vehicle traffic getting worse with the addition of bus only lanes, including traffic increasing on residential streets along the corridor as cars avoid Rainier Ave S. The bus stop at S Henderson St and MLK was cited as causing congestion.

Parking in the corridor

Commenters raised concerns about the lack of parking near light rail stations, especially for those who do not live in walking distance. A commenter requested a park and ride for both buses and light rail. Others said parking should be the lowest priority when considering improvements to Rainier Ave S.

Riding transit and bus stops in the corridor

Multiple commenters stated their concern that seniors would be disproportionately affected by bus stop changes on the corridor. Others were disappointed that the proposed RapidRide Rainier Line route would not extend through the Prentice Loop or Renton. Specific comments were made about existing bus stops at Rainer and Lake Washington, Grand Ave, and requests for new stops at Rainier and Graham or Rainier and Orcas.

Fare enforcement

Commenters shared concerns about people unable to afford fares receiving citations and the disincentive for them to use the bus. They felt drivers knew riders well enough to not penalize them if they did not have money, whereas enforcement could not provide this service. The consequence could be students not attending school, or people not accessing critical services along Rainier Ave. S.

In conclusion, most people we heard from were supportive of faster, more reliable public transit. People also strongly supported transit access, especially walking connections. Many in the online survey supported protected bike lanes while many in the in-person surveys did not. There was some acceptance of bus consolidation with more people from the in-person surveys expressing concerns. This was the first intensive outreach push for Rainier RapidRide, and SDOT and Metro plan to continue to collect input as the project progresses.

Appendices

Appendix A: Stakeholder Outreach List

Below is a list of stakeholder organizations contacted by the project outreach team.

Community/Neighborhood

Got Green
Rainier Beach Action Coalition
Neighborhood House
YMCA
Interim Community Development
Association
SCIDpda
Southeast Seattle Education Coalition
Rainier Valley Food Bank
College Access Now
Worksource Rainier
Wellspring Family Services
Bike Works
Center Park and Lighthouse for the Blind

Cultural/Religious

East African Community Services
Eritrean Community
Ethiopian Community Center
Filipino Community Center
Horn of Africa Services
Somali Community Services of Seattle
Muslim Housing Services
Rainier Ave Church
Beacon United Methodist Church
Seattle Chinese Alliance Church
Friends of Little Saigon
Bikur Cholim-Machzikay Hadath
Sephardic Bikur Holim Congregation
Community of Christ
Valley and Mountain Church
Chinese Assembly of God Church
Chinese Baptist Church
Emerald City Bible Fellowship
Chong Wa Benevolent Association

Chambers/Business/Local

Beacon Hill Merchants Association
Rainier Beach Merchants Association
Rainier Beach Chamber of Commerce
Rainier Valley Community Development
Southeast Effective Develop (SEED)
Rainier Valley Historical Society
Hillman City Business Association
Rainier Beach Merchants Association

Other transportation/Utility

Hopelink
Access
Microsoft Shuttle
Puget Sound Energy
CenturyLink

Schools

Rainier Beach High School
Franklin High School
John Muir Elementary
A4 Apple Home Daycare/Preschool
South Shore School
South Lake High School
Graham Hill Elementary School
Orca K-8 School
Genesse Early Learning Center
Hamlin Robinson School

Social Services

El Centro de la Raza
Rainier Vista Boys and Girls Club
DADS
Families of Color Seattle
Chinese Information and Services Center
(CISC)
Casa Latina
Puget Sound Sage

Vietnamese Friendship
Green Plate (2100)
The Mockingbird Society (2100)
Rainier Scholars (2100)
TreeHouse (2100)
WA Women's Foundation (2100)
Youth in Focus (2100)
Farestart Cafe (2100)
CIRCC (Coalition of Immigrants Refugees
& Communities of Color)
Raja for Africa
Nikkei Community Network
Columbia City Business Association

District Councils
Southeast Neighborhood District Council

Hospitals
Rainier Valley Community Clinic
Group Health Rainier Medical Center
Kin On Health Care Center

Advocacy Groups
Cascade Bicycle Club
Feet First
Rainier Valley Greenways

Housing
Bush Apartments
Easter Hotel
DVA
Nihon Terrace
Ling King Tin Ye Association
All Family Association
Bellwether Housing – Kingway
Apartments
Bellwether Housing – Rose Street
Apartments
Columbia Gardens at Rainier Court
Dakota at Rainier Court
Mt. Baker Village Apartments
Southeast Seattle Senior Center
Senior Housing Assistance Group
(SHAG)
Southeast Effective Development (SEED)

Appendix B: [Mailer](#)

RAPIDRIDE RAINIER LINE

HELP US MAKE RAPIDRIDE WORK BEST FOR YOU!
 Learn about changes that could help:

- Buses be frequent and more reliable
- Provide better light rail and streetcar connections
- Make Rainier Avenue safer for all

Tell us what you think! Visit our online open house at [RapidRideRainier.participateonline.com](#), starting **March 19**, ending **April 8, 2018**

Need a computer?

- Visit a Customer Service Center or public library for a free internet session
- Call (206) 684-5189 to take the survey over the phone

More ways to connect

- Meet with us along the corridor, find out where and when at [seattle.gov/transportation/RapidRideRainier.htm](#)
- Email feedback, questions, or to host us at a community group, contact us at [RapidRide@Seattle.gov](#)

BUILDING CONNECTIONS THROUGHOUT RAINIER AVE S
 We want improvements to benefit all travelers, whether you walk or use a bus, car, or bike. As part of our conversation on RapidRide, we'll share updates on all efforts to help reduce crashes, improve bus service, and keep freight moving on Rainier Ave S. Learn more at [seattle.gov/transportation/SoutheastSeattle](#).

THE RAPIDRIDE RAINIER LINE IS 1 OF 7 NEW LINES COMING TO SEATTLE
 To expand access to frequent and more reliable bus service, we are partnering with King County Metro Transit to bring seven new RapidRide lines to Seattle. View the future Seattle RapidRide network at [seattle.gov/Transportation/RapidRideExpansion.htm](#)

Check out the full King County network at [www.kingcounty.gov/metro/rapidride](#)

PROGRAM INFORMATION & CONTACT
 Dawn Schellenberg, SDDP
[RapidRide@seattle.gov](#) or (206) 684-5189

Seattle Department of Transportation | MOVE SEATTLE | King County METRO | VISION ZERO

RAPIDRIDE RAINIER LINE
 RapidRide is coming to downtown Seattle, Chinatown-International District, Mt. Baker, and Rainier Beach

have a say

Enterese más acerca de RapidRide. Abra para leer en español.

Alamin pa ang tungkol sa mga RapidRide. Buksan ang toch para basahin sa.

想了解更多 RapidRide 的詳情，請打開內閱讀。

Tìm hiểu thêm về RapidRide. Mở bàn trong để đọc tiếng Việt.

Wax badan ka ogow RapidRide. Fur gudaha si aad uga akhriso.

Seattle Department of Transportation | MOVE SEATTLE | King County METRO | VISION ZERO

See inside for more details.

and easy-to-use RapidRide as soon as 2021.

Metro Route 7 is being upgraded with frequent

RAPIDRIDE RAINIER LINE

P.O. Box 35995
 Seattle, WA 98124-4996

PRST 5120
 US Postage
 Seattle, WA
 Permit No. 2871

Appendix C: [Factsheet](#)

RAPIDRIDE RAINIER LINE Spring 2018

DOWNTOWN SEATTLE TO MT. BAKER TO RAINIER BEACH

HELP US REDESIGN RAINIER AVE S AND UPGRADE BUS SERVICE

As soon as 2021, King County Metro Route 7 will be upgraded to RapidRide! The new RapidRide Rainier Line will connect downtown Seattle, Chinatown-International District, Mt. Baker, and Rainier Beach along Rainier Ave S. The Rainier RapidRide Line will keep people moving by:

- Keeping buses frequent and reliable
- Adding more buses at night and on weekends
- Upgrading to RapidRide bus stops with lighting, real-time arrival info, and more

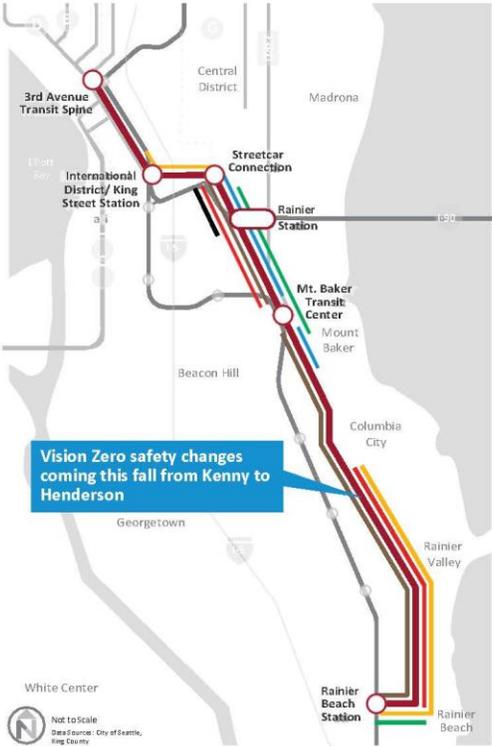
WHY BRING RAPIDRIDE TO RAINIER AVE S?

The existing Route 7 is one of the highest-ridership routes in Seattle, serving 11,000 daily riders to a wide variety of schools, homes, and parks. While Route 7 buses are scheduled to come every 10 minutes or better, the congestion on the road at commute times causes buses to be up to 40% slower and more than 5 minutes late up to 20% of the time.

Not only is Rainier Ave S a designated freight route that requires a wider lane so trucks can serve local businesses, it also has the highest number of crashes of any corridor in the city. Proposed RapidRide Rainier improvements will not only improve reliability and transit travel time, they will also create a safer place for all users of the corridor.

BUILDING CONNECTIONS THROUGHOUT RAINIER AVE S

We want improvements to benefit all travelers, whether you walk or use a bus, car, or bike. As part of our conversation on RapidRide, we'll share updates on all efforts to help reduce crashes, improve bus service, and keep freight moving on Rainier Ave S. Learn more at seattle.gov/Transportation/SoutheastSeattle



Transit Network

- RapidRide Rainier Line
- Other RapidRide
- Key Connection
- Link
- Seattle Streetcar

Potential Rainier Corridor Elements

- Smart signals for transit priority
- New or modified overhead contact system for electric trolley buses
- Transit-only lanes or business access and transit lanes to keep buses moving
- Paving
- New or improved pedestrian crossings
- Bicycle Facilities

have a **say**

Tell us what you think until April 8, 2018 at RapidRideRainier.participate.online

PROGRAM INFORMATION & CONTACT
 Dawn Schellenberg, SDOT RapidRide@Seattle.gov (206) 684-5189

Seattle Department of Transportation

MOVE SEATTLE

King County METRO

VISION ZERO
 SAFER STREETS FOR SEATTLE

RapidRide Rainier Line, Spring 2018, Public Engagement Report

Seattle Department of Transportation and King County Metro

RAPIDRIDE TOOLBOX

The RapidRide Rainier line will keep what you like most about Route 7, but upgrade the service with the best of King County Metro. Along the corridor, we are looking to implement the following tools:

DEDICATED BUS LANES
Bus-only lanes separate buses from traffic, increasing speed and reliability.



OFF-BOARD FARE COLLECTION
Off-board fare collection helps buses move faster as riders can pay fares without waiting in line.



SMART SIGNALS
Transit signal priority extends or activates green lights to reduce waiting times for buses at signals.



ENHANCED BUS STOPS
RapidRide stations include real-time arrival information, larger shelters, lighting, and other amenities.



SPECIALIZED BUSES
Electric RapidRide buses offer more capacity and lower floors for easier loading and unloading.



