

# I Line Community Engagement

## Preferred Concept Development: Phase 3 (Fall 2019) summary

### Background

King County Metro is working to connect Renton, Kent, Auburn and the surrounding areas with high-quality, frequent, and reliable bus service. RapidRide I Line will upgrade the current Route 180, between Auburn Station and Kent Station, and combine it with the current Route 169, from Kent Station to Renton. As part of this effort, Metro is developing the Renton-Kent-Auburn Area Mobility Plan (RKAAMP) in South King County to serve communities within the West Valley and East Hill.

The goal of this planning effort is to prepare for I Line service, respond to changing mobility needs, and improve mobility and access for people who are historically underserved. The project will take a holistic approach, integrating RapidRide, fixed-route transit, dial-a-ride transit (DART), and other mobility solutions offered through Metro's Community Connections Program. Some RKAAMP services will begin in September 2020, and the RapidRide I Line will begin service in 2023.

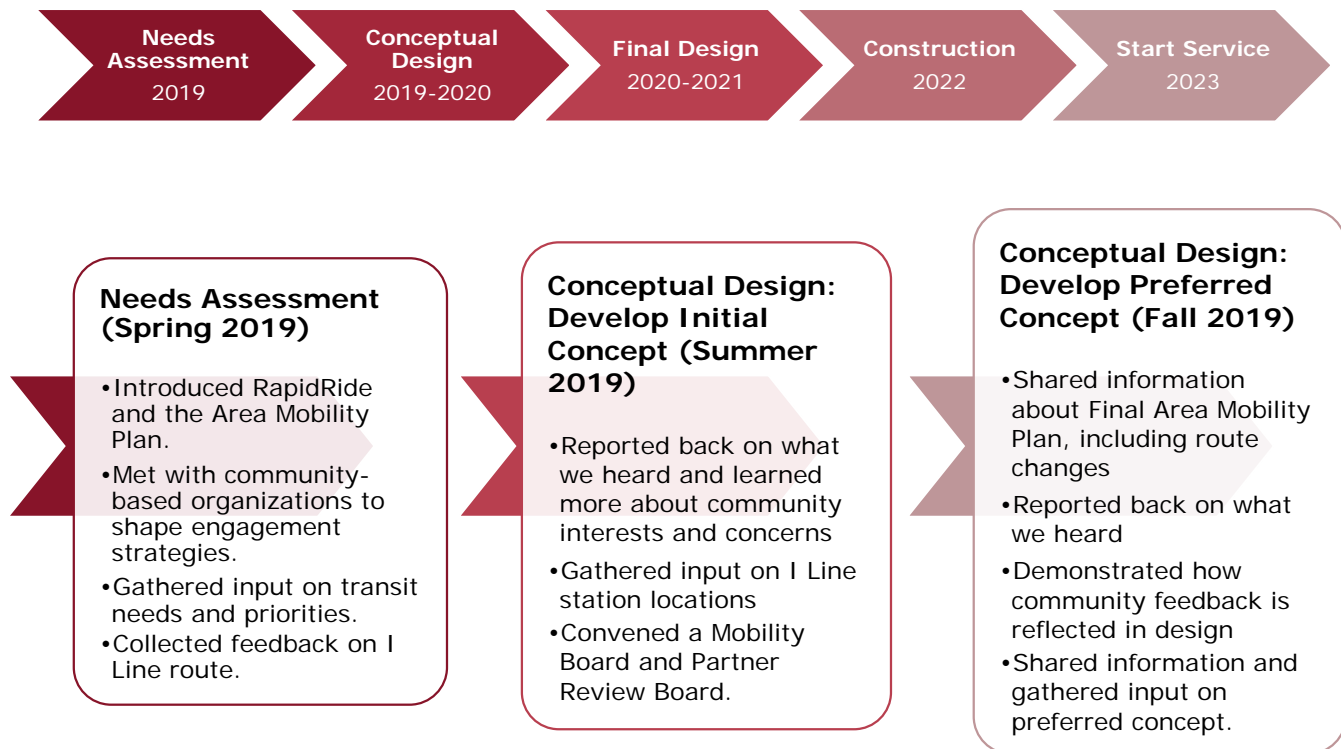
Metro began engaging community members and organizations in planning RapidRide I Line in early 2019. Our goals during this first phase were to understand community needs, priorities, and barriers to using transit and to begin building relationships in South King County. Based on input from community-based organizations (CBOs) and individuals, we developed a concept for RapidRide I line, including a route and station locations.

During Phase 2 in Summer 2019, we shared the draft concept and asked for specific feedback on station locations. We learned more about the communities' values and preferences for station locations and used this input to refine our preferred concept.

In this third round of community engagement we focused on reporting back to the community on how we incorporated their input into the proposed route and station locations. We also gathered additional comments on the preferred concept, barriers to accessing transit, and projects to make the bus faster and more reliable. We will continue to actively listen to the community and reflect their needs in decision-making as the project advances into design and construction.

## Timeline

These graphics show the project timeline from planning through service launch, including community engagement activities during the Needs Assessment and Conceptual Design phases. We will continue community engagement through service launch. This winter, we will develop a community engagement plan to outline activities for the final design phase.



## Building on community engagement

Metro began engaging community members in Spring 2019 to introduce RapidRide I Line and better understand transit needs and priorities. Below is a brief recap of community engagement activities to date. See the Phase 1 and Phase 2 community engagement summaries for a full report of prior activities.

### Phase 1: Exploring options and priorities

During the first phase of community engagement, Metro focused on introducing the project to community members and gathering feedback on needs and priorities for transit service. This community engagement informed the project needs statement, which helped develop the I Line route.

Metro's goals for community engagement during Phase 1 included: informing the community about the project, building relationships with CBOs serving historically underserved communities, identifying transit priorities and barriers, and understanding CBOs' preferred ways to engage and receive information.

Community engagement activities included: convening a community Mobility Board to help identify transit needs and priorities in South King County, promoting the needs assessment survey through tabling at community events and in-language outreach at bus stops, stakeholder interviews with CBOs to understand community needs and inform engagement strategies, and briefings with local city staff and councils.

We heard community members want more frequent and reliable bus service throughout the day, into the evening, and on weekends. They also support RapidRide and more flexible options and emphasized serving community amenities and services. Metro used this feedback to develop an initial concept, which included the RapidRide route and station locations.

## **Phase 2: Initial concept development**

During Phase 2, Metro gathered feedback on RapidRide station locations and other concerns and interests. Metro's goals included: sharing the I Line route, seeking feedback on station locations, and continuing to foster relationships with CBOs representing or serving people who are historically underserved. Community engagement activities included: an online open house, tabling and briefings at 15 community events, ongoing engagement with CBOs, and briefings with local city staff and councils.

We heard continued support for faster, more reliable, and frequent bus service. Community members asked Metro to provide even spacing between stations and offered ideas for station locations near community amenities and services, and key areas to improve sidewalks and pathways to get to the bus. This input helped Metro refine station locations and plans to make it easier and safer to access RapidRide.

## **Phase 3 Community Engagement Overview**

### **Community engagement goals**

The project team established two key goals with measurable objectives for Phase 3 of community engagement:

**Goal 1:** Share and gather community input on Metro's preferred concept for the RapidRide I Line.

#### **Objectives:**

- Provide multiple accessible opportunities for people affected by new RapidRide service to learn about the project and influence design plans.
- Use simple graphics and easy to understand language to explain key components of the preferred concept, including station locations and amenities, route alignment, improvements to access transit, and impacts to improve bus speed and reliability.
- Review how community input and priorities influenced the preferred concept.

**Goal 2:** Continue building relationships with historically underrepresented groups. This includes people affected by racism, bias, poverty, limited English proficiency, disability, or immigration.

