

Summary of Design Changes Report

Introduction

This report documents the major design changes and improvements that have occurred between the 60% and 90% RapidRide I Line design submittals. This summary sets out to explain why and where changes were made, based on feedback from community, city, state and federal partners, as well as transit partners.

The four areas of focus are:

- station locations (for example: location shifts from near to farside)
- new pedestrian and bicycle access ways (for example: new crossings, curb bulbs, etc.)
- stations where shelters have been added
- new stormwater detention facility locations



Community priorities

Community members shared feedback with Metro in several ways during the design phases, including comments on the online open house, through emails, in one-on-one conversations, and on social media. Most community members provided comments related to station locations, safety at bus stations, safety on the bus, station features, Metro operations and bus service, bike infrastructure, and accessibility.

Throughout final design, community members asked Metro to prioritize safety and accessibility of RapidRide I Line bus stations and service.

Theme	Comments shared by community
Station locations	<ul style="list-style-type: none">Several community members commented on the convenience of specific station locations. No stations received a significant number of comments.
Safety	<ul style="list-style-type: none">Some community members expressed concerns about getting safely to and from stations when walking or biking. Some made specific suggestions about improved sidewalks and bike lanes.Some community members shared concerns about criminal activity, including some violent activity, at bus stops. They asked Metro to design RapidRide stations with more lighting, durable infrastructure, and providing patrols.Some community members shared concerns about unsafe behavior on buses.
Construction safety	<ul style="list-style-type: none">Some community members asked Metro to consider safe routes for the people to walk during construction, especially children walking to and from school.

Theme	Comments shared by community
Accessibility	<ul style="list-style-type: none"> Some community members asked Metro to improve sidewalks in the areas surrounding stations. Some community members shared that people sometimes drive faster than the speed limit on arterials where some stations are planned, making walking to stations feel unsafe.
Service	<ul style="list-style-type: none"> Some Renton residents shared recommendations for improving bus access inside Renton and between Renton and other parts of the county.

A full breakdown of feedback shared is included in Appendix C of the RapidRide: I Line Community Engagement Summary (April 25, 2022).

Station locations

Due to WSDOT design review and jurisdictional permitting review the following station locations have changed since the 60% design submittal.

Figure 1: RapidRide I Line's Station Location Changes

Jurisdiction	Station	Description of Change
Renton	108 th Ave SE & SE 192 nd St	The inbound station shifted further north to minimize impacts to property access.
Kent	104 th Ave SE & SE 235 th St	The inbound station shifted further north on the farside of SE 235 th St to midblock (to be located on the farside of the midblock crossing).
	104 th Ave SE & SE 253 rd St	The inbound station shifted north to be located on the farside of the midblock crossing.

Jurisdiction	Station	Description of Change
	E Smith St & E Titus St	The inbound station has shifted from nearside of E Titus St to the farside of the intersection. This was necessitated to avoid impacts to the City of Kent's Park's Department use of the Senior Center in the SW corner of the intersection.
	Central Ave S & S 266 th St	The inbound station shifted north to be located on the farside of the midblock crossing.
Auburn	Auburn Way N & 37 th St NE	The inbound station shifted south to avoid impacts to a driveway.

Pedestrian & bicycle access ways

Due to changes in adjacent projects, WSDOT design review, and jurisdictional permitting review the following pedestrian improvements have changed since the 60% design submittal.

Figure 2: RapidRide I Line's Pedestrian Improvement Changes

Jurisdiction	Location	Description of Change
Renton	S 2 nd St	The City of Renton will be constructing the bicycle facilities and pedestrian improvements on S 2 nd St as part of their own project to remove the couplet on S 2 nd St and S 3 rd St.
	S Grady Way & Lake Ave S	The existing pedestrian island located in the NE corner of the intersection will be rebuilt as part of Sound Transit's S. Renton Park & Ride project.