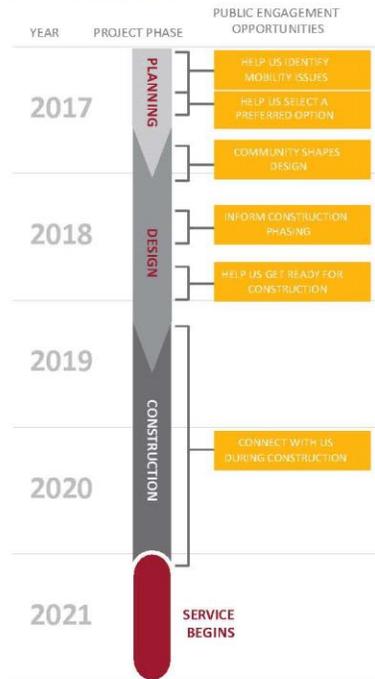
BIKE AND PEDESTRIAN CONNECTIONS TO TRANSIT
Improvements to crossings, neighborhood greenways, and bike lanes will help people get to new RapidRide lines.



PAVING
Paving streets where needed to create smooth surfaces for buses and cars to travel.



PROJECT TIMELINE



FUNDING

The nine-year, \$930 million Levy to Move Seattle provides partial funding for the RapidRide Expansion Program. SDOT is partnering with King County Metro to pursue grant funding programs and other partnership opportunities to stretch taxpayer dollars to cover the full cost of the program.

NEW RAPIDRIDE LINES COMING TO SEATTLE

To expand access to frequent and more reliable bus service, we are partnering with King County Metro Transit to bring seven new RapidRide lines to Seattle. View the future Seattle RapidRide network at seattle.gov/Transportation/RapidRideExpansion.htm

PROGRAM INFORMATION & CONTACT
Dawn Schellenberg, SDOT RapidRide@Seattle.gov (206) 684-5189






Appendix D: Social Media sample



Appendix E: Display Ads

Sample display ad



In-language display ad (from Northwest Vietnamese News)



Tăng cường trạm Xe Bus RapidRide đường bus số 7 Rainier

Hình trên là một trạm xe Bus trên đường Rainier ưu tiên nhanh hơn các xe bus thường sẽ phát triển (Tăng cường trạm Xe Bus RapidRide thay cho đường bus số 7 hiện nay)....

*Hiện nay, khó có thể nói là giới trẻ hoặc cao niên cần sử dụng phương tiện xe bus thường xuyên hơn? Như một phương tiện ngày nay thay vì vẫn lái xe riêng như hầu hết mọi gia đình vẫn quen dùng tại Hoa Kỳ. Hệ thống RapidRide hiện có mở cuộc thăm dò qua online cho đến hết ngày 14-4-2018: **RapidRideRainierLineParticipate.online** hoặc gọi số **(206) 684-5189** gặp cô Dawn và xin nói tiếng Vietnamese, thì có thể đóng góp ý kiến và thắc mắc bằng tiếng Việt. (Xem chi tiết trang 47)*



Appendix F: Listserv Email sample



RAPIDRIDE RAINIER LINE

Downtown Seattle to Mt. Baker to Rainier Beach

Give your feedback during our online open house until April 14, 2018
at RapidRideRainier.participate.online.

Have you been able to visit the RapidRide Rainier Line [online open house](#) yet? If not, we've extended our comment period to April 14, 2018! [Visit today](#) to learn more about the RapidRide Rainier Line and share your feedback!

It's been great visiting the community to talk to people face-to-face about our plans to upgrade King County Metro Route 7 to a RapidRide line. We'll be at the Rainier Farmer Market (2119 Rainier Ave S) this Friday, April 6 from 1 - 3 PM if you'd like to drop in and chat with a member of the project team.



SDOT outreach staff share project information at Viet-Wah

Are you a member of a community organization that would like a briefing on RapidRide Rainier? Let us know by emailing RapidRide@seattle.gov or calling (206) 684-5189.

ABOUT RAPIDRIDE RAINIER

As soon as 2021, Route 7 will be upgraded to a new RapidRide line! Bringing RapidRide to Downtown Seattle, Chinatown-International District, Mt. Baker, and Rainier Beach will help keep people moving by:

- Keeping buses frequent and reliable
- Adding more buses at night and on weekends
- Upgrading RapidRide bus stops with lighting, real-time arrival info, and more



Route 7 passengers on Rainier Ave S

Why RapidRide for Rainier?

The existing Route 7 is one of the highest-ridership routes in Seattle, serving 11,000 daily riders to a wide variety of schools, homes, and parks. While Route 7 buses are scheduled to come every 10 minutes or better, the congestion on the road at commute times causes buses to be up to 40% slower and more than 5 minutes late up to 20% of the time.

Not only is Rainier Ave S a designated freight route that requires wider lanes so trucks can serve local businesses, it also has the highest number of crashes of any corridor in the city. Proposed RapidRide Rainier improvements will not only improve reliability and transit travel time, they will also create a safer place for all users of the corridor.

Participate online



We want to know how to make the RapidRide Rainier Line work best for you. Participate in the [online open house](#) to learn more about RapidRide service, proposed bus stop changes, possible design changes to Rainier Ave S and S Henderson St, and how RapidRide can help enhance transit and safety in the Rainier corridor. Now is the time to explore design options and provide feedback. The online open house is open now and closes on April 14, 2018.

Have a Say

RapidRide Rainier Line, Spring 2018, Public Engagement Report

Seattle Department of Transportation and King County Metro

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(206) 684-5189 ይደውሉ ።

Llame al (206) 684-5189 para hacer la
encuesta por teléfono

የደንበኞች (206) ክፍለ-ደረጃ ላይ ለመገናኛት
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ብዙ ቅጂዎች ይደረጉ (206) 684-5189 ብዙን
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致電 (206) 684-5189 進行電話調查

Gọi (206) 684-5189 để làm khảo sát qua
điện thoại

Bilbilaa Lakki (206) 684-5189 bilbiluun
yaada keessan kennadhaa

Tawagan ang (206) 684-5189 para gawin
ang survey sa telepono

Wac (206) 684-5189 si aad saadaal
telefoonka ah uga qeyb qaadata

Stay connected

- Give your feedback at [RapidRideRainier participate online](#)
- Email us at RapidRide@seattle.gov
- Learn more on the project website seattle.gov/transportation/RapidRideRainier
- Sign up for Route 7 alerts kingcounty.gov/depts/transportation/metro/alerts-updates/signup.aspx

RapidRide Expansion Program

RapidRide is King County Metro's fast, frequent, and reliable bus service that is easy to use and comes so often you don't need a schedule. RapidRide lines feature faster boarding, fewer stops to keep buses moving, and intelligent transportation systems. By 2040, a total of 26 RapidRide lines will run throughout King County.

RapidRide in Seattle is a partnership between the City of Seattle and King County Metro. Through the implementation of **seven new RapidRide corridors**, we will provide Seattle's growing population with more fast and frequent bus service that is reliable and easy to use. Through a combination of transit service improvements, capital investments, and design treatments, these corridors will build on the success of existing RapidRide service and help meet local and regional transportation goals. Each neighborhood is unique, and lines will be tailored to meet neighborhood needs. Improvements may be phased based on funding availability.



Appendix G: Media Outreach

Media coverage

- [Metro and SDOT Want Feedback on Rainier RapidRide](#), March 20, 2018
- [Rainier RapidRide: Metro and SDOT Seek a Streamlined Route 7](#), March 26, 2018

Appendix H: [Online Open House](#)

RAPIDRIDE RAINIER LINE

Welcome

RapidRide Expansion

Why Rainier?

RapidRide Rainier

Segment Concepts

Thank you!

Welcome

Have a say

Welcome to the RapidRide Rainier online open house! As soon as 2021, King County Metro Route 7 will be upgraded to RapidRide. We want to know how to make RapidRide work best for you. Answer questions at each station; they'll be on the right side of the page.



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Tagalog

Español

中文

tiếng Việt

Oromoo

ትግርኛ

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Soomaali

Bringing RapidRide to Downtown Seattle, Chinatown-International District, Mt. Baker, and Rainier Beach will keep people moving by:

- Keeping buses frequent and reliable
- Adding more buses at night and on weekends
- Upgrading to RapidRide bus stops with lighting, real-time arrival info, and more

Improvements will benefit all travelers whether they're in a bus, a car, walking or riding a bike, and enhance safety helping to meet the [City's Vision Zero](#) goal of zero deaths and serious crashes by 2030.

We're glad you joined our online open house! Here's what you can learn at each station.

RapidRide Expansion

- Learn how the City of Seattle and King County Metro are partnering to deliver new RapidRide lines in Seattle

Why Rainier?

- Learn why the Seattle Department of Transportation and King County Metro are upgrading Metro Route 7 to RapidRide
- Learn about other projects happening in the area
- Tell us what you think of current Route 7 bus service

RapidRide Rainier

- RapidRide is bringing more than just new bus stations and buses
- Learn about how Rainier Ave S could change, including opportunities to help you get to the bus, keep buses moving quickly and on-time, and help you bike along the corridor
- Learn and provide feedback on possible bus stop changes

Segment Concepts

Learn about and provide feedback on possible improvements in these sections of the RapidRide Rainier corridor:

- Chinatown-ID to Mt. Baker
- Mt. Baker to Columbia City
- Columbia City to Rainier Beach
- S Henderson St to the Rainier Beach Station



Survey

1. How far do you live from Rainier Ave S?

- On Rainier Ave S
- 1-2 blocks
- 3-5 blocks
- More than 5 blocks away
- I don't live along Rainier Ave S corridor

2. How do you currently get around the Chinatown-International District and the Rainier Ave S corridor? (Select all that apply)

- Walk
- Drive a car alone
- Drive a car with others
- Ride a bus
- Personal bike
- Taxi, Lyft, Uber
- Carsharing (Car2Go, ZipCar)
- Bikeshare (Spin, Ofo, LimeBike)
- Other (please specify):

3. When traveling along Rainier Ave S, what is most important to you? Rank items in the order of most important to least important, with 1 being most important.

	1	2	3	4	5	6	7
Comfortable bus stations with real-time arrival info and lighting improvements	<input type="radio"/>						
Frequent buses that arrive on-time	<input type="radio"/>						
Accessible ways to bike through the area safely	<input type="radio"/>						
New pedestrian crossings	<input type="radio"/>						
Keeping buses moving around traffic in bus only lanes	<input type="radio"/>						
New ways to get to Rainier Beach Light Rail station by bus	<input type="radio"/>						
A smooth, repaved road	<input type="radio"/>						

Submit

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- RapidRide@seattle.gov



RAPIDRIDE RAINIER LINE

Welcome

RapidRide Expansion

Why Rainier?

RapidRide Rainier

Segment Concepts

Thank you!

RapidRide Expansion

RapidRide buses come so often, you don't need a timetable. Just show up to your closest RapidRide stop and a bus will arrive shortly to take you on your way. You don't need to rely on a schedule or worry about catching a particular trip. [RapidRide features](#) include:

- Frequent service which is always there
 - Simple and easy to use
 - Faster boarding for everyone
- Streamlined and safe service
 - Move more, stop less
 - Increased safety and security
- Innovative on the inside and outside of the bus
- Integrated, intelligent transportation systems

By 2040, a total of 26 RapidRide lines will run throughout King County.

RapidRide in Seattle

RapidRide in Seattle is a partnership between the City of Seattle and King County Metro to deliver seven new RapidRide lines to offer reliable, convenient, and high-quality transit options to Seattle's growing population. Each neighborhood is unique, and lines will be tailored to meet needs.



Click map to enlarge



Click graphic to enlarge

Benefits of RapidRide in Seattle

- Provides 72% of Seattle residents with transit service that runs every 10 minutes or better all day within a 10-minute walk from their home
- Incorporates the best of King County Metro's service, with simple, frequent service in the latest Metro vehicles
- Better connects people walking and people riding by improving sidewalks, paths, and neighborhood greenways
- Balances the needs of everyone who uses RapidRide corridors, whether they're in a bus, a car, walking, or riding a bike
- Links diverse neighborhoods to downtown, transit hubs, employment opportunities, and shopping districts
- Brings SDOT and King County Metro together to address bus speed and service reliability, so we can better ensure fast and on-time buses as our region grows

Learn more about the Seattle RapidRide network on our [website](#). View the full King County network on [King County Metro's RapidRide website](#).