#### **Objectives:**

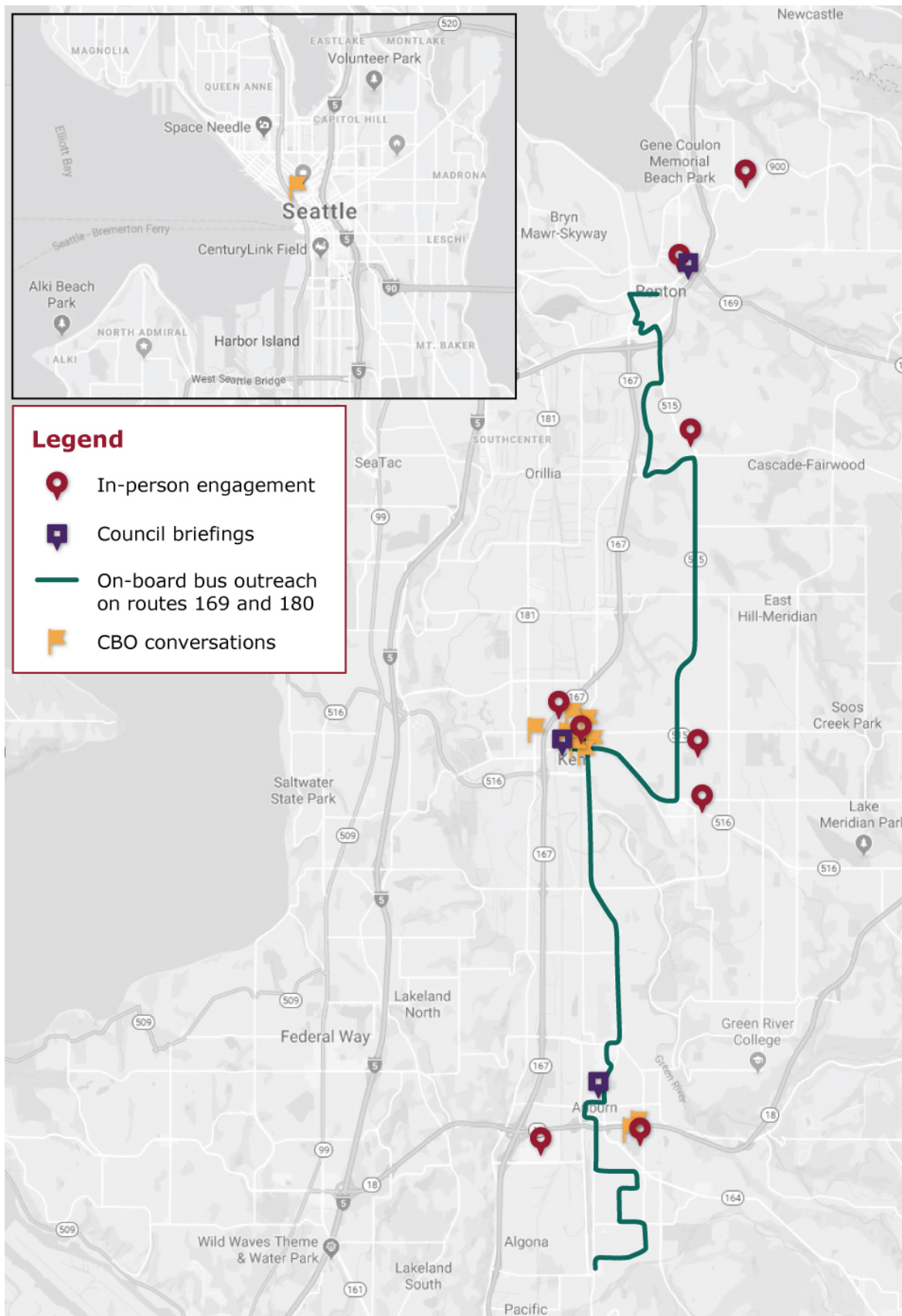
- Evaluate demographics reached during previous phases and modify strategies based on outcomes.
- Transcreate and translate project materials into Arabic, Amharic, Russian, Simplified Chinese, Spanish, and Vietnamese.
- Report back to the community on what we heard and how their feedback shaped the final plan and preferred concept.

## Community engagement approach

During the third phase of community engagement, Metro focused on presenting the preferred RapidRide concept we developed using community input, including I Line route and station locations. We also shared information and asked for input on roadway and intersection improvements to help buses move faster and stay on-time and ways to make it easier to get to the bus. We continued building relationships with CBOs representing people who are historically underserved. We worked closely with Metro's RKAAMP team to share proposed service changes and explain how they relate to upcoming I Line service. Please see RKAAMP community engagement summary for a more detailed recap of feedback on proposed service changes.

Community engagement consisted of:

- **CBO conversations:** We reached out to CBOs who engaged in previous phases to continue building relationships and encouraged their involvement in sharing and engaging in upcoming activities.
- **In-person engagement:** Metro hosted tabling events and presented to community partners and groups to share project information, including the preferred I Line concept.
- **Outreach on bus routes 169 and 180:** Project team members conducted on-board bus outreach on routes 169 and 180 to inform community members about the project and encourage online open house participation.
- **City council presentations:** Metro met with city councils, jurisdictions, and other groups to provide project updates and share community feedback.
- **Online open house:** Metro created an online open house in multiple languages to share information and gather input on the preferred concept.
- **Area Mobility Plan (AMP) Mobility Board meeting:** The Area Mobility Board was made up of community members who live, work and travel within north Renton, Kent, and Auburn. The AMP advised Metro on I Line's potential alignment and service changes and at the final AMP meeting in November gave their unanimous support to the preferred concept. See RKAAMP community engagement summary for a full recap of AMP feedback.



## Practicing inclusive community engagement



**Community briefings**



**Tabling events**



**Translating materials and online open house**



**CBO conversations**



**Ethnic media advertising**



**CBO compensation**

The cities of Renton, Kent, and Auburn are some of the most demographically diverse communities in the county. Metro is committed to improving transit access and mobility for people of color, people who are low-income, and people who have limited English proficiency. Metro is working to build an inclusive community that values the needs, priorities and contributions of people who have been unserved. Our equitable engagement tactics included:

- Transcreating printed materials for all community engagement events into Arabic, Amharic, Russian, Somali, Simplified Chinese, Spanish, and Vietnamese.
- Transcreating online materials, including the online open house, into Simplified Chinese, Spanish, Russian, and Vietnamese.
- Continuing to engage with CBOs through collaborating at community events and partnering with them to spread the word about the online open house. CBOs who shared project information with their networks were paid a \$200 stipend.