Jurisdiction	Location	Description of Change
Kent	Talbot Rd S & S 37 th St	The pedestrian crossing on the south leg of the intersection now includes a rapid flashing beacon pedestrian signal.
	108 th Ave SE & SE 204 th St	The project rebuilds the SW corner of the intersection to remove the existing bus pullout and reduces the pedestrian crossing distances.
	108 th Ave SE & SE 220 th St	The project rebuilds the NE corner of the intersection to remove the existing bus pullout and reduces the pedestrian crossing distances.
	E Smith St & Railroad Ave NE	A rapid flashing beacon and pedestrian refuge island has been added to the east leg of the intersection. This improvement is being funded by Sound Transit.
	Railroad Ave NE at Kent Station	A new marked pedestrian crossing and curb bulb to reduce the crossing distance has been at the driveway with Kent station. This crossing will provide direct access between Kent Station and the RapidRide I Line stations. This improvement is being funded by Sound Transit.
	E Smith St & E Titus St	The project fills a gap in the existing sidewalk east of the intersection. Behind the intersection's inbound station and this new sidewalk, a pedestrian access ramp has been added. This provides direct access from E Smith Street to Mill Creek Canyon Earthwork's Park. This improvement is being funded by City of Kent's Parks Department.
	E Smith St & E Titus St	As part of City of Kent's new bike master plan, the city is planning to add a bike lane will be added to E Smith St east of the E

Jurisdiction	Location	Description of Change
		Titus St intersection. An elevated bike lane has been added at the inbound station. This will allow for bikes to remain in-lane through the transit station.
	SE 256 th St & 101 st Ave SE	As part of the City of Kent's new bike master plan, the city is planning to add a bike facility on SE 256 th St. As part of the roadway widening that RapidRide I Line is constructing, a new protected bike lane will be added in the eastbound direction approaching the 101 st Ave SE intersection. This will allow for bikes to remain in-lane and pass behind the station.
Auburn	Auburn Way N & 42 nd St NE	The existing pedestrian crossing, and median island located south of the intersection will be updated. This change will provide a shorter, straighter pedestrian crossing.
	I St NE & 15 th St NE	Due to challenging site conditions, the project is no longer adding sidewalk and a pedestrian crossing at this intersection.
	Auburn Ave & 2 nd St NE	The City of Auburn completed the pedestrian crossing improvements at this intersection ahead of the RapidRide I Line project.

New shelter additions

Due to FTA funding requirements, shelters have been added at the following station locations since the 60% submittal.

Figure 3: RapidRide I Line's Additions of Shelters

Jurisdiction	On Street	Cross Street	In/Out Bound
Renton	Benson Dr S	S 15 th St	Outbound
	Benson Dr S	S 15 th St	Inbound
	Talbot Rd S	S 23 rd St	Outbound
	Talbot Rd S	S 23 rd St	Inbound
	Talbot Rd S	S 32 nd St	Outbound
	Talbot Rd S	S 32 nd St	Inbound
	Talbot Rd S	S 37 th St	Outbound
	Talbot Rd S	S 37 th St	Inbound
	SE Carr Rd	Mill Ave S	Outbound
	SE Carr Rd	Mill Ave S	Inbound
Kent	Canyon Dr SE	94 th Ave S	Outbound
	Central Ave S	E Willis St	Outbound
	Central Ave S	E Willis St	Inbound

Relocations of stormwater facilities

Due to City of Kent's 60% permit review, the new underground stormwater detention facilities have been combined and relocated from heavily used arterials to lower utilized local roads to reduce the construction and maintenance complexities. This occurs at the following locations.

Figure 4: RapidRide I Line's Stormwater Facilities Relocations

Jurisdiction	Location
Original Locations	
Kent	108 th Ave SE & SE 208 th St
	104 th Ave SE & SE 240 th St
	SE 256 th St & 101 st Ave SE
New Locations	
Kent	SE 239 th St & 102 nd Ave SE
	101 st Ave SE & SE 260 th St

Next steps

Metro will be reaching out to route neighbors, businesses, and local community organizations to share expectations ahead of station construction.