Funding

The nine-year, \$930 million Levy to Move Seattle provides partial funding for the RapidRide Expansion Program, along with funds for other projects to improve safety for all travelers, maintain streets and bridges, and invest in reliable, affordable travel options for a growing city. King County has funding for implementation of the Metro Connects long-range plan, including partial funding for the seven RapidRide lines in Seattle.

SDOT and King County Metro will deliver RapidRide Rainier as a RapidRide corridor, with both agencies contributing to funding and key elements of the project.

SDOT and King County Metro Transit are also pursuing grant funding and other partnership opportunities to stretch SDOT and King County Metro funds to cover the full cost of the program. Input received from the community will help us understand key needs and priorities as we develop RapidRide lines and match available funding opportunities.

As SDOT and King County Metro move further along in planning the project, we will be able to more closely match design elements with available funding. We will provide a future design update that demonstrates how community feedback was considered, which design elements are moving forward, and what the updated funding plan is at that time.

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- RapidRide@seattle.gov



SAFER STREETS FOR SEATTLE



RAPIDRIDE RAINIER LINE

- Welcome
- RapidRide Expansion
- Why Rainier?**
- RapidRide Rainier
- Segment Concepts
- Thank you!

Why Rainier?

The existing Route 7 is one of the highest-ridership routes in Seattle, serving 11,000 daily riders to a wide variety of schools, homes, and parks. While Route 7 buses are scheduled to come every 10 minutes or better, the congestion on the road at commute times causes buses to be up to 40% slower and more than 5 minutes late up to 20% of the time.

Not only is Rainier Ave S a designated freight route that requires a wider lane so trucks can serve local businesses, it also has the highest number of crashes of any corridor in the city. Proposed RapidRide Rainier improvements will not only improve reliability and transit travel time, they will also create a safer place for all users of the corridor.

Survey

1. Are you a:

- Current Route 7 rider
- Likely future RapidRide rider
- Other (business owner, social service provider, community leader, etc.)

2. How would you rate Metro Route 7 service now?

- Very satisfied
- Somewhat satisfied
- Neither
- Somewhat dissatisfied
- Very dissatisfied

3. What days of the week do you use Metro Route 7 bus service now?

- Weekdays
- Weekends
- Both weekdays and weekends

4. How frequently do you ride Metro Route 7?

- More than 20 times a month
- 11-20 times a month
- 5-10 times a month
- 1-4 times a month
- A few times a year
- Never

5. What types of places do you travel to on Metro Route 7? Select all that apply.

- Home
- Work
- A school or place for education, learning or training
- Shopping center, grocery store, or retail location
- A neighborhood service location like a bank, library, post office or government service office
- A recreation or social activity location like a park, community center, restaurant, movie theater, etc.
- A religious or cultural facility like a church or cultural heritage club
- A medical facility or a social services agency

6. Do you transfer to or from Metro Route 7 to other buses, trains, or light rail?

- No, I don't transfer
- Yes, I transfer to the following bus routes - please specify:
- Yes, I transfer to other transit services - please specify:

7. Do you ever change your stop, or route because of safety concerns, or other conditions? If yes, please describe your biggest safety concerns.

- No
- Yes (please specify):

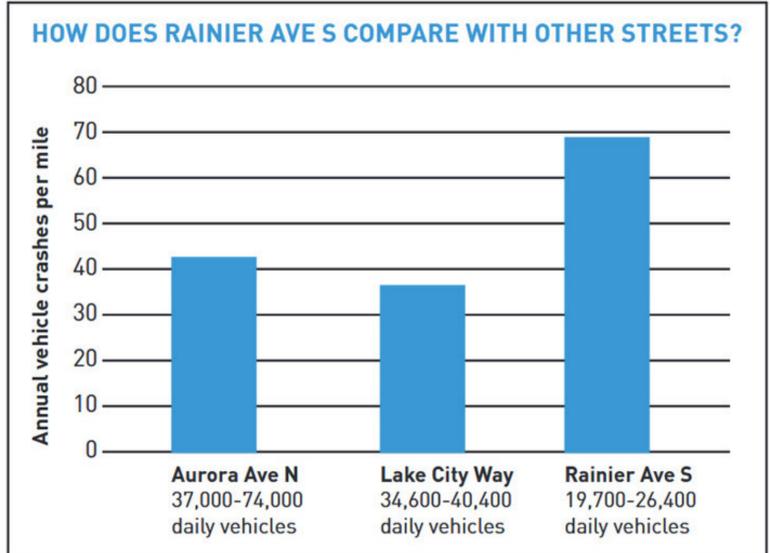
8. Tell us what matters to you when getting to the Metro Route 7 bus? Select all that apply.

- Quality sidewalks designed for people with disabilities and easy walkability
- Curb ramps designed at work for mobility aids
- Pedestrian signals at crosswalks and busy intersections
- Longer crossing signals for more time to cross the street
- Lighting along paths, sidewalks, or intersections
- Protected bike lanes separated from cars
- Distance to a station or stop from home

9. If the items you selected above were constructed, would you be more likely to ride Metro Route 7?

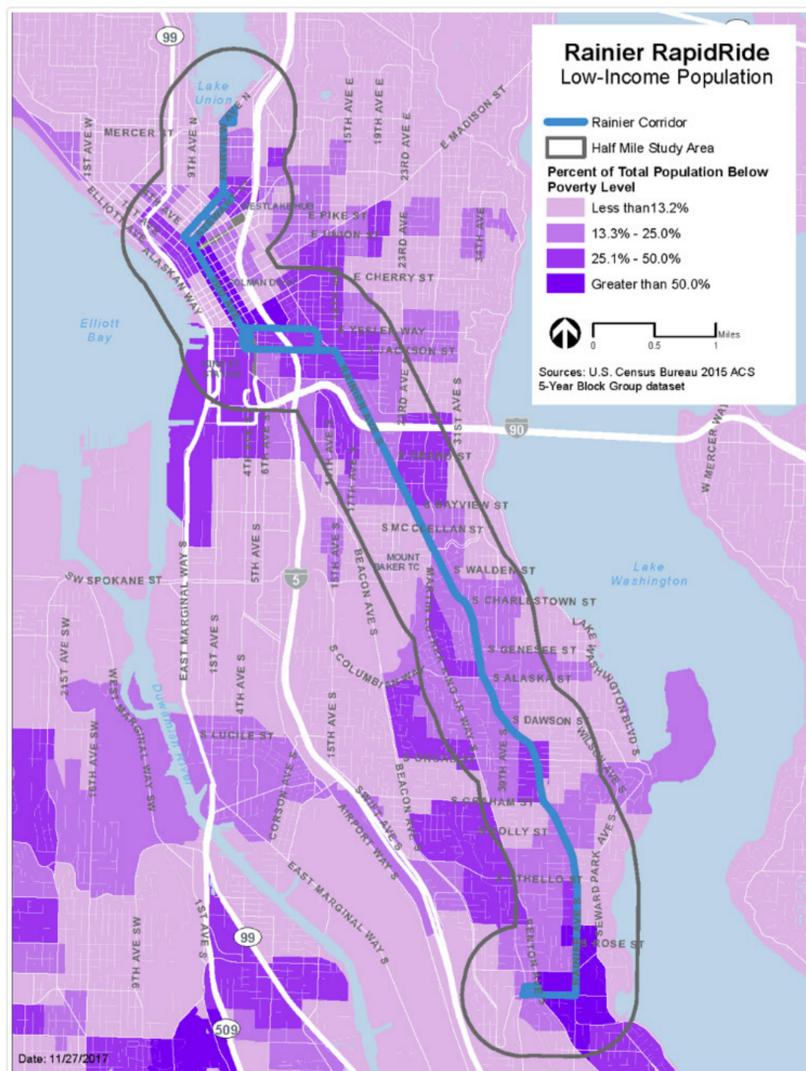
- Yes
- No
- Don't know

Submit



Source: [Vision Zero Phase 1, Columbia City to Hillman City](#); click graph to enlarge

The communities around Route 7 and Rainier Ave S are among the most diverse in Seattle, with a wide variety of cultural, racial, and language diversity. In addition, the Rainier Valley has lower car ownership compared to other communities in Seattle, and community members rely on transit. A key goal of RapidRide is to keep what the Rainier Valley community already loves about Route 7, while also providing new and better connections to light rail and improved connections for people walking and biking.



RapidRide Rainier was included in the [2015 Levy to Move Seattle](#) and evaluated in the [2016 Transit Master Plan Update](#) and the [2017 Metro Connects Long-Range Plan](#).

Other projects in Southeast Seattle

As part of our conversation on RapidRide, we're coordinating with other efforts in Southeast Seattle. To learn more about other projects in the Rainier corridor, visit www.seattle.gov/Transportation/SoutheastSeattle.

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- RapidRide@seattle.gov



RAPIDRIDE RAINIER LINE

Welcome

RapidRide Expansion

Why Rainier?

RapidRide Rainier

Segment Concepts

Thank you!

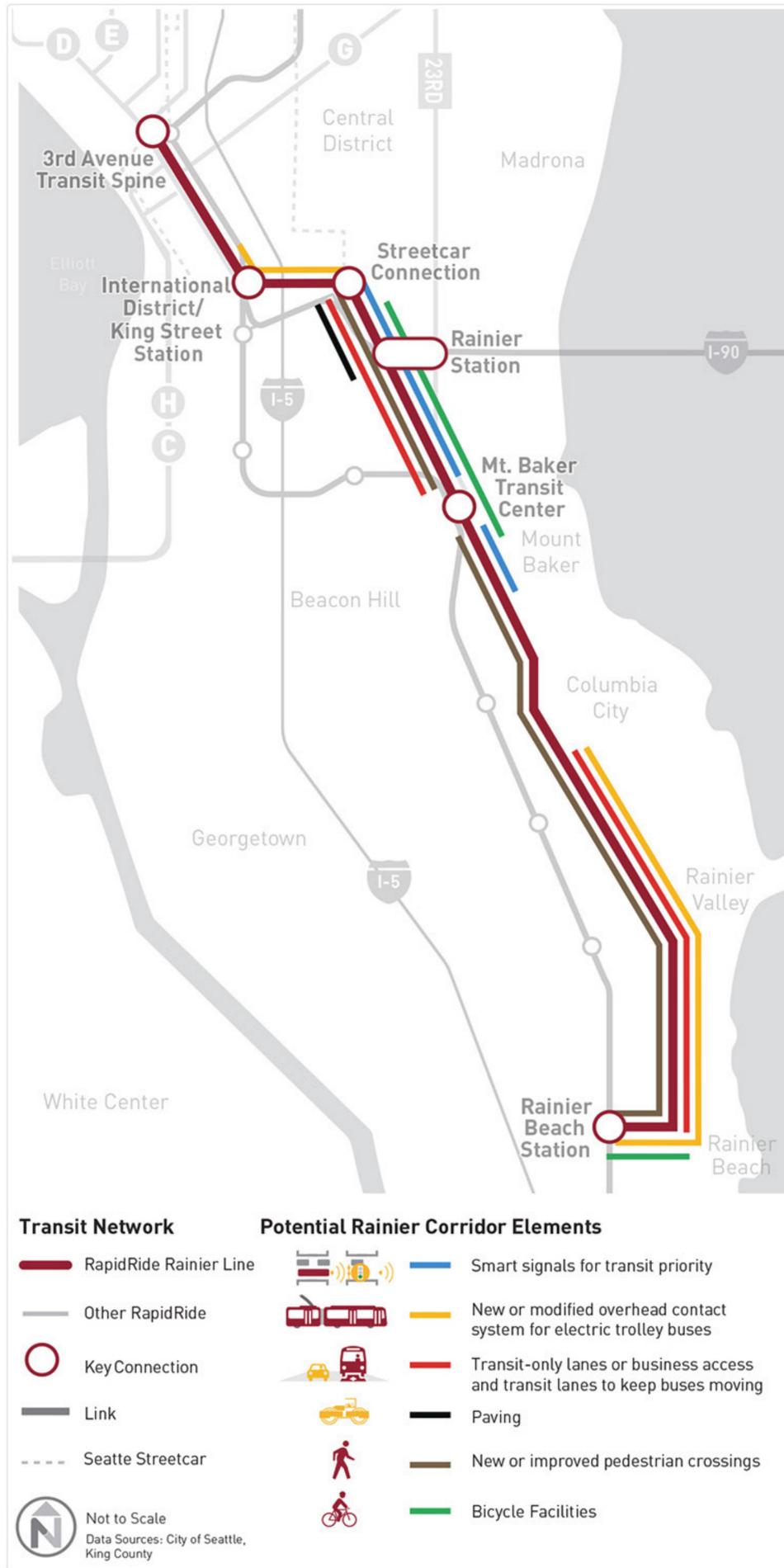
RapidRide Rainier

The RapidRide Rainier Line will keep what you like most about Route 7, but upgrade the service with the best of Metro.