## Promoting opportunities for input



**Ethnic media & press release**



**Website updates**



**Email community partners**



**Posters**



**Social media**



**Rider alerts**



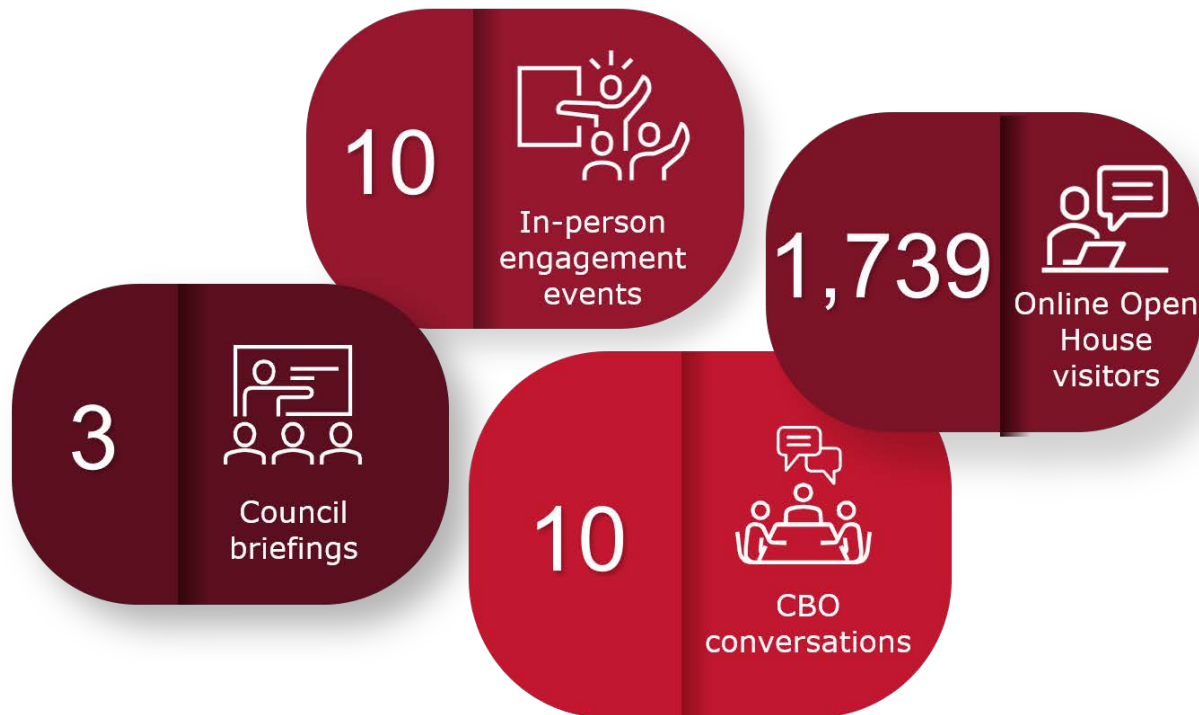
**Onboard bus outreach**

Project staff promoted and shared community engagement events and the online open house through the following channels: a press release to local media, social media posts, translated digital advertisements, flyers distributed on buses along the future I Line alignment, posters to local businesses and community gathering places, tabling at community events and locations, and emails to riders, community partners, and people who signed up for the project email updates. See Appendix A for examples of notification materials. We also shared information about the project, events, and the online open house on King County Metro's I Line website.



## What we heard from the community

Community members, organizations, and city councils largely supported Metro's preferred I Line concept and offered some valuable feedback. See Appendix B for the preferred concept maps. The following graphic summarizes our engagement reach.



A few key themes emerged:

- Participants overwhelmingly support more frequent and reliable transit service coming to the Renton-Kent-Auburn area.
- Riders value safety and comfort at bus stations and support additional lighting and covered stations.
- Metro should locate stations near community amenities and services, especially resources serving marginalized or vulnerable community members.
- Participants support improvements to sidewalks and pathways to make it easier and safer to get to the bus.
- CBOs and community members appreciate RapidRide materials in multiple languages.
- CBOs want to continue building lasting relationships and, in some cases, more formal partnerships with Metro.
- The Renton, Kent, and Auburn city councils provided letters of support for Metro's preferred I Line concept and expressed appreciation for the engagement to the community.

## Stakeholder conversations

Metro reached out to CBOs we have previously engaged as well as CBOs we had not previously reached successfully. Through these conversations we learned how successful our previous communications were, how Metro can continue to build relationships and formalize partnerships with CBOs, and about upcoming opportunities to engage with their communities.

Some CBO staff noted seeing Metro's summer event posters and information. Those who saw the materials thought they were attractive and easy to understand, and they appreciated the in-language content. They reiterated the importance of providing project information in multiple languages.

CBOs are interested in partnering with Metro, though this looks different across organizations. In general, some CBOs are interested in Metro sponsoring events, having Metro attend their existing meetings, or working with Metro to put together a Metro-specific event. As a next step, Metro will develop a RapidRide CBO engagement plan to outline a process for formalizing partnerships with CBOs and compensating them for their time and support.

## In-person engagement

We engaged Renton, Kent, and Auburn community members in person at the following events:

- **Tabling:** Metro hosted pop-up tables at community events and gathering places. Tables featured informational boards, maps, RKAAMP surveys, and handouts about RapidRide I Line and RKAAMP. We answered questions and provided information, including project fact sheets in Amharic, Arabic, English, Russian, Simplified Chinese, Somali, Spanish, and Vietnamese. Project staff encouraged people to sign up for email updates and to visit the online open house.
- **Briefings:** Metro staff presented to community partners and groups about I Line and RKAAMP projects status. We shared the preferred concept and invited attendees to ask questions and give feedback.
- **Bus outreach:** Metro engaged with bus riders and operators aboard Route 169 and Route 180 to share information about the upcoming I Line changes. Project staff distributed project flyers and factsheets and encouraged riders to visit the online open house.



The table below provides an overview of Phase 3 in-person events.

Event	Format	Audience	Reach
<b>Halloween Harvest Festival &amp; Les Gove Park Trunk or Treat</b>	Tabling	<ul style="list-style-type: none"> <li>Auburn community and families</li> </ul>	800+ youth and families
<b>Outlet Collection Día de los Muertos</b>	Tabling	<ul style="list-style-type: none"> <li>Auburn community and families</li> </ul>	150 youth and families
<b>Tabling at Kent YMCA</b>	Tabling	<ul style="list-style-type: none"> <li>Youth and families in the Kent area</li> </ul>	51 visitors
<b>South King County Forum on Homelessness</b>	Briefing	<ul style="list-style-type: none"> <li>Service providers working with people experiencing homelessness in South King County</li> </ul>	30 meeting attendees
<b>Tabling at Renton Highlands Library</b>	Tabling	<ul style="list-style-type: none"> <li>Community members in the Renton Highlands area</li> </ul>	10 visitors
<b>Tabling at Kent Library</b>	Tabling	<ul style="list-style-type: none"> <li>Community members in the Kent area</li> </ul>	7 visitors
<b>South King County Mobility Coalition</b>	Briefing	<ul style="list-style-type: none"> <li>South King County Service Providers</li> </ul>	14 meeting attendees
<b>Renton Housing meeting of service providers</b>	Briefing	<ul style="list-style-type: none"> <li>Housing service providers in the Renton area</li> </ul>	25 meeting attendees
<b>Kent Parks Teen Center Community Dinner</b>	Tabling	<ul style="list-style-type: none"> <li>Kent community and families</li> </ul>	60 booth visitors and families
<b>Tabling at Benson Plaza Fred Meyer</b>	Tabling	<ul style="list-style-type: none"> <li>Benson Hill community members</li> </ul>	30 booth visitors
<b>Route 180 on-board outreach</b>	Bus outreach	<ul style="list-style-type: none"> <li>Current Route 180 bus riders and drivers</li> </ul>	23 total riders and drivers
<b>Route 169 on-board outreach</b>	Bus outreach	<ul style="list-style-type: none"> <li>Current Route 169 bus riders and drivers</li> </ul>	54 total riders and drivers

The people we engaged in-person provided a range of comments on existing service, future I Line and RKAAMP service, and other transit needs and priorities. The following key themes emerged:

## Existing transit

- Many visitors in the Auburn area shared they drive personal cars for daily trips and rarely use Metro services.
- Current Route 180 riders shared that buses are too small and fill up quickly.
- Some visitors expressed concerns about safety and security while riding on the bus as well as at bus stops in downtown Renton.

## Future transit service

- Many visitors shared support for more frequent and reliable transit service coming to the Renton-Kent-Auburn area.
- People appreciated the map showing all transit services in the area.
- People expressed support for enhanced connections between Kent Station and Renton Transit Center.
- Kent area students expressed support for more reliable connections to schools in the region. They shared a desire for more reliable connections to colleges in Auburn and Renton as well as from South King County to colleges in Seattle.
- Many visitors indicated awareness of existing RapidRide services and an interest in learning more about I Line.
- Kent City Councilmember Marli Larmer expressed a concern about insufficient east-west connections in Kent, especially for seniors.
- Some visitors expressed concerns about vehicle traffic when Metro builds bus-only lanes.
- Some visitors expressed concerns about stop consolidation. Some noted proposed changes would mean they no longer have a one-seat ride while others shared Metro would no longer serve the stop closest to their home.
- Many Renton visitors currently ride Route 105 and are excited about proposed additional service.

## I Line stations

- Several riders said covered stations are important.
- Auburn-area visitors engaged expressed concerns over safety at bus stations and supported covered stations and additional lighting.
- Many Kent visitors asked which station would be closest to their home or to the YMCA.

- Representatives from the Kent Hope Day Center expressed concern about removing the bus stops near their center.

## **Access to transit**

- Kent-area families expressed excitement about improvements to sidewalks and bicycle lanes in the project area.

## **Other Metro services and community engagement**

- Some visitors expressed interest in learning how to ride the bus as well as how to use bike racks on buses.
- People were curious to hear more about how Metro is planning to share updates about upcoming service changes as well as opportunities to provide feedback.
- Bus drivers expressed interest in learning more about RapidRide and any potential changes for operators.
- Some youth and families suggested reaching out to local schools to collect their feedback.
- Some visitors in Renton and Kent shared frustration about existing parking conditions at transit centers and requested additional parking at Kent Station and Tukwila Station.

## **City council presentations**

As part of Metro's engagement approach with local jurisdictions, the project team shared the I Line preferred concept, including the route and station locations, and informed how public engagement has helped guide Metro's decisions. We also provided an overview of the locally preferred alternative and sought letters of support from the cities of Renton, Kent, and Auburn. This approach allowed Metro to support the application for the Federal Transit Administration Small Starts Grant, lay the foundation for partnership opportunities, and continue to build support for the project.

Project staff presented at three meetings with the following key themes:

- Nov. 18, 2019: Renton City Council Committee of the Whole
  - The Council and City Administrator shared their enthusiasm for I Line and thanked city and Metro staff for their work.
- Nov. 25, 2019: Auburn City Council Study Session
  - Councilmembers praised the community engagement approach and continuous coordination with city staff.
- Dec. 3, 2019: Kent City Council
  - Councilmembers were interested in understanding if I Line station locations would help to facilitate east-west connection, which Metro confirmed in the RKAAMP

presentation. The Council was generally supportive of Metro's work to advance I Line.

All three councils requested more information on Initiative 976 and its potential impacts to current and future transit services.

## **Online open house**

The online open house allowed community members to learn about the project, including the proposed route and station locations, and share comments on any barriers to transit use. Metro also introduced and gathered input on project elements to make the bus faster and more reliable. See Appendix C for a table of online open house comments.

The following key themes emerged from our online engagement:

### **Future transit needs**

- Some respondents shared support for bus-only lanes to make the bus faster and more reliable.
- Many respondents expressed a preference for future transit to sync with existing transit. Specifically, community members want easy transfers between I Line, F Line, and Sound Transit Sounder trains.
- Some respondents said transit needs to serve Valley Medical Center.
- One respondent expressed a need for additional service on Reith Road and Military Road.

### **Safety and accessibility**

- Many respondents across the project area want crossing signals at intersections near transit centers and RapidRide stations. One respondent specifically mentioned the intersection of East Smith Street and Railroad Avenue North.
- Many respondents expressed a need for new sidewalks and improvements to safely access current and future stations. One respondent specifically requested a sidewalk to safely access an existing eastbound Metro stop at Canyon Drive and Jason Avenue North.

### **Station features**

- Many respondents prioritized weather protection at stations when asked about preferred station features.
- Respondents value real time arrival information and lighting.
- Some respondents expressed a preference for seating at stations.

## Next Steps

So far, community engagement has influenced the development of the I Line route, station locations, and station amenities and design.

Community input will continue to inform the decision Metro makes as we finalize the I Line preferred concept. In early 2020, we will present our final concept to King County Council to adopt a locally preferred alternative.

Metro will further engage community members and CBOs as the project advances into design. This will include focused engagement around roadway and intersection upgrades to make the bus faster and more reliable and around projects that make it easier to get to the bus. Based on what we heard from community partners, we will look for opportunities to formalize our partnership with CBOs and compensate them for their time and support. In addition, Metro plans to continue building relationships, educating, and engaging community members about future RapidRide service.

## Appendix A: Notifications

### Social media posts:

Metro published the following Facebook post three times:





## Poster and flyer distribution:

The project team distributed posters and flyers throughout the project area and on Metro Routes 169 and 180.

## RAPIDRIDE

### Service changes are coming to South King County

I Line coming in 2023

Service changes coming in 2020

King County Metro is working to connect Renton, Kent, Auburn, and surrounding areas with fast, frequent, and reliable bus service to meet your mobility needs — and we want your input!

To learn more, take our survey, comment online and sign up for project updates at: [kingcounty.gov/metro/iline](http://kingcounty.gov/metro/iline)



#### This fall...

We're sharing information about RapidRide I Line and proposed service changes in South King County, including:

- The proposed I Line route and station locations.
- Roadway and intersection improvements to help the bus move faster and stay on-time.
- Projects to make it easier to walk, roll, and bike to the bus.
- We developed an Area Mobility Plan to better serve the region. The plan includes route changes in Renton, Kent, Auburn, Algona, Pacific, Covington, Maple Valley, Tukwila and unincorporated King County.
- Metro is proposing to add service frequency to these routes: 105, 148, 164, 166, 168, 183, 906, 917 and 180 (from Auburn Station to Kent Station)
- We're proposing pathway changes to routes: 102, 148, 166, 168, 181, 906, and 915
- We are restructuring these routes and they will have new route numbers: 158, 159, 169, 180, 186, 192, 910, 916, and 917
- We are proposing to delete these routes: 908, 913, and 952
- We are also considering adding new flexible service in these areas: Renton Highlands, Benson Hill, and Algona/Pacific

#### Questions? Contact

Robyn Austin | RapidRide Communications and Engagement Manager  
206-263-9768 | [rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov)



Learn more by visiting [kingcounty.gov/metro/iline](http://kingcounty.gov/metro/iline).  
Para obtener más información, llame 206-553-3000  
Để biết thêm chi tiết, vui lòng liên hệ số điện thoại: 206-553-3000  
Для более полной информации, звоните 206-553-3000  
欲了解更多信息, 请致电 206-553-3000



## RAPIDRIDE

### Cambios de servicio llegan al sur del condado de King

I Line  
viene en  
2023

Cambios de  
servicio en  
2020

King County Metro está trabajando para conectar Renton, Kent, Auburn y las áreas circundantes con servicio de autobuses rápido, frecuente y confiable para satisfacer sus necesidades de movilidad, ¡y queremos su opinión!

Para obtener más información, complete nuestra encuesta, comente en línea e inscribese para recibir actualizaciones del proyecto en: [kingcounty.gov/metro/iline](http://kingcounty.gov/metro/iline)



#### Este otoño...

Estamos compartiendo información sobre RapidRide I Line y los cambios de servicio propuestos en el sur del condado de King, que incluyen:

- La ruta propuesta de I Line y las ubicaciones de las estaciones.
- Mejoras en la carretera y las intersecciones para ayudar al autobús moverse más rápido y mantenerse a tiempo.
- Proyectos para que sea más fácil caminar, rodar y andar en bicicleta al autobús.
- Desarrollamos un plan de movilidad de área para servir mejor a la región. El plan incluye cambios de ruta en Renton, Kent, Auburn, Algona, Pacific, Covington, Maple Valley, Tukwila y partes del condado de King no incorporados.

- Metro propone agregar frecuencia de servicio a estas rutas: 105, 148, 164, 166, 168, 183, 906, 917, y 180 (del Auburn Station y Kent Station)
- Estamos proponiendo cambios a las aceras en las rutas: 102, 148, 166, 168, 181, 906, y 915
- Estamos reestructurando estas rutas y tendrán nuevos números de ruta: 158, 159, 169, 180, 186, 192, 910, 916, y 917
- Proponemos eliminar estas rutas: 908, 913 y 952
- También estamos considerando agregar un nuevo servicio flexible en estas áreas: Renton Highlands, Benson Hills, y Algona/Pacific



#### ¿Tiene preguntas? Contacta

Robyn Austin | RapidRide Administradora de Comunicaciones  
206-263-9768 | [rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov)

Aprenda más visitando [kingcounty.gov/metro/iline](http://kingcounty.gov/metro/iline).

Para obtener más información, llame 206-553-3000

Để biết thêm chi tiết, vui lòng liên hệ số điện thoại: 206-553-3000

Для более полной информации, звоните 206-553-3000

欲了解更多信息，请致电 206-553-3000



Side 2: Spanish

## Emails to community partners:

Good morning Cindy,

Thank you again for your input on King County Metro's RapidRide I Line project and other transit changes coming to your area. We appreciate your commitment to partner with us as we work to improve transit in Renton, Kent, and Auburn.