The below map shows the complete toolkit SDOT and Metro will use to provide faster, improved bus service on Rainier Ave S.

The RapidRide Rainier route

RapidRide Rainier will follow the same general alignment of Route 7 today. Service will begin at 3rd Ave & Stewart St downtown, continue on S Jackson St, and then follow Rainier Ave S until Henderson St and then connect to the Rainier Beach Link light rail station.



Click map to expand

We previously looked at two alternative routing options:

- **North end of the line:** Downtown or South Lake Union – We reviewed an option for RapidRide Rainier to travel all the way to South Lake Union, north of downtown Seattle. However, we found that providing that connection would duplicate existing and planned high-quality service, increasing operating costs and complicate bus operations.
- **Chinatown-International District option:** S Yesler St or S Jackson St – Based on the goal of reducing bus travel times, we analyzed an option for RapidRide Rainier to travel on S Yesler St rather than S Jackson St. Based on this analysis, RapidRide Rainier will remain on the existing routing along Jackson St. Although the S Yesler St routing option did provide some travel time benefits, it reduced access to the RapidRide Rainier in Chinatown, added significant costs, and increased schedule risks.

Learn more about [bus stop changes](#).

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- RapidRide@seattle.gov



RAPIDRIDE RAINIER LINE

- Welcome
- RapidRide Expansion
- Why Rainier?
- RapidRide Rainier**
- Segment Concepts
- Thank you!

Bus Stop Changes

We're looking at ways to change bus stop locations to increase bus speed and reliability and upgrade existing bus stops to RapidRide stations. High ridership stations will have more amenities than regular bus stops, including:

- Real-time arrival signs
- ORCA card readers to allow passengers to board at all doors
- Larger shelters and lighting to improve comfort while waiting for the bus

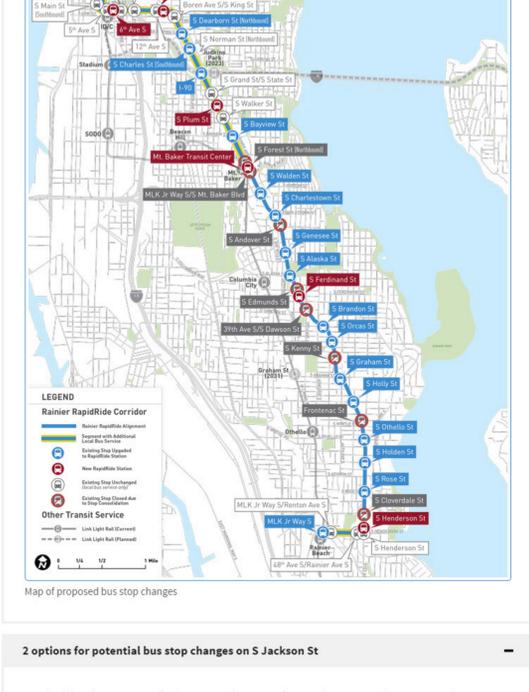
When looking at which stops to upgrade or change, we looked at existing ridership, nearby destinations, distance to other stops, transfer opportunities, and other factors.

Why change bus station locations?

- To have fast, frequent, and on time buses
- Improve access to stations
- Improve station comfort
- Make it easy to know where to get on and off buses by having northbound and southbound stations at the same place on Rainier Ave S

More about stop spacing:

- RapidRide station spacing goals are 0.5 miles apart
- Local Metro bus stops are typically 0.25 miles apart, and typical RapidRide Stations are 0.5 miles apart
- RapidRide stations on the Route 7 corridor will be 0.3 miles apart on average in response to the ridership and need of the corridor
- A 0.1-mile increase between stops is about a 2-minute walk



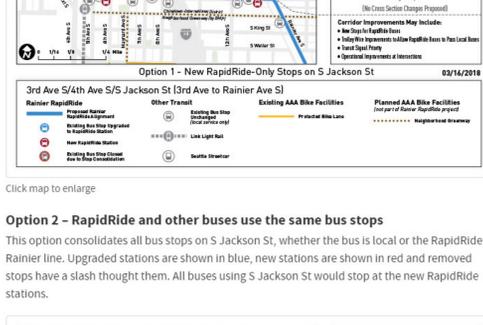
2 options for potential bus stop changes on S Jackson St

We developed two options for bus stops along S Jackson St between 2nd Ave Ext S and Rainier Ave S (map below).

Option	Bus station Locations	Change	Benefit	Tradeoff
Option 1 RapidRide and other buses use different bus stops	S Main St (southbound)	Remains - RapidRide skips	<ul style="list-style-type: none"> RapidRide buses would have limited stops and be able to pass local buses, allowing for improved transit speed Other bus routes would continue to serve existing bus stops 	<ul style="list-style-type: none"> RapidRide bus stations would be spaced farther apart Transferring between RapidRide and local buses would require walking between bus stops Increases costs and complexity of overhead trolley lines Some parking along S Jackson St may be impacted
	5th Ave S	Remains - RapidRide skips		
	5th Ave S / 6th Ave S	New RapidRide station		
	Maynard Ave S	Remains - RapidRide skips		
	12th Ave S	Remains - RapidRide skips		
	12th Ave S	New RapidRide station		
Option 2 RapidRide and other buses use the same bus stops	S Main St (southbound)	Upgraded to RapidRide	<ul style="list-style-type: none"> Fewer stops would allow all buses on Jackson St to travel faster RapidRide buses would share stations with local buses, allowing for easier transfers 	<ul style="list-style-type: none"> Longer distances between stops would require passengers on all buses to walk farther RapidRide buses would sometimes need to wait behind local buses at stops, slowing them down Some parking along S Jackson St may be impacted
	5th Ave S	Upgraded to RapidRide station		
	Maynard Ave S	Consolidated with 7th Ave S		
	7th Ave S	New RapidRide station		
	8th Ave S	Consolidated with 7th Ave S		
	12th Ave S	Upgraded to RapidRide station		

Option 1 - RapidRide and other buses use different bus stops

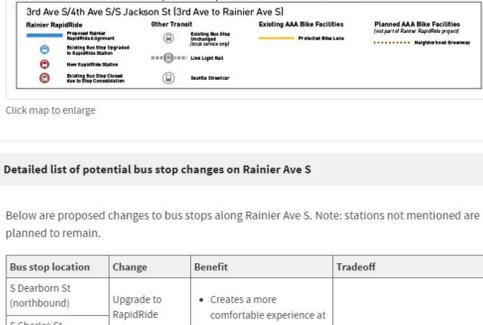
This option provides new RapidRide stops (red circles) for the RapidRide Rainier Line only. Other local buses will still use existing stops (white circles with grey outline). Option 1 includes adding two new RapidRide station pairs: one pair between 12th Ave S and Rainier Ave S and one pair at 6th Ave S.



Click map to enlarge

Option 2 - RapidRide and other buses use the same bus stops

This option consolidates all bus stops on S Jackson St, whether the bus is local or the RapidRide Rainier line. Upgraded stations are shown in blue, new stations are shown in red and removed stops have a slash through them. All buses using S Jackson St would stop at the new RapidRide stations.



Click map to enlarge

Detailed list of potential bus stop changes on Rainier Ave S

Below are proposed changes to bus stops along Rainier Ave S. Note: stations not mentioned are planned to remain.

Bus stop location	Change	Benefit	Tradeoff
S Dearborn St (northbound)	Upgrade to RapidRide stations	Creates a more comfortable experience at stations	
S Charles St (southbound)	Upgrade to RapidRide stations	Creates a more comfortable experience at stations	
S Norman St - before East Link opens in 2023 (northbound)	Remains - Temporary RapidRide stop	Provides connection to I-90 transit service when rerouted	
S Norman St - After East Link opens (northbound)	Remains - RapidRide skips	Improves RapidRide speed and reliability Maintains local service Nearby stops available	Walk 0.5 blocks to S Charles St (+2 min.) or 2 blocks to I-90 (+4 min.)
I-90	Upgraded to RapidRide station	Connection to future Judkins Park Station with light rail service to the Eastside	
S Grand St / S State St	Remains - RapidRide skips	Improves RapidRide speed and reliability Maintains local service Nearby stops available	To reach RapidRide, walk 2 blocks to I-90 or S Plum St (+4 min.)
S Plum St	New RapidRide stations	Improves RapidRide speed and reliability Consolidates bus service	Walk 2 blocks from S Grand St / S State St (+4 min.) or S Walker St (+4 min.)
S Walker St	Remains - RapidRide Skips	Improves RapidRide speed and reliability Maintains local service Nearby stops available	Walk 2 blocks to S Plum St or S Bayview St (+4 min.)
S Bayview St	Upgrade to RapidRide stations	Creates a more comfortable experience at stations Opportunity to transfer to other routes	
S Forest St (northbound)	Consolidated with Mt. Baker Transit Center	Improves transit speed and reliability Opportunity to transfer to other routes Consolidates bus service	Short walk from existing stop to transit center
Mt. Baker Transit Center (northbound)	New RapidRide station	Consolidates bus service	Location is on east side of street, must cross the street to get to light rail
MLK Jr Way S / S Mt. Baker Blvd	Consolidated with Mt. Baker Transit Center	Improves transit speed and reliability Easier transfer Consolidates bus service	Location is on east side of street, must cross the street to get to light rail
S Walden St	Upgraded to RapidRide stations	Creates a more comfortable experience at stations	
S Charlestown St	Relocate and upgrade to RapidRide stop	Moved closer to Safeway, driveway conflicts addressed Creates a more comfortable experience at stations	Walk less than 1/2 block south (+1 min.)
S Andover St	Consolidated with S Charlestown St	Improves transit speed and reliability	Walk 1 block to S Charlestown St (+2 min.)
S Genesee St	Upgrade to RapidRide stations	Creates a more comfortable experience at stations	
S Alaska St	Upgrade to RapidRide stations	Creates a more comfortable experience at stations	
S Edmunds St	Consolidated with S Ferdinand St	Improves transit speed and reliability Closer access to Columbia City destinations	Walk 1 block to S Ferdinand St (+2 min.)
S Ferdinand St	New RapidRide stations	Improve spacing of stops Closer access to Columbia City destinations Creates a more comfortable experience at stations	Walk 1 block from S Edmunds (+2 min.) or 2 blocks from S 39th St / S Dawson St (+4 min.)
S 39th St / S Dawson St	Consolidated with S Ferdinand St	Improve spacing of stops Closer access to Columbia City destinations	Walk 2 blocks to S Ferdinand St (+4 min.)
S Brandon St	Upgrade to RapidRide stations	Creates a more comfortable experience at stations	
S Orcas St	Upgrade to RapidRide stations	Creates a more comfortable experience at stations	
S Kenny St	Removed	Improves transit speed and reliability Nearby stops available	Walk 3 blocks to S Orcas St (+6 min.) or 2 blocks to S Graham St (+4 min.)
S Graham St	Upgrade to RapidRide stations	Creates a more comfortable experience at stations	
S Graham St	Upgrade to RapidRide stations	Creates a more comfortable experience at stations	
S Holly St	Upgrade to RapidRide stations	Creates a more comfortable experience at stations	
S Frontenac St	Removed	Improves transit speed and reliability Nearby stops available	Walk 2 to 4 blocks from S Holly St or S Othello St (+4 to 6 min.)
S Othello St	Upgrade to RapidRide stations	Creates a more comfortable experience at stations	
S Holden St	Upgrade to RapidRide stations	Creates a more comfortable experience at stations	
S Rose St	Upgrade to RapidRide stations	Creates a more comfortable experience at stations	
S Cloverdale St	Consolidated with S Henderson St	Improves transit speed and reliability Nearby stops available	Walk 1 block to S Henderson St (+2 min.)
S Henderson St	New RapidRide stations	Creates a more comfortable experience at stations	
S Henderson St	Remains - RapidRide skips	Maintains local service Nearby stops available to get on RapidRide	Walk 0.5 blocks to S Henderson St (+2 min.) to get on RapidRide
Rainier Beach Station	Upgrade to RapidRide stations	Transfers opportunity to light rail and other bus service Creates a more comfortable experience at stations	

Survey

1. There are two options for the section on S Jackson St

Option 1 improves RapidRide bus speeds by stopping at new, RapidRide-only stations and adding trolley wire to pass buses stopped at bus stops. Having fewer stations means you may have to walk farther to get to your bus stop. Knowing this, how do you feel about Option 1?