**There is still time to participate in the RapidRide I Line online open house** (Available in [English](#) | [Chinese](#) | [Russian](#) | [Spanish](#) | [Vietnamese](#)) We encourage you to visit the online open house by Nov. 29 and share the link with your community.

Metro will use community feedback to finalize the I Line preferred concept, which includes station locations, amenities, and projects improving access to the bus. We will continue to stay in touch as this project progresses into design.

Thank you again for your input and feedback. We look forward to continuing to work together in the new year!

All the best,

Mila

*Example email sent to stakeholder*

## Press release:

### Better transit service and a new bus base: Residents invited to have a say on Metro's upcoming investments in south King County

October 21, 2019

#### **SUMMARY**

**King County Metro has been hard at work developing a proposal for future transit options to better connect Renton, Kent, Auburn, and surrounding areas; and identifying potential sites for a new bus base, which will house and maintain 250 all-electric buses by**



## 2030. People who live, work, or play in the impacted areas are invited to share their feedback on these long-term investments.

### STORY

---

Starting Monday, October 21, south King County residents are invited to provide feedback through surveys and other channels on south King County potential bus base sites under consideration and proposed transit options. Topics include future RapidRide I Line service; bus routes that may see changes to their frequency or to their route; and areas that could receive a flexible new service to better serve more people in lower-density areas. These long-term investments in historically underserved south King County communities will offer better connections and access to jobs, school, and childcare.

#### New Bus Base Locations

Metro recently announced its intention to build a new bus base in south King County to house and maintain 250 all-electric buses as early as 2030. After an initial review of 20 sites, Metro narrowed the options to three in Kent and Auburn. The following three sites were selected based in part on size, configuration, and access to major arterials and highways:

- Kent: 25 to 38 acres at South 196th Street and 68th Avenue South.
- Auburn: 18 to 26 acres at South 277th Street and D Street Northeast.
- Auburn: 38 acres at 37th Street Northwest and B Street Northwest.

In addition to gathering public input, Metro will conduct a more in-depth evaluation of the three sites over the next year.

Metro's seven existing bus bases are over capacity and unable to meet the increased service needs in our growing region. Metro must increase capacity by enhancing current bases and building new bases to meet regional growth needs for our transit services. The new base in south King County is expected to improve the physical, environmental, and economic health of nearby communities.

Through November 17, Kent and Auburn residents are invited to participate in [an online survey](#) ([English](#) | [Russian](#) | [Spanish](#) | [Simplified Chinese](#) | [Traditional Chinese](#) | [Vietnamese](#)) to share feedback about potentially having a bus base in their community and to help Metro identify challenges or opportunities. Direct conversations over phone or email are available upon request to Michelle Huynh at [michuynh@kingcounty.gov](mailto:michuynh@kingcounty.gov).

#### RapidRide I Line routing

Metro's RapidRide will offer riders faster, more frequent, and more reliable bus service, fast all-door boarding, enhanced stations and passenger amenities, and on-board Wi-Fi. RapidRide I Line will launch in the Renton, Kent, and Auburn region in 2023.

With the community's input, Metro has identified the proposed I Line route, station locations, and areas in need of improvement to better facilitate walking, rolling, and biking to the bus.

Residents can provide comments in the [online open house](#) by Nov. 29. Or to learn more or share feedback in person, view **I Line's calendar of community events**. Metro can provide supplemental materials in other languages as needed.

## Optimizing other bus service

Now through Nov. 10, Metro is asking the community for [feedback](#) on its proposal of transit options to best meet the area needs identified during an extensive regional public engagement effort earlier this year. Input will help Metro complete its Renton, Kent, Auburn Area Mobility Plan this winter, which goes into effect in south King County in September 2020.

Metro is proposing:

- Adding service frequency to routes 105, 148, 164, 166, 168, 183, 906, 917 and 180 (from Auburn Station to Kent Station)
- Pathway changes to routes 102, 148, 166, 168, 181, 906 and 915
- Restructuring and renaming routes 158, 159, 169, 180, 186, 192, 910, 916, and 917
- Deleting routes 908, 913, and 952
- Considering adding new flexible service in these areas: Renton Highlands, Benson Hill, and Algona/Pacific

To weigh in on the proposed route changes in south King County, take the **online survey** ([English](#)|[Chinese](#)|[Russian](#)|[Spanish](#)|[Ukrainian](#)|[Vietnamese](#)|[Somali](#)) before November 10. Metro can provide supplemental materials in these languages or others as needed.

## RELEVANT LINKS

- **Bus Base Location [Survey](#)**
- **RapidRide I Line [Online Open House](#)**
- **Area Mobility Plan [Survey](#)**
- [RapidRide I Line and Area Mobility Plan webpage](#)
- [Metro's Operational Capacity Growth Program](#)

## Media coverage:

- [The Urbanist](#)
- [Renton Reporter](#)
- [Kent Reporter](#)
- [Auburn Reporter](#)

## Advertisements:



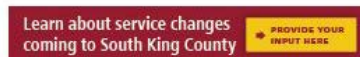
Size: 970x90



Size: 728x90



Size: 300x250



Size: 320x50



Size: 970x30



Size: 970x250



Size: 320x50

*Example digital advertisements*



Người Việt Tây Bắc số 2500 Thứ Sáu Ngày 25 tháng 10 năm 2019

53

## Bình Luận

### Chế độ Dân Chủ khó trị!

(tiếp trang 24)

luật nào có ảnh hưởng đến tương lai, mà chỉ nhìn tới năm bầu cử sắp tới. Ngay một vấn đề dễ thỏa hiệp như chính sách đối với di dân, từ thời ông Obama qua thời ông Trump vẫn để nguyên không giải quyết được. Hình như các chính trị gia muốn giữ nguyên cho câu chuyện "di dân lậu" tiếp tục gây tranh cãi, vì đó là một đề tài dễ ăn nói và dễ kích động với các cử tri ủng hộ họ!

Những nước Mỹ còn may mắn hơn các nước Âu Châu kể trên. Vì không thấy diễn ra những cuộc biểu tình lớn chống chính phủ và chống cả chế độ. Nước Pháp đã nổ lên những cuộc xuống đường của đám Áo Vàng (gilets jaunes), nước Anh có hàng triệu người xuống đường ủng hộ hoặc chống Brexit. Tại Praha, Cộng Hòa Tiệp, dân đi biểu tình đông nhất, chỉ thua thời gian họ đứng lên đòi lật đổ chế độ Cộng Sản.

Hơn nữa, nền kinh tế Mỹ tự nó vẫn chạy đều. Ngay cả trong thời gian nền chính trị Mỹ khủng hoảng lớn, như thời Tổng Thống Richard Nixon, biểu tình phản chiến gây hỗn loạn khắp các đại học, giằng máy chính quyền Mỹ vẫn chạy đều. Không những thế, ông

Nixon vẫn để lại những di sản đến bây giờ, như Cơ Quan Bảo Vệ Môi Trường (EPA).

Một sức mạnh tiềm ẩn đáng sau hệ thống chính trị các nước Dân Chủ là các định chế ổn định lúc nào cũng can thiệp và kiểm soát lẫn nhau. Nền tư pháp độc lập với chính trị giúp cho người dân tin tưởng vào tinh thần trọng pháp. Các định chế xã hội như tôn giáo, các truyền thống cạnh tranh tự do không thể phân bội chính độ giả hay khản giả của họ.

Khi ông Nixon bị đe dọa đàn hặc đến nỗi phải từ chức, nước Mỹ đã thoát qua cơn khủng hoảng chính trị một cách êm đẹp nhờ mọi người đều biết phải tôn trọng các định chế tự do dân chủ.

Vậy một nước dân chủ có thật sự bất trị, "ungovernable" hay không? Những người đang sống ở Anh Quốc, ở Mỹ hay Pháp có thể yên lòng với một điều tâm niệm: Chế độ Dân Chủ là chế độ rất tối tệ; người ta áp dụng nó chỉ vì nó đỡ tối tệ nhất trong số những chế độ đã thử nghiệm trên trái đất này! Winston Churchill được coi là người đã phát biểu ý kiến này, năm 1944, ông coi chế độ Dân Chủ như một thứ "bảo hiểm" ngăn ngừa các tai họa mà các chế độ độc tài có thể gây ra.

Ngô Nhân Dụng

### LỜI CẦU XIN CÙNG Cha TRƯỞNG BỬU DIỆP



Lạy Chúa! Lạy Cha! ngài là bậc thánh cạnh Đấng Cứu Thế đầy quyền năng.  
Nay con cầu khẩn Cha giúp con việc khó khăn cần thiết hiện nay. (kể ra).  
Xin Cha giải thoát chúng con khỏi cảnh khó khăn và ban cho chúng con sự may mắn bằng an. Cảm tạ ơn Cha. Amen.

"Đọc những lời nguyện này 9 lần mỗi ngày. Đọc liên tiếp 9 ngày với lòng thành sẽ được tại nguyện."

Được in bìa và in để phổ biến để người khác biết.

EE printing 425-656-1250



Learn about service changes coming to South King County

**RAPIDRIDE**

Learn more and comment online between October 21 and November 29 at [kingcounty.gov/metro/iline](http://kingcounty.gov/metro/iline).



King County METRO



GIA ĐÌNH MŨ ĐỎ VIỆT NAM/ BCH TRUNG ƯƠNG  
GIA ĐÌNH MŨ ĐỎ ORANGE COUNTY VÀ VÙNG PHỤ CẬN  
P.O. BOX 2212, WESTMINSTER, CA 92683 - TEL: (714) 357-8827 - [hongquang@vietnamfamily.org](mailto:hongquang@vietnamfamily.org)



### THƯ MỜI

Gia Đình Mũ Đỏ Orange County và Vùng Phụ Cận

Trân trọng kính mời: *Kính mời quý chiến hữu và đồng hương khắp nơi cũng như tại Seattle.*

Vui lòng đến tham dự buổi Lễ Truy Diệm và An Tàng 81 Tử Sĩ Nhảy Dù đã tử nạn

Vì quân vụ ngày 11 tháng 12 năm 1965 tại tỉnh Tuy Hòa

Vào lúc: 9 giờ sáng Thứ Bảy ngày 26 tháng 10 năm 2019

Tại: Tượng Đài Chiến Sĩ Việt Mỹ và Westminster Memorial Park, TP Westminster

Và Lễ Tưởng Niệm, Cầu Siêu, Cầu Nguyện, Dâng Hương trước bàn thờ Tử Sĩ, Tháp Nền, Diêu Văn và Hát cho những người nằm xuống  
Tổ Chức vào lúc: 5 giờ 30 Chiều Thứ Bảy cùng ngày 26 tháng 10 năm 2019  
Tại: Tượng Đài Chiến Sĩ Việt Mỹ, 14180 All American Way, Westminster  
Theo đúng Lễ Nghi Quân Cách của QLVNCH và truyền thống văn hóa Việt Nam.  
Trong buổi Lễ Tưởng Niệm và Tháp Nền chiều Thứ Bảy này sẽ có sự hiện diện và tâm tình nói lên những nỗi niềm người, tôn thương, mất mát đã chiến chết trong lòng suốt 54 năm qua của Quê Phụ, Có Nhị Nghĩa Tử và thân nhân của 81 Tử Sĩ Nhảy Dù đã vị quốc vong thân.

Mời Quý vị hãy bỏ chút thì giờ đến với Lễ Tưởng Niệm và Tháp Nền chiều Thứ Bảy để có cơ hội chia sẻ sự mất mát lớn lao này của các gia đình Tử Sĩ, một ngọn nến, một nén nhang cùng nhau cầu nguyện cho những người nằm xuống.

Rất mong sự hiện diện đồng đạo của Quý Vị.

Thay mặt Ban Tổ Chức

Trưởng Ban

*Hong Quang*

Mũ Đỏ Hoàng Tấn Kỳ

Chủ tịch Gia Đình Mũ Đỏ Trung ương

*Phạm Gia Đám*

Bác Sĩ Nguyễn Quốc Hiệp

Đặt VÒNG HOA tại Nghĩa Trang cạnh Tượng Đài Thuyền Nhân buổi Lễ An Tàng  
Xin Liên Lạc:  
Mũ Đỏ CHAU NGHĨA HỮU: (714) 603-2265 và Mũ Đỏ PHAM GIA ĐAM: (714) 397-2539

Example print advertisement

## Rider Alerts:

X

Riders invited to have a say on a proposal to change the route 150, 166, 169, and 183 pathway

Email (HTML)
Email (Plain Text)
Text Message

From: King County Metro Transit <kcmetro-alerts@subscriptions.kingcounty.gov>  
 Subject: Riders invited to have a say on a proposal to change the route 150, 166, 169, and 183 pathway

**Riders invited to have a say on Metro's upcoming investments in south King County**


Now through Nov. 10, Metro is asking the community for [feedback](#) on its proposal of transit options to best meet the area needs identified during an extensive regional public engagement effort earlier this year. Input will help Metro complete its Renton, Kent, Auburn Area Mobility Plan this winter, which goes into effect in south King County in September 2020.


Metro is proposing:

- Adding service frequency to routes 105, 148, 164, 166, 168, 183, 906, 917 and 180 (from Auburn Station to Kent Station)
- Pathway changes to routes 102, 148, 166, 168, 181, 906 and 915
- Restructuring and renaming routes 158, 159, 169, 180, 186, 192, 910, 916, and 917
- Deleting routes 908, 913, and 952
- Considering adding new flexible service in these areas: Renton Highlands, Benson Hill, and Algonia/Pacific

To weigh in on the proposed route changes in south King County, take the **online survey** ([English](#)[Chinese](#)[Russian](#)[Spanish](#)[Ukrainian](#)[Vietnamese](#)[Somali](#)) before November 10. Metro can provide supplemental materials in these languages or others as needed.

South King County residents are also invited to provide feedback on other projects including south King County potential bus base sites under consideration, see **Bus Base Location Survey** and provide comments in the [online open house](#) about the future RapidRide I Line [Online Open House](#)





[www.kingcounty.gov/metro](http://www.kingcounty.gov/metro)

Manage your subscriptions:

- Update your [preferences or unsubscribe](#)
- Questions about this service? Visit [Help](#)

Riders invited to have a say on a proposal to consolidate portion of Route 180 between Auburn and Kent Station X

[Email \(HTML\)](#)
[Email \(Plain Text\)](#)
[Text Message](#)

From: "King County, WA" <KingCounty@subscriptions.kingcounty.gov>  
 Subject: Riders invited to have a say on a proposal to consolidate portion of Route 180 between Auburn and Kent Station

**Rider Input Needed**

**Riders invited to have a say on Metro's upcoming investments in south King County**


Now through Nov. 10, Metro is asking the community for [feedback](#) on its proposal of transit options to best meet the area needs identified during an extensive regional public engagement effort earlier this year. Input will help Metro complete its Renton, Kent, Auburn Area Mobility Plan this winter, which goes into effect in south King County in September 2020.


Metro is proposing:

- Adding service frequency to routes 105, 148, 164, 166, 168, 183, 906, 917 and 180 (from Auburn Station to Kent Station)
- Pathway changes to routes 102, 148, 166, 168, 181, 906 and 915
- Restructuring and renaming routes 158, 159, 169, 180, 186, 192, 910, 916, and 917
- Deleting routes 908, 913, and 952
- Considering adding new flexible service in these areas: Renton Highlands, Benson Hill, and Algonia/Pacific

To weigh in on the proposed route changes in south King County, take the **online survey** ([English](#)[Chinese](#)[Russian](#)[Spanish](#)[Ukrainian](#)[Vietnamese](#)[Somali](#)) before November 10. Metro can provide supplemental materials in these languages or others as needed.