- Strongly favor
- Somewhat favor
- Neutral
- Somewhat oppose
- Strongly oppose
- It depends on how much more walking I would have to do

2. Option 2 improves bus speeds for all Metro buses by consolidating the number of stops on S Jackson St. This means all buses will use the stops on S Jackson St. Having fewer bus stops means you may have to walk farther to get to your bus stop. Knowing this, how do you feel about Option 2?

- Strongly favor
- Somewhat favor
- Neutral
- Somewhat oppose
- Strongly oppose
- It depends on how much more walking I would have to do

4. If the bus stop you used the most was removed, so you had to walk an additional 2-5 minutes to get to the next bus stop, how would you feel?

- Okay, I'd just walk the extra distance to the next bus stop
- Annoyed that I must walk further to reach the bus, but I'd do it anyways
- Very upset about losing my closest bus stop
- Losing my closest bus stop would keep me from riding the bus
- Other (please specify):

5. What bus stops do you use when riding Metro Route 7? Select all that apply.

- Virginia St: 4th Ave (N bound)
- Virginia St: 6th Ave (N bound)
- Pine St: 9th Ave (S bound)
- Pine St: 5th Ave (S bound)
- 3rd Ave: Pine St / Pike St
- 3rd Ave: Union St / Seneca St
- 3rd Ave: Marion St / Columbia St
- 3rd Ave: James St (S bound)
- Prefontaine Pl S: Yesler Way (N bound)
- 3rd Ave S: S Main St (S bound)
- S Jackson St: 5th Ave S
- S Jackson St: Maynard Ave S
- S Jackson St: 8th Ave S
- S Jackson St: 12th Ave S
- Rainier Ave S: S King St (S bound)
- Rainier Ave S: S Dearborn St (N bound)
- Rainier Ave S: S Charles St / S Norman St
- Rainier Ave S: I-90
- Rainier Ave S: S Grand St / S State St
- Rainier Ave S: S Plum St (N bound)
- Rainier Ave S: S Walker St
- Rainier Ave S: S Bayview St
- Rainier Ave S: Mt. Baker Station / Stevens St
- Rainier Ave S: Martin Luther King Jr Way / S Mt Baker Blvd
- Rainier Ave S: S Walden St
- Rainier Ave S: 33rd Ave S / Letita Ave S
- Rainier Ave S: S Andover St
- Rainier Ave S: S Genesee St
- Rainier Ave S: S Alaska St
- Rainier Ave S: S Edmunds St
- Rainier Ave S: 39th Ave S (N bound)
- Rainier Ave S: S Dawson St (S bound)
- Rainier Ave S: S Brandon St
- Rainier Ave S: S Orcas St
- Rainier Ave S: S Kenny St
- Rainier Ave S: S Graham St
- Rainier Ave S: S Holly St
- Rainier Ave S: S Frontenac St
- Rainier Ave S: S Othello St
- Rainier Ave S: S Holden St
- Rainier Ave S: S Rose St
- Rainier Ave S: S Cloverdale St
- S Henderson St: Rainier Ave S (E bound)
- S Henderson St: 53rd Ave S (E bound)
- Seward Park Ave S: S Fisher Pl (SE bound)
- Rainier Ave S: Seward Park Ave S (W bound)
- Rainier Ave S: 54th Ave S (E bound)
- Rainier Ave S: 52nd Ave S (W bound)
- Rainier Ave S: 51st Ave S (S bound)
- Rainier Ave S: S Fisher Pl (N bound)
- Rainier Ave S: S Henderson St
- 57th Ave S: Waters Ave S (N bound)
- Water Ave S: S Fletcher St (S bound)
- Water Ave S: S Carver S
- Water Ave S: S Pilgrim St (N bound)
- Water Ave S: S 61st Ave S (S bound)
- Water Ave S: 62nd Ave S (S bound)
- Water Ave S: S Norfolk St (N bound)
- 64th Ave S: S Cooper St (N bound)
- 64th Ave S: S Ryan St (N bound)
- S Prentice St: 64th Ave S (E bound)
- 62nd Ave S: S Prentice St (S bound)
- 62nd Ave S: S Cooper St (S bound)

6. Do you have any other thoughts about potential bus stop changes?

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RAPIDRIDE RAINIER LINE

- Welcome
- RapidRide Expansion
- Why Rainier?
- RapidRide Rainier
- Segment Concepts**
- Thank you!

Segment concepts

RapidRide Rainier is proposing improvements along the Rainier corridor. To learn about and provide feedback on possible improvements in these sections of the RapidRide Rainier corridor, click on the following links or use the drop-down navigation.

- [Chinatown-ID to Mt. Baker](#)
- [Mt. Baker to Columbia City](#)
- [Columbia City to Rainier Beach](#)
- [S Henderson St to the Rainier Beach Station](#)

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Chinatown-ID to Mt. Baker

We developed three different segment options for S Jackson St to S Bayview St, the portion of the corridor that includes S Dearborn St, the I-90 Interchange, the future Judkins Park Station and 23rd Ave S. Several key assumptions informed these (and other segment) options:

- Meet RapidRide performance measures
- Complete continuous bike facilities
- No street widening or sidewalk narrowing
- 25,000 average daily traffic is upper threshold for lane reduction
- Prefer 11 feet travel lanes for freight and transit
- Construct prior to Accessible Mt. Baker

The City's modal plans were reviewed, which call for bus lanes, protected bike lanes, paths to frequent transit stops, and designate Rainier and Henderson as freight routes. King County Metro was engaged, and preliminary traffic modeling was conducted. The three options developed are:

- **Option 1** includes bus-only lanes to keep buses moving and Neighborhood Greenway connections
- **Option 2** includes a mix of protected bike lanes, bike lanes, and Neighborhood Greenway connections
- **Option 3** is a hybrid option that includes transit-only lanes, protected bike lanes, and Neighborhood Greenway connections

Options for Rainier Ave S from S Jackson St to S Bayview St

To see more details and maps for each of these options, expand sections below the table.

	Option 1	Option 2	Option 3
Description	Maximizes bus-only lanes while offering all ages and abilities bike facilities off Rainier Ave S	Maximizes bike facilities on Rainier Ave S while still keeping buses moving	Mixes bus-only lanes and bike facilities on Rainier Ave S
Bus travel time - northbound PM peak	Up to 4 min faster (benefits in AM peak are likely larger)	Up to 2 min slower	Up to 3 min faster (benefits in AM peak are likely larger)
Bus travel time - southbound PM peak	Up to 1 min faster	Up to 2 min slower	Up to 2 min slower
Bus reliability	Improved	Little or no change	Improved
Traffic travel time PM peak, both directions	Up to 2 min slower	Up to 2 min slower	Up to 2 min slower
Pedestrian improvements	S Plum St crossing, bus stop improvements, other potential improvements	S Grand St, S Plum St, S College St crossings, bus stop improvements, other potential improvements	S Plum St crossing, bus stop improvements, other potential improvements
All ages and abilities bike facility*	Yes	Yes, except from S College St to S Bayview St -- unbuffered bike lane on Rainier Ave	Yes
Left turn access	Restricted/no turn lane (some design flexibility)	Restricted/no turn lane	Restricted/no turn lane (some design flexibility)
Freight access Lane widths	10.5 feet	11 feet	10.5 feet
Safety considerations	Preferred lane width for freight is 11 feet; left turn restrictions could cause diversion onto neighborhood streets	Two uncontrolled freeway ramp bike crossings; left turn restrictions could cause diversion to neighborhood streets; mixing of passengers and people biking at RapidRide stations	One uncontrolled freeway ramp bike crossing, preferred lane width for freight is 11 feet; left turn restrictions could cause diversion to neighborhood streets; mixing of passengers and people biking at RapidRide stations
Parking	No change	No change	No change

*Numbers based on concept design and are subject to change. Left turn restrictions could potentially cause diversion on to neighborhood streets.

Survey

1. When traveling on Rainier Ave S between S Jackson St to S Bayview St, which of these three options do you prefer:

- Option 1 adds bus-only lanes to keep buses moving and Neighborhood Greenway connections
 - Option 2 includes a mix of protected bike lanes, bike lanes, and Neighborhood Greenway connections
 - Option 3 is a hybrid option that includes both bus-only lanes, protected bike lanes, and Neighborhood Greenway connections
- Other (please specify):

2. For your preferred option, do you have any additional recommendations?

3. What is most important to you in this section of Rainier Ave S? Select your top 3 preferences.

- Bus speed and reliability
 - Reduce vehicle speed for safety considerations
 - Keeping cars and freight moving
 - Bike facilities on Rainier Ave S
 - Bike facilities off of Rainier Ave S
 - Pedestrian accessibility and new crossings
 - Keeping wide enough lane widths for freight use
- Other (please specify):

4. Please share any other thoughts or feedback about these options or the section of Rainier Ave S between S Jackson St and S Bayview St.

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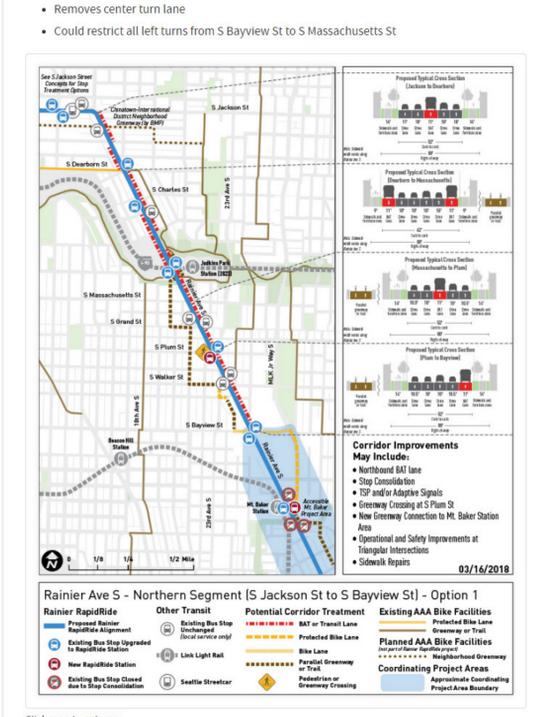
Option 1

Description:

- Adds bus lanes primarily in the northbound direction, with some southbound lanes
- Provides all ages and abilities bike facilities off of Rainier Ave S
- Adds a pedestrian crossing at S Plum St
- Maintains two travel lanes in each direction

Impact:

- Removes center turn lane
- Could restrict all left turns from S Bayview St to S Massachusetts St