South King County residents are also invited to provide feedback on other projects including south King County potential bus base sites under consideration, see **Bus Base Location Survey** and provide comments in the [online open house](#) about the future **RapidRide I Line** [Online Open House](#)

 SHARE


  
[www.kingcounty.gov/metro](http://www.kingcounty.gov/metro)

Manage your subscriptions:

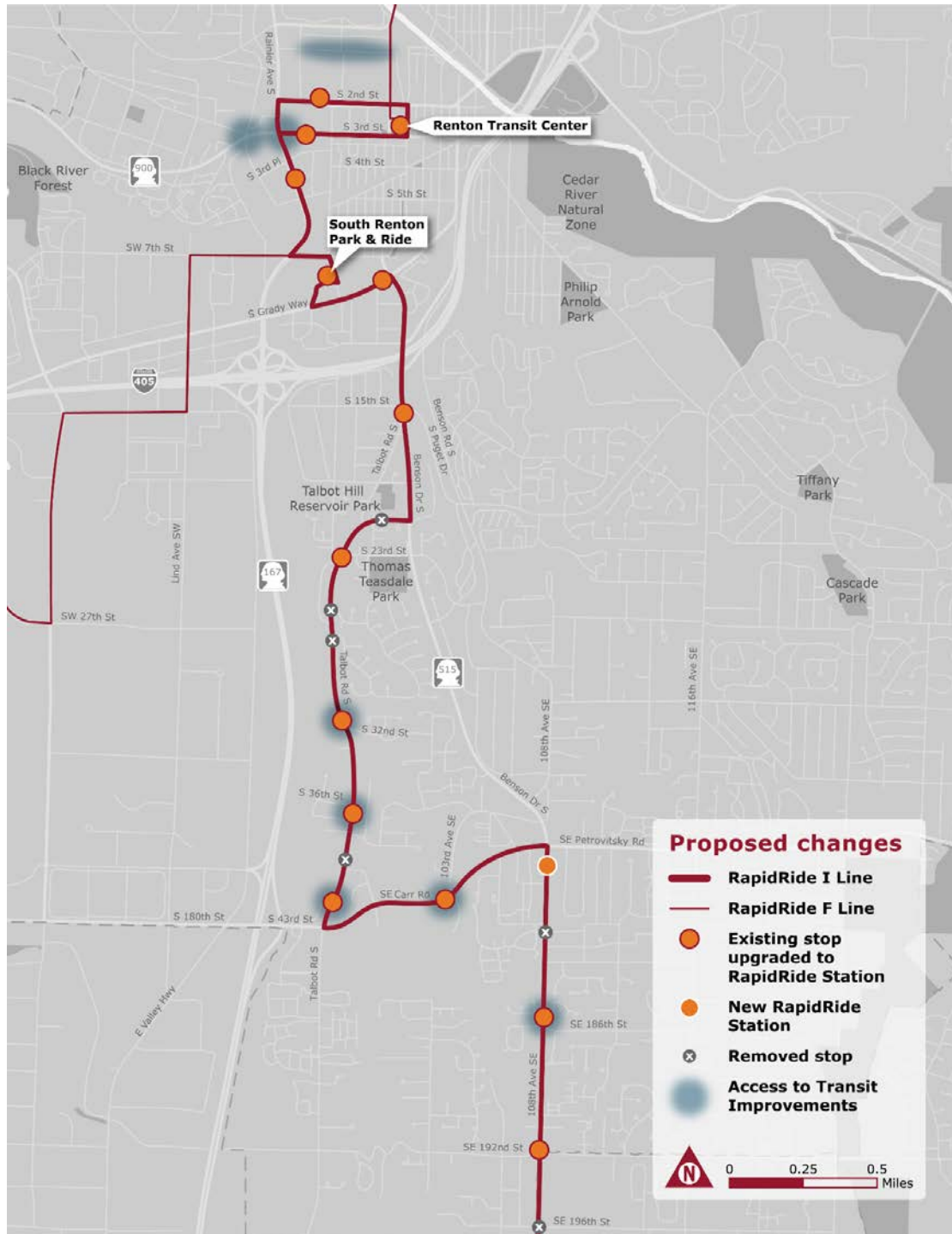
- Update your [preferences or unsubscribe](#)
- Questions about this service? Visit [Help](#)



## Appendix B: Preferred Concept Maps

### Renton

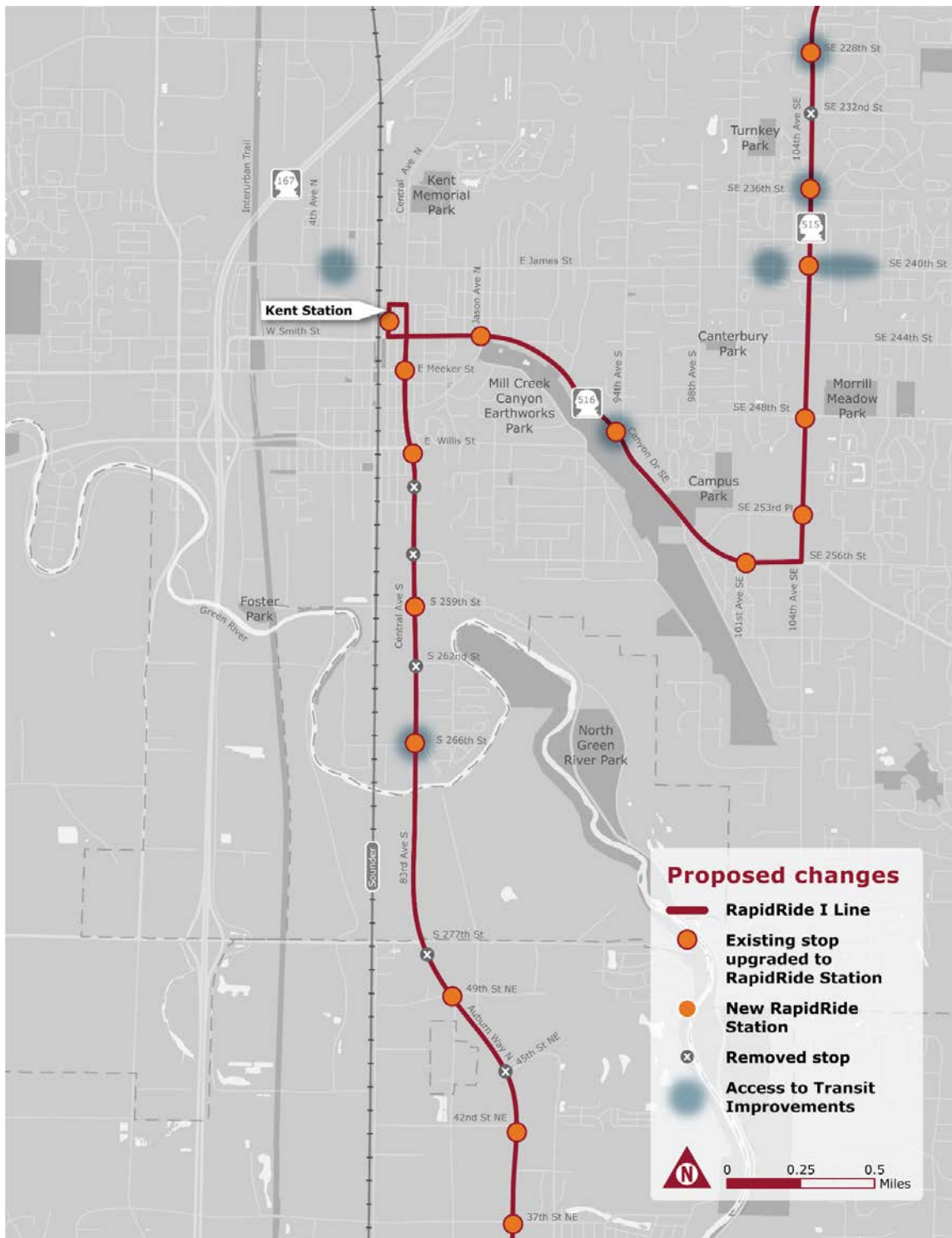
Proposed station locations and key areas for improvements to get to the bus (i.e. sidewalks, crossings, safety improvements)



## Kent

Proposed station locations and key areas for improvements to get to the bus (i.e. sidewalks, crossings, safety improvements)