Click map to enlarge

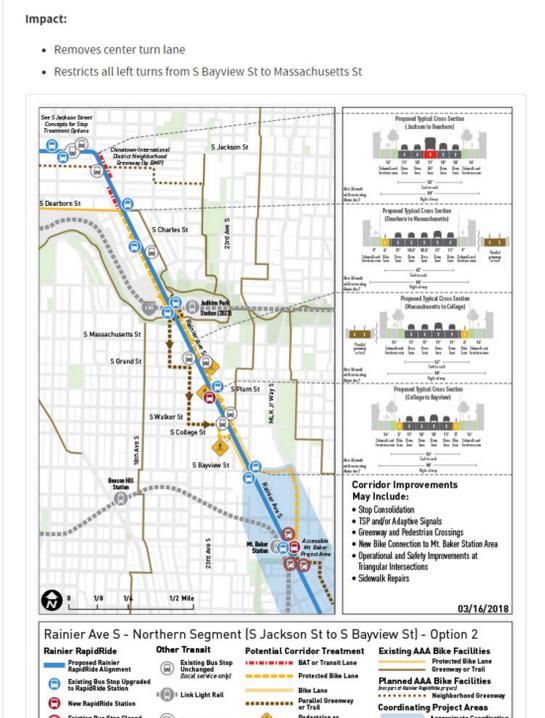
Option 2

Description:

- Adds bus-only lanes on Rainier Ave to help buses turn and navigate traffic around the Rainier Ave S and S Jackson St intersection
- Adds both northbound and southbound protected bike lane facilities on Rainier Ave S
- Provides connections to high-quality bike facilities off Rainier Ave S
- Adds pedestrian crossings at S Grand St, S Plum St, and S Bayview St
- Maintains two travel lanes in each direction

Impact:

- Removes center turn lane
- Restricts all left turns from S Bayview St to Massachusetts St



Click map to enlarge

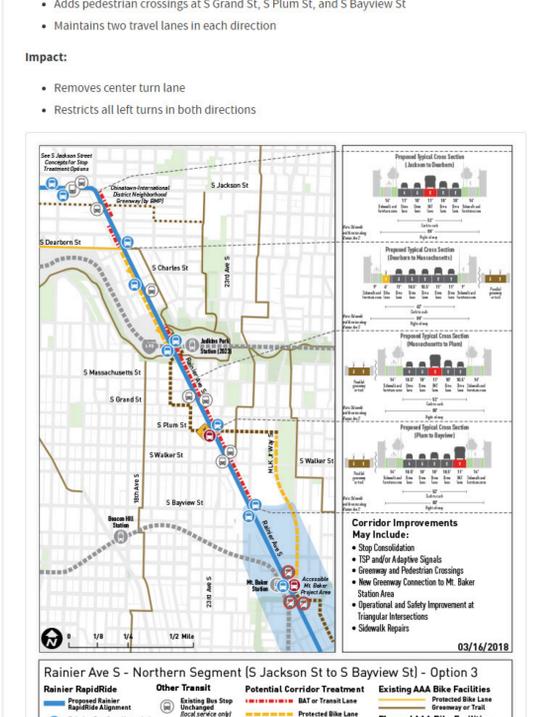
Option 3

Description:

- Adds a northbound bus-only lane
- Adds a southbound protected bike facilities lane on Rainier Ave S, including a protected bike lane at Martin Luther King Jr Way S
- Adds pedestrian crossings at S Grand St, S Plum St, and S Bayview St
- Maintains two travel lanes in each direction

Impact:

- Removes center turn lane
- Restricts all left turns in both directions



Click map to enlarge

Previously Considered

Description:

- Adds a bike lane in each direction, protected only by a transit lane and no other buffer
- Adds a transit lane in each direction

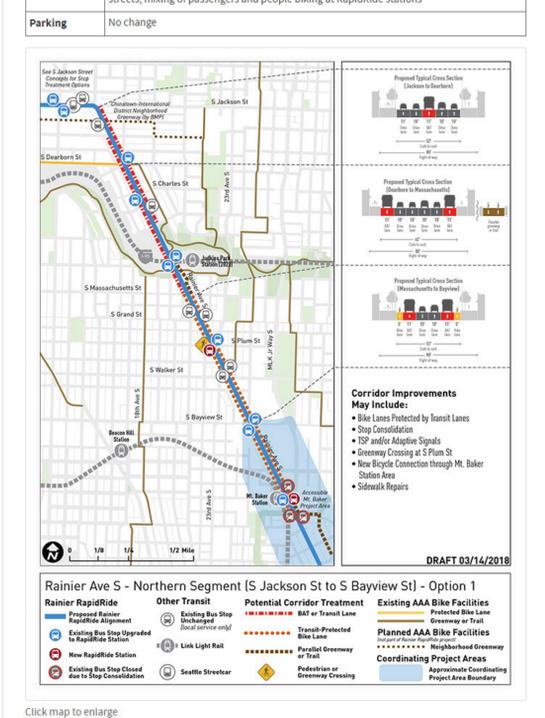
Impact:

- Provides just one general purpose travel lane in each direction between S Bayview St and S Massachusetts St
- 10 minutes or more in traffic travel time plus significant diversion in peak travel times

Why we are not advancing this option further:

This part of Rainier Ave S serves about 36,500 average daily vehicles. One 10-foot lane in this direction cannot accommodate this vehicle volume and increases the risk of crashes on this designated transit, bike and freight route. Therefore, this option is not being advanced for consideration based on safety and operational challenges.

	Previously considered option, not advanced
Description	Adds bus-only lanes and bike lanes in both directions on Rainier Ave S
Bus travel time - northbound PM peak	Up to 3 min faster (benefits in AM peak are likely larger)
Bus travel time - southbound PM peak	Up to 1 min faster
Bus reliability	Potentially improved
Traffic travel time PM peak, both directions	10+ minutes and significant diversion (impacts in AM peak are likely larger)
Pedestrian improvements	S Plum St crossing, bus stop improvements, other potential improvements
All ages and abilities bike facility*	No - unbuffered bike lane on Rainier Ave
Left turn access	Restricted/no turn lane
Freight access Lane widths	10 feet
Safety considerations	Preferred lane width for freight is 11 feet; bike lane does not have buffer or physical protection; congestion and left turn restrictions would cause diversion on to neighborhood streets; mixing of passengers and people biking at RapidRide stations
Parking	No change



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RAPIDRIDE RAINIER LINE

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- Thank you!

Mt. Baker to Columbia City

Between Mt. Baker and Columbia City, we are looking at a range of smaller changes to improve the speed and reliability of bus service while improving safety. Corridor wide changes like smart signals, off-board fare payment and stop consolidation would improve bus speed and on-time arrival. To learn more about corridor-wide investments visit the [RapidRide Rainier page](#).

New crosswalks to help people get to buses and improve intersections and other targeted safety changes will help improve safety. SDOT would like to hear your ideas for how to improve safety in this segment, especially in the vicinity of Charleston St and Genesee St. Potential improvements by the bicycle program are also indicated.

Benefits

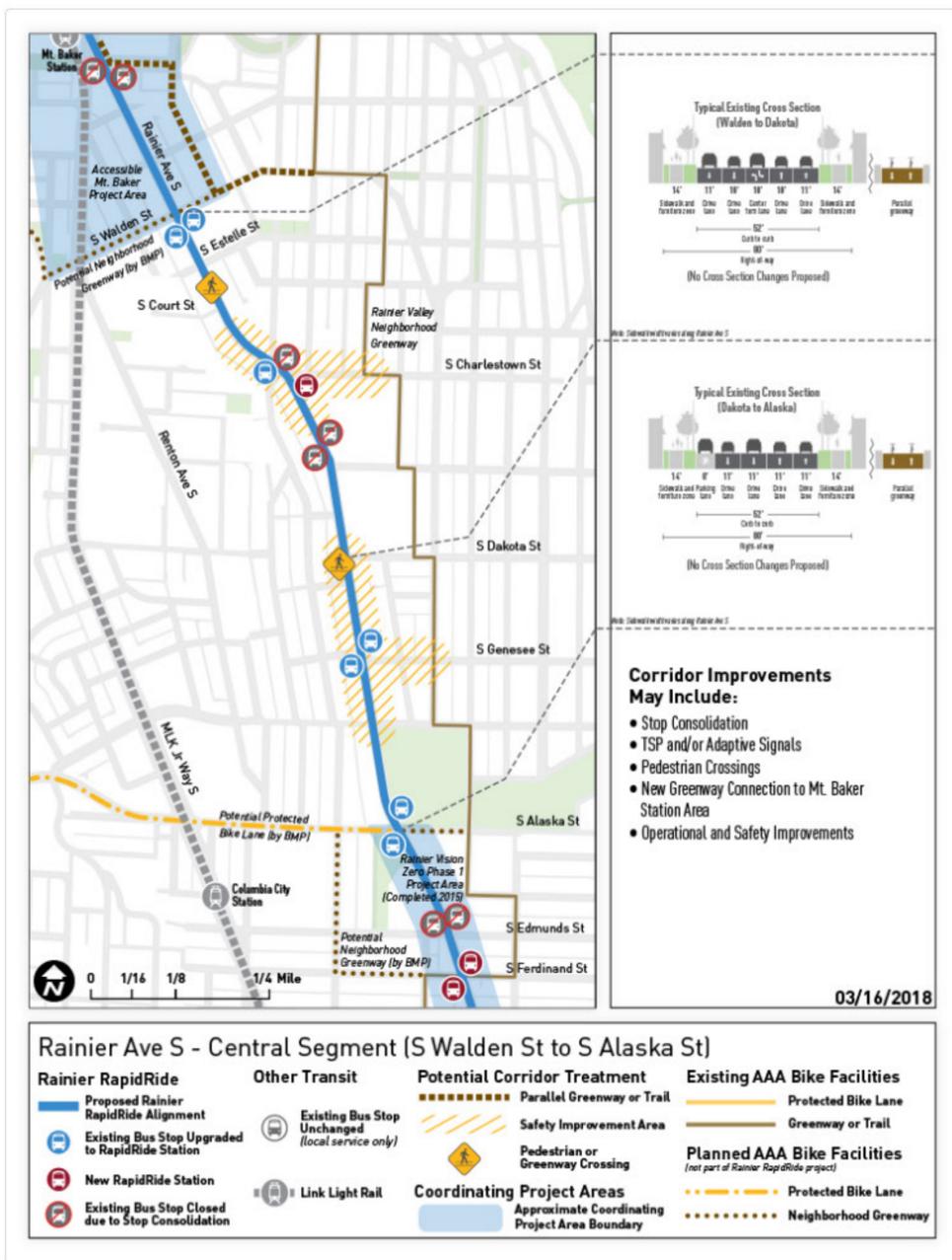
- Decrease bus travel times and improve bus reliability through bus stop consolidation
- Improve safety and access for people walking and biking with new crosswalks
- Keeps existing on-street parking on Rainier Ave S

Tradeoffs

- You may have to walk further to reach your closest bus stop
- People biking are encouraged to use the Rainier Valley Neighborhood Greenway rather than biking on Rainier Ave S

Bus travel time - northbound PM peak	Up to 2 min faster
Bus travel time - southbound PM peak	Up to 2 min faster
Bus reliability	Improved
Traffic travel time PM peak both directions	Little or no change
Pedestrian improvements	New or improved crossings, bus stop improvements, other potential improvements
All ages and abilities bike facility*	Yes
Left turn access	Similar to today (some possible restrictions)
Freight access	No change
Safety considerations	Seeking input on possible safety enhancements near S Charlestown St and S Genesee St
Parking	Depends on proposed changes

* Per *Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities*



Survey

1. What is most important to you in this section of Rainier Ave S? Select your top 3 preferences.

- Bus speed and reliability
- Reduce vehicle speed for safety considerations
- Keeping cars and freight moving
- Pedestrian accessibility and new crossings
- Connections to existing neighborhood greenways
- Keeping parking on Rainier Ave S
- Other (please specify):

2. Are there other locations in this section of Rainier Ave S where you would recommend a pedestrian crossing?

3. Please share any other thoughts or feedback about these options or the section of Rainier Ave S between S Walden St to S Alaska St.

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RAPIDRIDE RAINIER LINE

Welcome

RapidRide Expansion

Why Rainier?

RapidRide Rainier

Segment Concepts

Thank you!