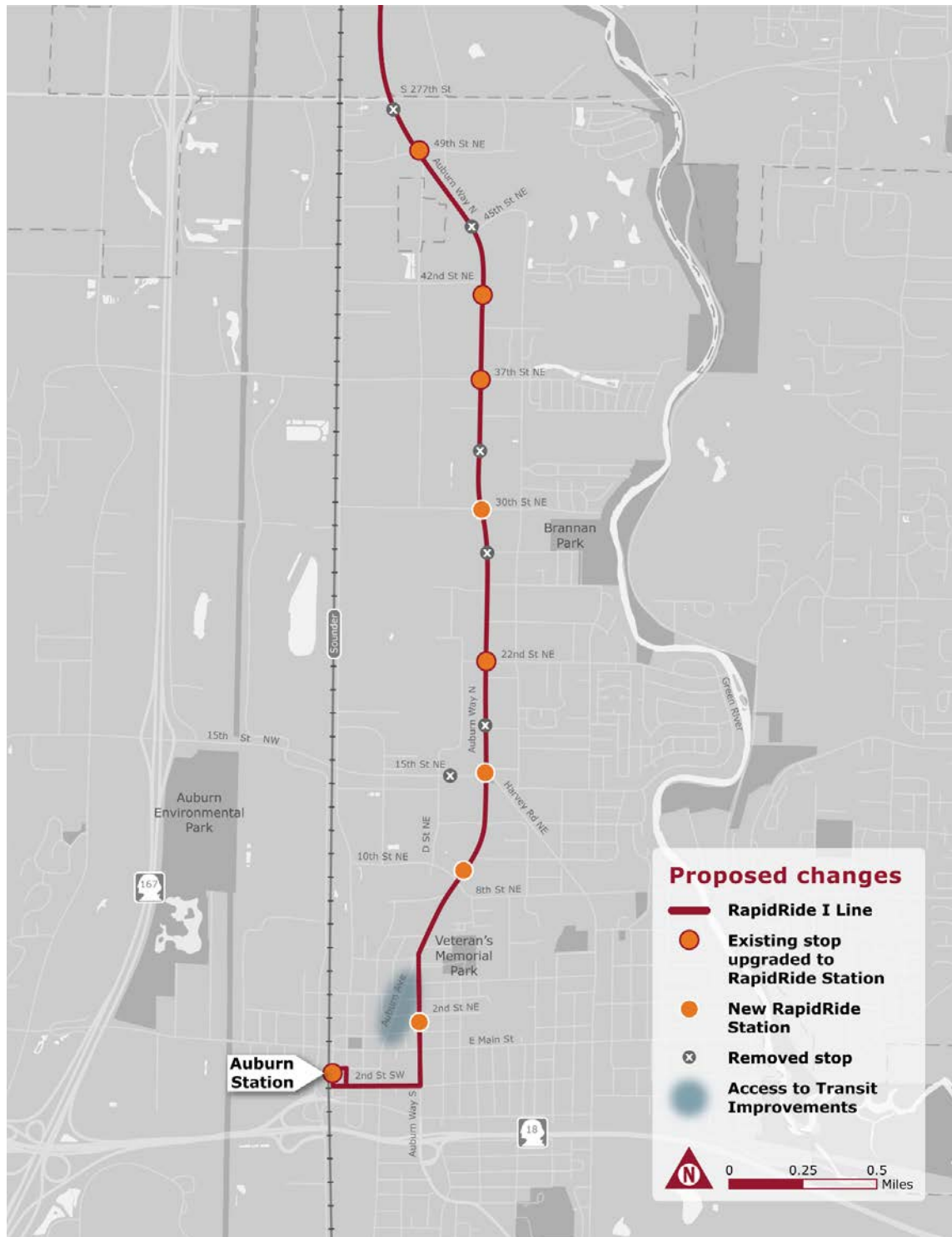






## Auburn

Proposed station locations and key areas for improvements to get to the bus (i.e. sidewalks, crossings, safety improvements)



## Appendix C:

## I Line Online Open House Comments

10/21/19-11/25/19

Questions	Comments
<b>Auburn</b>	
<i>Do you have any comments on the proposed station locations?</i>	Just make it happen fasten the process.
<b>Kent</b>	
<i>Do you have any comments on the proposed station locations?</i>	I think they look great!
	No
	I hope the stop at Canyon and Jason remains in the plan. I currently avoid the stop eastbound going up the hill because there is no sidewalk and you have to walk on the right side of the roadway with your back to traffic to get to the existing stop. I currently walk to a stop farther away because of my safety concerns. Hopefully when upgraded, a safe means will be provided for walking to the stop.
	Would love to have the opportunity to ride from a stop to see if it really works. Changes that I have seen in the past have not always worked well.
<i>Do you experience barriers to walking, rolling, or biking to transit in other areas? If so, where?</i>	No
	No
	I currently have major problems which limit my ability to walk long distances and Metro keeps making it tougher for a lot of us with mobility issues which is why we do not use public transit more
<i>Do you have any comments on the priority areas for improving access to stations?</i>	The crosswalk at E Smith st and Railroad Ave N near kent station doesn't have any signals and is very dangerous for pedestrians to use.
	No
	A sidewalk is needed to safely walk to the existing eastbound stop at Canyon and Jason.



	<p>I will appreciate any improvement to Kent Station.</p> <p>No, i would want to ride the propoals during both peak and off-peak hours to see if they really work or if it is just based on cuurent rideship which is not necessarily getting people out of their cars. They're just driving to the park-n-ride so they can make their day work. Ideally they should not be filling the parking lots as much so people who need them can get them. I have to catch a bus 1-2 hours early to have a parking space. Rghit now there is no bus that stops 1-2 blocks from my home which would be ideal given ling waits and no benches available</p>
<b>Renton</b>	
<i>Do you have any comments on the proposed station locations?</i>	Sync arrival and departure times with the F bus
<i>Do you experience barriers to walking, rolling, or biking to transit in other areas? If so, where?</i>	Improve crossing signals for pedestrians
<i>Do you have any comments on the priority areas for improving access to stations?</i>	Focus on Talbot Road improvements and coordination with construction at the hospital
<b>Additional Comments</b>	
<i>We want to hear from you</i>	<p>I would like to see more direct and reliable connections from Kent Station to tech giant campuses Microsoft and Amazon. Making Kent accessible to these commuters will bring higher income families to the neighborhood, boosting the local economy. Also improve tracking data on late buses. OneBusAway is very inaccurate. We need to know if a bus is going to be 5 min late or an hour late.</p>
	<p>I don't need updates to stay updated.</p> <p>It would be great if a RR line to the new light rail station was in the works lining up with that new service. Kent is very spread out, but RR could do a lot to move people around. RR or an express bus on James going to kent Station and then to the Light rail would be a boon.</p> <p>New improvements coming to the 150 will be better, but really it would be better if that were an express bus hitting Seattle, Southcenter, and Kent. Almost everybody using that bus gets off at those stops.</p>
	<p>I became very concerned when I heard the I-Line will cause the 952 route to be deleted. This route has been running for decades from Renton to Boeing</p>

	<p>Everett, providing unmatched convenience flexibility and lower carbon footprint. Vanpools do not work for my schedule the way that a bus does. PLEASE KEEP THE 952!!</p>
	<p>I would like to see a more reliable transportation options in sand point/ magnuson park area, buses are few and far between and notoriously late.</p>
	<p>Please oh please give us rapid ride. RENTON needs this. We were not included in the light rail plan and we are mired down in traffic on I-405 (both directions), highway 167 and have a growing population. We are not a wealthy community but we are a working class and need rapid and reliable transportation. ALSO, RENTON has empty car dealership lots near I-405 and 167 and Rainier Ave that would be perfect for bus stations. Please oh please hear our needs.</p>
<i>Share your thoughts about speed and reliability</i>	<p>A bus only lane on James St or on Benson Road 104th/108th would be huge!</p> <p>Kent is very car dependent, and it will take big speed/reliability improvements to get people out of their cars.</p>
	<p>In addition to stations after signals, program the signal to allow pedestrians to cross perpendicular to the bus route shortly after the bus leaves, to improve mobility to and from the station.</p>