Columbia City to Rainier Beach

In addition to being a RapidRide corridor, Rainier Ave is also a Vision Zero corridor. Seattle's [Vision Zero](#) program has a goal to reach zero traffic fatalities or serious injuries by 2030. RapidRide Rainier and Vision Zero are working in partnership to maintain bus efficiency and reliability while also improving safety along Rainier Ave S. The RapidRide Rainier project will construct new stations and may build other civil improvements. We'll be monitoring the street continuously and will make additional changes as needed.

Vision Zero Phase 1 – Already Completed

In 2015, we completed the redesign of Rainier Ave Vision Zero Phase 1 when we redesigned Rainier Ave S between S Alaska St and S Kenny St from four to three lanes. This project successfully improved safety along Rainier Ave S in Columbia City and Hillman City. Highlights from our one-year evaluation report include:

- Collisions reduced by 15%
- Vehicle speeds reduced by 16% northbound and 10% southbound
- Zero serious injury or fatal crashes in the area we redesigned

In addition to these safety improvements, we also found that transit travel times improved by 1 minute in the southbound direction during the PM peak hour.

Stay up to date! [Sign up for project email updates.](#)

Check out the "Phase 2 - recommended design (coming this fall!)" tab below to learn more about construction planned for fall 2018!

Survey

1. How can we make it easier for pedestrians to access the RapidRide Rainier Line when it opens? Select your top two priorities.

- Add flashing crossing beacons at existing crosswalks
- Install signs to help you reach your destination or bus stations
- Repair damaged sidewalks
- Improve street lighting
- Other - Write In

Submit

Phase 2 – what we heard

Last year, we asked for your feedback on two design alternatives for Phase 2 of the Rainier Ave S Corridor Improvements Project – from S Kenny St to S Henderson St. Here are the key traffic impacts of each alternative, and key points of feedback that we heard:

	Alternative 1 (Dedicated northbound bus lane)	Alternative 2 (Protected bike lanes)
Traffic operational impacts	<ul style="list-style-type: none"> • Slight increase in delay at signalized intersections. The intersection with the highest delay is S Othello St, where drivers will experience wait an average of 34 seconds longer. 	<ul style="list-style-type: none"> • Substantial impacts to people driving, taking bus and freight along Rainier • Need for center turn lanes throughout the project area, due to side street access demand
What we heard	<ul style="list-style-type: none"> • Support for center-turn lane • Support for dedicated bus lane(s) to improve bus travel times • Desire for frequent and reliable transit on Metro Route 7 and future RapidRide • Senior populations preferred Alternative 1, but expressed concerns about potential bus stop consolidation due to mobility challenges 	<ul style="list-style-type: none"> • Generally, women with children expressed they preferred Alternative 1, but selected Alternative 2 because they support their children having bike lanes in the future • Support maximizing number of parking spaces for adjacent multifamily use

You can learn more about what we heard in our [outreach summary](#) and the results of the [traffic analysis](#).

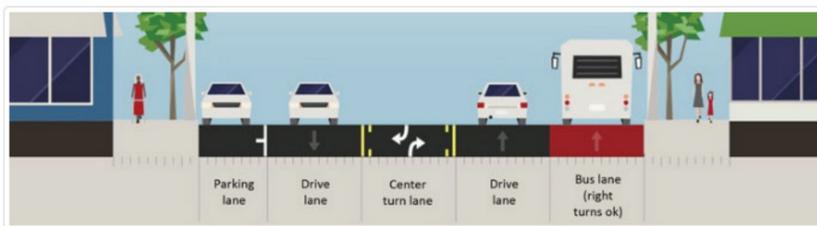
Phase 2 – recommended design (coming this fall!)

Phase 2 – Recommendation

We're planning to start construction as soon as fall 2018.

This design will:

- Maintain on-street parking with a dedicated parking lane
- Add a center left-turn lane
- Provide a northbound dedicated Business Access and Transit lane



Cross-section illustrating new street design for Rainier Ave S between S Kenny St and S Henderson St, through Alternative 1. Note: the bus lane is shown in red for emphasis, although red paint is not currently planned for this section. Red bus lane paint may be installed after the project has been evaluated.



Rendering of the new street design for Rainier Ave S between S Kenny St and S Henderson St, through Alternative 1. Click rendering to enlarge

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Henderson to Rainier Beach Station

Metro Route 7 currently ends service at two different locations in Rainier Beach. One out of every three buses continues south along the Prentice Loop primarily along Waters Ave S. A goal for new RapidRide lines is to connect riders to other transit opportunities, building a fast, frequent, and easy-to-use transit network across Seattle. To achieve this goal, we're proposing to have RapidRide Rainier run on S Henderson St to the Rainier Beach Station.

Why connect RapidRide to light rail?

Connecting RapidRide Rainier to light rail:

- Offers a way to easily transfer between bus and light rail
- Builds a fast and frequent transit network to help you get where you need to go
- Keeps the bus route consistent and easy to use

Future bus service for the Prentice Loop

Our goal for RapidRide service is to provide a simple, straightforward route that doesn't change, so you know where your bus will go every time you ride. We also want to provide seamless connections to light rail stations and build an efficient transportation network. King County Metro has not yet determined how the Prentice Loop area will be served after RapidRide opens; Metro plans to conduct additional analysis and outreach closer to the launch of the RapidRide Rainier Line.

Options for S Henderson St

We are presenting two options for the section on S Henderson St from Rainier Ave S to the Rainier Beach Station. Both options:

- Add a new bus station at Rainier Ave S and S Henderson St
- Install new overhead wires to support electric RapidRide buses running on S Henderson St
- Expand existing bus layover area near the Rainier Beach station and increases bus volumes on Marin Luther King Jr Way S, S Trenton St, and Renton Ave S

	Option 1	Option 2
Bus travel time - northbound PM peak	Currently no Metro Route 7 service on Henderson	Currently no Metro Route 7 service on Henderson
Bus travel time - southbound PM peak	Currently no Metro Route 7 service on Henderson	Currently no Metro Route 7 service on Henderson
Bus reliability	Currently no Metro Route 7 service on Henderson	Currently no Metro Route 7 service on Henderson
Traffic travel time PM peak both directions	No change expected	No change expected
Pedestrian improvements	Bus stop improvements	Bus stop improvements
All ages and abilities bike facility*	No - unbuffered bike lane	Yes
Left turn access	No change	No change
Freight access	11 feet	11 feet
Safety considerations	No change	Integrates with potential Rainier Ave/Henderson "protected intersection"
Parking	No change	Preserves about 50%

Option 1

Option 1 would not change the street, keeping the existing bike lanes and on-street parking on S Henderson St.



Click map to enlarge

Option 2

Option 2 converts the existing bike lanes into protected bike lanes on both sides of S Henderson St. This would require the removal of about 30 on-street parking spaces on the south side of the street.



Click map to enlarge

Survey

1. What is most important to you in this section of Rainier Ave S? Select your top 3 preferences.

- Bus speed and reliability
- Direct connection from RapidRide Rainier to the Rainier Beach Light Rail station
- Provide service to the Prentice Loop
- Bike lanes on S Henderson St
- On-street parking on S Henderson St
- Pedestrian accessibility and sidewalk repairs
- Repaving S Henderson St for a smoother ride
- Keeping parking on Rainier Ave S
- Other (please specify):

2. If the RapidRide Rainier line extended west on S Henderson St to connect to the Rainier Beach Light Rail station, we would need to add new overhead bus trolley wire along S Henderson St, including segments of MLK, S Trenton St, and Renton Ave S. How do you feel about this?

- Strongly favor
- Somewhat favor
- Neutral
- Somewhat oppose
- Strongly oppose

3. If the RapidRide Rainier line extended west on S Henderson St, Metro would need to increase bus layover near the Rainier Beach Station. This could include more bus layover on S Henderson St, S Trenton St or Renton Ave S. This would also increase bus volumes on these streets and could result in removal of some on-street parking. How do you feel about this?

- Strongly favor
- Somewhat favor
- Neutral
- Somewhat oppose
- Strongly oppose

4. If the RapidRide Rainier line extended west on S Henderson St, we could add protected bike lanes on S Henderson St. Adding these protected bike lanes would require us to remove on-street parking (about 30 spaces) on the north side of S Henderson St. Knowing this, how do you feel about adding protected bike lanes on S Henderson St?

- Strongly favor
- Somewhat favor
- Neutral
- Somewhat oppose
- Strongly oppose

5. Please share any other thoughts or feedback about these options or the section of Rainier Ave S between S Henderson St and the Rainier Beach Light Rail station.

6. Would you like to be included on the Prentice Loop stakeholder list?

Yes - email address:

No

Submit

Sign up for email updates

First Name

Last Name

Email Address

Subscribe

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 [Privacy](#) - [Terms](#)

Stay connected:

- seattle.gov/transportation/projects-and-programs/programs/transit-program/rapid-ride
- RapidRide@seattle.gov



SAFER STREETS FOR SEATTLE

RAPIDRIDE RAINIER LINE

Welcome

RapidRide Expansion

Why Rainier?

RapidRide Rainier

Segment Concepts

Thank you!

Thank You!

Thank you for participating in the RapidRide Rainier online open house!

We recognize that the Rainier Valley is home to some of the most diverse communities in Seattle. Your voluntary input into our survey will help us guide future outreach in your community. Thank you for providing your feedback to the questions on this page.

Stop by one of our tables to learn about the project, ask questions, and chat with the project team:

King Donuts

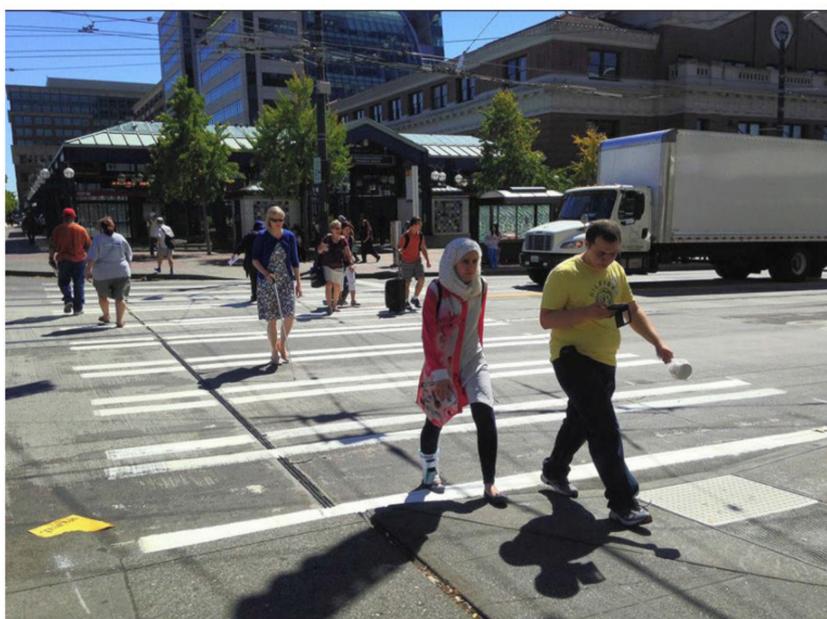
- March 28, 2018
- 3 to 5 PM
- 9232 Rainier Ave S

Viet Wah Asian Supermarket

- April 2, 2018
- 12 to 2 PM
- 1032 S Jackson S

Rainier Farmer Market

- April 6, 2018
- 1 to 3 PM
- 2119 Rainier Ave S



Survey

1. How did you hear about this online open house?

- Mailer
- Email from SDOT
- Email from King County Metro
- Facebook
- Twitter
- News article/blog
- Word of mouth
- Other (please specify):

2. What is your home zip code?

3. Are you familiar with any of the below projects occurring in Southeast Seattle? Select all that apply.

- Accessible Mt Baker
- 23rd Ave Corridor Improvements Project
- Rainier Ave S Vision Zero Phase II
- Sound Transit Judkins Park/I-90 Station
- Rainier Paving - S Massachusetts St to S Dearborn St
- Rainier Valley Neighborhood Greenway
- S King St Neighborhood Greenway

Please tell us a little more about yourself. All questions are optional.

Privacy Notice:
Information provided in this survey is considered a public record and may be subject to public disclosure. For more information, see the Public Records Act, [RCW Chapter 42.56](#). To learn more about how we manage your information, see our [Privacy Statement](#).

4. What race/ethnicity best describes you? Select all that apply.

- American Indian or Alaska Native
 - Asian or Pacific Islander
 - Black or African-American
 - West African (please specify):
-
- East African (please specify):
-
- Hispanic or Latino
 - White or Caucasian
 - I'd rather not say
 - Other (please specify):
-

5. What gender do you identify with?

- Male
 - Female
 - Transgender
 - I'd rather not say
 - I'd prefer to self-describe:
-

6. Would accommodations in any of the following areas make engaging on this project easier or more comfortable for you? Select all that apply and describe your needs.

- Mobility
 - Vision
 - Hearing
 - Cognitive
 - None
 - Other (please specify):
-

7. What is your age?

- 19 or younger
- 20-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or older
- I'd rather not say

8. What category best describes your annual household income?

- Below \$20,000
- \$21,000 - \$40,000
- \$41,000 - \$60,000
- \$61,000 - \$80,000
- \$81,000 - \$100,000
- \$101,00 - \$150,000
- \$151,000 - \$200,000
- \$200,000 or more

Submit

Sign up for email updates

First Name

Last Name

Email Address

Subscribe

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Stay connected:

- seattle.gov/transportation/projects-and-programs/programs/transit-program/rapid-ride
- RapidRide@seattle.gov



Appendix I: Print Survey Form

The below survey was translated into 10 languages:

- Khmer
- Korean
- Spanish
- Amharic
- Chinese
- Oromo
- Tigrinya
- Vietnamese
- Tagalog
- Somali



Spring 2018

As soon as 2021, King County Metro Route 7 will be upgraded to RapidRide. Help us redesign Rainier Ave S and upgrade bus service.



When traveling on Rainier Ave S, what's most important to you? Check your top 3

	Comfortable bus stations with real-time arrival info and lighting improvements	
	Frequent buses that arrive on-time	
	Accessible ways to bike through the area safely	
	New pedestrian crossings	
	Keeping buses moving around traffic in bus only lanes	
	New ways to get to Rainier Beach Light Rail station by bus	
	A smooth, repaved road	

How far do you live from Rainier Ave S?

- On Rainier Ave S
- 1-2 blocks
- 3-5 blocks
- More than 5 blocks away
- I don't live along Rainier Ave S corridor

How do you currently get around the Chinatown-International District and the Rainier Ave S corridor?

- Walk
- Drive a car alone
- Drive a car with others
- Ride a bus
- Personal bike
- Taxi, Lyft, Uber
- Carsharing (Car2Go, ZipCar)
- Bikeshare (Spin, Ofo, LimeBike)
- Link light rail
- Other: _____

How frequently do you ride Metro Route 7?

- More than 20 times a month
- 11-20 times a month
- 5-10 times a month
- 1-4 times a month
- A few times a year
- Never



RAPIDRIDE RAINIER LINE

Spring 2018

As soon as 2021, King County Metro Route 7 will be upgraded to RapidRide. Help us redesign Rainier Ave S and upgrade bus service.



When traveling on Rainier Ave S between Chinatown-International District and Mt. Baker, which of these three options do you prefer:

- Option 1: adds bus-only lanes and Neighborhood Greenway connections
- Option 2: includes a mix of protected bike lanes, and Neighborhood Greenway connections
- Option 3: a hybrid option that includes both bus-only lanes, protected bike lanes, and Neighborhood Greenway connections
- Other: _____

Between Mt. Baker and Columbia City, are there locations where you would recommend pedestrian crossings or improvements?

If the RapidRide Rainier Line moves to S Henderson St, we could add protected bike lanes on S Henderson St but would remove about 30 parking spaces. How do you feel about this option?

- Favor
- Neutral
- Oppose

What's a Neighborhood Greenway? Neighborhood greenways are safer, calmer residential streets for you, your family, and neighbors and can include:

- easier crossings of busy streets with crosswalks, flashing beacons, or crossing signals
- speed humps to calm traffic
- stop signs for side streets crossing the greenway
- signs and pavement markings to help people find their way
- 20 mph speed limit signs

RapidRide Rainier is planned to end at the Rainier Beach Link light rail station. King County Metro has not yet determined how the Prentice Loop area will be served after RapidRide opens. Would you like to be included on the Prentice Loop stakeholder list? If so, please share your email address or the best way to contact you:

Bus Stop Changes

If the bus stop you use the most was removed, so you had to walk an additional 2-5 minutes to get to the next bus stop, how would you feel?

- Okay, I'd just walk the extra distance to the next bus stop
- Annoyed that I must walk further to reach the bus, but I'd do it anyways
- Very upset about losing my closest bus stop
- Losing my closest bus stop would keep me from riding the bus
- Other: _____

There are two options for bus stops on S Jackson St

- Option 1: improves RapidRide bus speeds by adding 2 new, RapidRide-only stations. To transfer from RapidRide to a local bus, you may have to walk between stops.
- Option 2: improves bus speeds for all Metro buses by consolidating the number of stops on S Jackson St to 3 locations. You may have to walk farther to get to your bus stop and stops would be larger.

Which option do you prefer?

- Option 1
- Option 2



RAPIDRIDE RAINIER LINE

Spring 2018

As soon as 2021, King County Metro Route 7 will be upgraded to RapidRide. Help us redesign Rainier Ave S and upgrade bus service.



We recognize that the Rainier Valley is home to some of the most diverse communities in Seattle. Your voluntary input helps us guide future outreach in your community. All questions are optional.

What race/ethnicity best describes you? Select all that apply.

- American Indian or Alaska Native
- Asian or Pacific Islander (please specify): _____
- Black or African-American
- West African (please specify): _____
- East African (please specify): _____
- Hispanic or Latino
- White or Caucasian
- I'd rather not say
- Other: _____

What is your age?

- 19 or younger
- 20-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or older
- I'd rather not say

Would providing translated materials or interpretation make engaging on this project easier or more comfortable for you? If so, please specify the language: _____

Would accommodations in any of the following areas make engaging on this project easier or more comfortable for you? Select all that apply and describe your needs.

- Mobility
- Vision
- Hearing
- Cognitive
- None
- Other: _____

Do you have any additional comments about the RapidRide Rainier Line?

Would you like to be added to our project email list?

- Yes! Email: _____
- No



Appendix J: Chinatown-International District Survey Form

Chinatown/International District RapidRide Rainier Line Outreach Summary Form

Date:

Address:

1. How do you currently get around the CID and Rainier Valley? (Raise hand for all that apply)	
Answer	Count
Walk	
Drive	
Ride a bus	
Bike	
Taxi, Lyft, Uber	

2. Do you ride Route 7, or board the first bus that arrives? (Raise hand for all that apply)	
Answer	Count
Route 7	
First bus that arrives	

3. If yes, where do you go on Route 7? (Raise hand for all that apply)	
Answer	Count
Work	
School	
Shopping	
Religious or cultural facility	
Foodbank	

4. Have you ever used RapidRide? (Raise hand for all that apply)	
Answer	Count
Yes	
No	

There are two options for. the section along S Jackson Street between 4th Ave S and Rainier Ave S

5. Option 1 improves RapidRide bus speeds by stopping at fewer stops. This would only affect what is currently Route 7 (routes 1, 14, 36, 49, 70, 106, 309, 984 bus stops would not change). Having only two stops means you may have to walk farther to get to a RapidRide stop. Knowing this how do you feel? (Raise hand for one answer)	
Answer	Count
Favor	
Neutral	
Oppose	

6. Option 2 improves bus speeds for all Metro buses (routes 1, 7 (future RapidRide) 14, 36, 49, 70, 106) by combining stops on S Jackson St. Having fewer stops means you may have to walk farther to get to a bus stop. Knowing this how do you feel? (Raise hand for one answer)	
Answer	Count

RapidRide Rainier Line, Spring 2018, Public Engagement Report
Seattle Department of Transportation and King County Metro

Favor	
Neutral	
Oppose	

7. Do you prefer Option 1 or Option 2? (Raise hand for one answer)	
Answer	Count
Option 1	
Option 2	

8. Which option do you prefer for Rainier Ave between CID and Columbia City? (Raise hand for one answer)	
Answer	Count
Option 1-Adding some bus-only lanes	
Option 2-Adding bike lanes	
Option 3-Adding a mix of bike lanes and bus lanes	

9. Do you attend public meetings to get information on City of Seattle projects (Raise hand for one answer)	
Answer	Count
Yes	
No	

Notes:

Appendix K: In-Person Survey Compiled Responses

Appendix L: DON Community Liaisons process feedback

What was a highlight or positive experience from your outreach?

- Community members are very excited to learn about RapidRide Project. Most community members I engaged with are using public transportation such as buses and light rail. They were happy that RapidRide can run every 7 minutes. Two participants who are currently using the buses daily to work, are very supportive and want to have the project done soon.
- Spending time in the Rainier Valley talking with residents about something important to them.
- I rode the #7 to observe and do my outreach. The buses are newer than those they used when I was working there, which was great.
- I found out that most of the responders are eager to see the project completed.
- Meeting community members and talking about transportation.
- One of the takeaways from this project was getting people's feedback on something that may or may not directly impact them. I got valuable feedback while being out in the field about the possible changes that may happen. One person was specifically enthusiastic about the possible changes that could happen from this project. Overall, it was a good and positive experience.

What feedback did you hear from your community about this project?

- They want to make sure the walking distance and bus stops are convenient and safe
- It was 100% positive, especially that is involved repairing the road and addressing safety and bus arrival times which is often a frustration
- The benefit of this project should be inclusive to people with disabilities as well as to those who speak and understand little English
- Most people support improvements of bus service, especially in frequency; few support adding bike lanes and new pedestrian crossings
- From what I heard, there were many different people with some similar priorities but also ones that differed, which I thought was interesting. It sounded like car drivers were more concerned about separating buses and bikes because they were afraid of hitting them, while the people who took the buses were not sure if they would be too happy with walking farther from their stop even if it meant more frequent buses. There was hesitation there.

What were the biggest challenges during your outreach?

- It takes time to explain about the project and how to show participants about the map. They have difficulty understanding through the map, but we were able to draw pictures and asked participants to tell us about their current experience using public transportation.

- There are much fewer Latino residents living in the Rainier Valley than when I worked there regularly 3 years ago. Many have moved pretty far-Everett and Lynnwood. Some said Des Moines and Skyway as well. The survey and information took more time to explain and document than I anticipated. I was disappointed with the number of completed surveys I was able to complete.
- I found some low-income people thinking the project only benefits the rich because it will cancel so many parking areas mostly used by the small low-income business people; for example, around Henderson. This issue challenged me a lot.
- Convincing people to read and fill the survey
- I struggled with spending all my time coordinating for a group to gather and use up all the time or focused on getting individual feedback and I felt like I somewhat had a mix of places I didn't have to coordinate the gathering, but I feel like it may not reach everyone. I also had troubles with contacting the organizations with limited time to set up something. My fear was spending all the time to coordinate a meeting and then having no one show up. Also, not knowing that the online version of the survey was open for a certain amount of time, I would have pushed the social media platforms a lot earlier. After the initial outreach was done, I thought about the Mt. Baker Senior Home that we did a presentation last year but realized I didn't have much time to coordinate all of it and getting feedback from that community which I wish I did.

Do you have additional feedback or comments?

- They want to see the next step of the project. They hope that the period of waiting for the next come will be shorten as informed.
- I enjoyed the opportunity to engage with residents, and colleagues in this community
- I think it's be helpful to have all the resources available and also giving more time to get more feedback would be great. On one of my other projects, I thought the approach to invite community members to one big event to get feedback was a great idea and we would be pushing for people to come. I thought phone calls and social media worked well and in person (unless you know them) can be difficult. I would also like to keep updated on the project so that I can give the people who filled out a survey and gave me their time any changes that may affect then. Thanks!